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# ALL HANDS

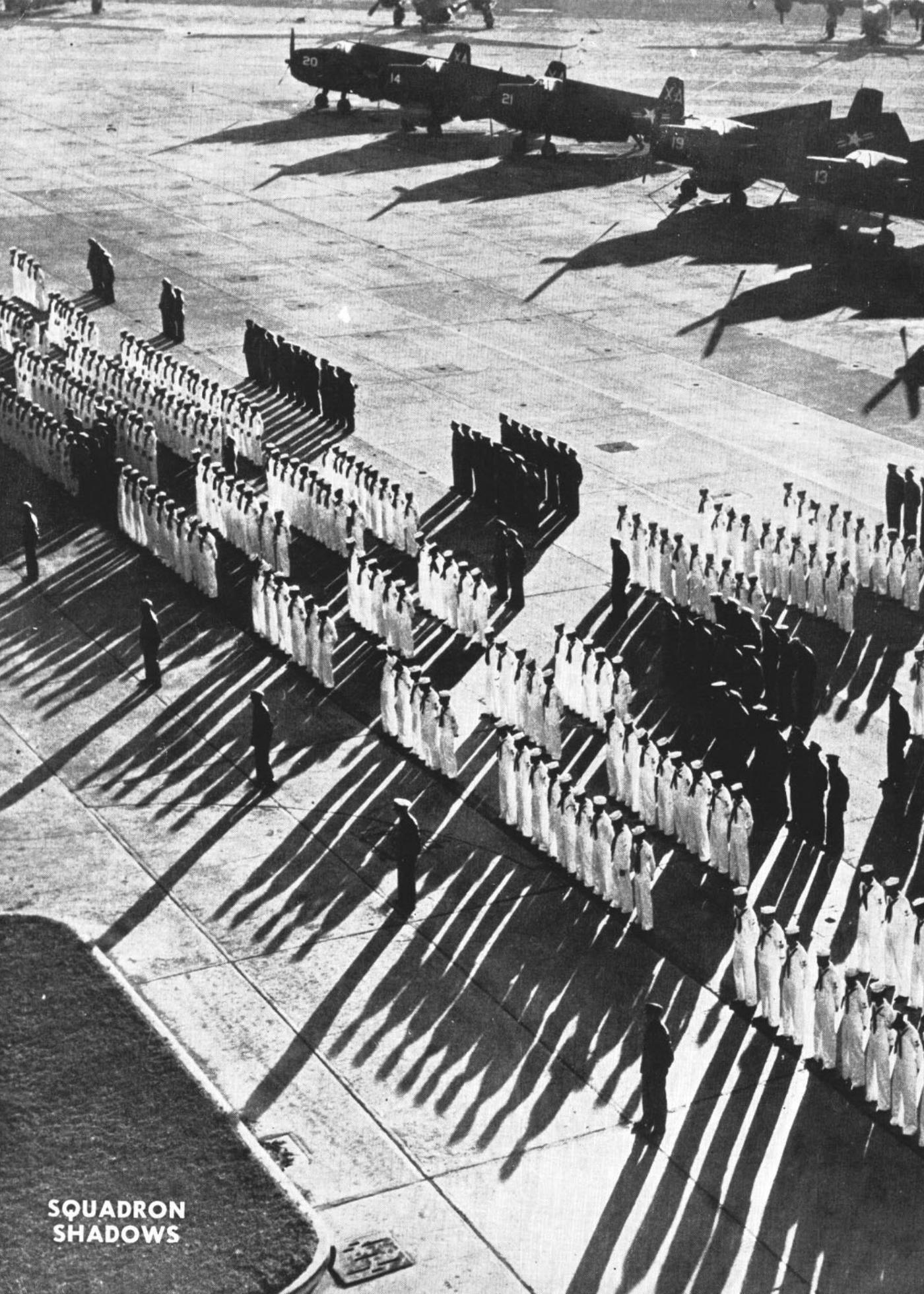
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



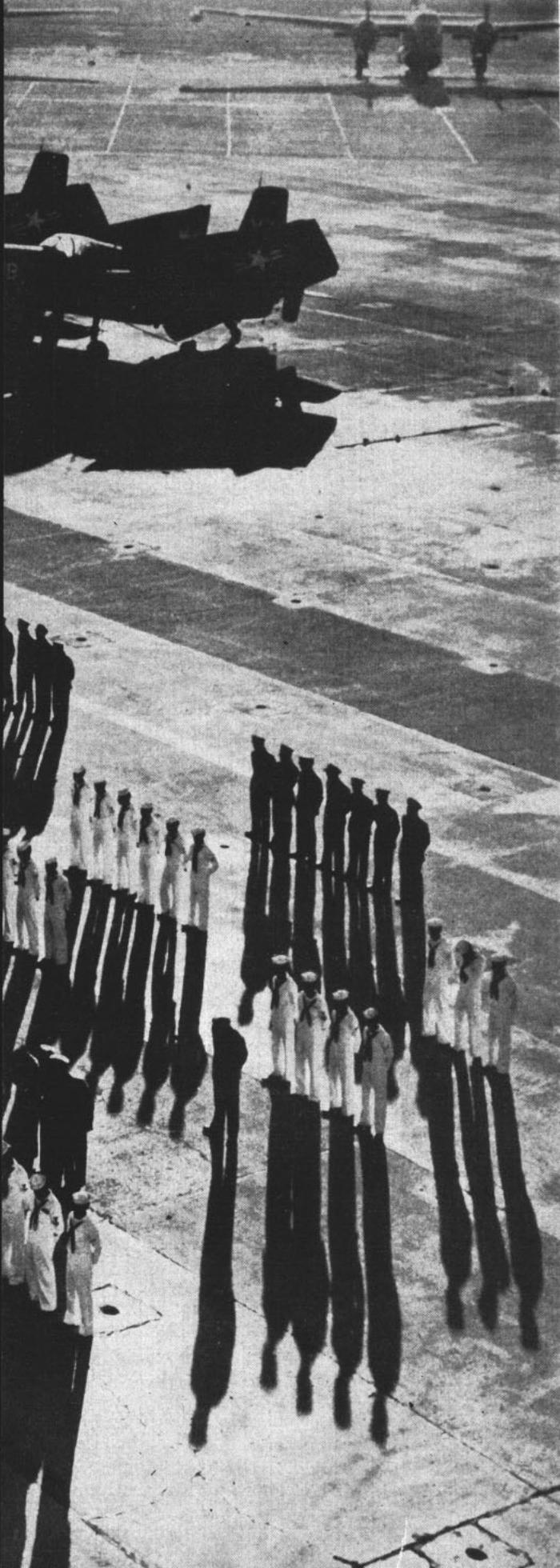
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NAVPERS-O

FEBRUARY 1951



**SQUADRON  
SHADOWS**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1951

Navpers-0

NUMBER 408

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The Chief of Naval Personnel

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● FRONT COVER: A terrific explosion marks the end of the evacuation of Hungnam in Korea. A Navy demolition team, the last persons to leave the beachhead, were responsible for this explosion in the dock area. A Navy patrol frigate waits to load the remaining landing craft.

● AT LEFT: This interesting photographic study depicts the captain's inspection of VX-1 at Boca Chica Field, NAS Key West, Fla.

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## Meeting Challenge of Electronics in War



**MEN AND MACHINES**—Hawk-eyed electronic techs of USS *Electron* test equipment which will replace worn-out units on ships in forward areas.

**W**ITH THE commissioning of USS *Electron* (AG 146), the Navy now has ample facilities to hand out push-buttons to the Pacific Fleet. The first United States Navy ship to be completely outfitted as an electronics supply and repair vessel in the present emergency, *Electron*, formerly LST 1070, has reported for duty.

After undergoing electronics alterations at Bremerton, Wash., the ship received supplies and equipment at the Naval Supply Center, Oakland, Calif.

One of six LSTs selected in 1945 to replace non-mobile barges used for supply, repair and ordnance purposes, *Electron* was loaded with 30,000 line items for the Far Eastern Fleet, including parts and spares for radio, radar, sonar, teletype, tubes, capacitors, resistors, generators, motors, electric cable, radar scopes and antennae.

Five officers and 90 enlisted men, including many Navy-trained electronics technicians, make up the ship's complement, headed by Lieutenant Leonard J. Fullan, USN.

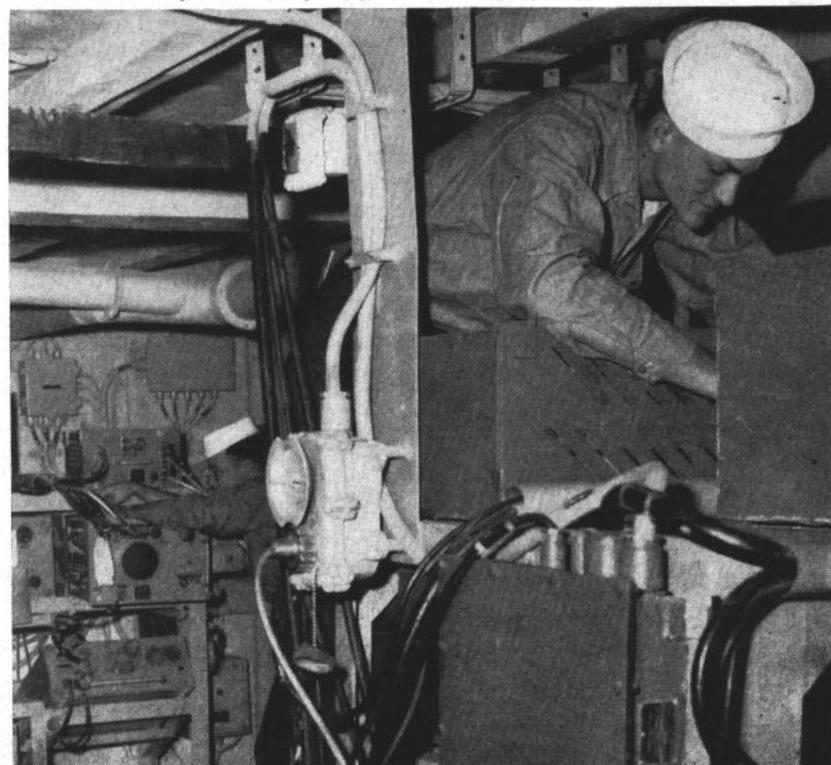
In addition to repairing and supplying electronics parts, the former



FULLY EQUIPPED repair shop is the hub of *Electron's* activities. Left: Chief selects one of the 30,000 spare parts which are stocked in the ship's hold.



FIRST INVENTORY of new ship is checked by BuSandA expert. Below: Technicians must cope with anything from a fuzzy scope to wobbly antenna.



troop carrier will also exchange equipment with other ships having radio and radar trouble. A revolving system of exchange will provide other ships with workable gear.

"LSTs are good ships for the type of duty we will have," Lieutenant Fullan said. "They are self-sustaining, have a large cruising radius, can load and unload at places where dock facilities might not be available, and have all the space planned to hold troops and tanks and other equipment available for storage space."

The floating electronics base will be an extension of the Ships Supply Depot. According to Commander F. M. Lamkin, USN, officer in charge of the Depot, "The *Electron* will be ready for work the minute she meets the fleet. Everything we could think of is aboard. The repair shops have the latest and best equipment. The Navy is blazing another streamlined trail in logistics. This ship strictly is 20th Century meeting the challenge of electronics in war."

USS *Proton* (AG 147), was outfitted for similar work in 1947 and later mothballed.

# THE WORD

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

• **UNIFORM ISSUE** — Recent increases in naval personnel, and the resultant demand for additional clothing, has prematurely exhausted the stock of enlisted men's button-style blue trousers in certain sizes.

Rather than replenish these stocks with button-style trousers, the use of trousers with pockets and zipper-fly-front has been approved by the Secretary of the Navy.

Immediate issue of the zipper-style trousers will begin in sizes in which the button-style have been exhausted. As the stock of each additional size of the button style is exhausted issue of the zipper style will be started.

Blue trousers with pockets and zipper-front will not be issued or available for sale in any size in which

there is a stock of button-front trousers on hand.

It is probable that men at receiving stations and training centers, where most original issues of clothing are made, will be the first to have the improved style trousers.

Either the button-front or zipper-front styles are regulation and will be worn for dress or undress concurrently in all naval units until a date to be announced later.

• **WARRANT OFFICERS**—All permanent warrant officers—including those serving in higher grades—will be eligible for consideration for promotion to commissioned warrant grade on the sixth anniversary of the date of rank of their permanent appointment to warrant officer. Those

eligible for consideration for promotion in the calendar year 1951 will be examined professionally on their records.

Each warrant officer becoming eligible for promotion in 1951 should take the following steps about eight weeks, if possible, prior to his sixth anniversary date:

• When directed by his CO, report to a board of medical examiners. This must be a board convened by one of the commands listed in BuPers Circ. Ltr. 177-48 (AS&SL, 1948).

• Submit a letter to the Chief of Naval Personnel (Attn: Pers-B13a) stating whether he has any objection to being examined on record by the Naval Examining Board to determine his fitness for promotion. Such statement by an officer will be with the understanding that, in the event of an unfavorable report by the Naval Examining Board, his right to appear later before such board will not be jeopardized.

The commanding officers of warrant officers eligible for promotion in 1951 will submit as an enclosure to his endorsement to the officer's letter

## Salty Disc Jockeys in Mighty Mo Win Radio Jobs in Tokyo

It's "up in the world" for two seamen lately of the battleship USS *Missouri* (BB 63)—or maybe it's just a matter of being put where



PLATTER CHATTER by Lee West, SN, helped launch successful two-man disc show in USS *Missouri* (BB 63).

you're most valuable to the Navy. Anyhow, they landed simultaneously in the Armed Forces Radio Service in Tokyo, where the two of them contribute to the morale of thousands of American servicemen in the far Pacific.

Both Jerry Knighton and Lee West are what is known as disc jockeys, and are handy with a form of conversation called platter chatter. For quite a long time after reporting aboard *Missouri* they worked diligently to establish an every-evening program for the crew. Before long a 90-minute affair was being piped throughout the ship each evening on the PA system. It included everything from hillbilly to Harlem, and became a part of the daily routine.

Then one day a Department of Defense radio reporter came aboard. He, too, liked the program—and he liked the looks of the men who had established it. He thought they should have a bigger audience than even the big Mo could provide. So—AFRS Tokyo soon found itself with two new record wran-

glers. Although it was *Missouri's* loss, the ship was left with an established program which others could carry on.



HIGH MORALE rewarded Jerry Knighton, SN, and his buddy who won enthusiastic support of crew.

## Personnel to Be Provided With Identification Tags

Steps are being taken to provide all Navy and Marine Corps personnel on active duty with identification tags, according to Alnav 145-50 (NDB, 15 Dec. 1950). SecNav has requested they be issued to personnel leaving the United States prior to their departure.

Name, file or service number, blood type, USN or USNR designation and religious affiliation, if desired, are included on each tag.

Two metal tags are worn, suspended by a chain, around the individual's neck. In case of death, one remains with the individual and the other is sent to the Chief of Naval Personnel.

a special fitness report covering the period from the date of the last regular reporting period to the date of the candidate's letter. This information is contained in BuPers Circ. Ltr. 201-50 (NDB, 31 Dec 1950).

• **RESERVISTS' RECORDS**—Service records of Volunteer Naval Reservists will now be converted to the new, flat type jackets according to BuPers Circ. Ltr. 199-50 (NDB, 31 Dec 1950).

This directive, which revises paragraph 6 of BuPers Circ. Ltr. 18-50 (NDB, 31 Jan 1950), states, however, that the flat type record will be used only on first enlistment, reenlistment, or voluntary extension of enlistment.

Enlisted records once converted will remain in the flat type folders.

• **TRANSFER OF OFFICERS**—Commissioned officers of the Medical, Dental, Nurse and Medical Service Corps of the Regular Navy and Naval Reserve may now transfer to another branch of the armed services.

Inter-service transfer of personnel of the above corps may be effected up until 9 July 1951, according to the directive, BuPers Circ. Ltr. 196-50 (NDB, 15 Dec. 1950). Retired officers and commissioned warrant officers of the Navy Hospital Corps are not eligible for transfer, the latter because there is no counterpart of the Army or Air Force in that grade.

The directive announced that no person would be transferred to another service without (1) his consent, (2) the consent of the service from

which he is to be transferred and (3) the consent of the service to which he is to be transferred. Reserves may transfer only to a Reserve component and Regulars to a Regular component.

Those transferred will be given credit for federal service they have already performed for the purpose of promotion, seniority, and retirement. Unused leave will also be transferred to the new service of the officer.

• **SICK LEAVE**—A new plan speeding up the process of granting sick leave authorizes commanding officers of naval hospitals to give final approval to sick leave without recourse to higher authority. Previously, the Chief of Naval Personnel or the Commandant of the Marine Corps had to give final approval.

The new procedure, aimed at simplifying the sick leave process as the volume increased during the Korean crisis, was announced in Alnav 149-50 (NDB, 15 Dec 1950).

• **MEMBERS OF SAME FAMILY**—Requests for assignment to different units from male members of the same immediate family on active duty will be favorably considered, provided there are no overriding military needs for their retention in the same unit.

This information was announced by BuPers Circ. Ltr. 203-50 (NDB, 31 Dec 1950). It also stated that members of the same immediate family now serving together or who may later request assignment to the same unit should be advised of the potential undesirability of such assignment from the viewpoint of their dependents if the unit is located or operating intermittently in a combat area.

• **CPOs SELECTED**—One hundred four aviation pilots have been selected for appointment to temporary commissioned ranks. These personnel previously held temporary commissions as USN(T) aviation officers but were reverted to their permanent ratings due to budgetary limitations. None, however will be appointed to a rank higher than lieutenant.

As announced by BuPers Circ. Ltr. 191-50 (NDB, 30 Nov 1950), the selection was made by a board and individual letters have been sent to the men involved. The action of the board was governed by Alnav 103-50 (NDB, 30 Sept 1950).

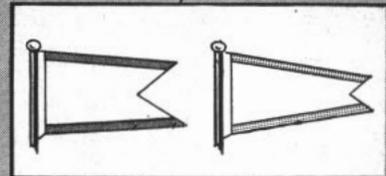
# QUIZ AWEIGH

Similarity of objects often provokes a snap decision which stands a 50 per cent chance of being incorrect. A little study will be necessary if the guesser expects to get all the right answers to this quiz.



(1) The specialty mark at the above left signifies the wearer is a (a) draftsman (b) builder (c) surveyor.

(2) The mark at the right is worn on the sleeve of a (a) builder (b) instrumentman (c) draftsman.



(3) These swallow-tailed flags are hoisted as command distinguishing pennants. The one at the left, with blue top and bottom edge stripes, is a (a) burgee command pennant (b) broad command pennant (c) commodore's pennant.

(4) The one at the right, with top and bottom edge stripes of red, is a (a) broad command pennant (b) distinguishing pennant (c) burgee command pennant.



(5) This ship is a (a) troop transport (b) submarine tender (c) sea-plane tender.

(6) If you have guessed question five correctly, you should know that the ship's type is (a) AS (b) AP (c) AV.

# Putting the World



**TAKING BEARING** on control towers ashore by sextant, two quartermasters stand atop charthouse to get a fix that will pinpoint their boat's position.

**WHEN THE SUN** goes down tonight, a member of our Navy may seat himself in a flimsy, unlighted shack near a beach a long way from home and go to work.

The thin roof of the shanty in which he sits will be swung open like the top of a popcorn box, and stars will shine in. Throughout the night, while sand or tropical foliage or hard, dry snow rustles in the wind outside, the officer will peer at the sky through a concrete-supported instrument called an astrolabe. While a chronometer ticks, he will press a key when two star images are lined up; a revolving drum will record his observations, timed to a hundredth of a second. An assistant will carefully jot down the reading.

The star-gazer will observe hun-

dreds of celestial points before morning, and by the time the sun comes up the two inhabitants of the little building will have the data to compute within a hundredth of an inch their location on the earth's big wrinkly crust.

Why all this business of measuring the angles of stars all night long? Why this business of a chronometer, and of oddly named instruments set on concrete pedestals? What do the two young officers care about their millionth of a degree of longitude and latitude?

The answer to these questions is "charts." Maps. Detailed and super-accurate diagrams of the earth's shorelines and ocean floors. The Navy—and the Navy's Hydrographic Office in particular—is interested in

such charts; so interested that it is constantly engaged in making them.

The beginning—the very genesis—of the task of charting any area is to establish a field point; to find out, as one sailor put it, "where the heck you're at." That's what the two young officers are doing with the chronometer and the astrolabe. Once they find out exactly where they're at, sailors will take down the shack and return it to the ship. Then there will be serious business with special alloy measuring tapes, and theodolites, transits, levels, magnetometers, and wooden stakes driven into the ground.

But let's go back a bit.

Up to 1850 or thereabouts, sailing the seven seas was a good deal more risky than it is now. One reason why it was more risky was the lack of accurate detailed charts. Often the best way to find out about hazards to navigation at any particular place was to ask somebody who had just come from there.

In 1830 the Navy set up a "Depot of Charts and Instruments" in Washington. A naval officer named Lieutenant Matthew F. Maury was the first officer in charge. Lieutenant Maury had been interested in charts and navigation all his life, and upon reporting to the chart and instrument depot he set about to accomplish something. Between hours of poring over old ships' logs he found in a storehouse, he wrote letters to shipmasters all over the world. Would they, he asked, send him reports of winds, weather, currents, and other things of nautical interest if, in return, the data he digested would later be made available to them? The answer in most cases was yes. During one five-year period thereafter, some 26 million reports poured into Washington.

In 1844 the Depot of Charts and Instruments became officially the U.S. Naval Observatory and Hydrographic Office. Lieutenant Maury was still in charge, and remained so for another 16 years—until 1861. Came the Civil War, and Maury cast his lot with the South.

But his work went on. A Hydrographic Office was set up according to his principles shortly after the war was over. Branch hydrographic

# on the Map

offices began to appear after 1883, and now exist in all the principal ports of this country. These offices maintain contacts with merchant ships from all over the world, and, of course, with headquarters—the U.S. Navy Hydrographic Office in Suitland, Md. That office, in turn, has the overall responsibility of collecting, evaluating, compiling, producing and distributing hydrographic, oceanographic and aeronautical information.

Now to get back to those two fellows who sat up all night in a shack on a lonely beach.

Their work is almost over for the time being; an LCVP is meeting them at the water's edge, nosed up there blunt and businesslike in the early morning light. The two men clamber aboard and the boat roars off to their ship—the high-sided *uss Maury* (AGS 16) or *uss Tanner* (AGS 15) anchored offshore. They go aboard to deliver the gleanings of their night's work—and to get some chow and to turn in. Now other officers and sailors and civilian engineers will go ashore to establish the "base line" and the directional guides or triangulation stations. For a starting place they will use the concrete block on which the astrolabe used to rest—the "field point," whose location is so precisely known. And all this is still part of the groundwork for the real job.

What sort of ships are *Maury* and *Tanner*?

They're surveying ships, and they play a large part in the work of the Hydrographic Office. AKA's, they are 426 feet in overall length and

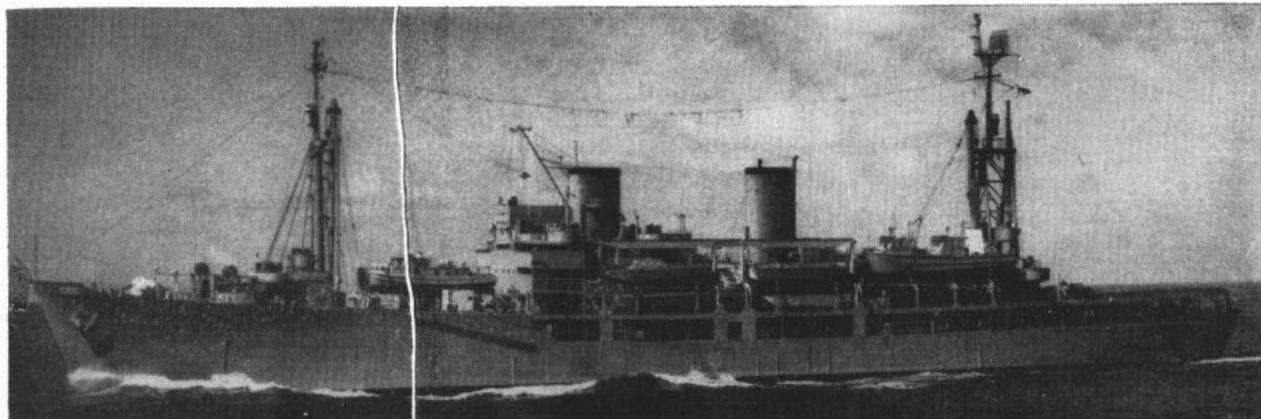


TRIANGULATING for a control tower position on a beach in Arabia, a hydrographer peers through theodolite. Navy maps shorelines around the world.

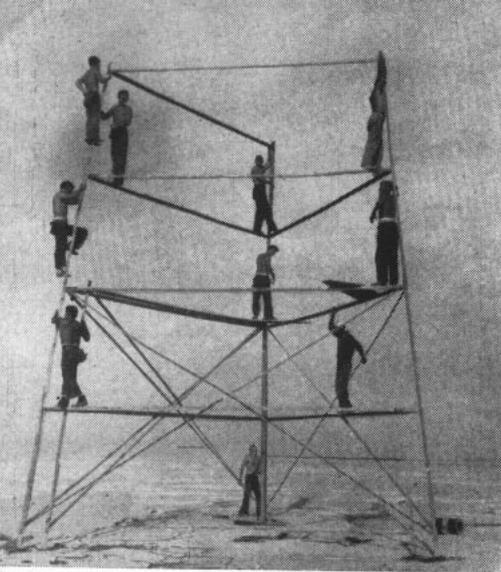
displace some 7,000 tons. They're rather high in freeboard, especially forward, and carry two stacks and a number of boats and vehicles. At first glance, either of them might remind a person of a smallish ocean liner, but the number and wide variety of small craft nestled aboard would tend to reveal that these ships are something different.

And something different they are.

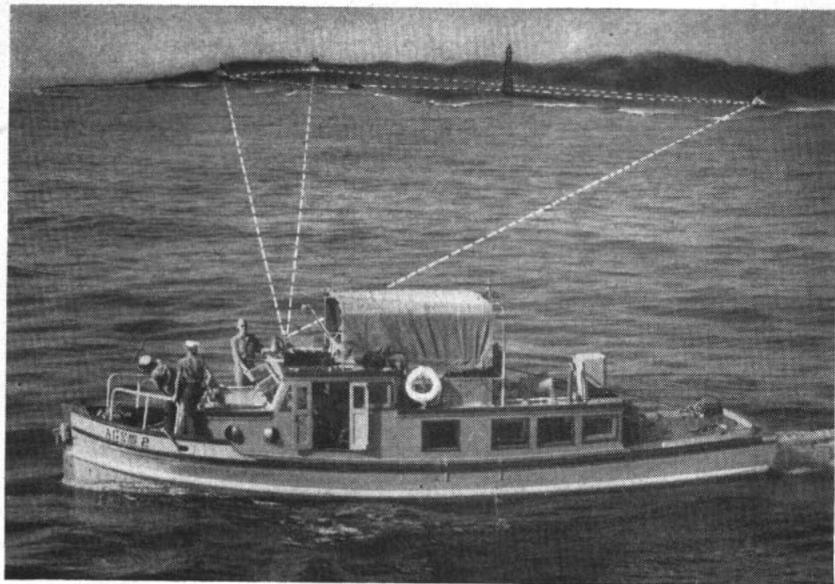
Drafting and map-making equipment, as well as navigational equipment in unusual variety and quantity, stands ready for use in the high, bright areas topside. Fathometers and radar gear are at hand for determining the depth of water and the precise distance of shore points. A helicopter stands lightly on a little flight deck aft. Cabin boats, 40 feet and 52 feet in length perch



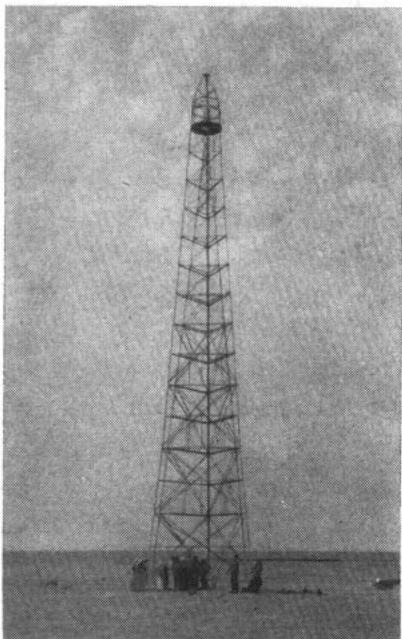
SURVEY SHIP, USS *Maury* (AGS 16), carries hydrographers to far-flung beaches. Ship was converted from an AKA.



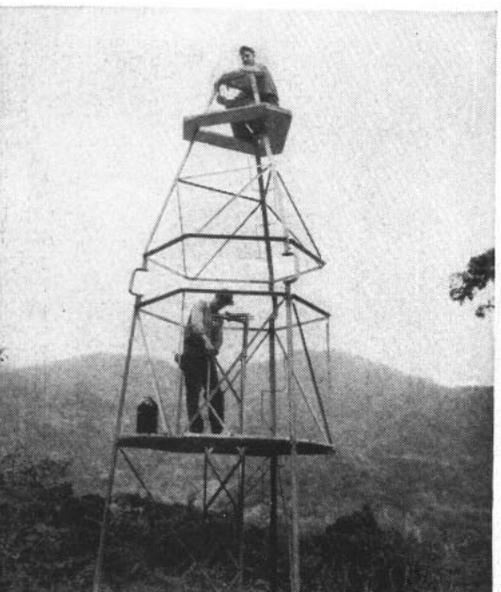
**CONSTRUCTING** 100-ft. Bilby Tower requires teamwork and lots of agility.



**HOW IT WORKS**—Dotted lines indicate lines of sight which, when crossed on a chart, reveal boat's position. Radar tower and a marker are also shown.



**COMPLETED** tower. Below: Top section of tower can be used by itself.



on the fo'castle or on the well deck further aft. LCVPs, a DUKW, and other smaller boats dangle on davits or bob in the sea alongside.

If you run into a lithographer, he will tell you that he has a complete lithographic printing plant ready for action. Not only do these ships gather the data; in an emergency they can produce finished charts in quantities to supply a fleet for naval or amphibious operations.

Days go by, and suddenly there is unusual activity around the helicopter. Men are stowing lumber in a rack built beneath the fragile-looking fuselage. They place tools and bright-colored bunting inside the craft and climb in after.

The engine coughs, the rotor spins, and the machine lifts and sidles away. Soon the 'copter is hovering over the bald crest of a jungle-girt hill miles inshore from the surf. An occupant pulls a lever and the lumber tumbles from the rack beneath the floor. One end of a flexible ladder drops from the door, and one by one the men descend, carrying their tools. The bundle of bunting follows, and the machine pulls away.

Soon the men have a 20-foot tripod tower erected on the hilltop, and draped with the bright cloth. Shortly, the helicopter will be back to pick them up. Meanwhile, another crew is hard at work setting up a 100-foot steel tower on a lower knoll a couple of miles down the line. The place isn't too hard to

reach, and steel is rather heavy. Therefore, this time, transportation is in the amphibious vehicle—the DUKW, or “duck.”

Heavily loaded and riding low in the water, the duck has rumbled to the beach and climbed out of the sea. It has trampled rushes and tropical shrubbery as it growled up from the beach. Now the men have unloaded the craft and sent it back for another load. Some of the men are already perched on spindly angle-iron legs and braces tightening bolts 30 feet above the ground.

Each of the points where a tower is going up is called a control point. Soon there will be several control points, each precisely “tied in” to the original field point by painstakingly accurate field surveying methods. Then sounding and surveying can begin in earnest—but first for some liberty and recreation in the nearest suitable seaport.

“Back on location,” and now the sounding and chart work begins. Forty-foot sounding boats poke around in the shallow, protected areas, while the 52-footers take it where the going's a little rougher. Now there are two smaller vessels of the ATA or AM type at work, too. Each of them is cruising a slow shuttle-like course farther out. And beyond them, the big surveying ship herself takes over.

Aboard each of the boats, and aboard the ships too, quartermasters are constantly taking sights on the

survey signal towers ashore. By measuring the angles between three or more of these towers, they ascertain the precise location of their respective vessels at frequent intervals. Thus, when the sonic depth finder indicates any certain depth of water beneath the keel, the hydrographer working nearby will know where on his chart to locate that sounding. Depths are corrected from records obtained by tide gauges installed before the sounding work began. Thus a chart can be produced that will assure a navigator of a safe amount of water under the keel.

While the small craft shuttle busily inshore, the deep-sounding survey ship moves outward until it is out of sight. To observers on that ship, the hills themselves at last disappear beneath the horizon. Now, radar impulses are going out from the ship, and are returning—sent back by special devices at the tops of some of the signal towers ashore. By determining the exact ranges from which these signals are returning, by converting these ranges to figures which will be used in triangulation, navigators can determine that ship's position along its track as precisely as anyone could wish.

Thousands of miles of soundings will be taken before the task at that particular area is completed. Where there are likely to be pinnacles of rock or coral which would endanger ships in the area to be charted, the two AMs revert to their earlier occupation of minesweeping. Only now they won't be sweeping mines. They will be moving in the same manner, however, with a wire strung between them, buoyed to float at the proper depth. Should the wire "hang

up" on an underwater obstacle, the little ships will stop to investigate in great detail to find the shoalest spot and the exact configuration of the surrounding bottom.

As might be imagined, the business of charting the earth's seamy facade requires some uncommon skills. The officers who possess these skills are mostly SDOs (Hydrography). They are called hydrographers, and the Navy needs about twice as many of them as it has. This special-duty-only classification for line officers was created in 1947, and at the time this was written there were only 11 SDOs (Hydrography) in the entire Navy. If you're a junior officer—particularly an ensign—and interested in the kind of work described here, you might investigate the backgrounds and qualification necessary for assignment to this select nucleus of career officers.

To get back to the world-measuring job itself, it must be said that not all the hydrographer's work is done within radar range of the beach. By no means. Some of it is done where the water is very deep, indeed.

What we're getting into now is oceanography. For this job there are two more ships associated with the Hydrographic Office. These are the smaller surveying ships *uss Rehoboth* (AGS 30) and *uss San Pablo* (AGS 50), both of which used to be seaplane tenders. These two spend quite a bit of time out in mid-ocean, always together and sometimes in company with civilian-run U.S. surveying ships and/or foreign survey vessels.

What do they do out there?

If a person wanted to get technical, what they do out there would



AT WORK—Spotting signal floater. Below: Bringing up a bottom sample.



FRESHLY INKED chart comes off Maury's press. Below right: Maintaining plot of depth of water and boat's position.





DRAFTSMEN in Washington create final chart from data submitted by survey ships. Right: Girl holds finished product.

fill a good-sized book. But for now, let's not be too technical. Let's say simply that they conduct research in oceanography—in the subject of currents, ocean temperatures and water depths; in salinity, oxygen content, color and density of water; in the character of the ocean floor and the living creatures that inhabit the briny deep.

What do they do it for?

They do it because the Navy wants to learn more about the waters that cover a good share of the earth's surface. By knowing which way the currents run in a certain area, and how fast they run, maybe

some day someone will know better where to look for floating survivors of an air crash or a ship sinking. At least, a good many skippers will know how they can gain a little time and save a little fuel by utilizing such currents.

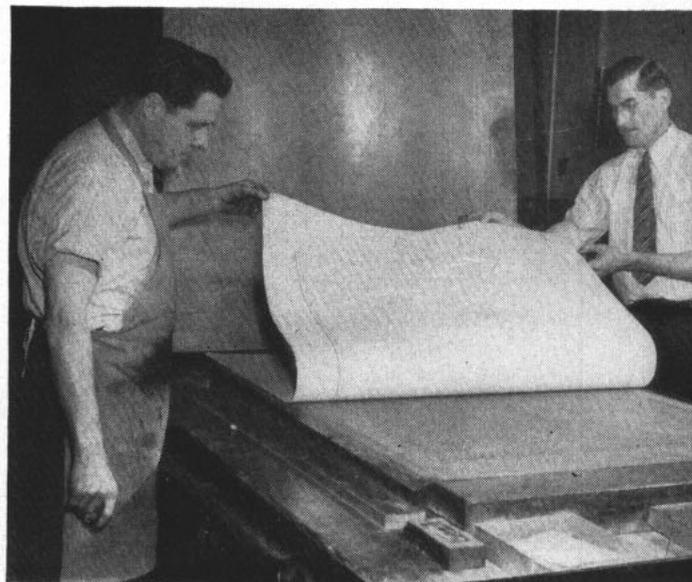
By knowing where the hills and valleys are on the ocean floor, a U.S. submarine navigator will perhaps be able to find his position without a fatal peek at the sky.

By knowing how fast sound travels in the waters of a certain place, and where sound waves bend, and how much they bend and where they bounce, maybe we can do a

better job of tracking down enemy submarines than we could before. By turning over sample cross-sections of the ocean floor to geologists, we can help them in their work.

While *Rehoboth* and *San Pablo* do spend a good deal of time out on the bounding main, and have been known to anchor in 2,400 fathoms of water, life aboard them isn't like life on a lightship, or anything like that. They're in port more than they're out, and when an operation begins, the date of return is already set.

The Hydrographic Office itself is the third field of endeavor for an



TRANSFERRING soundings and positions from a field chart. Right: Pulling proof for checking before the final OK.

SDO (Hydrography). The sprawling three-story building stands on a breezy knoll in the Washington suburb of Suitland, Md., between a residential section and rolling vistas of woodland.

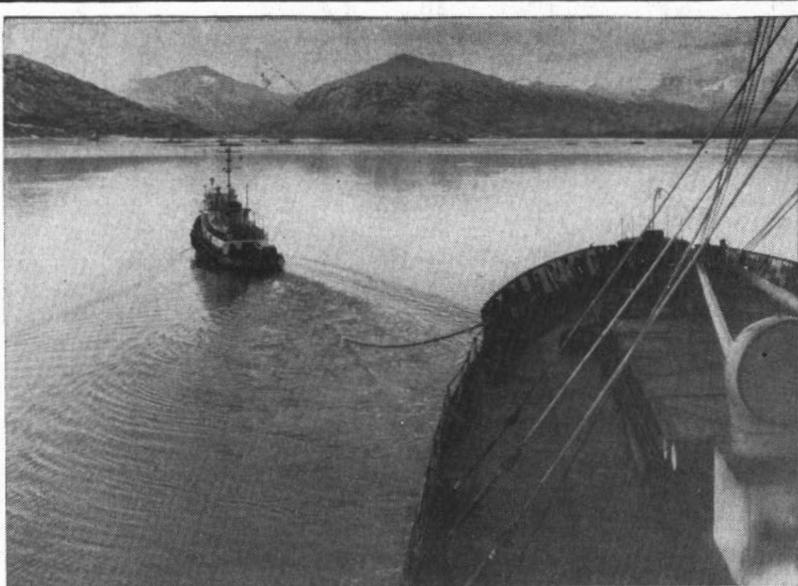
This is the receiving place for all the data collected by *Maury* and *Tanner* and their auxiliaries, by *San Pablo*, *Rehoboth* and other vessels of the Navy and Merchant Marine, by photographic planes and by people who find bottles with notes in them on beaches. Also received are the finished products of the hydrographic offices of other maritime nations.

At the Hydrographic Office, lithographers, photogrammetrists, cartographers, draftsmen, stenographers and employees with half a dozen other skills prepare the data for ultimate use. From this building flow charts and publications and the periodicals such as the *Notice to Mariners* and the *Notice to Aviators* to the Navy and merchant ships all over the world. Urgent danger information for both ships and aircraft goes out as soon as it's obtained, broadcast from a network of Navy and Coast Guard radio stations. Branch offices provide a direct personal contact with the merchant fleet, giving mariners ample opportunities for acquiring or correcting charts.

The way the rotation scheme is planned at present for hydrographic SDOs, these officers will get a chance to take part in all three of the phases covered here: coastal surveying, deep-sea oceanographic work, and duty at the Hydrographic Office. It's anticipated that they will spend two years with one of the seagoing groups, 18 months to two years at H.O., and then two years with the other survey group. Since that tour of duty will be followed once more by 18 months to two years ashore, the system should give each officer close to "two and two."

A vital peacetime role of the Hydrographic Office is the job of training Naval Reservists in the special techniques of hydrography and oceanography.

Although not widely known throughout the Fleet, the Hydrographic Office and its ships and men do a big job. It's a quiet sort of job, as big jobs sometimes are, but the products of that job are about as important to the Navy as anything can be.—H. O. Austin, JOC, USN.



SOS from SS *Atlantic Star* brought two Navy tugs to the rescue. Above, ATA 243 tows the stricken ship safely into the harbor at Kodiak, Alaska.

## Navy Tugs Rescue Panamanian Ship In Distress

Braving a turbulent sea and high winds, two Navy tugs rescued a Panamanian vessel that had run out of fuel about 500 miles south of Kodiak, Alaska.

A distress signal from ss *Atlantic Star*—a 7,000-ton freighter under Panamanian registry, enroute from Yokohama, Japan, to Vancouver, B. C.—was picked up by the Kodiak Naval Station which

sent an MSTS tug (TATA 243) to help the ship.

Although hindered by heavy seas, TATA 243 and another rescue tug, USS *Molala* (ATF 106), finally got lines over to the stricken *Atlantic Star* and towed the helpless vessel into port.

After refueling at Kodiak, the ill-fated freighter resumed her voyage to Vancouver.



HOVERING at the side of the 7,000-ton Panamanian ship while she refuels are her rescuers the two tugs USS *Molala* (ATF 106) and TATA 243.

# Do You Really Know a Rate from a Rating?

**T**HE MESSENGER ON DUTY at the quarterdeck was handed a slip of paper on which the name "Brown, O. J., BT2" was written and told to locate the man. He clicked on the public address system and announced: "Now hear this. Brown, boiler technician second class, report to the quarterdeck."

A few seconds later Brown appeared, glaring at the messenger. What was the idea of calling him a "boiler technician" when his rating was boilerman? The messenger replied that he thought the rating was called boiler technician, and if it was boilerman, then what did the "T" in "BT" stand for?

Many incidents similar to this one are still occurring, despite the fact it has been over two years since the Navy placed in effect its new enlisted rating structure. Letters to ALL HANDS indicate there are still widespread misconceptions regarding the proper titles of ratings. It also appears that many Navy men who are familiar with the proper rating titles of the various ratings cannot figure out how the Navy arrived at certain rating abbreviations.

Recently a JO1 wrote to ALL HANDS: "Hundreds of stories cross my desk at the Fleet Home Town News Center, most of these prepared from questionnaires filled in by enlisted personnel. Here are some of the 'rates' I've seen listed: Boilerman technician, first class; second class fitter pipe; boatswain's mate, chief; aviation chief machinist's mate; aviation devicesman, third class; construction driver, third class." The writer pointed out that while any of these men could learn the proper title of their rating by visiting the personnel office, he doubted if they suspected the rate titles used were erroneous.

To enable Navy personnel to better understand the Navy rating structure, ALL HANDS herewith presents the story behind the revised Navy rating abbreviations, and why they were changed. While in a squaring-away mood, ALL HANDS decided to clear up a couple of other rating questions also.

After World War II, and prior to the reshuffling of the Navy's "job fields," the ratings of Navy personnel consisted of a mixture of "old" ratings, crusty with tradition, and a

sprinkling of new ratings spawned during the war. By then the Navy was using personnel accounting machines—a new system of record-keeping by super-accurate electric machines that revolutionized the work of Navy clerical personnel. The number of letters in the abbreviations of these ratings varied. Some used a single letter abbreviation, such as "Y" for yeoman, and "M" for metal-smith. Other rating abbreviations consisted of as many as four letters—"Bmkr" for boilermaker, for instance.

This variation in the number of letters used for rating abbreviations did not work too well with personnel accounting machines, which cram a lot of information on small cards. It was pointed out that the efficiency of these machines would be increased if all rating abbreviations contained the same number of letters—the fewer the better.

The Navy was also concerned about the actual meaning of the rating titles. Did the title of the rating correctly identify the full scope of the work performed by personnel holding the rating? Some obviously didn't. A watertender, for instance,

didn't spend most of his time tending water; very little of it, in fact. The average carpenter's mate wasn't required to do much carpentering. The Navy decided that if the present rating title didn't correctly identify the work being performed by men of a certain rating, then a new rating title was in order.

To make sure it was aware of every job being performed on ships and shore stations, and what ratings were performing these duties, the Navy went over its activities with a fine tooth comb, cataloging every task being performed. These reports were studied and analyzed, and it was discovered that some ratings overlapped others, that the work of some ratings could be absorbed by others and, in general, there was a need for re-naming and restating the duties of many ratings and the establishment of several new ones.

A revised rating structure of 62 Navy general service ratings was worked out. New titles were given to those ratings which had not been correctly identified by their old names. Watertenders became boilermakers, absorbing the overlapping old rating of



boilermaker. Some of the other older ratings, which covered too broad a field, were split up into two or more ratings. Yeomen were divided into yeomen and personnel men; storekeepers into storekeepers, disbursing clerks and aviation storekeepers.

After the revised list of ratings had been compiled, then came the task of designating abbreviations for these ratings. For machine accounting purposes, it appeared that a two-letter abbreviation for all ratings would work best. It was also decided that, in all cases, the rate class would be placed behind the letters of abbreviation. Previously a boatswain's mate first class had been abbreviated BMI, and a chief boatswain's mate CBM.

The Navy never intended the new method of abbreviating rates should affect the way CPO rates were written out, or spoken, but the change caused considerable confusion. Paging of "boatswain's mate, chief," became a familiar sound over Navy public address systems, and even some official correspondence listed CPO ratings in this manner. ALL HANDS has pointed out before, and now reiterates, that verbally and whenever CPO ratings are written out, it's "chief such-and-such," not "such-and-such, chief."

The job of selecting two-letter abbreviations for 62 ratings might appear to be a simple task, but it wasn't. The logical selection of letters was to use the first letter of each word of the two-word ratings—such as "BM" for boatswain's mate—and the first and last letters of single-word ratings—such as "YN" for the yeoman rating. Insofar as possible, this was done.

Then complications arose. Besides abbreviating ranks and ratings, the Navy uses abbreviations for the titles of its ship-types. The Army and Air Force have their own abbreviations for officer and enlisted ranks and grades. Obviously, the Navy couldn't use a rating abbreviation similar to any other well-known abbreviation already in use. For instance, if the rating of ship's serviceman had been logically abbreviated "SS," and a Fleet commander was ordered to transfer "one SS" he might wonder whether to transfer a barber or a submarine.

Approximately 20 of the 62 ratings were assigned rating abbreviations which did not make use of the "logical" two letters in the rating title. This was necessary not only for the reasons stated above, but to avoid similar abbreviations within the Navy's rating structure. For instance,

the ratings of radarman and radioman would both logically be abbreviated "RM." In conflicts of this type, the older rating was given (or retained) the logical abbreviation.

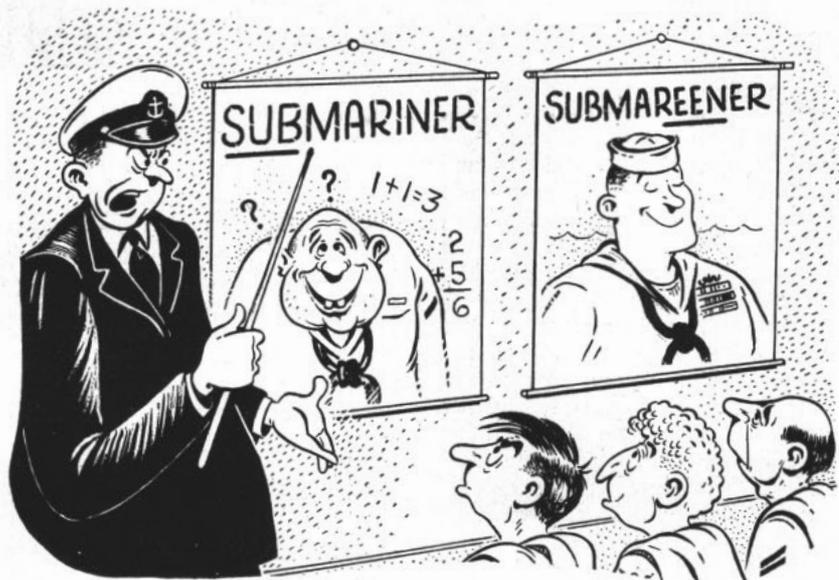
The rating of pipe fitter is a good example of where a "logical" abbreviation would have conflicted with one in use by another service. The abbreviation "PF" would have worked fine for petty officers third, second and first class, but with the CPO grade it was a different matter. Who would ever believe there were FPCs in the Navy? Consequently, the letters were switched to "FP." It is pointed out again that this rating abbreviation is for record purposes, and does not affect the way the rate is spoken or written. An FPC is a chief pipe fitter, not a chief fitter pipe, or a fitter pipe, chief.

However, when it comes to speaking or writing out petty officer rates below chief, the procedure is reversed. An FPC is a chief pipe fitter, but an FPI is a pipe fitter first class. This holds true for all ratings. A good rule of thumb to remember this is: when speaking or writing of CPO ratings, the class of the rating comes first; when speaking or writing of petty officer ratings below CPO, the class of the rating comes last.

This rule applies to CPO ratings of the aviation group as well as all others. Prior to the establishment of the new rating structure, aviation CPOs were referred to as "aviation chief machinist's mate, aviation chief ordnanceman," etc. These rates should now be written and spoken as chief aviation machinist mate, chief aviation ordnanceman, etc., as the word "aviation" is part of the rating title.

The use of a letter in the rating abbreviation which has no identity with the rating title words has probably been largely responsible for confusion over many of the rating titles. This has been caused by attempts to establish some significance to the "foreign" letters in various rating abbreviations. Rating abbreviations containing such letters include boilerman (BT), driver (CD), aviation machinist's mate (AD), and steward's mate (TN). The "T," "C," "D," and "T" respectively in these rating abbreviations are simply "available" characters of the alphabet tacked on to a key letter so the rating abbreviation will contain the standard two letters. The use of the "logical" two-letter abbreviations would





... they objected to sub-Mar-iner. It connoted a mariner below par . . .

not work in these cases because of conflicts with other established abbreviations.

Theories have been advanced that the abbreviation "BT" for boilerman was suggested by BTUs (British Thermal Units, a method of measuring heat), that the "AD" symbol for aviation machinist's mate was prompted by "aviation devices," and that the "CD" abbreviation for the driver rating was used because it is a component of the construction group of ratings. Possibly these factors did prompt the use of these rating abbreviations, but there are no official facts on hand to back up such a conclusion.

Recently a chief ship's clerk queried ALL HANDS about another rating question which was plaguing him. "What," he asks, "is the plural of seaman apprentice? Is it seaman apprentices, seamen apprentice, or seamen apprentices?"

BuPers officials pondered over this, and came up with a decision. They consider the word "seaman" as used in "seaman apprentice" as an adjective, and not subject to pluralization. Their contention is that when referring to more than one seaman apprentice, you are talking about seaman apprentices.

Members of the Navy's undersea forces have their troubles also, when it comes to pronouncing the word "submariner." Do you pronounce it subMARiner or submaREENer? The Navy's submariners held a conference and settled the matter themselves. It was announced they would

prefer to be called submaREENers (accent on the third syllable), and this pronunciation has been officially adopted. They objected to the pronunciation subMARiner on the grounds that it might connote a mariner who is below par.

A confused yeoman fired this question at us: "What's the difference between a 'rate' and a 'rating'? I am never sure of when you should use either of the two words."

The Navy's distinction between these two words is defined in the *Manual of Qualifications for Ad-*

vancement in Rating. According to this publication, a "rating" is a name given to an occupation which basically requires the same kind of training, experience, knowledge and skills. All the Navy's job fields from petty officer third class level upward are considered "ratings." Personnel in pay grades one, two, and three are not considered in ratings, since the occupational field at that level is either too broad in scope or too limited in technical content and responsibility.

A "rate" identifies personnel occupationally by pay grade. Within a rating, a rate reflects levels of aptitude, training, experience, knowledge, skill and responsibility. The rating of boatswain's mate is reducible to the rates of chief boatswain's mate, boatswain's mate first class, boatswain's mate second class, and boatswain's mate third class. Pay grades one, two, and three are also considered "rates."

Another rating over which much confusion has resulted is that of hospital corpsman. Many official letters have referred to petty officers of the Hospital Corps as hospitalman (HN). This is incorrect. A petty officer of this branch is a "hospital corpsman (HM)." The non-rated pay grades of the Hospital Corps rating are: hospital recruit (HR); hospital apprentice (HA); and hospitalman (HN), the last named being of the same pay grade as a seaman.



... it was soon discovered that some of the ratings overlapped others . . .

# New Gear for Submarine and Surface Sailors Fools Cold

**S**UBMARINE and surface sailors in the Arctic will be warmer as a result of on-the-spot research by Navy technologists leading to new cold weather clothing, being issued in limited quantities for special operations.

Chief hazard to efficient insulation against extreme cold is moisture—from rain, melted snow or ice, and perspiration. The new suit, based on the “moisture barrier” principle, is designed to keep water from the insulating materials, either on the inside or outside. No longer will the seamen go through the continuing process of drying heavy felt socks, alpaca-lined jackets, wool-lined trousers, mittens and boot linings.

Weighing about 18 pounds—15 pounds lighter than its predecessor—the X-50 cold weather suit differs radically from other cold weather clothing. The outer materials are waterproofed light-



**SNUG FIT**—To keep submariner's feet dry, rubber cuff stretches over rings imbedded in a special boot.

weight fabric, coated on the inside with synthetic rubber to avoid the necessity for a “rain-suit.” The lining is of fast-drying nylon fleece. An additional removable lining of quilted batting is provided with the jacket.

Designed to rest on the hips instead of hanging from the shoulders, the jacket has heavy ridge seams running from the neck down the outside of the arms. It does not hug the body but stands away from it to allow layers of still air to contribute to the efficiency.

The detachable, zip-on hood has a soft peak, enclosing a malleable wire so that it can be shaped to the individual's needs. Extra face protection is provided by flaps which can be concealed when not being used.

The waterproof boots require no special shoes or socks, being worn with medium-weight socks. For the first time, insulation for waterproof boots has been “sealed-in.” The rubber inside and outside prevents water from destroying the warmth-retaining characteristics of the insulation. If water enters through the top, it is easy to dry the boots simply by wiping out the

**INSULATED**, new cold weather suits give protections in Arctic. Sub suit (left) has built-in lifejacket. Cold suit X-50 (right) is of nylon fleece.

inside, rather than by undergoing a prolonged “drying period.” The mittens follow the same principle as the boots. Gloves may also be worn.

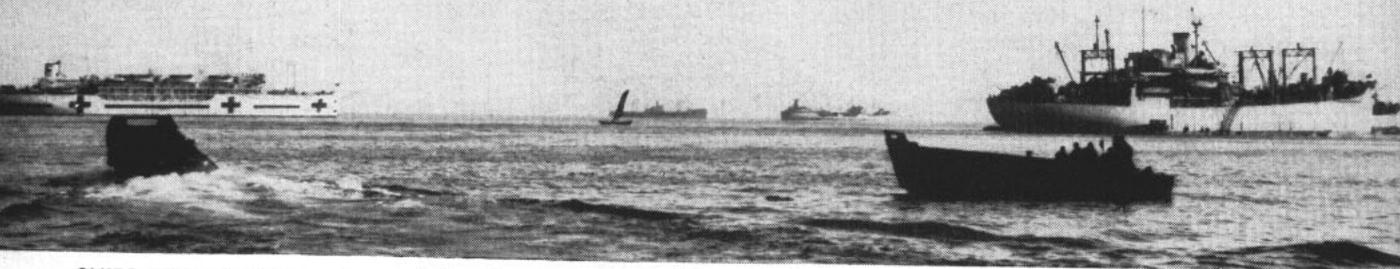
Designed to keep a man afloat and dry should he be washed overboard, the new submarine suit is of one piece. It is made of a “rip-stop” nylon fabric, coated with neoprene rubber, with a waterproof, rubber-lipped zipper down the front.

The legs have elastic rubber cuffs that fit over flexible steel rings imbedded in the tops of the boots. The boots themselves are produced in several sizes although the circumference of the boot-top remains constant. Rubber mittens similarly fit over rings at the bottom of each sleeve.

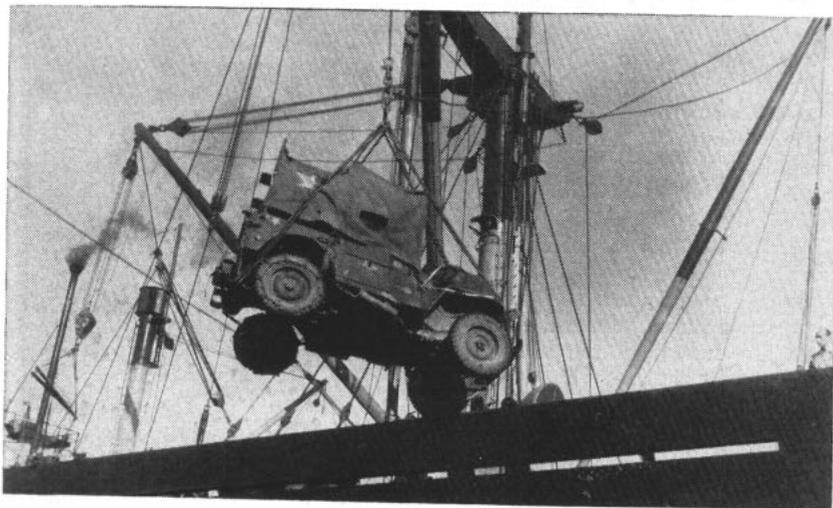
A standard, inflatable life preserver, permanently attached to a contour fitting hood, is provided with each suit.



# The Navy Inspires Respect



SHIPS AWAIT cargoes of men (above) and equipment like jeeps (below) during the orderly evacuation of Hungnam.



LST 898 (below right) meant at last 'a place to eat and sleep in safety' to battle-weary Marines. Below left: A seaman ignores snow to operate winch.

COMMUNIST TROOPS in Korea have had half a year to learn about the ferocity, mobility and fire-power of naval air and sea power. The combination inspires fear and respect.

Said one prisoner taken at Hungnam: "Every time we massed for an attack, we were spotted and hit with rockets or fire bombs or naval shells. We were broken up before we could get started."

That kind of testimony is borne out by statistics. In the first six months of the Korean campaign, more than 15,000 Communist troops have been killed by naval air attack or the big guns of the UN fleet. Shot down were 81 planes of the meager Chinese Communist air force. An-





**BATTLE STATIONS**—Men of USS *Eldorado* (AGC 11) man 40mm. during evacuation alert. Above right: Loyal Korean guards maintain order in dock areas.

other 85 Red aircraft were reported badly damaged.

Also on the destroyed list were 131 tanks, 107 bridges, 198 locomotives, 1,090 railroad cars, nine complete trains, 30 fuel dumps, 37 ammo dumps, nine PC craft and minesweepers, three freighters, and 215 junks, sampans and small craft.

Behind these were the industrial losses: 24 factories, two oil refineries, 29 power plants, five roundhouses, 24 transformer stations, 516 warehouses, and 3,905 buildings. All were in ruins, exclusive of those listed as damaged.

Contributing to the enemy damage were vessels of nine nations. United States and British craft lead in this respect. Others are Canada, France, The Netherlands, New Zealand, Australia, Republic of Korea, and Thailand.

The New Year came to Korea in a blaze of action all along the front. As a UN communique put it: "On New Year's Eve, the enemy launched his expected offensive in very great strength, with three to four Chinese Communist armies abreast."

The Communists paid in blood for their gains. Red soldiers charged into withering machine gun and rifle fire or flung themselves bodily on barbed wire barriers.

As the offensive mounted, North Korea's prime minister hopped on the Red Chinese bandwagon with a New Year's broadcast from Pyongyang: "We are not standing alone," he said. It promises to be the classic understatement of the year.

Word of another sort came from



**LANDING CRAFT** race from beach to ships in harbor. Below: Salvoes from USS *Missouri* (BB 63) raised havoc with enemy and covered the UN retreat.





MARINES FIGHT their way out of North Korea. Above: Taking a breather after blasting enemy ambush. Below: Moving along rugged mountain road.



FACES RELAX (below) as marines reach beachhead and prepare to board LST to be taken out. U.N. withdrawal left no usable equipment behind for enemy.



KOREAN KIDS—war's backwash—were also evacuated whenever possible. These

a battle-hardened sergeant who sat down on the night of 22 Dec 1950 to write a note to this magazine. He was on the LST 898, off Hungnam, and he was writing about that vessel. To the Marines she was "a place to eat and sleep in safety and a place that meant a part of the United States. We were the last Marines who left the beach that night and for a few hours before, we thought we were going to be all heroes and have the States write up our brave fight on the beaches of Hungnam



PULLING OUT of Hungnam, Marines were ready and able to fight again.



dark-eyed children are fleeing after the Communists burned their monastery.

harbor. I believe you must spend days, weeks and months in the field eating out of cans and wondering if you'll be alive the next morning to really appreciate a ship like the LST 898."

He appended a note:

"To me this isn't just a story but a note of thanks to the men of this ship and the men of the other ships in the U.S. Navy. I can't go up to each man and thank him personally for what he did as they will think I am either soft-hearted or nuts . . ."



BRITISH small craft from HMS Kenya comes alongside during snowstorm.



## Ashore in Korea

Before the U. N. army was forced to surrender Hungnam in North Korea, Navymen of the awaiting evacuation fleet came ashore for a quick look. Debarking in Hungnam harbor, they rode 12 miles in trucks to the city of Hamhung.

Among the pitifully few souvenirs they saw, shiny metal food warmers caught many an eye (above). Center: Men from *uss Mt. McKinley* (AGC 7) hit the beach. Below: Three sailors ask a vendor the price of a piece of native artwork.



# Navy Lends Hand to Nation's Stranded Flood Victims

**W**HEN FLOOD waters swirled into several sections of the country this winter, the Navy was quick to offer its help.

During the height of a devastating storm that hit the East Coast, an officer and seven men from the Willow Grove Naval Air Station, Willow Grove, evacuated marooned families in Pennsylvania's Neshaminy Creek area.

The Navy men volunteered to assist in the rescue work after the local fire house requested boats and equipment from the air station to evacuate endangered residents of the area, after the Neshaminy Creek overflowed its banks.

One family was stranded as its home became flooded with three feet of water. The men, equipped with two seven-man Navy life rafts, abandoned attempts to row to the house when it was determined that the current was too swift and debris-laden. However, by casting a line to the house and wading through chest-high water, they towed the rafts behind them. On reaching the house, the men loaded the evacuees into the boats and towed them safely to higher ground.

After removing the seven members of the family, the men struggled through the swirling water to



AID CENTER is manned by Reservist Jerry Tully, EN2, left, and Regular A. M. Jones, QM1, during the damaging flood of the San Joaquin Valley.

other homes in the vicinity, checking on the evacuation of other residents.

Similarly, when flood waters threatened homes in Pleasantville, N. J., during the storm, crew members of an amphibious "weasel" came to the rescue from the Naval Air Station, Atlantic City, N. J.

The weasel plowed through

flooded streets during the storm, dodging falling trees and flying debris to evacuate scores of Pleasantville's residents.

For more than eight hours, the weasel's crew worked in cooperation with the Pleasantville Police Department, checking on emergency calls and scouring the city's outlying streets where all communication had been cut off. Many times during the day, the Navy men left the weasel, wading through waist-deep water to evacuate stranded families.

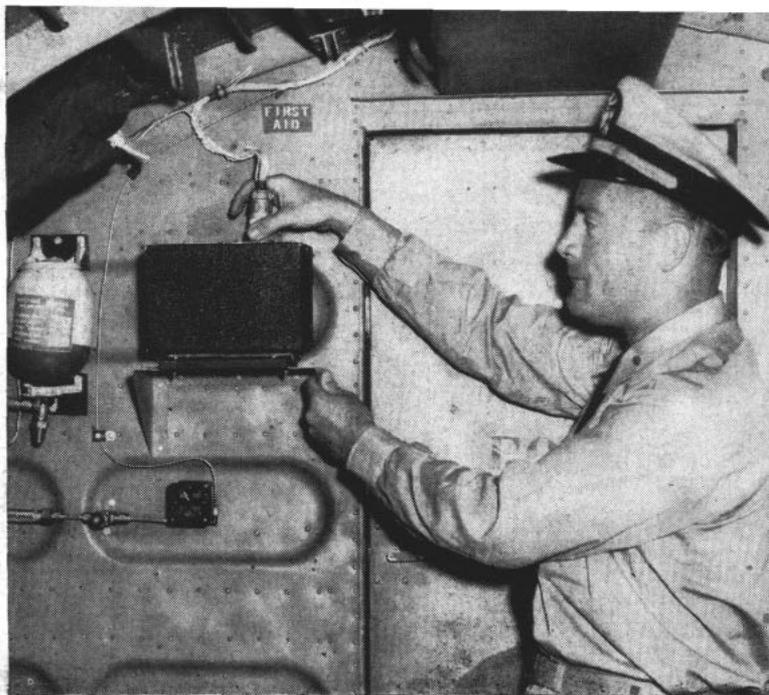
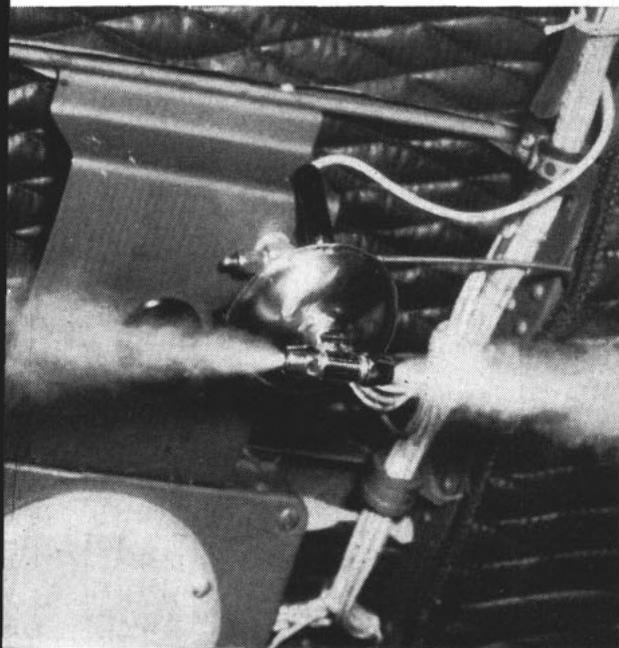
In yet another part of the U.S.—California's San Joaquin Valley—225 sailors from the Stockton Naval Supply Annex joined hundreds of townspeople to build sandbag levees to hold back the raging torrents that spilled over some 65,000 acres of rich farm land.

During the five-day emergency, Stockton Navymen (including some hometown Reservists) also whipped together a small boat pool which could be utilized to evacuate people should it be necessary.

In line of duty, sailors also came to the rescue of four stranded boats which had broken loose from their moorings and had been swept along by flood waters. The boats were returned to their grateful owners.



MAROONED WOMAN is brought to dry land by personnel from NAS Willow Grove and civilian during devastating storm that hit East Coast.



DISPERSAL UNIT is shown in operation (left). Actuated, this timer regulates dosage of insecticide throughout aircraft.

## They're Gunning for Insect Enemies of Man

**P**OURING from the open bows of landing boats, the Marines pounded across the narrow ribbon of beach and into the jungle beyond.

The landing had been uncontested, fortunately—uncontested by man, that is. But now as the canopy of foliage closed in overhead, the leathernecks met hordes of mosquitoes. Soon there would be cases of malaria, the medics feared—despite the atabrine. And dengue, with its bone deep pain. Even now, men who would soon need all their strength for more important things were spending it in brushing, slapping, fighting the swarms of mosquitoes.

Suddenly a gull-winged Navy plane droned low over the troops—an F4U, with two capsule-like tanks slung beneath the wings. From the under side of the tanks billowed clouds of vapor. As the settling fog came down through the leaves and branches of the trees and blanketed the ground, the bugs miraculously disappeared.

Now the sound of another plane's motor could be heard, singing more faintly but in a higher note than the first. An enemy fighter was sweeping down from the inland hills. The pilot of the bug-killing plane spotted his adversary-to-be. But would his plane be slow—

sluggish with the added weight and air resistance of the two big tanks?

The answer to that question was "no." The moment he saw the attacking plane, the pilot moved a control lever in the cockpit. The tanks plummeted away and disappeared into the jungle below. In a flash the F4U had abandoned its role as housewife with a flit gun and was again in character as a slugger.

That was a fictional wartime scene, but one which has plenty of basis in fact. Here is a more peaceful episode, equally fictional but likely to become equally factual.

A Navy R4D transport plane—or maybe an R5D—is winging homeward from Dakar, Tamatave and Bangalore. People came aboard at all those places, and while they were coming aboard there swarmed through the open door any number of undesirable bugs.

At a propitious time, the pilot presses a button on the instrument panel. Instantly, from a dozen or more scattered nozzles an almost invisible vapor spreads through the fuselage. The pilot removes his finger from the button. In a few seconds the nozzles are silent again. In five minutes 85 per cent of the hitch-hiking insects are dead or fatally paralyzed. Shortly thereafter,

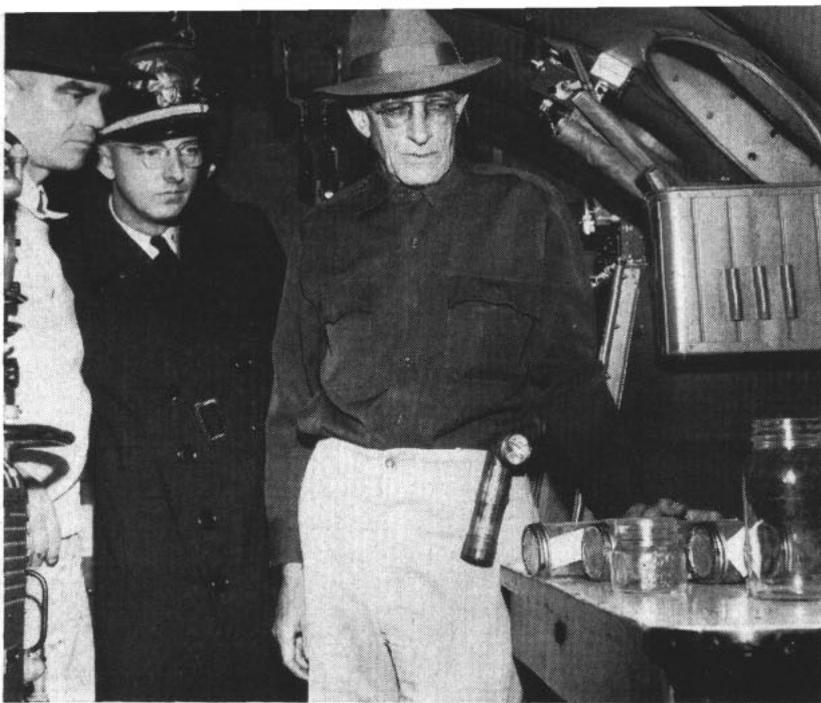
the remaining 15 per cent are also being seized by rigor mortis.

These two procedures could be interchanged, so to speak. The first, with a different setting, could be an example of peacetime mosquito killing—perhaps in the housing area of a southeastern U.S. air station. The second could be a thick-of-battle process to do away with bothersome bugs in a hospital plane.

The hub of pilot-controlled insect killing in the Navy is the Naval Air Station, Jacksonville, Fla.

The whole affair probably goes back to 1927, when it was first realized that planes were creating a new hazard to health and prosperity. Disease-carrying and crop-destroying insects were immigrating by air. Inspection of all aircraft coming from overseas was made the responsibility of the U. S. Public Health Service. Manual spraying was employed, but the results were not too conclusive.

Around 1940 the aerosol "bug bomb" appeared on the market. Inside it is an aerosol insecticide which produces a mass of small droplets carried by freon gas. When released from the pressure of the container, the expanding freon causes the droplets to explode into innumerable smaller droplets capable of penetrat-



**RESULTS** are examined following a test of an installation of the disinsection equipment in a PBM. The equipment was perfected at NAS Jacksonville.

ing areas unreached by ordinary insecticides.

Two scientists—one a Navy Medical Corps officer and one a member of the National Institute of Health—observed the effects of this “bomb.” They believed that the same theory could be applied to the problem of quick, complete disinsection of planes. Five years later, in 1945, the first system was ready for flight testing.

Three tests were conducted at the U. S. Naval Air Test Center, Patuxent River, Md., with consultations and alterations between. After these tests, the equipment was sent to the Naval Air Station, Jacksonville, Fla., for perfecting. And this is the early history of the development of equipment for disinsecting the interior of cargo and passenger planes flown by the Navy.

As for the application of insecticides to the earth’s surface by air, that goes back several years, too. Much of World War II was fought in mosquito-infested areas, with much malaria and dengue resulting. When aerial spraying was done, it was performed by use of a tank of insecticide carried inside the plane. A valve at the bottom of the tank released the liquid, which flowed out by gravity. There was no control of spray, and the insecticide was dumped, and fell like rain.

Later, this method was improved

somewhat by use of electric pumps which delivered the bug poison to pipes, or “wing booms,” attached to the under side of the wings. The pipes were perforated, giving an atomizing effect and doing away with the “dumping.” But while the tanks could be dropped, the wing booms were stationary. They constituted a definite handicap in aerial warfare.



**AUTOMATIC** disinsection device for aircraft is explained at the Navy’s Malaria and Mosquito Control Unit.

Immediately after the war, the Bureau of Aeronautics tackled the problem. The objective was to develop aerial mosquito-killing equipment which would be easily attached and easily dropped—leaving no portion of itself behind to create air resistance. Contracts for its development were given by the Navy to commercial laboratories. Soon equipment was being test-flown at the Patuxent River Air Test Center with high operational success. Actual bug-blighting tests still remained to be met. For this part of the job, this equipment, too, was sent to the Naval Air Station Jacksonville.

What is there at NAS Jax which attracts new disinsection equipment so powerfully? The answer to that question is: Malaria and Mosquito Control Unit No. 1, located there. An activity of this type was recommended by the Bureau of Medicine and Surgery in September 1948. On 10 Mar 1949, the Navy Department officially sanctioned the unit.

Personnel at the unit constantly study and test new and more potent insecticides and ways of applying them. Regarding ways of applying them, here is the latest system for use in disinsecting land areas:

Streamlined tanks holding 150 to 450 gallons of insecticide are hung on bomb shackles attached to the outside of the plane. Electrically operated valves permit the liquid to flow into small funnel-like air pipes, or venturi. The plane’s slip stream, whistling through the venturi, converts the liquid into an exceedingly fine spray.

Flight tests show that the method is effective over an area of a square mile per period of six minutes spraying. The equipment is estimated to cost less than one-third as much as earlier types. Its weight has been reduced considerably. It can be installed in half an hour and dropped in half a second.

A late model of interior disinsection equipment consisted of numerous spray nozzles suitable for fixed installation in any type of aircraft. The nozzles, operated by the single button on the pilot’s instrument board, are strategically located throughout the plane. With a touch of the button, they dispense timed dosages of insecticide. Overall weight of the equipment was only 25 pounds. However, even this fly-weight model went back to the laboratory for additional slenderizing if

any more weight reduction were possible. A new master cylinder with greater capacity was developed, tubing was reduced from one-fourth inch to one-eighth inch in diameter.

A test of this type equipment was made in a Navy R4D in April 1949; tests are now underway in the four-engine R5D. Test equipment was "custom built," but commercial manufacturers have been approached with the idea of mass production.

Another function of the Malaria and Mosquito Control Unit is to train Reserve personnel and maintain a steady source of qualified anti-insect men for emergencies. The program is drawing many former Navy men for two weeks' training duty. They come from universities, the Public Health Service and the Department of Agriculture, from commercial laboratories in all parts of the nation.

The Unit is not working for the Jacksonville air station alone. It is responsible to many other stations within the 6th Naval District. It is mobile, ready to move at any time to meet a civil or military emergency.

However, NAS Jacksonville does appreciate in a definite way the Unit's presence. During the past two years the Unit has brought about a saving of approximately \$50,000 at Jax by protecting buildings from termite damage, and provisions from destruction by weevils and other pests.

While the unit at NAS Jacksonville is the only one of its kind in the Navy today, others will be established if, when, and where they are needed.

The units are to be under the military command and coordination control of commandants of naval districts, fleet commands, and COs of



**TWIN TANKS** attached to a Corsair fighter contain powerful insecticide for protection of ground troops. Tanks are instantly detachable for air combat.

Marine divisions. They will be under the management and technical control of the Bureau of Medicine and Surgery.

A total of 12 functions are named by BuMed in the mission of such units. Besides those already outlined—development of equipment, training of personnel—they include the following:

Make recommendations relative to construction and maintenance of screens, ditches, surface-water drains and fills, and the clearing of streams;

Conduct test programs and development and evaluation of new methods of insect and pest control;

Conduct periodic surveys to deter-

mine breeding areas and insect species that thrive therein, and, in fact, perform almost every task connected with elimination of insects harmful to man.

Should one need to be convinced of the work's importance, he need only observe the number of groups with an interest in it: The U.S. Army, the Air Force, the Civil Aeronautics Administration, the U.S. Public Health Service, the National Institute of Health, and the U.S. Department of Agriculture. . .

. . . Not to forget that company of Marines slapping and scratching its way through a mosquito-infested jungle.



**MOBILE EQUIPMENT** employed by field laboratory in control of mosquitoes and other insects harmful to health.

# LETTERS TO THE EDITOR

\$200 or \$300 MOP

SIR: I have a question in regard to a letter you published on p. 27, ALL HANDS, October 1950, in which R.I.W., YN3, USN, asked this question:

"I just reenlisted on board, having first entered the Navy on 24 June 1947 and have been serving on active duty ever since. I would like to know if I rate the \$300 mustering-out payment, as I have served on sea duty since 31 Oct 1947 and have made two Mediterranean cruises." You replied affirmatively.

It is my belief that R.I.W. would get MOP in the amount of \$200 only. However, if sea duty commencing 31 Oct 1947 entitles a man who entered into active duty prior to July 1947 to an extra \$100 MOP, I would appreciate any reference you can provide that authorizes this.—H.M.C., YN2, USN.

• R.I.W. qualifies for the \$300 under the provisions of BuSandA Manual paragraph 54380-1(3) which states that that amount is payable to "personnel with 60 days or more active service between 7 Dec 1941 and the date of expiration of an enlistment or period of active duty entered into on or prior to 30 June 1947, any part of which was outside continental United States or in Alaska. . . ."

The \$200 payment you mention is for personnel who meet the above requirements except for the service outside continental United States or in Alaska. But R.I.W. apparently did have that overseas service and therefore meets the requirements for the \$300 payment upon discharge or release from active duty.—Ed.

## Steward's Jacket

SIR: Please describe the steward's jacket. Is it the same jacket worn by non-rated men?—W.H.H., SD1, USN.

• Uniform Regulations, Art. 7-15.1, describe the "Jacket, White, Steward's" as follows: "This garment shall be made of bleached cotton twill. It shall be single-breasted, with coat-style sleeves, and fly front fitted with five plain white detachable buttons. It shall have a standing collar with V-shaped opening closed at base with a metal hook and eye."

This jacket is worn by men of the steward's group when performing duty in the wardroom on board ship. The style is the same for both rated and non-rated men.—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 letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

## Blue Nose Certificates

SIR: As a Yeoman of Naval Construction Battalion, Arctic Test Station, I have been asked to inquire about the "Blue Nose Club." Is this certificate still being issued? What are the requirements for obtaining the certificates?

This activity is located at 71.50° North latitude and our commanding officer is an established member of the club by previously qualifying in Greenland.—H.L.F., YNT3, USNR.

• Authorization to issue "Blue Nose Club" certificates, upon an official request, is delegated to Naval Supply Center, Norfolk, Virginia. Since the men on your station have crossed the Arctic Circle, a number of these certificates will be issued on request of your commanding officer. A request should be directed by the CO to the Publications Supply Depot, NSC Norfolk.—Ed.

## Smoking Lamps Lit or Lighted

SIR: In passing the word as regards lighting the smoking lamp, which is correct—"The smoking lamp is lit" or "The smoking lamp is lighted"? D. W. P., BM1, USN.

• Webster's New International Dictionary, Second Edition, Unabridged, gives the preferred past participle of the verb "light" as "lighted." "Lit" is also given, but in a secondary sort of way. Farther down the page an example is given as follows: "The town is lighted by electricity."

On the other hand, The Bluejacket's Manual, 1946 (p. 609), gives the expression "The smoking lamp is lit," in just those words. Both usages are heard aboard ship, as you probably know, but the form used in The Bluejacket's Manual seems to be heard more than the other.

So, apparently both forms are correct, and those who prefer either have plenty of backing. It would be best simply to conform with the accepted practice aboard your ship or station in this matter. You won't be wrong whichever way you say it.—Ed.

## Shoulder Marks and Overcoats

SIR: What is sea-going parlance and what is lubberly talk? Page 34 of your November issue uses both the term "shoulder boards" ("Shoulder boards for admirals are gold") and "shoulder marks" ("Shoulder marks first came into use in 1899"). For my money, "shoulder boards" is lubberly, while "shoulder marks" is nautical. Please set me straight on the exact, correct terminology.—F.W.B., CDR, USN.

• "Shoulder marks" is used in U.S. Navy Uniform Regulations as the name of the insignia worn on the shoulders of white and khaki coats, and on the blue overcoat, to indicate ranks and corps of the wearer. The term "shoulder boards" is incorrect.

Another error now made by many persons in uniform terminology is the incorrect use of "bridge coat" when referring to the officer and CPO "overcoat." The officer and CPO long dark blue coat with gilt buttons has always been officially designated "overcoat."—Ed.

## Clothing Allowance

SIR: Is a clothing allowance granted to persons appointed to commissioned rank from enlisted status?—ENS L.M.B., MSC, USN.

• Individuals who are appointed to commissioned rank in the Naval Reserve from either a civilian or enlisted status are entitled to payment of uniform allowance upon first reporting for active duty as a commissioned officer. There is no authority of law for payment of a uniform allowance upon first appointment to commissioned rank in the Regular Navy.—Ed.

## Gangway Watch and Salutes

SIR: On a small ship where the officers stand a day's duty and there is no commissioned officer on the quarterdeck in port, does the gangway watch rate a salute? Can any enlisted man be designated an OOD or a JOOD, regardless of job code number or deck qualifications?—H.E.S., QM1, USN.

• The gangway watch is saluted when he is designated "petty officer of the deck" or "junior officer of the deck."

Each person in the naval service, upon coming on board a ship or departing from a ship of the Navy, shall salute the national ensign if it is flying. The national ensign is not saluted if it is not flying. The salute to the colors is returned by the officer of the deck.

Thus, a person coming aboard in the daytime would render two salutes—the first to the colors and the second to the officer of the deck. Both would be returned by the officer of the deck. At night only the salute to the officer of the deck would be rendered. The quarterdeck as such is not saluted.

Article 1003 (3), U.S. Navy Regulations 1948, states the conditions under which an enlisted man may be given duties such as officer of the deck. This could include a damage controlman as well as a boatswain's mate. When an enlisted man is officer of the deck or a representative of the officer of the deck, he is entitled to receive and required to return salutes the same as a commissioned officer.—Ed.

### Mates in the Navy

SIR: (1) Is there now or was there ever a petty officer or warrant officer rank or rate of "mate" in the Navy?

(2) I maintain there was in discussions at this base and that the specialty insignia was a pair of binoculars, with the small ends pointing up.

(3) What is or was the relative precedence of the mate among the enlisted men, warrant officers and commissioned officers of the Navy?—R.W.M., QMS1, USNR.

• (1) Some years ago there was, yes. By the Act of 3 Mar 1865 all master's mates in the Navy had their title changed to mate. At that time there were around 800 of them in the Navy, and by August 1894 there were still 27 in the service. To induce their retirement, a law was passed to allow them the retirement benefits of warrant officers, the first retirement privileges awarded to them.

(2) Navy Uniform Regulations, 1897, specify the following insignia: "Mates—

After 20 years service as such, a binocular glass with the axes at right angles to the edge of the collar, eye pieces up, embroidered in silver. Under 20 years service as such, a binocular

glass, placed as above, embroidered in gold."

(3) By an Act of 1906 the mates on the Navy retired list were promoted to the next higher grade if they had creditable Civil War service, which most of them had. They were given warrant rank and ranked with the lowest grade of warrant officer. They were still called mates, but whether they were officers or enlisted men apparently had many people confused. A year after the passage of this Act, the Attorney General of the United States published the legal opinion that mates "occupy the status of both officers in the Navy and enlisted men."—Ed.



**BUILDING of new PT boats is under way. WW II models are still remembered for work.**

### PT Training and Duty

SIR: Does the Navy still use PT boats and plan to put any additional ones in commission? Is there a PT training base and is it possible to get transferred to PT duty?—A.H.P., BM1, USN.

• The Navy still uses PT boats. There were four operating and two others slated for manning when your letter was received. PT boats aren't commissioned individually, by the way. It is only the group as a whole that is commissioned, or the activity to which the boat is attached.

There is not at present any special training available to prepare personnel for PT duty. To obtain such duty, you should submit an official request to Commander, Service Force, Atlantic Fleet, or Commander, Service Force, Pacific Fleet—whichever applies—via your CO.—Ed.

### BAQ Is Not Family Allowance

SIR: How is it that the Navy can charge \$85 per month for Navy housing? This is supposedly a rental allowance, but I have been under the impression that that was no longer in effect since the recent law went into effect. Isn't the recently added pay a family allowance?—R.W.N.

• No. The Career Compensation Act as amended by the Dependents Assistance Act of 1950 provides for payment of a basic allowance for quarters to personnel with dependents. This is not a "family allowance" in the same sense as was specified in the old 1942 law. Section 302-b of the Career Compensation Act provides that no basic allowance for quarters shall accrue to members of the uniformed services assigned to government quarters of housing facilities under the jurisdiction of the armed services.

In accordance with the above law, a member assigned these quarters for himself and his dependents is not credited with the amount of the basic allowance for quarters to which he would be entitled if he had to provide his own housing from civilian sources. Since you apparently were furnished government quarters, you are not eligible to receive the basic allowance for quarters.—Ed.

### Extension of GI Rights

SIR: After three years' wartime service, I enlisted in the Regular Navy on 25 Sept 1946 under the provision of Public Law 190, 79th Congress. My entitlement under the GI Bill is consequently extended so that I have four years from date of separation to commence a course of education.

NavPers 553 having been replaced by DD Form 214 (Report of Separation from the Armed Forces), and since the instructions for the latter form make no provision for reporting this information, what documentary evidence will there be of my extension of entitlement when I apply to the Veterans Administration for educational benefits?

My current enlistment expired 24 Sept 1950 but was extended one year under Alnav 72-50 (NDB, 15 Sept 1950). Will my date of separation for the purposes of the GI Bill be 24 Sept 1950 or 24 Sept 1951?—S.H.Y., YN1, USN.

• When you apply for veterans' benefits, you should submit Form DD 214, which will provide the information necessary for the Veterans Administration to make an accurate determination of the extent of your entitlement to educational and other benefits.

The involuntary extension of your enlistment under Alnav 72-50 has raised questions both as to the extension of your entitlement to education and the deadline dates applicable. As yet, no official determination has been made by the Veterans Administration in this matter.—Ed.

### Addressing MSC Officers

SIR: I would like a clarification of a matter much discussed here. I maintain that an officer of the Medical Service Corps is referred to as "Doctor," even though he is not, in the true sense of the word, a doctor.

The only information now available is that officers of the Medical Corps may be titled "Doctor" in the rank of lieutenant commander and below, but there is no similar provision regarding officers of the Medical Service Corps.—G.L.H., YN2, USN.

• Such a provision does not appear in Navy Regs and therefore what you maintain is apparently wrong. Article 1312 (2), Navy Regulations, 1948, says: "In oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as 'Mister' and female officers of similar grade as 'Miss' or 'Mrs.' except that officers of the Medical Corps and of the Dental Corps may be addressed as 'Doctor' and officers of the Chaplain Corps as 'Chaplain'."—Ed.

**Absentee Pennants**

SIR: A discussion arose recently and has spread until it now embraces nearly everyone in our division of ships. The problem is as follows: In accordance with Article 2175 Navy Regulations, our commanding officer is temporarily flying the burgee command pennant authorized by Article 2171(3)(a). Articles 2176 Navy Regs, and 7457 DNC5 prescribe regulations for absence indicators but have not clarified sufficiently this situation. Should the commanding officer fly, upon departure, the absentee pennant as commanding officer in addition to the absence indicator for a unit commander?

Navy Regs reflects that the absence of an officer or official shall be indicated, and we hold that one absence indicator, the senior one, will indicate such absence and further, that any additional indicator would be ambiguous and incorrect. Is that correct, or do I have to burn all our copies of ALL HANDS to prevent a prolonged ribbing?—C.F.C., LTJG, USN.

• *We hate to see the product of our staff's blood, sweat and tears go up in smoke, but your side is wrong. As indicated in your letter, Navy Regulations and Communication Instructions do not contain instructions for the display of absentee pennants in the case of a CO acting as temporary unit commander. Therefore, to avoid any misunderstanding to those who may not be aware of the situation, both absentee pennants should be displayed in this case.*—Ed.

**Promotion Exams for Officers**

SIR: BuPers Circ Ltr. 178-49, (NDB, 31 Oct 1950) regarding professional examinations for officers, lists the resident course at the School of Justice as an exemption for the military justice part of the executive area. Are those of us who completed the course prior to the adoption of the Uniform Code of Military Justice eligible for this exemption?—G.B., LTJG, USN.

• *At present, all promotion examinations for officers exclude the subject of military justice. This will continue until the new material has been issued and until a reasonable time elapses to give all officers a chance to become acquainted with the new provisions.*

All officers are now being examined in the executive area only, and no exemptions are allowed for completion of any course, either correspondence or residence. When the complete examination is again reinstated, exemptions will again be allowed and will be governed by instructions in effect at that time.—Ed.



UNDERWATER ART—Mermaid graces the side of escape training tank at New London.

**Who Painted the Mermaids**

SIR: In your October 1950 issue of ALL HANDS you answer a question I've asked many sailors just out of Submarine School, New London, Conn., as to whether the two mermaids are still painted in the tank. It makes me very proud to see in your picture that they are still there. After completing the school in 1941, Don Shumock, RM1, USN, and myself painted the original mermaids in the tank. Since then Don was lost in action on board USS Grayling (SS 209), on which we had served together for some time in the Pacific during World War II.

I am telling you this because I don't believe anyone knows who actually did first paint the mermaids.—C. J. Stimson, QMC, USN, USS Florikan (ASR 9).

• *Thanks for the word, chief. Apparently your art is ageless: We understand that nine years in the water have left no mark on their blushing countenances—or at least nothing that an annual retouch job can't fix.*—Ed.

**Payment For Unused Leave**

SIR: (1) If a man has been hospitalized for a year or so and was unable to use any of his annual leave to the extent that he now has 85 days of unused leave, what will become of this accrued but unused leave when the man is placed on the temporary disability list in January 1951?

(2) When a man is paid leave rations for his unused leave at the time of his transfer to the temporary disability retired list, is the rate \$1.05 per day or less than that?—D.M.M. Jr., AD3, USN, and B.S., FA, USN.

• (1) *Personnel placed on the temporary disability retired list are compensated for the unused leave standing to their credit at the time when placed on such retired list. In all cases, the number of days of unused leave does not exceed 60 days for purposes of computing the lump sum leave payment.*

(2) *The subsistence allowance for such lump sum payments is \$0.70 per day.*—Ed.

**Award to Naval Academy**

SIR: The Brazilian government in 1947 presented the Brigade of Midshipmen, United States Naval Academy, with a decoration.

(1) What was the decoration? (2) Do officers who were midshipmen at the time of presentation rate the ribbon of the award? (3) In cases such as this, is the consent of Congress required to receive a decoration from a friendly foreign nation implicit in the acceptance of the award by the Superintendent, USNA?—E. F. W., Ens, USN.

• (1) *The decoration referred to appears to be the Grand Cross of Naval Merit, which was conferred on the Flag of the United States Naval Academy by the Brazilian government in 1945. The presentation was made by Vice Admiral Sylvio de Noronha of the Brazilian Navy, then Naval Attache to the United States, during a Brigade review on 14 Nov 1945.*

(2) *Inasmuch as the decoration was bestowed on the Naval Academy Flag, rather than on the Brigade of Midshipmen, it is believed that there was*

**Saluting in Buildings**

SIR: The question has arisen, whether or not a junior salutes his senior when both are covered and they meet in passing while inside a building (under cover). As close as I can ascertain, Navy Regulations give no exceptions to rendering the hand salute. Can you refer me to any publication dealing with military courtesy beyond what is contained in Navy Regulations—R.W.E., LTJG, DC, USN.

• *It depends upon the building. In a Navy building when two officers (covered) meet, they exchange salutes. In a public building, such as a theatre, or hotel, salutes should not be exchanged if it does not appear appropriate to do so under the circumstances. In a Navy building when a covered junior encounters an uncovered senior, the junior should salute, but the senior officer cannot return it except by a nod or greeting, unless a return hand salute is necessary to avoid embarrassment.*

*On board ship you salute all senior officers on the first daily meeting. Afterwards salutes are dispensed with, except that the captain, captain of other ships who might be on board, and all flag officers are saluted on each occasion of meeting, passing near, or being addressed. Inspecting officers are saluted whenever making an official inspection. All Hands, July 1949, contains a complete roundup of naval courtesy afloat and ashore.*—Ed.

no intention on the part of the Brazilian government to grant authority for Midshipmen then at the Academy to wear the medal or ribbon.

(3) For the same reason, it is believed that the consent of Congress was not necessary in this instance. The authority under which the award was accepted is contained in Public Law 671, 77th Congress, 20 July 1942.—Ed.

### GI Bill and Active Duty

SIR: I was recalled to active duty before I was ready to start school under the GI Bill of Rights. I had taken all the preliminary courses requisite to entry. Now, the Navy has me again and I am in no position to start the schooling I had planned on. (1) Will I lose out completely on my schooling, or is there still some chance I might get to start school under this Bill after my active service in the Navy is completed? (2) What's the latest dope on Reservists transferring to the Regular Navy?—G.T.S., YNS1, USNR.

•(1) The question you pose concerning your possible loss of entitlement to GI education has been asked many times since the outbreak of the Korean conflict. Many veterans of World War II who have returned to active duty on either a voluntary or involuntary basis face the loss of unused time under the educational provisions of the GI Bill unless legislation extending deadline dates in regard to these benefits is passed.

The rights and benefits of the GI Bill for which you may have established eligibility on the basis of your previous service have been in no way changed or extended by the present crisis. Consequently, the deadline dates previously established are currently in effect. If you were discharged prior to 25 July 1947 the education or training to which you may be eligible must be commenced by 25 July 1951 and completed by 25 July 1956.

You might like to discuss with a representative of the nearest regional office of the Veterans Administration the possibility of initiating your GI education before 25 July 1951 by taking some courses during your off-duty hours.

(2) Naval Reservists on inactive duty may presently enlist or reenlist in the Regular Navy at recruiting stations under the provisions of Recruiting Service Order No. 13-50 (Instructions governing enlistments and reenlistments in the Regular Navy under broken service.) A program is being formulated to permit voluntary transfers of Naval Reservists on active duty to the Regular Navy at some period after July 1951. The requirements for qualifying for the transfer program and the ratings and pay grades that will be open will be announced in a future BuPers circular letter.—Ed.

### Information About Flying the National Ensign Underway After Sundown

SIR: The question has arisen on several occasions as to the authority for flying colors underway after sundown. During World War II, I believe that whether or not the colors were secured at sundown or remained up all night was largely left to the discretion of the commanding officer. Can you tell me what is the authority covering this point? Also, I'd like to know if it is permissible to wash the colors. One more question—I believe it states in the Watch Officers' Guide that the colors and union jack shall be "corresponding in size? What size jack should be used on a DE with a #9 ensign?—J.C.F., QMC, USN.

• Regulations governing the display of the national ensign from the gaff underway leave to the senior officer present a wide range of discretion as to when it shall be flown—both during daylight and darkness. Navy Regulations, article 2163(4) only require the flag to be displayed underway during the following circumstances (1) Getting underway and coming to anchor. (2) Falling in with other ships. (3)

Cruising near land. (4) During battle. Under any other underway conditions—such as when a ship or group of ships are steaming at sea alone—there is no regulation which requires the ensign to be displayed. However, the senior officer present may require the flag to be displayed at any time and under any conditions he desires—including at night.

There are no known hard and fast rules concerning washing colors when dirty. However, a pamphlet based on Public Law 829, 77th Congress, and distributed by the American Legion states that it is permissible to wash the ensign but preferably it should be dry cleaned.

Navy Regulations prescribe that the union jack displayed from the jack staff shall be the size of the union of the national ensign displayed from the flagstaff. The Bureau of Ships Allowance Lists (Hull) Group S70 shows that DEs presently are allowed size 9 ensigns for underway colors and size 7 ensigns with the same size union jacks for in port use.—Ed.

### Advancements of Reservists

SIR: On 20 Aug 1950 the Bureau of Naval Personnel put out a dispatch cancelling all advancements of Reservists to first class petty officer and chief. When will advancements be permitted again?—J. A. A., USNR.

• After your letter was written, the Chief of Naval Personnel on 20 Nov 1950 published the following information in a letter to commandants and the Chief of Naval Air Training: "Commencing on 1 Jan 1951, advancements to pay grades E-6 and E-7 . . . may be resumed. However, as of that date, advancements effected to those pay grades and to pay grade E-5 will be temporary advancements to conform to similar conditions applying in the Regular Navy. . . . In recommending or reporting temporary advancements they shall be identified as such. The letter "T" in parenthesis shall follow the normal rate abbreviation as a suffix and shall be an integral part of the rate description—e.g., BMG2 (T), QMQCA(T). Individuals who are holding temporary rates may be changed in rating but only to another temporary rate in the same pay grade."

This information pertains to Reservists on inactive duty and shipkeepers and stationkeepers on active duty in the Naval Reserve program.

The letter further states that beginning 1 Jan 1951, Reservists who become candidates for advancement to pay grades E-4, E-5, E-6 and E-7 but are recalled to active duty before the

advancement is effected, cannot be advanced after they report to receiving stations. They may advance only in conformity with instructions that apply to Regular Navy personnel as modified for Reservists on active duty. "However," says that letter, "an advancement which is being processed and which is curtailed as a result of recall to active duty may be completed when the individual returns to a component of the Naval Reserve program, provided he has not been advanced while on active duty and provided he has not been reduced in rating for any reason to a pay grade below that held upon reporting to active duty."—Ed.

### Foreign Language Courses

SIR: How does an enlisted man enroll in an Intelligence School foreign language course? Could you also tell me how an enlisted man can get duty as an interpreter?—W.R.W., RMSN, USN.

• The current Navy training program does not provide foreign language instruction for enlisted personnel except for a very few individuals selected for special overseas assignment. This type of instruction must remain on a self-help basis.

If you have knowledge of one or more foreign languages, you should so inform the Chief of Naval Personnel, Attn: Pers-B213, in order that your name may be placed on file for consideration at such time as a man with your special qualifications may be required.—Ed.

**Nautical Questions and Answers**

SIR: Here are some nautical questions about which certain shipmates and I have been in dispute:

(1) How is the U.S. ensign folded in the Navy—with the blue field folded in and not showing, or with the blue field folded out and showing?

(2) Where may this information about the ensign be found in print? I want to be armed for future disputes.

(3) When and why is the sea painter called a sea painter?—W.L.H., QM3, USN.

• (1) *The ensign should be folded with the union jack inside so that the white stars will not become soiled.*

(2) *The Navy training course for Quartermaster 3/c, edition of 1941, gives this information. Although it is omitted in a later edition of the training course, the practice is well founded.*

(3) *As for when a sea painter is called by that name, the answer is "always." As you probably know, its a long stout line for temporarily towing a boat alongside the ship while boat falls are being hooked or unhooked. Windas, in his "Traditions of the Navy," says he believes the term comes from the French word peuntour, meaning a noose or bight. Webster gives "painter" in this usage as being derived from the old French pentour, meaning "suspensory" or "cordage."—Ed.*

**Two NROTC Programs**

SIR: What are the requirements for admission to an NROTC program?—R. A. K., PFC, USMC.

• *There are two NROTC programs. The contract program is non-subsidized. Candidates for enrollment in this program are selected by the Professor of Naval Science from the student body of the NROTC college. Men on active duty in the Naval Reserve are not eligible for release from active duty for the purpose of enrolling in the contract program,*

**Ship Reunions**

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

• *uss Arkansas (BB 33)—All former shipmates interested in a reunion—time and place to be decided later — should contact Thomas W. Maher, 91-54 86th Street, Woodhaven, Long Island, N. Y.*

• *uss LST 117 — Former shipmates interested in a reunion in the near future—time and place not yet decided—should contact Wesley L. Sharpe, Milton Junction, Wisc.*

• *uss Massachusetts (BB 59)—All men who served aboard "Big Mamie" during World War II who are interested in attending a reunion in May, 1951, at Boston, Mass., should contact J. L. Harrington, 158 Salem Street, Reading, Mass.*

• *118th Naval Construction Battalion—Former officers and enlisted men who are interested in a future reunion—time and place to be announced later—should contact Harold W. Landow, 6 Bailey Avenue, Yalesville, Conn.*

*since such an enrollment does not in itself give a man any military status.*

*The other division of the NROTC is known as the Regular NROTC program. This program is fully subsidized by the government. Approximately 10 percent of the men enrolled in the Regular program each year are taken from enlisted personnel on active duty in the Navy and Marine Corps. Enlisted applicants for the Regular program compete among themselves for the scholarships available in the fleet quota.*

*Full information concerning this program is contained in Joint Letter 50-739 (NDB, 15 Sept 1950).—Ed.*

**Clothing Allowance for CPOs, USNR**

SIR: Is the \$150 clothing allowance being paid every four years to chief petty officers in the Organized Naval Reserve?—W.E.L., GMMC, USNR.

• *Enlisted men of the Naval Reserve assigned to or associated with the Organized Reserve, upon first promotion to chief petty officer, and enlisted men of the Naval Reserve in pay grade E-7 who certify they have not previously been paid a cash clothing allowance for an initial outfit of chief petty officer's clothing, shall be entitled to a cash allowance of \$150 for the purchase of an initial outfit upon assignment to or association with the Organized Reserve. Such allowance is payable only once—not every four years.—Ed.*

**Salute Pays Due Respect**

SIR: When first entering "boot" camp I was taught when rendering a salute to an individual I was actually saluting the uniform worn and not the individual wearing it. (1) Is this correct? (2) Is there any published regulation or order stating that personnel in the Washington, D.C. area are not required to salute when not actually on a military reservation?—M.E.S., YN1, USN.

• (1) *Salutes are rendered to individuals because of their right to wear the uniform. A salute is simply the military way of greeting a fellow member of the armed forces. It's a dignified gesture whereby military and naval men look another companion in arms in the eye and, by proper salute, pay due respect to the uniform and authority of another servant of the State. All officers in uniform are saluted. All officers that you recognize in civilian clothes should be saluted. (2) No. Naval personnel in the Washington, D.C., area, as in every other area, are required to exchange salutes ashore.—Ed.*

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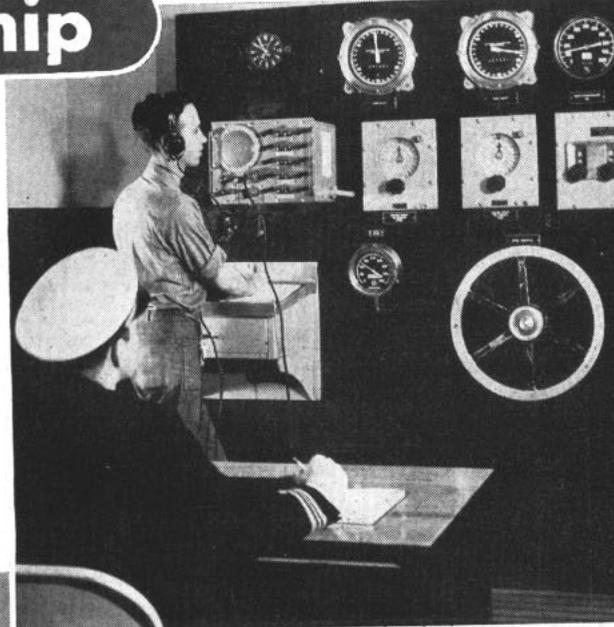
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## Shore-Going Ship

**T**HEY WERE MEN of the sea without a ship at the U. S. Naval Reserve Training Center, Freeport, Long Island—so they built one. A sleek, land-locked destroyer was constructed from plans drawn up by 10 Navy men stationed at the Center. Using scrap and surplus material the vessel was built without expense to the government and her crew is now ready for any shipboard assignment. Commissioned and named in memory of a shipmate, Thomas F. Keaveny, she was designated the DDT 319.

Ready for action against a simulated enemy attack, men take battle stations, above. Clockwise: Order for full speed ahead is relayed to the engine room from the pilot house. Engine room panel board duplicates that in seagoing destroyers. Reservists get shipboard training on dry land. Finished in just six weeks, the vessel even has a sick bay for first aid.—Lynne F. Cooke, JOSN.



Brief news items about other branches of the armed services

\* \* \*

MASTER SERGEANT William P. Mercer, USAF, is probably the only enlisted man in the Air Force carried on the rolls as a base commander. For two years, he has been commanding Bellows Air Force Base, Oahu, Hawaii, a military air transport service recreation center, open to officers, men and their families for weekends and leaves.

The Texan, who began soldiering in 1916, directs the activities of 22 airmen and 12 civilians. He is responsible for more than 600 buildings. In addition to his duties as base commander, MSgt Mercer is also the base adjutant, first sergeant, sergeant major, fire marshal, teletype operator, manager of the non-commissioned officers club and recreation area. In his spare time, he doubles as theatre manager and projectionist.

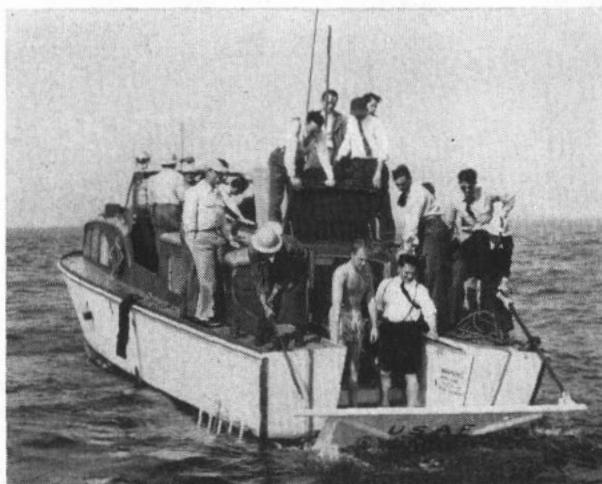
Taking over the air base when the officer in charge was transferred to the mainland, MSgt Mercer was told he would only "last about two weeks." Proudly pointing to his two-year tenure, the gray-haired sergeant speaks of his eventual retirement. "I'm going to retire in Fort Worth," he says. "There's no other place like Cowtown, out where the west begins."

\* \* \*

A NEW TYPE OF CRASH RESCUE BOAT is undergoing tests by the Air Force. Designated "Rescue Boat, Mark I," the 40-foot craft has several improvements over earlier type crash boats.

Biggest improvement is a hinged "transom" or tailgate at the stern which can be lowered into the water to provide a working platform for bringing survivors on board. During World War II it was found that the handling of injured airmen when hauling them over the sides of earlier type rescue boats could complicate their injuries.

The tailgate of the new boat can be lowered to about 18 inches under-water and a litter placed under an injured man to slide him gently up the tailgate



NAVY-BUILT crash boat used by Air Force accommodates up to eight litters; has top speed over 20 knots.

ramp. To prevent survivors from being injured, two aluminum tubing guards are mounted on each side of the stern and lowered automatically over the propellers when the tailgate is dropped.

Forward cabin of the crash boat is equipped to provide emergency treatment to patients while enroute to a hospital ashore. Electrically heated, the cabin is provided with hot and cold water, blood plasma, drugs, bandages and other medical supplies.

The craft is equipped with radar and extensive communication facilities. It is manned by a crew of five and can accommodate up to eight litter patients. Two diesel engines give the boat a top speed of more than 20 knots.

The new boat was built for the Air Force by the Navy, and is the first of five such types to be delivered for testing. Construction work and initial tests of the boat were accomplished at the Boston Naval Shipyard.

\* \* \*

"PIONEER" IS THE ARMY'S WORD for its new *Army Almanac*, a 1,000-page book of facts and figures on the Army and its history since the Revolution.

Four years went into compiling the book. Its foreword states the almanac "is designed to serve members of the military establishment as a handy reference source, and to provide editors, commentators and others concerned with public information, an organized body of material about the Army."

The almanac contains charts, maps, rosters, tables of contents and both name and subject indexes together with the narrative. Designed also to serve as background material for the current organization, it contains chapters on the Navy, Air Force and Coast Guard along with descriptions of agencies associated with the defense establishment.

Wars and campaigns, strengths of the Army, Navy and Air Force, characteristics of weapons, pay of the Army, troopships, evolution of the ration, the Army's schools, Selective Service and the National Guard are other subjects included in the comprehensive manual.



POTENT mobile Army weapon, 105-mm. recoilless rifle, pours in deadly fire at Aberdeen Proving Ground, Md.

A NEW DOSIMETER—a handy personal “exposure meter” to tell you how much radioactivity you’ve soaked up—has been developed by the Army.

The radioactivity gauge is small enough to be worn around the neck like a dog tag, yet will reveal charges of radioactivity ranging from “very slight” to fatal. Here is what the dosimeter consists of, briefly:

First, there is a small metal case which contains a flat paper package. Inside the package there’s a piece of photographic film and a pod or capsule of developing solution. The flat envelope has a tab which can be grasped with the fingers. The section of film has a graduated scale along one edge, varying in shades of lightness.

If the wearer thinks he has been exposed to gamma rays, he begins to make use of his dosimeter by grasping the tab which is attached to the flat paper package. He pulls the package out through a narrow slot in the case. The process of passing through the slot causes the pod of developing solution to break. The solution spreads over the film and goes to work on it. Its work takes only one minute, after which the dosimeter operator can remove the film from its envelope. By comparing its color with that of the graduated scale, he can tell how much he has been exposed to the lethal rays.

Special shielding in the case blocks out alpha and beta rays, preventing their having any effect on the film. The instrument’s sensitivity can be changed by altering the type of photographic emulsion used.

Navy nuclear scientists consider the Army Signal Corps dosimeter an interim device and are working on a phosphor glass type (ALL HANDS, Jan 1951, p. 8).



ONE MINUTE after exposure radiation can be measured by this photo dosimeter.

NEW PROTECTIVE CLOTHING is eliminating the danger of absorbing quantities of red fuming nitric acid and aniline, faced by the handlers of liquid rocket propellants for jet planes.

Culminating two years of research, Air Materiel Command’s Aero Medical Laboratory at Dayton, Ohio, has produced special clothing consisting of a new coverall and hood assembly fabricated from vinyl-impregnated fiberglass, butyl rubber boots and vinyl-coated cotton gloves. The hood is equipped with a plastic visor designed to give the wearer ample front and side visibility.

To offset the additional danger of overheating, two methods of interior cooling have been devised for the outfits. One utilizes an air-ventilated harness attached to a nylon suit worn under the protective coverall. Plastic tubes disperse the air equally throughout the interior of the assembly. This circulating air prevents toxic fumes from entering the hood interior and eliminates the need for a respirator.

Water evaporation is the second method of cooling. By saturating a mercerized cotton outershell which fits over the protective coverall, overheating is reduced. This process removes the need for an air-ventilated interior suit.

\* \* \*

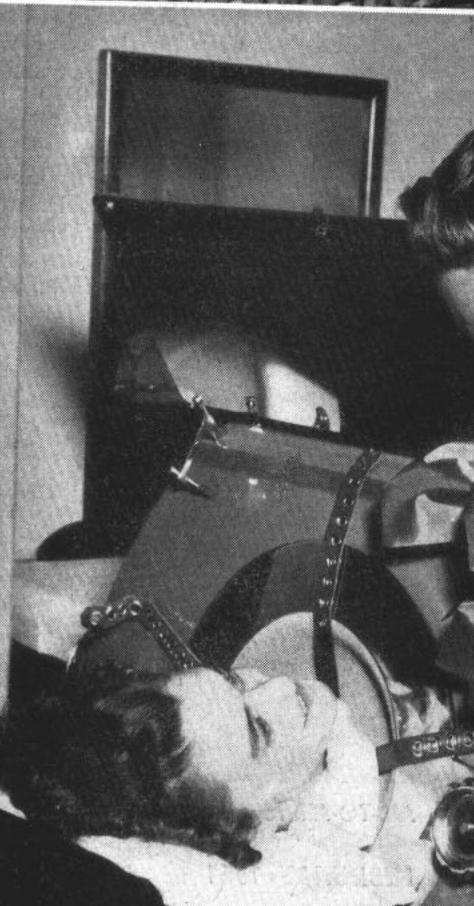
AMONG NEW THINGS being added to the Army, as regards personnel, are new preventive medicine companies to succeed the malaria survey and malaria control detachments famous in World War II.

Each of the new companies is to be composed of six officers, one warrant officer and 59 enlisted men. In addition to a headquarters section, each company will be divided into hygiene and sanitation section, a survey section and three control sections. The headquarters section will take care of command and administrative work. All the other sections, comprising “the preventive medicine service,” are concerned with various aspects of hygiene and sanitation.

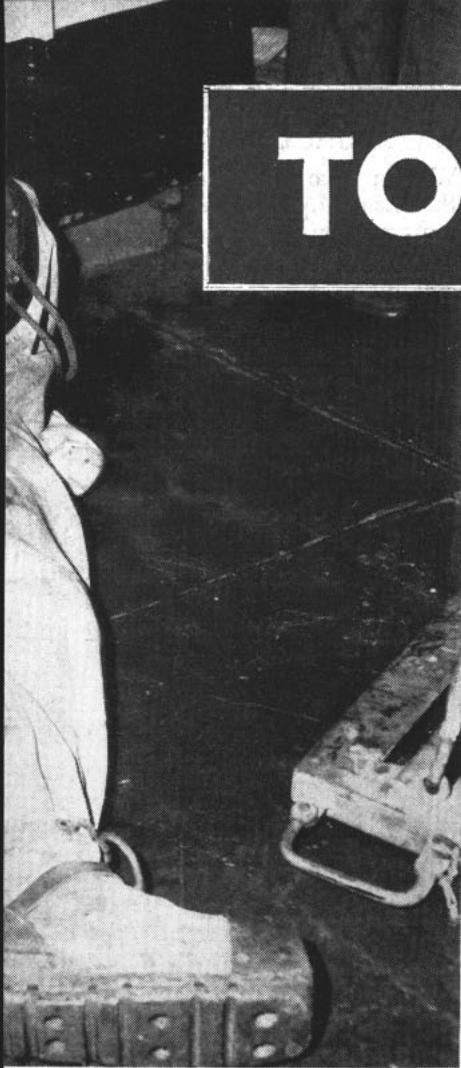
The first of these companies arrived in the Far East Command for service in Korea some time ago. Several others were slated to be organized, like the first, at Brooke Army Medical Center, Fort Sam Houston, Tex.



AIR-TO-AIR refueling with quick-change telescoping boom is demonstrated by new KC-97A, modified version of C-97



# TODAY'S NAVY



## Fightin'est Essex Rejoins Fleet After Extensive Alterations; Two Other Carriers Are Reactivated

Newly recommissioned after "modernization" at Bremerton naval shipyard, the 27,000-ton carrier *Essex* is ready to carry her colors as one of the "fightin'est" ships of World War II back into active service during the present time of crisis.

Out of commission in reserve for a period just short of four years, *Essex* has been undergoing extensive shipyard work to strengthen her flight deck and elevators for handling heavier planes.

Recommissioning ceremonies were scheduled for 15 Jan 1951. On the same date at Bremerton, *uss Bon Homme Richard* (CV 31) was also slated for reactivation. A third carrier of the *Essex* class, *uss Tarawa* (CV 40), was announced by the Navy as entering into the reactiva-

tion process at Norfolk Naval Shipyard.

During World War II *Essex* compiled a two-year battle record showing action in every Pacific engagement from Tarawa to Tokyo Bay. For 17 months of that time she cruised continuously in the combat zone, setting a record for carriers in that respect. Also to her credit is one of the longest periods of sustained combat on record—79 days, from 14 March to 1 June 1945 in support of the Okinawa campaign. Flying from her decks in this period, Air Group 83 tolled 6,460 sorties.

Commissioned on 31 Dec 1942, *Essex* and her air groups won the Presidential Unit Citation for operations beginning with the strike against Marcus Island on 31 Aug 1943 and ending against the Japanese homeland at the end of the war.

*Bon Homme Richard* was commissioned at New York on 26 Nov 1944. With a night air group on board, she specialized in night flight operations with Task Group 38 in the closing days of the Okinawa campaign and in strikes at Japan during the last two months of the war.

*uss Tarawa* is the newest of the three carriers being reactivated. Commissioned after the war in December 1945 at Norfolk naval shipyard, *Tarawa* joined Task Force 57 for Pacific war maneuvers in early 1947. She was taken out of commission and placed in the Atlantic Reserve Fleet.

### ← The Navy in Pictures

NAVY DIVER relaxes in salvage rescue suit which has shoes weighing 25 pounds a pair (top right). Top left: Pretty models hang onto their hats as they board *USS Worcester* (CL 144) for a fashion show. Left center: New Wave Marge Hunter gets a helpful hand with her just-issued duds. Lower left: Pensacola Cub Scouts look at picture taken of them as they toured NATTC Photographer's Mate School. Lower right: Horace Hudson, SH1, USN, gets a warm smile from his wife Ethel, 24, a victim of polio. The Navy whisked Hudson 6800 miles in 95 hours from his Philippine base so he could be with his wife.

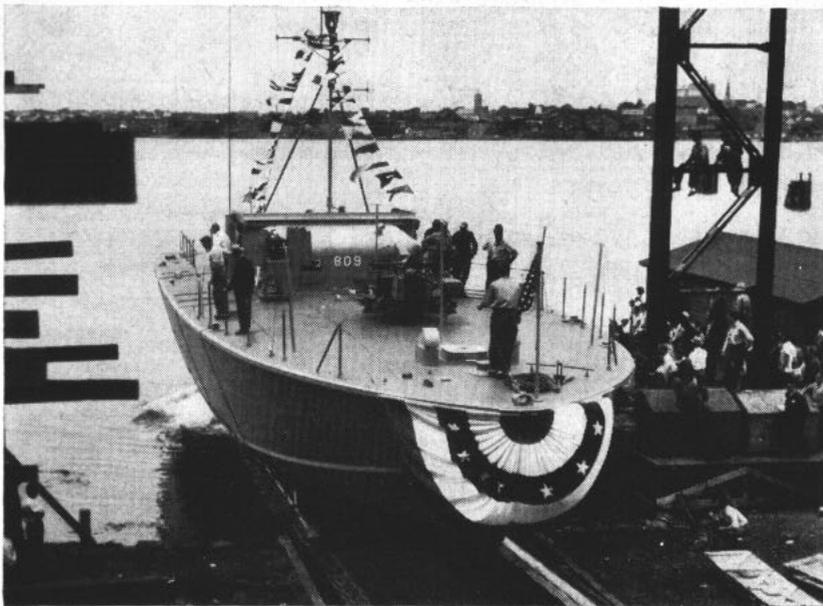
### YESTERDAY'S NAVY



Congress, 3 Mar 1837 authorized first naval drydocks, one to be constructed at Norfolk the other at Boston. The Office of Naval Intelligence established by SecNav 23 Mar 1882. U.S. flag over Corregidor 2 Mar 1945.

### MARCH 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



LAUNCHING of the Navy's new motor torpedo boat takes place at Groton, Conn. New model packs more punch, is more seaworthy than predecessor.

**New PT Boats Built**

The first PT boat built since World War II is being placed in service at the Boston Naval Shipyard. The vessel is of partly welded and riveted aluminum construction.

The first of four new experimental PT boats, *uss PT 810* has an aluminum hull and is larger than World War II PT boats. Weighing some 75 tons, the vessel is slightly over 89 feet in length and has an extreme beam of 24 feet. The craft will be assigned to sea duty after fitting out is completed. She was built by the Bath Iron Works Corporation, Bath, Maine.

In addition to PT 810, three other aluminum-hull boats are being built at U.S. shipyards. Each boat will have a different hull design. After

tests of all four boats have been completed, the Department of the Navy will pick the boat with the best characteristics (or a combination of the best characteristics) and build prototypes of it.

**Leyte Helps a Cause**

Fighting the Korean war 10,000 miles away did not keep the men of *uss Leyte* (CV 32) from contributing to a worthwhile cause.

After a five-day drive conducted aboard ship, crew members sent a check for \$1,576.39 to ComFAir, Naval Air Station, Quonset Point, R. I., for the Community Chest campaign. *Leyte's* donation raised Quonset's total to \$5,598.64—an increase of 87% over the amount collected in 1949.

**First Woman to Commission Ship**

Women have long been favored in the role of ship christeners, splashing champagne over the bow, but Captain Joy B. Hancock, USN, Assistant to the Chief of Naval Personnel, is believed to be the first woman to commission a United States Navy vessel.

At Green Cove Springs Naval Base, Fla., Captain Hancock commissioned two attack transports, *uss Earle B. Hall* (APD 107) and *uss Basset* (APD 73), as part of the fifth anniversary ceremonies there.

The two ships had been part of the mothball fleet attached to the Florida Group of the Atlantic Reserve Fleet since the close of World War II.

**Long Beach Shipyard to Open**

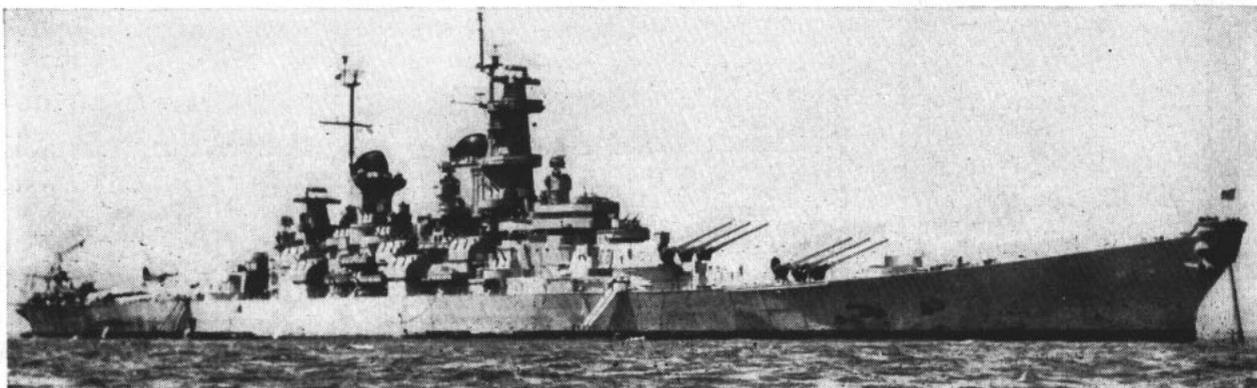
Closed for four and a half months, the Naval Shipyard, Long Beach, Calif., is scheduled to begin servicing ships of the expanding Pacific Fleet at an early date.

The shipyard is being readied for service by the Navy at "all orderly speed," according to a Navy Department announcement.

At the end of June 1950, the shipyard was placed in a custodian status and was closed completely on 24 Aug. 1950.

The shipyard was first commissioned on 25 Feb 1943 as the Naval Shipyard, Terminal Island. Prior to that time it had been operated as a civilian ship repair facility. The yard is equipped with three drydocks, all capable of handling cruisers and large auxiliary vessels. One of these drydocks is capable of handling battleships.

No shipbuilding was accomplished at the yard during World War II, it



USS WISCONSIN—Demothballing of famous battlewagon is underway. She will soon resume duty with the fleet.

concentrating on ship repairs and overhauls. At the peak of its war activity approximately 10,000 persons were employed at the shipyard. In 1948 the name of the activity was changed to Naval Shipyard, Long Beach, Calif.

### Safety Trophy Established

The Joseph F. Ross, Jr., Safety Trophy—in memory of First Lieutenant Joseph F. Ross, Jr., USMCR, who was killed in an airplane crash on 4 Feb 1950—has been established by his parents.

The trophy will be awarded annually to the Organized Marine Air Reserve fighter squadron with the best safety record for the calendar year and will be retained by the winning squadron throughout the following year.

Judging will be based on a point system with 100 points signifying an accident-free year. Points will be deducted for each flying accident, the seriousness of the accident determining the number of points deducted.

In case of a tie, the squadron with the highest number of training hours per pilot will be the winner.

Lieutenant Ross received his Marine Corps Reserve commission in May 1943 and served as a fighter and photographic reconnaissance pilot in the Pacific during World War II. He received the Distinguished Flying Cross twice and the Air Medal with seven Gold Stars.



FORMER SHIPMATES aboard USS *Princeton* (CV 37) run a preliminary check on five-inch gun turret as reactivation of the big carrier begins at Bremerton.

### Draper Retires After 55 Years

The man who remembers when Fleet Admiral Chester Nimitz, USN, was brought to BuPers by his father to check on his U.S. Naval Academy appointment—Leonard Draper—has retired after more than 54 years of continuous service with the Navy which spanned three wars—Spanish-American, World War I and World War II.

Mr. Draper began his work with the Bureau of Naval Personnel in 1896. At that time, BuPers' civilian staff numbered only 26. Head of the

Naval Academy Section since 1899, Mr. Draper is retiring because of illness.

He is the recipient of several letters of commendation from various SecNavs and has been awarded the Distinguished Civilian Service Award, highest civilian honor.

### Sailor Elected to Legislature

Walter M. Acker, MM2, USNR, didn't need his own vote to get elected to the Indiana state legislature.

After winning the Branderburgh County primary just before being recalled to active duty, Acker turned his campaign management over to Lieutenant Commander Edward A. Mitchell, USNR, commanding officer of the Naval Reserve Training Center, Evansville, Ind. Sailor Acker—or "Senator" Acker, as his shipmates on USS *Mount Katmai* (AE 16) have been calling him—couldn't even vote for himself. His absentee ballot arrived too late.

All went well, however, and Acker has been relieved of his Navy duties—working on the ship's air conditioning, refrigeration system and auxiliary machinery—so that he can assume his new chores at the state capital.

Thirty-six-year-old Acker's election parallels that of Milo W. Sutton, SN, USNR, who was elected to the Kansas state legislature after being recalled to active duty. Sutton also has been released from active duty.



DUNKING awaits Howard Dyer, former ADC of Patrol Squadron Three, Jacksonville, Fla., as 'reward' for making warrant officer. Buddies gave him works.



TWIN THREATS—Identical twins Bobby Brogdon, HM3, left, and Billy, HN, right, both stationed at Medical Center, Bethesda, Md., are both ring veterans.

**Double Trouble for Opponents**

“The Battling Brogdons”—identical twins distinguishable chiefly by their rates—will be slugging their way through Navy fistic events for another six years. They have just reenlisted.

Bobby Brogdon, HM3, USN, and Billy Brogdon, HN, USN, now attending the Naval Medical School in Bethesda, Md., won many Golden Gloves and Navy bouts as a fast-punching duo on the station team while they were serving at the naval hospital at Key West, Fla.

In the midst of a one-year course in laboratory technique at the school, the twin brothers signed on the dotted line for a maximum enlistment. This means six years of double trouble for future opponents.

**Langley to Join French Navy**

USS *Langley* (CVL 27) will be reactivated at the Philadelphia Naval Shipyard early this year for transference to France under the Mutual Defense Assistance Program.

Commissioned on 31 Aug. 1943, all of *Langley's* battle action took place in the Pacific, beginning with air raids on Wotje in January 1944 and ending with the Okinawa invasion and strikes on Kyushu. Planes from *Langley* have shot down 119 enemy planes in the air and have destroyed more than 100 on the ground. During its combat duty, *Langley* sustained one bomb hit.

After returning to San Francisco, in May 1945, for repairs and modernization, *Langley* was enroute to the forward area when hostilities ceased. That summer it was used first as a training ship and later as a troop transport. It was slated for inactivation in the spring of 1946 and assigned to the Philadelphia Group, Atlantic Reserve Fleet.

**Lectures by Long Distance**

Approximately 10,000 dentists in 46 states—a number of Navy dentists included—are being offered a series of lectures this winter through a unique telephone hookup.

Two groups of Navy dentists are “attending” the lectures, one group at NTC Great Lakes, Ill., and one at 11th Naval District Headquarters, San Diego, Calif. The monthly two-hour “broadcasts” are originating at the University of Illinois College of Dentistry. Current advancements in dentistry are discussed and lectured upon by six outstanding dental and medical specialists in each season.

Great Lakes dental officers are hearing the lectures from loudspeakers installed in the Dental Department auditorium. They are provided with an accompanying textbook distributed by the University of Illinois. The “party-line” program is a standard postgraduate course and carries academic credit.

**Tokyo Has Unified EM Club**

Newly modernized and reopened, a “unified” enlisted men’s club in Tokyo is one of the favorite liberty spots in that city.

Enlisted personnel of the Army,

**Pistol Wizard Sets Records—With Either Hand**

A Navy chief who made a poor record on his first try at pistol shooting now holds 44 sharpshooting awards.

Back in 1943, Robert S. Stringer, AKC, usn, made such a poor showing following instructions in small arms firing that he determined to really learn to shoot if it took him forever. Three years later he represented the Naval Air Technical Training Center, Jacksonville, Fla., in the National Pistol Matches and won first place in the .45-caliber rapid fire event.

Chief Stringer fires the .45-caliber left-handed and the .22-caliber right-handed. He has won 18 first place medals together with six second and 20 third place awards.

The father of two girls and a boy, the ambidexterous chief now spends his spare time teaching his son, Stephen, to fire, the .22-caliber pistol.



SURE SHOT Bob Stringer, AKC, the .45-caliber rapid fire national champ, with some of his 44 medals.

Navy and Air Force go to the Grant Heights Narimasu Club, in the Grant Heights area of Tokyo, for dining, dancing and other entertainment.

A modernization program culminated two years of effort to convert a surplus Japanese mess hall into a comfortable club with a dining room, large ballroom and refreshment area.

The project began in 1948 when enlisted personnel living in the Grant Heights area banded together with a determination to build their own club. They obtained permission to use the old Japanese mess hall and raised money, accumulating \$2,700.

After much work by the members and their wives, the club opened in September 1948. At that time, in recognition of the members' accomplishment, a \$10,000 grant was made for further development of the club.

A year later, the club was closed for alterations. Now it's open again, modernized and larger than ever before.

### Pearl Harbor Baby Sitters

Navy wives and Red Cross nurses are making life easier for newcomers and transients at Pearl Harbor.

An "Aloha Club," formed by the Pearl Harbor CPO Wives Club, meets ships carrying Navy families and serves as "baby sitters"—enabling travel-weary mothers to take brief excursions, do some quick shopping or just relax a bit.

Mid-Pacific Headquarters of MSTs has made similar arrangements with the Honolulu Chapter of the American Red Cross. The baby sitting nurses are provided transportation to and from the ship by MSTs.

### Shooting Seabee

Seabee V. E. Rutherford, UT1, USNR, is a man who can handle weapons as well as tools. Two days after being recalled to active duty Rutherford punched out the high score in an annual trophy match held by Volunteer Construction Battalion Unit 12-5.

The accurate-firing Seabee was presented with a trophy by Rear Admiral Joseph F. Jelley, CEC, USN, Chief of the Bureau of Yards and Docks. Each year this trophy is purchased at his own expense by Commander C. J. Sly, CEC, USNR, CO of Unit 12-5, and presented to the top marksman in his outfit.

# SIDELINE STRATEGY

Around the Navy: Second Lieutenant Eddie LeBaron, USMC, passing wizard of the Quantico Marines gridironers, was named "Outstanding Service Player" by the Washington, D.C. Touchdown Club. . . .

The 11th Naval District's sports program for '51 covers organized competition in 15 sports. . . . Camp Lejuene has opened a new \$800,000 field house, named in honor of Colonel Frank B. Goettge, all-time Marine football great. It seats over 4,000 spectators. . . . MCRD Parris Island's basketball team averaged 73 points per game during their first 17 games this season. . . . Five-foot-four Captain William R. Duncan, USMC, never allows his lack of height to bother him. Two inches too short to become a pilot, he became one anyway, is now one of the Corps' crack landing signal officers.

Although there'll be no All-Navy basketball championship tournament this year, several big Navy hoop shows are scheduled to take place. Probably the most ambitious of these is the clash being planned by the 11th Naval District.

Com 11 has invited the 12th, 13th, and 17th Naval Districts and the Sixth Army and Western Defense Command to send their champion basketball teams to San Diego in March. These representative teams will participate in a double elimina-

tion tournament to determine the unofficial All-Western Service Champion. If the fiery Pacific coast scraps of previous years is any criteria for judgment, this tourney should be something to see.

Norfolk Navy officials certainly know how to obtain maximum benefit from the white-hot rivalry existing between Naval Base-NAS Norfolk and the Amphibious Base, Little Creek.

For the second consecutive year the two gridiron squads clashed in a Red Feather Bowl contest. This year, 12,000 spectators streamed into the stadium to witness the event, most of them shelling out hard cash as they entered, although there was no admission fee. A sockful of cash—nearly \$3000—was collected and presented to the local Community Chest Fund.

When members of the Second Battalion, First Marines, stumbled back to a rear area after more than a week on the Korean front lines in sub-zero weather, they found an official memorandum in the mail. It read . . . "if more than 50 per cent officers were on the field at any one time, the offending team will be penalized."

It seemed the new regulation applied to the football field, not the battlefield.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



# Latest Information on Overseas Living Conditions

**YOU ARE** here offered a new summary of information about foreign stations where dependents of naval personnel are likely to go. It's designed to give you an idea of housing and living conditions at these stations and to provide a basis on which to plan.

Authorities at each of these places were contacted within the past few months for assistance in bringing our information up to date. But conditions are always changing, and upon arrival you may find the situation somewhat different from the way it is described here. Changes are most likely to be noted in the fields of housing, food, medical care and education, and unless

travel to an area is halted, changes will frequently be in the form of improvements.

Because of the large number of localities covered, information could not be given here as fully as a traveler might desire. Upon actually preparing to go to an overseas station, a Navy family should obtain a copy of the BuPers pamphlet covering that station. Pamphlets are available for the locations mentioned here, but for no other locations. Requests for the pamphlets should be addressed to the Chief of Naval Personnel (Pers-G143), Navy Department, Washington 25, D. C.

## Alaska

### (Kodiak and Adak)

**Climate**—Kodiak's climate is comparable with the climate of Bremerton and Seattle in many respects. Lack of sufficient sunshine, particularly in winter, is the least desirable feature. From November through April the hours of darkness are long, and rain, snow and fog are plentiful. Because of rains and moderate daytime temperatures, snow does not accumulate to any great extent except in the mountains. Summers are short, but the countryside is very green during that time and flowers are profuse. Occasionally in winter, storms known as williwaws occur, with winds of 100 miles per hour or more. The average annual temperature range is zero to 80° Fahrenheit.

Adak doesn't get as cold or as warm as Kodiak, but the weather is worse. A strong cold wind blows almost constantly, and rain, snow and sleet are very common. While the wind may reach velocities of 100 miles an hour, such gales will be in the form of gusts. Storms are of short duration. There are occasional bright days when sun glasses are needed because of glare.

**Housing**—Government quarters for married enlisted men at Kodiak consist of 36 three-bedroom units, 33 two-bedroom units, 14 one-bedroom units and eight two-bedroom quonsets. A single priority list is maintained, based upon date of reporting. This is used strictly in assigning one and two-bedroom quarters, but a point system based upon pay grade and number of dependents is used for assignment of three-bedroom facilities.

Government family quarters for officers at Kodiak are 34 three-bedroom units, 24 two-bedroom units and four one-bedroom units. Thirty-one sets of quarters are assigned to personnel filling specific billets, but a priority list based upon date of reporting is maintained for the other one and two-bedroom apartments. Commanders and lieutenant commanders are given priority on this list. A point system is used for assignment of three-bedroom homes.

Although it is possible to obtain hous-

ing in the town of Kodiak, accommodations are limited, generally inadequate and expensive.

Until now, dependents' quarters in Adak have consisted mostly of quonsets, which, although a stop-gap form of housing, have been adequately furnished and comfortable. New permanent housing was nearing completion at the time this was written, and was expected to be ready at the beginning of this month.

Personnel ordered to duty in Alaska should ascertain whether quarters are available before sending dependents to Seattle. A long delay may be experienced before entry of dependents can be permitted.

**Household Effects**—Government quarters are equipped with furniture except for draperies, curtains, linens, silver, cooking utensils and chinaware. At Kodiak, a limited amount of some of these items can be obtained on a loan basis while dependents are awaiting arrival of belongings from Seattle. The average time between arrival of effects in Seattle and delivery in Kodiak is six to eight weeks.

**Automobiles** — An automobile isn't needed at Adak. However, you might have some use for one at Kodiak. The island has many roads which are usually passable, and an automobile might be desirable for driving to hunting and fishing areas. The maximum range of travel is approximately 40 miles.

**Clothing** — Take along all the foul-weather gear you have or think you could possibly need. Extra heavy clothing isn't necessary, but good waterproof medium-weight outdoor clothing is. If you are interested in hunting, fishing and winter outdoor sports, suitable clothing for these activities should be included. Children's outdoor play clothes are essential, and seem to wear out rapidly. Usual indoor clothing is satisfactory for wear in government quarters in Alaska, but "long-handled" underwear is desirable—especially for air travel to the area. The ladies will want some party dresses for on-station social events. Navy exchanges in these areas are usually stocked with blan-

kets and certain items of clothing suitable to the area. At the same time, it is well to come to the area with a good supply of clothing and to make arrangements for ordering by mail.

**Food**—Commissary facilities operate at both these locations, and adequate supplies of staple foods are maintained. All food must be shipped in, which means that most of the food is canned or frozen. Meat comes frozen, and there are often frozen vegetables. Fresh fruits and vegetables are available from time to time, depending upon shipping. There is some baby food, but if your baby requires a special diet, it might be best to send a supply ahead by parcel post. Fresh milk cannot be had, but children thrive on fresh frozen milk, powdered or canned milk, or processed milk which is available at the Navy exchanges. Fresh fish and other sea foods can be caught by the individual at the seashore.

**Servants**—Some part-time help can be obtained at Kodiak after working hours. The average charge is \$1.25 per hour.

**Medical Care** — Medical care for dependents is adequate at both Kodiak and Adak. Family dental needs should be taken care of before leaving home, as should necessary tonsillectomies and changes in eye glasses. In general, health conditions are excellent.

**Education**—Facilities for education are very good in both Kodiak and Adak. Kindergarten through four years of high school is offered at Kodiak, and first through 11th grades at Adak. Buildings are of the best; teachers are highly qualified. There is an assessment of \$5 per pupil per semester for grades one through 12 and \$20 per pupil per semester for kindergarten, at Kodiak.

**Religion**—All customary services are conducted at service chapels at the stations, and close liaison is maintained with civilian churches in Kodiak.

**Recreation**—Except for swimming, sailing and certain other warm-weather activities, opportunities for recreation are almost unlimited at Kodiak. Because the Aleutians are a game preserve, hunting is prohibited at Adak. How-

ever, there too, many opportunities for recreation exist. Movies, swimming, hobby shops, officers' and enlisted men's clubs and lounges, bingo games, gymnasiums and other facilities are open to all personnel, and to dependents.

**General**—Before proceeding to Alaska, dependents report to Personnel Transportation Officer, 13th Naval District Headquarters, Pier 91, Seattle, Wash. However, they should not do this, or even go to Seattle—unless they have a home there—until housing is ready in Alaska. When they do report to the personnel transportation officer, they must have identification, entry authorizations and immunization certificates. Dependents should not surrender their immunization certificates, but are required to have and show them.

#### American Samoa

**Climate**—Tropical, considered healthful for all ages, either sex. Normal temperature is 80°, average rainfall 177 inches annually.

**Housing**—Government quarters are available but, because of the housing shortage, quarters must be certified as assigned before dependents are allowed to come. A waiting list is now in effect.

**Household effects**—Quarters have furniture, stoves, refrigeration. Bring linens, cooking utensils, dishes and small electrical appliances. Standard electrical equipment will function with current supplied but personnel should be able to make minor repairs because heat and moisture of tropical climate causes numerous breakdowns.

**Automobiles**—Navy transportation for autos not available. Cars are handy but not necessary. Parts are hard to get and the climate causes rapid deterioration.

**Clothing**—Dependents need only washable summer clothing. Limited clothing may be bought at local stores. Officers should bring at least three white uniforms, evening clothes. Limited khakis available at local stores. Civilian clothing may be worn by naval personnel during off-duty hours. Laundry facilities are available—dry cleaning is not. Government quarters have "hot lockers" for protection of clothing.

**Food**—Very plentiful, not rationed. Good quality, fresh pasteurized milk available at about 26 cents per quart. Commissary, butcher shop and ship's store facilities are available.

**Servants**—House girls and cooks are available. Present wages for house girls (cleaning and laundry) — \$20 monthly. Full-time cooks average \$20 per month. Local girls can be trained as baby nurses.

**Medical care**—The Navy operates both a dispensary and a Samoan hospital. Regular check-ups are provided for naval dependents. A naval dentist is available for emergencies.

**Education**—There is a naval dependents' school with qualified teachers at the

elementary school level. Limited high school facilities available at Samoan High School.

**Religion**—Civilian priests of the Marist order conduct Roman Catholic services. Protestant services are led by a Navy chaplain. Sunday school available for children 3-15 years old.

**Banking**—United States currency is used exclusively. Bank of American Samoa is accredited.

**Recreation**—Facilities available for tennis, basketball, softball, volleyball, horseshoes, bowling. Saltwater swimming, hiking, picnics and outings are popular. Movies, library, EM club, CPO club and officers' club are available.

#### Argentina, Newfoundland

**Climate**—Summers are short and cool—the temperature rarely rises above 72°. Fog is prevalent during July and August in the coastal areas. The worst months are from January to April, when bitter squalls and short blizzards are frequent.

**Housing**—Limited quarters for dependents are assigned via a waiting list procedure. No arrangements should be made for moving dependents until permission from the CO and written assignment of quarters have been received.

**Household effects**—Quarters are equipped with furniture, electric stoves and

refrigerators. Bring your own blankets, linens and luxury items including lamps, lamp shades, curtains, dishes. Such articles are more expensive in Newfoundland. Voltage is 110/220 volts, 60 cycle, AC current. Short wave radios are recommended.

**Automobiles**—There is rigid control of government transportation, so bring your car if you can. Adequate, free bus service is available, however. Vehicles are shipped through the Naval Supply Center, Norfolk, Va. Gasoline and oil are purchased through the commissary. Repairs may be had after depositing the approximate cost with the Disbursing Officer. Since climate causes rust on chrome trim, it is not advisable to buy a new car specifically for use at Argentina. There are virtually no garage facilities.

**Clothing**—Medium weight clothing is suitable most of the year. Bring sturdy rain coats, galoshes, etc. Hats and umbrellas are impractical because of the high winds. Limited amounts of formal and summer clothing are desirable, especially for women. Bring along a good supply of shoes. Laundry and dry cleaning facilities are available.

**Food**—Commissary is stocked with staples. Frozen vegetables and fruits are usually available. Stocks of fresh food depend upon plane schedule and

## What Dependents Should Take for the Voyage

As soon as government transportation is authorized, especially if travel is to be by MSTs transport, a new problem presents itself—what to take for your voyage. These paragraphs are included to help you solve that problem.

MSTs now operate some very comfortable modern ships. Thanks to refrigeration, a wide variety of excellent food, nicely served, is provided three times a day. Transports provide laundries equipped with modern washers, dryers, irons and ironing boards. However, if you have much ironing or pressing to do, a portable iron will be found useful for pressing in your stateroom. There is always a crowd waiting to use the ship's laundry facilities.

The ship's store will stock films in most standard sizes, standard brands of cigarettes, soap, soap flakes, tooth paste and many other items. A special formula room is operated on the ship for the benefit of mothers with small babies. However, if a child requires a special diet you should take along enough of the special food to last through the journey. Parents of young children will find baby harnesses extremely valuable. High chairs are provided.

On almost any transport voyage, sweaters for all members of the fam-

ily will be useful during some part of the trip. Slacks can be worn except at dinner. Rubbers or rubber-soled shoes are an important item; the decks may be wet much of the time. Some sort of snug head covering such as a scarf or hairnet is important for the women, since a strong breeze is to be expected.

If you're a bridge or canasta enthusiast, you should tuck away some cards, pencils and score pads in your stateroom luggage. Most passengers enjoy sunbathing in good weather, so sun oil, a bathing suit, dark glasses and a large towel or a "terry cloth" robe will be nice to have along. There are good play rooms provided for small children, and table tennis and shuffle board for people who want more strenuous exercise than a deck promenade.

You will find a small library available at certain hours of the day. There will be movies in the evening, and sometimes in the afternoon for the children. Religious services will be held on Sunday, and a chaplain will be available for consultation at all times.

Take along the essentials, but not many non-essentials. Cabins will be comfortable, but not spacious enough for spare gear. Bon voyage!

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supply ships. Frozen or fresh milk, baby foods always available.

**Servants**—Maids are available for \$25 to \$35 per month. Since quarters usually do not have servants' accommodations, \$10 extra is required monthly to quarter them in the girl's dormitory. Trained cooks and housekeepers are rare.

**Medical care**—Routine medical care is available. No charge for outpatient treatment, examination and consultation for armed forces dependents but \$1.75 per day is charged for hospitalization or in-patient care at the dispensary. Dental facilities are limited and, since only emergency cases can be treated, dependents should have all necessary dental work done before leaving the States.

**Education**—There is a kindergarten for children aged 5 to 6 years. Elementary schooling through the eighth grade is available. Schools are based on the accredited system of U.S. schools and, currently, no tuition is being charged.

**Religion**—Chaplains conduct Protestant and Catholic services at the Navy chapel.

**Banking**—U.S. currency is used at Argentinia. Pay can be had in cash or by check. An account in a stateside bank is convenient for purchasing items by mail from the U.S.

**Recreation**—The usual clubs for officers, enlisted men and civilians are available on the base. There is a motion picture theater, bowling alleys, gymnasium and indoor swimming pool. Trout and salmon fishing are popular—bring your own fishing gear. Sleds and other winter sports equipment are cheaper in the States.

### Bermuda

**Climate**—Mild and healthful, but damp. Average humidity ranges from 79 to 85 per cent throughout the year. Summer weather begins in the latter part of April and continues till mid-October. During the winter months temperatures range between 56 and 68 degrees, with an occasional drop to the neighborhood of 45. Rain is rather frequent and considerable wind is to be expected in the winter months.

**Housing**—Public quarters are available on a limited basis, and are completely furnished except for drapes, linens, blankets, silver and kitchenware. (Two blankets are necessary through a good part of the year.) Electrical current both on and off the station is suitable for stateside electrical equipment and radios. Unless previously advised that specific quarters are available, men moving to the station must arrive before their families to make arrangements for renting houses off the station. Most houses off the station are rented furnished, but few are as adequately furnished as apartments in the States. Most desirable cottages rent from \$60 per

month and up, with utilities ranging from \$8 to \$16 per month in addition. Very few unfurnished cottages are available, and those that are do not have stoves and refrigerators. Dependents may not enter the area unless adequate housing is first obtained.

**Household Effects**—Linens, blankets, draperies, silverware and cooking utensils will have to be taken along, as will radios, pictures and certain other articles. As almost all homes are rented furnished, it isn't likely that you will need to take large, heavy items of furniture.

**Automobiles**—The government of Bermuda limits the size and horsepower of private automobiles, and the only American car that meets the specifications is the Crosley. As there are no Crosley agencies on the island, there are no spare parts for that make of car. English cars can be purchased in Bermuda for \$1,000 and up, with immediate delivery. Repair facilities for English cars are adequate but expensive. Bermuda laws prohibit the importation of used cars, and such cars cannot be licensed on the island. Naval personnel without cars depend upon Navy transportation and local public transportation, both adequate, and upon bicycles and motorbikes. Fuel for cars, bikes and boats can be purchased on the Naval Station.

**Clothing**—Dependents will need a good supply of washable summer clothing, and raincoats and light woolen suits or dresses for the cooler months. No extremely heavy clothing is needed. Clothing is expensive locally. Many of the parties given in Bermuda are formal, requiring long dinner or evening dresses for the ladies. A light evening wrap or summer-weight wrap will be needed with evening clothes during the cooler months.

Hats and gloves are not usually worn, except for church or very dressy occasions. Shorts are worn for bicycling, boating and the beach, but not commonly on the street. Bathing suits, good play clothes and play shoes are considered necessary by most people. They can be obtained locally, but are expensive. Cotton or rayon slacks are comfortable for cooler days. A lightweight raincoat is needed for sudden showers in summer.

For winter, take wool suits, flannel or woolen dresses, skirts and sweaters—the type and weight of clothes worn in the fall of the year in the U.S. Women wear bandannas, scarfs and turbans in winter, because of the wind. A topcoat or lined raincoat is "a must" for winter. Winter-weight slacks are very useful, particularly for home wear in off-station houses, which are usually unheated. Take good walking shoes, as the coral roads are rough on leather.

**Food**—Commissary privileges are available to all Navy and American civilian

personnel attached to the Naval Station. An adequate supply of meat, butter, and both fresh and frozen vegetables is available. Milk is shipped in from the States, and parents seldom have trouble in getting enough for their children.

**Servants**—Domestic help is plentiful and inexpensive by American standards. Maids can be hired for \$2 to \$2.50 per day, depending upon their duties.

**Medical Care**—A small sick bay is located on the Station, and is available to naval personnel and dependents. For other than out-patient treatment and emergency first aid, Navy dependents must travel to Kindley Air Force Base, approximately 20 miles away; an hour's drive by automobile.

There are no dental facilities on the station. Active-service personnel receive emergency dental treatment at Kindley Air Force Base. All personnel and their dependents should have a complete dental checkup before leaving the U.S. for Bermuda. Check on immunization required before going to Bermuda.

**Education**—As a rule, American children do not attend the public schools in Bermuda. Private school fees range from \$50 to \$150 per year, depending on the age and grade of the child, and the school attended. No educational facilities for college students exist. There is a nursery school on the Naval Station, with a monthly fee of \$10. Hamilton, Bermuda, has an excellent library.

**Religion**—Services are held in a small chapel on the Naval Station for Protestants and Catholics each Sunday. Sunday school is conducted for children up to 12 years of age. In addition, there are numerous churches of various denominations all over the island.

**Banking**—Available. The monetary unit is the pound sterling, worth approximately \$2.82. However, upon going to Bermuda, Americans should have all funds in U.S. currency—not English money.

**Recreation**—Year-round sports include fishing, golfing, tennis, badminton, hiking and bicycling. All of these can be engaged in aboard the station, except golf. However, there are two good golf courses within five miles of the station. Intramural sports are conducted in season, and during the summer swimming and sailing are very popular. Club facilities for all hands including civilian employees are available and adequate. Dining, dancing and similar entertainment off the base is good but expensive. Movies are shown at the outdoor theater in summer and in the auditorium in winter. Picturesque pastel-tinted white-roofed houses, besides many flowers and other items of local color, afford many opportunities for artists and color photographers.

**Miscellaneous**—Rainwater is virtually the only source of water supply on the

island, and it is necessary to use water sparingly at all times.

If you sew, take your own sewing aids and notions such as thread, seam binding, bias tape, pins, snaps, ribbons, patterns and similar things. Inexpensive cotton cloth is scarce, but more expensive materials are plentiful.

Small inexpensive items such as baby gifts, toys, gift wrappings and ribbons are hard to get.

Small apartment-size washing machines are helpful, especially for those with small children. Good laundry and dry cleaning facilities are available at the station laundry.

#### Canal Zone

*Climate*—The Panama Canal Zone is only 625 miles from the equator; the climate is tropical. The highest shade temperature ever recorded there is 98° F., and the lowest is 59. From the beginning of May till the latter portion of December the weather is rainy, with almost all the annual 300 inches of precipitation occurring during that time. January, February, March and April are the normal dry season months, and during that time a pleasant trade wind blows almost constantly. Humidity is very high in the rainy season. Evenings and nights are almost always relatively cool, and the climate in general would compare favorably with that of southeastern U. S. areas in the summer months.

*Housing*—Naval housing in the Canal Zone is limited and is a controlling factor in granting permission for dependents to enter the 15th Naval District. When naval quarters aren't available, occasionally temporary assignments can be secured—after arrival of the head of the family—for occupancy of Panama Canal quarters or housing in the cities of Panama or Colon. Rental rates for locally owned quarters in Panama City and Colon are high, and stoves and ice boxes are not included if such quarters are rented unfurnished. Quarters in the Republic of Panama must be certified by a medical officer before they can be rented by naval personnel.

*Household Effects*—Most government quarters are adequately furnished with special tropical furniture. Assigned furniture cannot be removed to accommodate the occupants' personal furniture. For this reason, and because of deterioration of most state-side furniture when used in the tropics, such items—chairs, studio couches, large expensive musical instruments and similar items—should not be taken. However, the following things should be taken along: bed linens and table linens, pots, pans and kitchen equipment, silverware, chinaware, table lamps and floor lamps, and pictures and other wall decorations. The most essential things should be taken as "hold baggage," if possible. Electricity is

25-cycle, which is all right for heat-generating appliances and vibrator-type razors, but not suitable for electrical appliances containing motors or transformers not designed for it.

*Automobiles*—A personal car is a distinct advantage in Panama and the Canal Zone. It should be in good condition if one wants to avoid excessive expense for upkeep. Climatic conditions are rough on automobiles; paint should be in good condition and a job of "undercoating" will pay for itself. Gas is cheaper than in the U. S. Both Canal Zone and R de P license plates are required, but are not at all expensive. Passport-type photos are required for obtaining operator's permits, and about a dozen such pictures should be taken along.

*Clothing*—Clothing suitable for mid-summer wear in the States is the type needed in the Canal Zone. Washable clothing is generally found to be the most practical, since dry cleaning is rather costly and not always of the best. Clothing for men, women and children is available at reasonable cost in the Canal Zone commissaries and in the service exchanges. Wider selections are available in stores in Panama City and Colon, but prices are higher. Gloves, hats and stockings are often omitted in female attire. In general, dress is informal. For men, suits of tropical worsted, Palm Beach, linen and seersucker are popular for off-duty wear. All uniforms worn will be of summer types—khakis, whites and, for some tasks, dungarees. Dependents' shoes are limited in styles and sizes at the commissaries. It is desirable to bring a supply from the U. S. and to make arrangements for ordering replacements by mail.

*Food*—Commissaries in the various Canal Zone communities carry most customary foodstuffs, including cold storage products, meats, fruits, vegetables, and quick-frozen fresh items. There is some lack of variety in fresh vegetables and fruits. Fresh milk is sold, but is rationed to small children and the sick and convalescent when in short supply. Powdered, evaporated and condensed milk and all common baby foods are plentiful.

*Servants*—Domestic servants are available in the Canal Zone at wages of \$35 to \$45 per month. They may also be engaged on a daily basis, with salary at approximately \$2.50 per day. The supply is plentiful, but largely unskilled. Most servants are English-speaking Jamaicans, or Latins who speak Spanish and some English.

*Medical Care*—Gorgas Hospital and Colon Hospital are both fully equipped medical establishments with expert staffs capable of rendering all medical and surgical service. As a result of constant vigilance maintained by U. S. health authorities, the Canal Zone is

almost entirely free from disease. Health conditions are excellent.

*Education*—Excellent educational facilities are provided from kindergarten through junior college. Graduates of the two high schools have college entrance qualifications. The curriculum of the junior college is comparable to that of junior colleges in the U. S. The school term begins in the first week of September and ends in the first week of June.

*Religion*—Facilities for religious activities are plentiful. Service personnel and dependents may attend services at chapels at Navy, Army and Air Force activities, or at churches of the various denominations in the Canal Zone.

*Banking*—U. S. currency is used, and banking facilities are on a par with those in the States.

*Recreation*—Swimming, golf, tennis and fishing are year-round sports, with the Bay of Panama providing some of the best game fishing in the world. Baseball, basketball, softball, bowling, track and range shooting are popular, as is riding and hunting. Trips to neighboring regions can be made by automobile, plane or boat. Officers' clubs are located at most of the service installations, with enlisted men's clubs operated at the larger ones.

#### Germany

*Climate*—Germany's climate is similar to that of the U. S. North Atlantic states, especially New York and New Jersey, but doesn't have the occasional intense heat. Weather in the Bremerhaven area tends toward dampness, rain and fog.

*Housing*—There is usually a waiting list extending from two to twelve weeks, depending upon grade of quarters desired, size of family and the local turnover of personnel. Personnel are quartered in temporary billets during the waiting period, and should come prepared to live in hotel room accommodations for this period.

Three "grades" of quarters are provided, depending upon rank or rating, besides houses for captains and flag officers. They are as follows: Enlisted grade for CPOs and first and second class POs, company grade for warrant officers, chief warrant officers, ensigns, lieutenants (junior grade) and lieutenants; and field grade for lieutenant commanders and commanders. Enlisted grade quarters are usually small apartments, but may be a house in the case of a large family. Company grade quarters are usually apartments, but may be a house. Field grade usually means a house, but may be an apartment. Houses for captains and flag officers are handled through the local Army or Air Force headquarters.

Rental allowances are checked when quarters are provided.

*Household Effects*—All houses are fur-

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nished with enough furniture and equipment "to get by on." Some of this is of German origin and some is supplied by the Army Quartermaster Corps. Furnishings in general sometimes fail to come up to American standards. Refrigerator and stove are provided, as is chinaware, silver and glassware. Stoves are usually electric, with three or four burners. It is advisable to take along such items as a pressure cooker, coffee-making gear, and pots, pans, broilers, kitchen knives and spoons, and similar utensils.

Very little household equipment is available at post exchanges. Some can be purchased in the German market, but is often rather expensive. There is always room for favorite items of furniture, and for knickknacks that will dress up the home. Children's items such as carriages, play pens and strollers should be taken along if needed.

Household effects shipped on your orders from the States should be addressed to yourself, c/o Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany. All household effects and automobiles come through Bremerhaven, and there is an interval of up to three months before household effects arrive.

**Automobiles**—A car is desirable. Repairs and parts are available through the Army European Exchange Service for most makes of cars. Gasoline costs only 13 cents per gallon, or a trifle more. Certain registration and insurance requirements must be met. Small foreign cars may be purchased in Germany. Bring along your children's bicycles. If you have children but no bicycles, they (the bicycles) can be purchased locally if desired.

**Clothing**—Naval personnel usually wear blues, but khaki is optional during the summer months. Whites are rarely worn. Civilian clothing is not worn in Germany but may be worn on leave in other countries. Bring plenty of clothing for dependents. Stocks of clothing in post exchanges are limited, and do not compare with those of good clothing stores in the States. Wives may want a few dinner or evening dresses; all dependents should take an adequate supply of shoes. The normal tour of duty is two years, and clothing supplies should be based on that time. Nylon stockings are available at post exchanges.

**Food**—Army commissaries are the source of most food, although many fresh items are now available in the German market. Prices are approximately the same as at home, but the variety is not as great. Prepared baby foods are carried, and fresh milk, eggs and butter are imported from Denmark and Holland. Some fruit comes from Italy in season.

**Servants**—One servant is furnished each family at no additional cost. Extra

servants are available at wages ranging from \$25.00 to \$80.00 per month, depending upon hours and classification. **Medical Care**—Army facilities are used for dependents' medical care. A naval medical officer is available only at Bremerhaven. Medical care and hospital facilities are limited, but modern obstetrical care is furnished. Dependents with chronic illnesses should not go to Germany. Health conditions in Germany are good.

Infants on commercial formulas should be changed to canned milk formulas before leaving the States. Dental care for dependents is limited to emergency work. Necessary work should be done before dependents leave the U. S.

**Education**—Schools for dependents are provided in all communities where American personnel are stationed. American teachers cover all grades from kindergarten through high school. Dependents going to college will probably do better in American colleges, with a visit to Europe in the summer, unless taking courses in which European schools specialize.

**Religion**—Services are held for congregations of all faiths, by service chaplains.

**Banking**—The Chase National Bank has several branches in Germany, and the American Express Company has offices in each American community. Personal checks are difficult to cash, but may be cashed, for a small fee, at American Express offices. A checking account in the U. S. is useful for handling bills at home.

Military payment certificates, commonly called "script," are used instead of U. S. currency. German currency is the deutsche mark, and the rate of exchange is 4.20 to the dollar.

**Recreation**—Special service clubs have dances, snack bars, photographic dark rooms, hobby shops, libraries, music rooms and bowling alleys—all of which are open to dependents.

Officers' and enlisted men's clubs offer good social programs. Tours are conducted by Special Services and the American Express Company to places of interest, both in and out of Germany. All of western Europe may be visited by automobile if one complies with the various national regulations.

Special Services presents movies everywhere, as well as sports programs. Golf and tennis courts are available in some areas, though not in all. A few swimming pools are available for Americans. Hunting and fishing are good. Post exchanges have almost all kinds of fishing gear on hand. Sail boats may be rented at certain points.

### Greece

**Climate**—The climate of Greece is temperate. Summers are long and hot, and winters are damp and cold. Many

people consider the year-around weather much the same as that of Washington, D. C., except that summers are longer and drier. Salonika, in Macedonia, is much cooler than the rest of Greece.

**Housing**—Civilian apartments or houses constitute the only possibility for rental housing, and they are scarce and expensive. Although houses in the suburbs are occasionally available for less, most five-room houses or apartments rent for at least \$300 per month, sparsely furnished. Rent for six to 12 months is often required in advance. Utilities are extra. Hotel facilities, when available, are suitable only for short periods, because of the high cost. It is expected that new construction being conducted under ECA will relieve the congestion to some extent.

**Household Effects**—Most houses and apartments come furnished, but not as completely furnished as Americans would desire. They are without electrical appliances, refrigerators and washing machines. Beds, springs, mattresses and pillows seem uncomfortable to us, and you will probably want to take your own along. Most items can be purchased locally, but are expensive. Electricity is 220-volt, 50-cycle AC. Ordinary electric clocks won't work on it, and you should take along transformers for other equipment unless it is wired for 220 volts.

**Automobiles**—Private automobiles are definitely recommended, due to distances, and shortage of local transportation. Cars should be in good condition, preferably new. Parts are scarce and repairs are expensive. Four-door sedans are best, for convenience of taking riders. Roads are poor, but are being improved under ECA.

**Clothing**—Naval personnel wear blues, November through March, and khakis and whites in the summer. Civilian clothes are worn off duty. Take a good supply of clothing for your dependents. Although clothing can be purchased locally, it's expensive, and often not of as high a quality as one might desire. Women wear evening, cocktail or dinner dresses at most social affairs, with the men wearing business suits or uniforms. Everyone should have a warm coat for winter.

**Food**—Local food isn't plentiful, except for green groceries in season, and fish. All food is expensive. The Army-run commissary, snack bar and post exchange supply most basic needs, but some items taken for granted in the States will be absent. There is no regular fresh milk, but fresh frozen whole milk and condensed or powdered milk can be obtained. Baby food has been limited in variety. Meat has to be imported. Fresh Greek fruits and vegetables are good, when obtainable. Water is scarce, except in the suburbs north of Athens.

**Servants**—Available, at wages from

350,000 to 800,000 drachmae per month (approximately \$24 to \$55). Few servants can speak English, but they are cooperative in attempting to understand instructions. Employers must provide maids with uniforms and shoes for working in the house, and additional clothing for off-duty hours. There are complex local customs and requirements regarding employment of servants. A booklet entitled, "The Athens Story," put out by the American Embassy in Athens is very informative on this point as well as in many other respects. All Americans going to Greece to live for any length of time should obtain a copy if possible.

**Medical Care**—A dispensary staffed by U. S. Navy personnel operates in Athens. Arrangements for beds and treatment in an excellent local hospital with American equipment and doctors can be made through the Naval Mission. Any special dental work needed should be done before going to Greece.

**Education**—The American Parents Association is now operating schools for all elementary and secondary grades—kindergarten through high school. The teacher-student ratio is very good, being approximately one to 10, as compared to an average of one to 35 in the States. The primary school, consisting of kindergarten through eighth grade, is located in two buildings, in Psychiko, a suburb of Athens, approximately 15 minutes' travel from the center of the city. The secondary school, including the complete four years of high school, is located in two buildings in the heart of the city. A standard curriculum followed by schools in the U. S. is offered, and school busses provide adequate transportation.

**Religion**—A non-sectarian church and churches in the Greek Orthodox, the English Anglican and the Roman Catholic denominations exist in Athens. There is also a Jewish Synagogue.

**Banking**—There are Greek and British banks, but a "stateside" checking account is desirable—especially for buying merchandise by mail. Travelers' checks can be purchased at the American Express Company for a slight service charge. That company also performs certain other personal exchange services. The unit of exchange is the drachma, but the gold pound is used in certain transactions. Military script is used in the APO, the commissary, the PX and the snack bar.

**Recreation**—Historical sightseeing is a "must," of course. Bathing, boating, picnicing, tennis and other such amusements are available in summer. There are movies (in English, but not always new), basketball, softball, soccer, concerts and the opera. Opportunities for recreation are ample.

**General**—As everywhere abroad, Americans should be careful to observe local customs and taboos. For instance,

women never wear shorts or other brief attire on the streets in Greece. All ostentation or presumptuous conduct should be avoided.

#### Guam and Saipan

**Climate**—Both Guam and Saipan are tropical, with temperatures averaging in the low 80s, high humidity. Refreshing sea breezes help make the climate more healthful, and blankets are needed on cool nights. There are heavy rainfalls during the summer months and an occasional typhoon strikes. The typhoons are infrequent but usually cause considerable damage. There are also mild earth tremors.

**Housing**—Most quarters in the Marianas are of the quonset variety but permanent housing units are available on Guam. Refrigerators and stoves are usually furnished.

**Household effects**—Basic furniture is usually provided but innerspring and boxspring mattresses are rarities. Bring kitchen utensils, expendable linens, everyday dishes, electrical appliances. Decorative Knick-Knacks are desirable. Because of the shipping distance, the climate and tropical pests, valuable furnishings should not be brought to the Marianas.

**Automobiles**—Take a car along, if you can, but make advance arrangements for its shipment as early as possible. Bring a supply of basic parts such as fan belts, light bulb, coils, etc., along with a manufacturer's parts catalog and a wiring diagram.

**Clothing**—Bring plenty of washable summer clothing, sturdy shoes, swim and sportswear. Better arrange to have additional items mailed from the States. Khakis are the order of the day, whites being worn only for formal functions. Raincoats should be included in everyone's wardrobe. Laundry facilities are available on both Guam and Saipan. No dry cleaning at Saipan yet.

**Food**—Adequate food is available at commissaries. Some local items and certain delicacies are available at Guamanian stores. No local meat, but seafood is generally abundant. Only frozen, canned or powdered milk is available. There are limited supplies of baby food. Reefer ships bring fresh fruit and vegetables about every three weeks.

**Servants**—Average wage is \$30 monthly. Servants are of average efficiency.

**Medical care**—The U. S. Naval Hospital and dispensaries at each command provide excellent medical care. Persons going to Guam must have tetanus and typhoid inoculations not more than six months before leaving the States.

**Education**—No Navy dependents' school at Saipan, but the Calvert school home instruction courses are available. Elementary and high schools on Guam are comparable to those in the States.

**Religion**—Chaplains conduct services regularly in all faiths. Special services are held on religious and appropriate national holidays.

**Banking**—Facilities available on both Guam and Saipan. U. S. currency is used.

**Recreation**—There are excellent opportunities for swimming, sailing, fishing. Coral hampers beach bathing somewhat. Facilities for all but winter sports are provided, several organized "leagues" exist. The usual clubs, libraries and movies are available. In addition, tours to nearby points of interest are available to personnel and their dependents.

#### Hawaii

**Climate**—The climate of Hawaii is considered by many world travelers to be the best on earth. The average temperature ranges from 70° in the winter months to 78° in August. Fresh winds blow steadily nearly all the year and Honolulu is cooler than most stateside cities are in the summer. The air is usually dry and invigorating, and billowing white clouds create shadows which alternate with bright sunshine.

**Housing**—There is an acute shortage of Navy housing on the island of Oahu, and the entry of dependents is restricted until the command to which the officer or enlisted man is reporting certifies that government housing is available or that the officer has obtained private housing adequate to his needs. Private housing and local hotel accommodations are expensive and difficult to obtain. Unless government housing is immediately available, which is very unlikely, all personnel should leave their dependents in the States until they are able to obtain local housing in Hawaii within their means. Local rentals are at least \$85 per month.

On 1 Oct 1950, the waiting list for officer-type government housing required a wait of four to six months. The waiting period for enlisted government housing was six to eight months. These waiting periods are expected to increase rather than to decrease.

The types of quarters available are "public quarters" (furnished), "interim public quarters" (also furnished), and rental quarters (unfurnished except for refrigerator, stove and hot water heater). Senior officers are generally assigned public quarters. Other officers, and warrant officers and civilians, are usually assigned to rental quarters. Enlisted men may obtain either rental quarters or interim public quarters.

**Household Effects**—It's wise to determine in advance whether your quarters are to be furnished or unfurnished. If they're to be furnished you'll still want to take along linens, lamps, curtains, and many other non-basic items. If they're to be unfurnished, you should take almost everything except stove

and refrigerator. If possible, household furniture should be shipped from the States rather than purchased locally, "ashore."

**Automobiles**—Bus and taxi service is generally available, and is adequate on well traveled routes. Bus service in Honolulu is comparable to facilities in mainland cities, but is somewhat overcrowded. Transportation to and from naval stations is sometimes inadequate, and an automobile is a great help to the Navy families in Hawaii.

Shipment may be made in Navy vessels on a space-available basis. If you drive your car to San Francisco for shipment, it should be left at the Naval Supply Depot, Oakland. The Port Director, San Francisco, must be notified, and a \$10 handling charge is required.

**Clothing**—Except for lightweight sweaters, raincoats or light topcoats, only lightweight clothing need be taken. Mainland spring and summer apparel is worn throughout the year. Clothing is less formal than in the States, and sports clothes, playsuits and shorts are popular for leisure wear. Cotton dresses are popular and swim suits are a "must." All replacements can be purchased ashore or at the service exchanges. Prices are but slightly higher in the local stores than in those at home. Women seldom wear hats or gloves. Laundry service and dry cleaning are available.

**Food**—There is normally a plentiful supply of all kinds of food for the entire family. Fresh milk is available. Fresh vegetables are sometimes scarce, but they're supplemented by fresh frozen fruits and vegetables. Commissary stores are conveniently located. Prices at the commissaries are reasonable. The varieties at the commissaries compare

favorably with those found in mainland markets, and certain fresh fruits are in special abundance.

**Servants**—Difficult to obtain, and they demand high wages.

**Medical Care**—Routine medical care and hospitalization are available at the Tripler General Hospital, Oahu, for eligible dependents, at the standard rates established for all naval hospitals. In addition, emergency medical care and certain inoculations can be obtained at all dispensaries at naval activities there. Civilian physicians, hospital facilities and clinics are available also on Oahu.

Existing dental troubles should be remedied before proceeding to Hawaii. Navy dental care for dependents is available only in urgent cases. There are civilian dentists in the area, but a long wait for a dental appointment is usually required.

**Education**—Schools available to Navy dependents meet all state-side standards. Elementary and high schools are within easy reach of all naval stations, and kindergarten and nursery facilities exist at most. The University of Hawaii in Honolulu offers excellent opportunities for higher education.

**Religion**—Protestant, Catholic and Jewish services are held in Navy housing areas, and Honolulu churches conduct services for nearly all denominations.

**Banking**—Adequate banking facilities are available. The services rendered compare very favorably with those of mainland banks. Branches of the two large Honolulu banks are maintained near the Pearl Harbor Naval Shipyard.

**Recreation**—Hawaii is one of the most popular recreation areas in the world. All the recreational opportunities offered

to tourists are available to Navy families living in the area. Water sports are the most popular type of spare-time activity in the Islands, and there are beaches near all stations. Golf, tennis, horse-back riding, deep-sea fishing, sailing and bowling are popular and easily available. There are many movie theaters, and excellent service clubs for dining and dancing. However, public night clubs are expensive.

Craft shops and a general library are open to Navy dependents, as is a large athletic arena featuring spectator events such as movies, basketball, boxing, and other sports.

**General**—Secondhand furniture can often be purchased from service families who are leaving Hawaii. Local transportation facilities are augmented in many cases by armed forces busses, especially as regards transportation of school children.

**Yokosuka, Japan**

**Climate**—With a climate similar to Washington, D. C., and Virginia, Yokosuka is hot and humid in summer, clear and cold in winter. Wettest months are in summer and fall.

**Housing**—Houses and apartments, comparable to average low-cost housing in the States, are provided. Because of the housing shortage on Yokosuka Naval Base, a priority system is used in assigning the four bedroom single units, two and three bedroom duplexes and quadruplexes, one, two and three bedroom apartments and two and three bedroom modified quonsets.

**Household effects**—Houses and apartments are partially furnished. Steam heat and hot water furnished. Stoves and refrigerators are provided. Bring your favorite electrical appliances but be sure they operate at 100 volts, 50 cycle. Double-check your electric clock, lest it lose 10 minutes per hour.

**Clothing**—Bring plenty of both summer and winter clothing, including rain gear, galoshes, etc. Heavy overcoats, light summer cottons and ski suits will be needed for children. Army super-PXs supply most needs. Dry cleaning and laundry facilities are available.

**Automobiles**—Private cars may be shipped and are recommended even though streets are narrow and rough. Japanese trains are fair and cheap to naval dependents.

**Food**—Commissary stores offer a limited supply of foods and similar needs. Frozen, powdered and recombined milks are available.

**Servants**—Average family has two servants—a houseboy or girl. Japanese government furnishes one houseboy or girl—the dependent pays the additional servant.

**Medical care**—Adequate medical and hospital care are provided but any special medicines needed regularly should be brought. Dental treatment is avail-

**HOW DID IT START**

**Ship's Company**

Exactly when and where *ship's company*, referring to all hands in a vessel, had its beginning is somewhat vague. However, as early as 1558 we find Mary Tudor,

Queen of England (1553-1558) using the expression "company of your ship," meaning ship's company and connoting companionship.

In that year, the queen published regulations for the conduct of a newly assembled fleet. Included in these regulations was the directive that "the captain ought to comfort his men at the time of boarding and put his things in order for same. Before you deal with your enemies, ye shall call before you the officers and company of your ship, not only to encourage them in words of comfort, but likewise to know and also feel it yourself, the state and readiness of your things, which may serve for the annoying of the enemy and defending of yourself, which being cared for in time, do make the victory, by God's help, the more certain."



able only in extreme emergencies. Each dependent must have a certificate of satisfactory dental condition.

**Education**—An American elementary school is available on the base. High school students must commute to Yokohama. No Japanese schools are available.

**Religion**—Chaplains conduct Protestant and Catholic services.

**Banking**—Banking facilities available at present in Tokyo and Yokohama. U. S. currency is not used but may be converted by a disbursing officer at the current exchange rate of 360 yen to one dollar.

**Recreation**—Golf, tennis, swimming and skiing facilities are available. There are a number of service clubs, movies and libraries and several resorts are available through the Army. Amateur photographers should have a field day with Japan's scenic beauties. Be sure to bring your own sportswear and equipment.

#### Guantanamo Bay, Cuba

**Climate**—"Semi-tropical" is the word for Guantanamo Bay's climate. Temperature varies from 62° to 85° in winter and from 72° to 92° in summer. There are two short rainy seasons — one in October and November and one in April and May. Rain storms are sudden, heavy and brief. Unlike many tropical areas, there are no prolonged periods of high humidity.

**Housing**—Although considerable housing for naval personnel and their families exists on the station, the supply does not meet the demand. Therefore, transportation for dependents to Guantanamo Bay cannot be obtained until Commander, NOB Guantanamo Bay, certifies that adequate housing is available. Existing quarters vary from three-bedroom houses with two baths to quonset huts with two bedrooms, kitchen and combination living-dining room. Living conditions in the two towns with-in commuting distance are generally below acceptable American standards.

**Household effects**—All quarters have essential furniture, including stoves and refrigerators. Bring linens, blankets, kitchen utensils, electric iron, washing machine, radio (standard broadcast and short wave combination is best) and any other desired item for decorating and comfort. If you prefer, you may bring and use your own furniture. Electric current is 110 volts, 60 cycle—same as in the States.

**Automobiles**—CPOs and first and second class POs can ship their cars to Gitmo at government expense. Families will appreciate having cars there. Automobiles should be in good condition because only minor parts are available on the base and they are often hard to get.

**Clothing**—Bring cotton and rayon washable summer clothes for everyday wear, lightweight woolen dresses or suits for cool evenings. Evening clothes are

optional but are worn at most dances and social affairs. Very little clothing can be bought locally, but the base has two sewing shops. Materials and sewing needs can be purchased and competent seamstresses are available. Military personnel cannot wear civilian clothes except when engaged in recreation. Ordinarily, the uniform for officers and CPOs consists of khakis without coats. Whites are worn for church services and formal occasions. Laundry and dry cleaning are available.

**Food**—Commissary is well-stocked with plain foods, baby foods and some household and personal items. Frozen fresh milk can be had. Some safe fruit and vegetables are available locally and, occasionally, some seafood. Fresh fruit and vegetables and frozen foods from the States are usually on hand.

**Servants**—Available but not always the most efficient. Maximum pay—\$35 per month.

**Medical care**—Good medical facilities are at hand. The hospital has two wards, an air-conditioned delivery room, an incubator and a nursery with cribs. Since only extreme dental emergencies can be handled on the base and the nearest civilian dentist is at Santiago — seven hours away by boat and train—dependents must have their teeth in first-class condition before coming to Gitmo.

**Education**—All grades from kindergarten through senior high school are covered by the NOB school. Books are furnished. Tuition averages \$5 per month for a nine-month term. The school is well equipped and staffed with competent teachers and, at last report, was in the process of being accredited.

**Religion**—Protestant services are conducted at 1100 and 1900 on Sundays, in the base chapel. Sunday school is at 0930, in the schoolhouse. Catholic masses are held each morning and three times on Sunday. Jewish services are also held.

**Banking**—U. S. currency is used exclusively. There are no banking facilities but checks may be cashed at the ship's service stores and the post exchange.

**Recreation**—Swimming, tennis, badminton, sailing, boating, fishing, hiking, golf, bowling, horseback riding, skeet shooting, dancing and nightly open-air movies are available. Athletic equipment such as tennis racket, golf clubs and sail boats are available for naval personnel and their families on the base. Horses may be rented at \$1 an hour or \$15 per month. Bring suitable clothing for engaging in outdoor sports.

#### Kwajalein

##### (Marshall Islands)

**Climate**—This island's climate is of the type usually found in the central Pacific —tropical, but tempered by trade winds through most of the year. Rainfall is

rather heavy, averaging a little more than 100 inches a year. The weather is not unpleasant, as a rule.

**Housing**—All structures used for quarters are of temporary wood construction. The housing is not elaborate, but is considered adequate. Quarters are not normally furnished with window curtains or draperies. If these are desired, they should be of non-absorbent materials because of the high humidity.

**Household Effects**—All quarters are equipped with essential items of furniture. Ordinarily, personal furniture should not be shipped to this station. High humidity is rough on items such as pianos, sewing machines and cabinet radios. Cooking utensils, including pie and cake tins, should be brought along. Your standard state-side electrical appliances will work on Kwajalein current, but must be kept in a hot locker while not in use. Laundry service is available; sewing machines can be obtained on a loan basis.

**Automobiles**—Private automobiles are not needed and are not authorized.

**Clothing**—Only lightweight clothing is necessary. Shorts are popular for daytime wear by everyone. Shorts with a short-sleeved khaki shirt is an optional uniform of the day for men. An adequate supply of khaki uniform clothing is available in the station small stores. Each member of the family should have a lightweight raincoat. Cotton print dresses are recommended for the women and girls, and cotton print sun suits for the small children. Wives may want to include a couple of evening dresses, including one cotton formal. Because of rust particles in the water, white clothing is difficult to launder satisfactorily at this station. Clothing and shoes are not normally stocked, and all dependents should bring enough of these for a year's use. Mail order service takes up to six weeks. Inspection in whites is held once each month for service personnel. Sports shirts may be worn with civilian clothing after working hours. Enlisted personnel may wear sport shirts with uniform white trousers.

**Food**—A commissary store is operating, and contains a fair stock of necessary foods. Fresh fruit and vegetables are scarce, and fresh milk cannot be obtained. Frozen fresh milk and canned milk are both available, however. Fresh and canned meat can be purchased in adequate amounts but in limited variety.

**Servants**—Some native domestics can be hired at an average monthly wage of \$40.00. The Marshallese do not cook for employers, but are reasonably efficient in many other household tasks.

**Medical Care**—The medical department of this station compares favorably with any continental U.S. Navy medical facility. Surgical and obstetrical services as well as all other usual medical services are rendered. If you wear glasses, you should take your prescription with you.

## LIVING OVERSEAS

If your glasses are really essential, it might be well to take an extra pair with you. While dental service is of a high caliber, it is limited in availability for dependents. All dental deficiencies should be corrected before leaving the U.S. Emergency treatment is available to all service personnel and their dependents.

**Education**—Elementary school grades one through eight are conducted by qualified teachers employed by the Navy. The Calvert system of home study is recommended for higher grades. A nursery school for small children is operated.

**Religion**—The Island Memorial Chapel at Kwajalein is one of the most striking ecclesiastical structures west of Honolulu. Services, including Sunday school, are conducted regularly for most faiths. There are two choirs for mixed voices.

**Banking**—There are no banking facilities. Money orders may be purchased at the post office. U.S. currency is used exclusively.

**Recreation**—The normal tour of duty on Kwajalein at present is one year. All personnel proceeding to that island should bring along any material or equipment they might require for self-entertainment or the pursuit of hobbies. One good hobby is shell collecting, for which a shell identification book should be brought. Fishing, sailing, hobby shop, clubs, movies (outdoor), photo lab, volley ball, tennis, basketball, softball, baseball, and picnic trips to other islands are all available.

### London (United Kingdom)

**Climate**—Summers are mild and rather brief in London. Winters are long, cold and wet, with much fog. There are no great extremes in temperature, but the climate in general is rigorous. Daylight hours are very short in winter.

**Housing**—This is the most serious of all problems that the newcomer in the United Kingdom meets. Satisfactory housing is very expensive and limited. Unfurnished "flats" and houses are almost unobtainable, and the average furnished two or three-bedroom flat in the vicinity of London costs from \$125 to \$225 per month. Three months' rent is usually required in advance, in addition to various deposits and other costs. Because of unusual features of British landlord-tenant agreements, prospective renters should consult the Legal Section, CinCNELM, before entering into any lease or rental agreement.

Hotel accommodations in the U. K. can usually be obtained at suitable rates. There's a housing office in CinCNELM headquarters for the convenience of personnel arriving. It is a good idea to inform this office of prospective needs in the way of hotel accommodations before arrival, particularly during the summer months.

**Household Effects**—Because unfurnished houses and flats are almost unobtainable, one will not need to take a complete outfit of household equipment. However, many furnishings are likely to be in poor condition, and most families find it advisable to take along their own bed linens, blankets, kitchenware, dishes and glassware, table silver, radios, lamps, refrigerators and brooms. Gas and electric heaters are often desirable. While flats are centrally heated, they are seldom as warm in winter as Americans like their dwellings to be. Also, send over your washing machine.

**Automobiles**—A car is desirable in England for sightseeing and to help relieve the local transportation systems. However, it will present certain difficulties. Large American autos seem somewhat overgrown in "the tight little island," and are difficult to maneuver in the narrow streets. Cars cannot be left in the street overnight unless parking lights are left on, and storage will cost you \$4.00 to \$6.00 per week. Gas is now unrationed, but will set you back approximately 43 cents per imperial gallon. A person can buy a British car in England and keep it there until he returns to the States.

**Clothing**—Naval personnel wear blues almost all the time on duty, but khaki uniforms are sometimes optional for officers and CPOs on warm days in summer. Officers and chiefs may have an opportunity to visit the Mediterranean area, and should take along khakis and a few whites for that purpose. The service dress blue uniform with black bow tie is suitable for officers' wear on all formal occasions in England. In addition to civilian clothing for wear when off duty, an officer may find he needs a dinner jacket.

English clothing is of a very good quality, but expensive. Styles differ from those in the U. S. Rationing has ended. Dependents should take plenty of warm clothing—lined galoshes or boots, warm house slippers, woolen underclothing and woolen bathrobes, a good raincoat, sweaters, medium or heavy weight suits, and a sturdy umbrella. A fur coat or a very heavy fur-collared cloth coat or a fur-lined coat will be found valuable. Warm night clothing for all members of the family are essential—bed socks, bed jackets and hot water bottles are often considered desirable. Outer clothing, such as coats and sweaters, should be of dark colors. London soot and smoke will give lighter garments a grimy look. **Servants**—Charwomen can be hired on a part-time basis. Full-time servants can also be obtained.

**Medical Care**—Out-patient medical service for dependents of U. S. Navy personnel is provided at the dispensary near CinCNELM headquarters. There

are no in-patient naval medical services available for dependents in the United Kingdom. However, the medical services provided by the British National Health Service to the local citizens are available to dependents of naval personnel. Information about this service can be obtained in any British post office. Also, there are private pay-bed accommodations for which you can make your own private fee arrangements with doctors.

All dependents planning to travel to the United Kingdom should arrange to obtain an International Certificate of Vaccination in addition to the U. S. Navy immunization record. Such certificate can be obtained from any U. S. Public Health Service Medical Officer.

The dental department of CinCNELM headquarters provides no dental treatment for dependents. All needed dental work should be done before departure from the U. S. Civilian facilities are scarce.

**Education**—The state schools, corresponding to our public schools, are considerably different from our schools, and are not found satisfactory by most Americans. There are numerous private schools—called public schools in England—which have a high scholastic standing. These are rather expensive, but not beyond the means of most U. S. Navy parents stationed in London. The chaplain's office maintains a list of schools and will assist any parent in contacting a school agency.

**Religion**—The major denominations of the Christian faith have churches in various parts of the city, and there are also synagogues. London has many ancient and historical churches that are an inspiration to the worshipper and a pleasure to the sightseer. The chaplain's office in the headquarters building will give additional information.

**Banking**—The Chase National Bank, The Guaranty Trust Company of New York, The Bank of America, the National City Bank of New York, The Central Hanover Bank and Trust Co., and the American Express Company all have branch offices in London. Nevertheless, it is desirable to have a checking account in the U. S. The pound sterling is now worth approximately \$2.80. Personnel attached to Headquarters, CinCNELM, are paid in sterling or military payment certificates (script), or by U. S. Treasury check. All may be deposited in a local bank, upon which checks for dollars or pounds may be written.

**Recreation**—There are many opportunities for recreation in London and the surrounding area. Theaters, movies and concerts, museums, art galleries and antique stores abound. There are numerous ice arenas, and some squash courts and swimming pools. Golf courses are available near the city. Inter-divisional softball teams are or-

ganized during the summer months, and a series of picnics is usually organized and sponsored by the Welfare Department. Dances sponsored by the Navy are held periodically. Visits to northern and southern England and to Scotland, Ireland, Wales and continental Europe are always educational and very interesting. Such trips can often be arranged during leave periods. Bring your own sports equipment. It is expensive locally.

#### Philippines

**Climate**—The climate of the Manila area is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. The lowest minimum temperatures occur from December to March, with 70 degrees being the average minimum. The "hot season" comes in April, May and June, when the daily peak is 90 to 95 degrees.

During the nights and forenoons throughout the year the winds are light and gentle. They become moderate to fresh in the afternoons during the rainy season. Strong winds are to be expected only when the area is under the influence of one of the infrequent typhoons. The rainy season is from June through October. As much as 13 inches of rain have fallen in one day during that season.

There are no abrupt or very definite changes between seasons. The climate is considered monotonous by some people, but pleasant by most. It is different from the climate in the States, but a normally healthy person can become accustomed to it in a very short time.

**Housing**—The housing at both Subic Bay and Sangley Point is mostly of a temporary type, but is adequate and comfortable. There are a few regular houses for senior officers at both stations, but most of the quarters are converted quonsets. The usual facility consists of two bedrooms, a bath, a living room, a dining room, a kitchen and a screened porch. A very few quonsets have three bedrooms. Showers are provided, but bathtubs are not available at present. Kitchen stoves and refrigerators are provided.

There are a few suitable civilian houses outside the station at Sangley Point which can be rented by naval personnel. The CO, Naval Station, Sangley Point, requires that civilian houses are up to Navy standards before personnel are allowed to rent them. There is usually a waiting list for Navy housing. Full quarters allowance is withheld when government quarters are occupied. Quarters are equipped with basic furniture.

**Household Effects**—Dependents should take along their own glassware and kitchen appliances, although a limited amount of these items are available for temporary use. Families must supply

their own pillow cases, sheets, towels, and other linens. All essential items for setting up housekeeping can be purchased on the stations, if desired. Civilian shops in Manila are well stocked, but prices are high. The electrical current on both stations is suitable for stateside equipment.

**Automobiles**—Roads in the Manila area are in fairly good condition. Private automobiles may be taken, but are not essential.

**Clothing**—Women should take mostly summer clothing, preferably cottons. A few bright summer evening dresses should be included. Local seamstresses are plentiful and highly skilled. Rain gear is essential for the wet season. If you plan to take trips to the mountain resorts—as most people do—you should take along a few lightweight woolen items. Shoes should be typical summer wear; some good walking shoes should be included. Navy exchanges carry some personal items. Prices for women's apparel in local markets are very high.

Naval personnel must wear uniforms at all times. White uniforms can be bought locally at reasonable prices, and are often required for evening wear.

**Food**—Commissaries and Navy exchanges carry most foods to which Americans are accustomed. Local markets are stocked with many kinds of tropical fruit, as well as familiar varieties of vegetables. Stores in Manila also offer a wide variety of foods, but prices are high.

**Servants**—Available at moderate wages.

Most families hire them.

**Medical Care**—Dispensaries are available at both stations, and furnish medical care and limited dental care to dependents. All possible dental work should be done before leaving for the Philippine area. Persons wearing glasses should take along an extra pair, due to the difficulty of filling prescriptions there.

**Education**—American schools through high school are available to all personnel. Educational opportunities are comparable to those offered by the public schools in the U.S. Training at college level is obtainable at numerous colleges in the Manila area. The school year begins in June and ends early in March.

**Religion**—Protestant and Catholic services are held at the station chapels. In addition, services in almost all denominations can be found in the Manila area.

**Banking**—Facilities for banking normally found in any large city are available in Manila. The National City Bank of New York, the Bank of America and the American Express Company all maintain branch offices in Manila.

"Military payment certificates" (MPC) are used on U.S. military bases in the area, instead of U.S. dollars. MPC cannot be used outside the military reservations, but can be exchanged for pesos at the disbursing or finance offices.

**Recreation**—Manila has all recreational facilities usually found in a large city,

## WHAT'S IN A NAME

### Fathom

A *fathom*, originally a land term, survives chiefly as a sea term to denote six feet in measurement, particularly as related to depth-of-water soundings.

The word comes from the Anglo-Saxon *faethm* and Middle English *fadme* or *fethme*, meaning literally "to embrace" or "the embracing arms." It is akin to the



Old Saxon *fathmos*, "the outstretched arms."

Formerly, in the days when most measurements were derived from the human body, the fathom was a measure of length containing six feet, or sometimes five and a half or five feet, varying in accordance with the space (from finger tip to finger tip) to which a man could extend his arms in a straight line. Today, the fathom is standardized at six feet and is used mainly as a measure of cables, cordage, and water depth.

As a verb, fathom means to measure by a sounding line, or to sound. Hence, to penetrate and comprehend, or to get to the bottom of; as to probe or fathom a mystery.

Other allied words are *fathomage* (the depth in fathoms), *fathomer* (one who or that which fathoms; also a sounding instrument), *Fathometer* (a trademark for a direct-reading sonic depth finder), and *fathomless* (incapable of being fathomed, immeasurable, or incomprehensible).

and in addition there are many opportunities for recreation on the naval stations. The Navy maintains a fleet recreation and rehabilitation center in Baguio, a little more than 200 miles north of Manila. Personnel are allowed to go to this station for a short time approximately every six months. There are a few houses at that resort for dependents.

A popular scenic spot for weekend excursions is Tagaytay Ridge, overlooking a lovely lake. A cool breeze makes that place ideal for picnicking.

Families with young children should take along a good supply of toys and other items for amusement. These things are expensive and scarce locally. **General**—Dependents planning to travel to the Philippines should check early on immunization requirements and make sure that they comply fully.

**Puerto Rico**

**Roosevelt Roads and San Juan**

**Climate**—Puerto Rico enjoys a fine semi-tropical climate. Temperatures range from 65 to 75 degrees during the winter months and from 75 to 85 in summer. The island is fanned constantly by northeast trade winds which offset the generally high humidity. Rainfall is fairly heavy, but there is no season of incessant precipitation. It is said that the sun shines at some time on all but five days of the year. Rain falls most frequently between midnight and morning.

**Housing**—There are government quarters at both stations. Naval personnel must request permission from the Commandant, 10th Naval District, for dependents to enter the area. Granting of such permission will depend upon the availability of quarters. Government quarters are furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy basic needs. Occupants are required to furnish linens, silverware, china, and kitchen utensils. It is a good idea to take along as "hold baggage" a sufficient supply of pots, pans, dishes and silverware to get by on till other belongings arrive. There are no desirable houses or apartments outside the station at Roosevelt Roads, although some may be found in the San Juan area.

**Household Effects**—As was mentioned, government quarters contain all basic items. Other furnishings can either be taken along or purchased at the Navy exchanges or at local stores. There are many establishments selling good furniture in the larger towns of Puerto Rico, but except for mahogany articles, prices are higher than at home. If any of your own furniture is taken, it should be of a type suitable for use in the tropics.

**Automobiles**—A private car will come in very handy in Puerto Rico—especially if you're going to Roosevelt Roads. Private cars may be shipped at no ex-

pense on naval water transportation, on a space-available basis, by PO3s with more than seven years' service and by higher ratings. Insurance to cover any possible damage in transit should be obtained before shipping, and adequate liability insurance should be carried after arrival. Unless the owner is himself a good mechanic, cars should be in good condition. Wear and tear is likely to be rather rapid; repair facilities are expensive and not of the best. **Clothing**—Cotton and rayon washables are comfortable for everyday wear through the entire year. During the winter months the evenings are rather cool, and slightly heavier clothing may be desirable at such times. Informality is in order during the daytime, with sun dresses, shorts, play clothes and bathing suits all on the required list. Evening clothes are optional, but are often worn at dances and other social affairs. A lightweight rain coat is desirable. It should be made of plastic rather than rubber, for durability.

**Food**—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period between supply ship arrivals, but stocks are generally adequate. Frozen fresh milk can now be had, as well as powdered and canned milk. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season, and are reasonably priced. There are many well stocked grocery stores in the San Juan area.

**Medical Care**—Station dispensaries offer out-patient care, including prenatal care, for naval dependents. Those requiring in-patient treatment are hospitalized at the U.S. Army Rodriguez Hospital near San Juan. This institution has all normal hospital facilities for medical and surgical service. Dependents should have all dental defects corrected before entering Puerto Rico. Navy dental treatment is not available except in emergencies.

**Education**—At Roosevelt Roads there is a station school for grades one through 12. The school compares favorably with public schools in the U.S. There are two school houses, each with two rooms, plus a small laboratory and a playground and recreation area.

Naval Station, San Juan, possesses a school offering standard curriculum in grades one through eight. There is also a nursery school and a kindergarten there, which may be attended upon payment of a varying tuition charge, currently eight dollars a month per pupil. High school students will find available several good private schools in San Juan. The University of Puerto Rico offers good college courses, as does the College of Mechanical Arts.

**Religion**—Protestant and Catholic services are conducted weekly at station chapels. English-language services in

some denominations are held at churches in San Juan.

**Banking**—Dependable banking concerns, including branches of large international banks, are located in San Juan. Reliable, locally owned, banks are operated in most communities in Puerto Rico. U.S. currency is used. It is advisable to open a local bank account, since a service charge is made on checks drawn on banks in the U.S.

**Recreation**—Roosevelt Roads: Movies are shown every night at an open-air theater. There is a softball diamond equipped with lights for night games, a baseball diamond, a golf driving range, a skeet range, three tennis courts, an outdoor basketball court, two single-wall handball courts and four bowling alleys. There is an officer's club, a CPO club, and a recreation bar which serves refreshments and sandwiches. The clubs occasionally hold dances.

San Juan: A broad recreation program is available, including service clubs, a gymnasium, a library, movies, swimming, baseball, tennis, basketball, volleyball, golf, bowling, night clubs and unlimited sightseeing.

**Rio de Janeiro**

**Climate**—The climate of Rio de Janeiro is, as a rule, relatively pleasant. During the midsummer months of January, February and March it is hot and humid, but no more so than Washington, D. C., and many other U. S. areas. The annual rainy season varies, but usually occurs during June and July. It is intermittent—by no means constant. The climate in general is considered healthful.

**Housing**—There are no U. S. government quarters available in Rio. Per diem is paid for subsistence and quarters as set forth in the BuSandA Manual. With patience and footwork, unfurnished houses or apartments may be found. There are no rental agencies giving lists of available homes; information has to be obtained from other people and from the papers. Rentals run from \$175 per month up to \$300. A rental of \$200 per month is about average. Rental agreements vary, and three months' rent in advance is often required. It is well to get American legal advice before signing any contract. Most naval personnel live in the districts of Flamengo, Copacabana, Ipanema and Leblon. People interested in beach life prefer one of the last three named; those interested in the American school should live in one of the last two.

**Housing Effects**—All house furniture, furnishings and equipment should be brought from the U. S. if possible. Electric fans are a comfort in summer, and are expensive to purchase locally. Electric refrigerators are a necessity. American toasters, waffle irons, roasters, kitchen mixers and similar gear should

be brought if possible. Many large department stores in the U. S. are accustomed to sending packages to Rio via the U. S. Despatch Agent in New York. It is a good idea to establish a charge account with some such store, particularly in New York, before leaving. Take along everyday dishes and glassware, clothes hangers, clothes bags, shoe racks, maybe some cardboard closets, mail order catalogs, a gas stove, and a washing machine if you have one. The more household effects you bring, the better. A small electric heater is sometimes of value, especially if you have children.

**Automobiles**—Any person going to Brazil for more than a few months should make every effort to have a car shipped. U. S. export regulations and other regulations for the export of cars should be complied with before departure. Your car should be in good shape, and of a popular medium or low priced make. Cars are much more expensive in Brazil than in the U. S. but don't take one there with the hope of turning a quick profit. Two years must pass before you can sell your car there, and usually they aren't sold till the end of the tour of duty is in sight. If you are assigned to an activity other than the Naval Mission, you must bear the expense of shipping your car—usually a fee of approximately \$500. Just the same, that is less expensive than buying a good car there.

Upkeep and repair facilities are meager; insurance rates are approximately 30 percent higher than at home. Gas can be bought at the Navy garage. **Clothing**—A good bit of advice would be to take as much as you can in the way of clothing, except for cold-weather garments. Also, charge accounts near the Miami APO or in New York are valuable. For both men and women, a wardrobe suitable for summer in Washington, D. C., or the U. S. South would be suitable from November to March. For the Brazilian winter months, April to October, winter clothing such as would be worn in Arizona, Florida or southern California, with more emphasis on darker colors for evening, would be appropriate. However, seasonal changes in apparel aren't distinct, and cool and warm days occur throughout the year, bringing temporary changes in garb.

For the wives, a light coat should be taken, and a fur piece and a short jacket are often useful. At home, American ladies wear whatever they are accustomed to wearing in warm weather in the States. Town suits are worn commonly for afternoons, shopping, or lunch downtown. A light rain coat will be needed.

Naval personnel will need most uniforms and equipment they would keep on hand in the States, except cold-weather gear such as overcoats. Regarding civilian clothes, lightweight

wool suits are usually worn in winter. In the hotter months, tropical clothing is necessary.

Due to a shortage of solvents, dry cleaning is poor and expensive. As much clothing as possible should be washable. Also, an electric sewing machine will be found valuable if there is a seamstress—or seamster—in your family. Sometimes a local seamstress can be hired.

All children's clothing should be taken along, if possible, and provision should be made for ordering more by mail.

**Food**—Most foods can be obtained, either in the American commissary or in local stores. There are some exceptions, however. Fresh milk is almost non-existent, and getting good fresh meat is often difficult. Some baby foods are hard to get, and if you have a baby who is particular about his brand of chow, it would be best to arrange for a supply from home. Food is expensive in the Brazilian markets.

**Servants**—Servants are available at wages of \$12.50 to \$90 a month. A cook-maid gets \$30 a month and up. The employer customarily supplies servants with uniforms, bed linens and furnishings for their rooms if they live in. Women house servants wear plain blue, black or gray costumes, and these should be taken along from the States. Size 16 will fit most, with minor alterations. Custom and tradition plays a large part in employer-servant relations, and one should familiarize himself with local procedures upon arrival.

**Medical Care**—The Joint Brazil-U. S. Military Commission operates a dispensary in Rio for military personnel and their dependents. Its staff consists of competent U. S. Navy, Army and Air Force doctors and nurses. Also, general medical and surgical cases of service personnel and dependents are admitted to a good general hospital which is largely supported by the English-speaking community. There is a good privately-owned maternity hospital. Civilian dentists and opticians are available in the city.

**Education**—There are two principal schools in Rio, attended by American students. One is the American School, supervised by a group of American business men, and the other is Bennett College—a girls' school with Methodist affiliations. In addition there are several good nursery schools for "tiny tots," and a primary school which is run by a former teacher of the American School. Both the American School and Bennett College prepare students for entrance into American colleges. The American School requires payment of a substantial tuition fee.

**Religion**—Brazil is largely Roman Catholic, and most church services are of that denomination and conducted in Portuguese. However, at least four

churches conduct services in English. One of these is Catholic; one is Protestant, non-denominational; one is Church of England, and the other is Christian Scientist. There is a Assembly of God group, a Greek Orthodox church, and two synagogues.

**Banking**—The following banks have branches in Rio: The National City Bank of New York, The first National Bank of Boston, The Royal Bank of Canada, and the Bank of London and South America. All U. S. nationals are paid in U. S. currency or government treasury checks. The U. S. Army Finance Office will cash travelers checks, government checks and money orders.

**Recreation**—Opportunities for recreation are fairly abundant in Rio. The city offers beaches, theaters, and many other metropolitan attractions. Social activities of both an official and a private nature are extensive among the Americans. Equipment for athletic activities should be taken along if such recreation is contemplated.

**General**—The cost of living in Brazil is high, and has been steadily rising. As almost anywhere abroad, a knowledge of the local language is helpful. The lady of the house should make an effort to learn household and market terms in Portuguese as rapidly as possible.

### Trinidad

**Climate**—The climate of Trinidad is that of a tropical island. It's somewhat more pleasant than that of some of the other West Indian islands. The mean temperature is approximately 76° Fahrenheit, with the thermometer never going above 95° in the shade and seldom above 90°. The nights are usually cool, often requiring the use of lightweight blankets. From June through November the easterly trade winds are light, and there is usually at least one brief shower each day. The remainder of the year is drier, and the wind is more steady and strong. The ocean is always comfortably warm for swimming. The climate in general compares with a moderate U.S. summer throughout the year.

**Housing**—Facilities for housing in the Trinidad area are limited. Government quarters provide housing for approximately 50 per cent of the dependents of enlisted personnel and 75 per cent of officers' dependents. The time that personnel must spend on a waiting list for government quarters varies. It is as much as six months for eligible enlisted personnel, and somewhat less for officers. While awaiting individual quarters, officers' families usually occupy two-room apartments with community kitchen facilities in a converted BOQ.

Civilian housing is available off the base, but is almost all inferior to housing in the U.S. The rental charge for

## LIVING OVERSEAS

civilian properties is rather high. Dependents are not permitted to begin travel to the Trinidad area until their entry has been approved by the Commanding Officer, Naval Station.

**Household Effects**—Government quarters are furnished with stoves, refrigerators, beds with mattresses, and other essential furniture. Among the items which you ought to take along are the following: pictures, table and floor lamps, cotton or straw throw rugs, clocks, electrical appliances other than stove and refrigerator, silverware, dishes, and linens. Some people transport their own sewing machine and washing machine to Trinidad, and it is a good idea to do so if you possess them. Unless possessions come ahead of dependents, the family should take along as hold baggage a box containing linens, cooking utensils, silverware and dishes.

Electrical current is such that common stateside appliances will operate on it without alteration or the use of transformers.

**Automobiles**—Take your car with you, if you have one. Local transportation is limited, both on and off the station. Private cars can be shipped at no expense, by Navy water transportation, on a "space available" basis. Usually your car will arrive on the same ship you're on, but sometimes it will take as long as three months for it to get there.

Parts for Fords, Chevrolets, Plymouths and Pontiacs are more easily obtained than parts for most other makes. Garages don't offer the high grade of work that most Americans are accustomed to. Owners should expect to operate their original car throughout their tour of duty in Trinidad and to bring it home again. Import regulations make it almost impossible to sell your car there. New cars, either American or British, can be purchased in Trinidad.

**Clothing**—Take lightweight clothing suitable for tropical wear. Most of it should be washable. Cotton clothes are comfortable for day wear throughout the year. Many evenings are rather cool, and lightweight sweaters, coats or jackets may be necessary. Informality is the keynote during the day time, but evening clothes are worn as the occasion warrants. It is a good idea to take along one winter outfit to use in case you're ordered back to the States in the cold months. Rain coats are necessary. They should be light in weight, and made of plastic. Rubber deteriorates rapidly in the tropical climate.

Laundry facilities on the base are good. Satisfactory dry cleaners can be found in Port of Spain. Women who do any sewing should take along a supply of "notions" such as buttons, thread and fasteners. They are scarce and ex-

pensive locally. Children's shoes can be obtained from time to time in the Navy exchange, but adult women should take along a fair supply for themselves and make arrangements for ordering replacements.

**Food**—Suitable staple foods, and meats, poultry, eggs, fresh vegetables, fruits and other items necessary for setting a good table are available in the commissary. Fresh fruits and vegetables are produced on a Navy-operated farm. Most baby foods can be purchased at the commissary.

**Servants**—Domestic help is available at very moderate wages.

**Medical care**—Naval dependents will find fully adequate medical and surgical care available on the station. Although qualified dentists can be found in Port of Spain, dependents should have their teeth in good shape before proceeding to Trinidad. The Navy does not furnish dental care to dependents at that station.

**Education**—Schooling for grades one through six is available in a school operated cooperatively by the American families living on and near the Naval Station. It is maintained for the children of American families exclusively, and is financed by appropriated funds. Schooling in grades seven through 12 may be accomplished through special arrangements for tutoring, or by correspondence courses supervised by teachers in the school.

**Religion**—Protestant and Catholic services are conducted on the Naval Station, and in Port of Spain churches of most denominations will welcome you to their services.

**Banking**—U.S. currency is used on the station. American money may be exchanged for British West Indies currency at the disbursing office for payment of maids and for local off-station purchases. Post-office money orders are preferred for mailing money to the U.S. Personal checks on U.S. banks can be cashed on the station, but with some difficulty. Satisfactory banks operate in Port of Spain, and personal checking accounts can be established there. The rate of exchange is \$1.00 U.S. to \$1.70 B.W.I.

**Recreation**—Swimming, tennis, badminton, boating, fishing, hiking, golfing, bowling, roller skating, dancing and movies are all available on the station. Excellent swimming beaches border the station, and a new fresh-water swimming pool is now open. Movies are shown nightly at an outdoor theater. Excursions to other places on the island and to other nearby islands are common.

**General**—Uniform of the day during working hours is normally tropical shorts for all hands—white for enlisted men and khaki or white for officers and chiefs. Service dress, khaki, for officers

and CPOs is worn only rarely, and one good uniform of that type is sufficient.

Authority to take dependents to Trinidad must be obtained from CO, Naval Station, Trinidad, prior to their embarkation. Passports are desirable, but not mandatory if travel is to be performed by military ship. If travel is to be by commercial carrier, passports are required. If passports are not available, positive proof of dependency and American citizenship must be carried for each dependent, including children. Such identification may consist of copies of orders, and of marriage certificates and birth certificates.

### Ankara, Turkey

**Climate**—Ankara's climate is very dry. There are wide variations in temperature, but extremes do not occur frequently. The average temperature is 70 to 90 degrees in summer and 20 to 45 in winter. Bright sunshine brings a welcome warmth to most winter days. Nights are cool, even in the hottest part of summer. Since humidity is very low, no stickiness occurs at any time.

The climate in general is very similar to that of New Mexico and Nevada. Rain is especially rare during the summer months, and the countryside is dusty from May to November.

**Housing**—No government quarters or messing facilities are available in Ankara. Quarters are difficult to find, and usually aren't up to American standards. Some additional houses and apartments are becoming available due to the current building activity, but rents are high. Furniture in furnished houses and apartments is most often scanty.

Rent for a furnished house or apartment varies from \$160 to \$250 for two bedrooms and from \$250 to \$285 for three bedrooms. Unfurnished houses and apartments rent for \$90 to \$232—two bedrooms. Unfurnished dwellings are usually more desirable than furnished ones. Three months' rent is sometimes demanded in advance, and this should be borne in mind when estimating initial expenses. A one-year lease is customary.

**Household Effects**—Electric refrigerators and gas stoves are seldom installed by landlords. They are two to three times as expensive on the local market as they are in the States. It is definitely advisable to take an electric refrigerator in one's household effects, and a good gas stove and electric heaters will be valuable. Almost everything you will need should be taken along, even if you expect to have a "furnished" home. Circumstances alter cases, of course, but this is a good rule unless you have made advance arrangements to take over a home which was furnished by other Americans.

Material for curtains is one thing to

remember. Windows are generally large, and are divided into two parts—hinged vertically to open inward. If you're moving into a new house, you'll have to furnish your own light fixtures. Most current is 220-volt, 50-cycle, and you'll need transformers if you're taking electrical equipment built for 110-volt juice. Take round-prong European-type plugs.

Shipments of household goods come through very slowly, and you will probably have to live some time in a hotel. (There are several acceptable hotels at moderate rates.) Take along as hold luggage any items which will make your hotel life more comfortable—transformers for your radio and other electrical equipment, and some soap. A supply of powdered coffee, some tea bags (if you drink tea), and a small portable stove of the "primus" type, all will be found valuable.

**Automobiles**—It will be convenient to have a car along, especially in that it may enable you to live away from the highest-rent areas. Maintenance and repair facilities are very limited; operating costs, including gasoline, are high.

**Clothing**—Because of high costs locally all clothing for the prospective tour of duty in Turkey should be taken along. Clothing for all seasons is necessary. A person can judge his needs to some extent by comparing the temperatures to be expected with those in Washington, D. C., and noting the similarity. However, due to less heat in homes, heavier clothing for indoor wear in winter will be needed.

Women should take along sturdy low-heeled shoes; most people do a lot of walking in Ankara, and pavements are rough. Overshoes will be necessary for winter snow and slush. For men, civilian clothes are normally worn at the office of the attaché and at all social functions except certain official occasions. Uniforms are worn by the Naval Mission and for all official calls.

Social obligations, which are demanding, require a variety of dress suitable for formal and informal gatherings. Evening dress is prescribed on several occasions during the season, and is desirable. However, for military personnel, the uniform is acceptable if worn as a dress uniform.

**Food**—The American Mission for Aid to Turkey has established a post exchange which carries limited quantities of food, in addition to toilet articles, tobacco, etc. Soaps, flour, coffee and sugar are seldom in stock, and are rationed. It might be well to take along a supply of these items, as well as baby foods if needed, and coffee, tea and spices.

**Servants**—Available, and considered a necessity. Wages range from around \$12 per month for a part-time furnace man to \$90 for a full-time chauffeur. The average cook draws \$35-\$40 per

month for her domestic services.

**Medical Care**—All embassy, mission and attaché personnel and their staffs and dependents are eligible for care at the American Mission hospital in Ankara. A good American-trained dentist can be found in Ankara, and another in Istanbul. Although reportedly good Turkish oculists are available in Istanbul, people who wear glasses should take their prescriptions with them.

All naval personnel and dependents entering Turkey are required to be inoculated against typhoid, typhus, cholera, smallpox and tetanus.

**Education**—An American school has been established for the American personnel in Ankara. This school uses the Calvert system as the basis for instruction. The present cost per child is \$150 per year, including the cost of the Calvert course for that child. Families with more than one child get a reduced price on the second and subsequent children. There are several American, English and French schools in and around Istanbul for training above the fifth grade.

**Religion**—Two small chapels in Ankara hold Catholic services each Sunday. On the second Sunday of each month the British Embassy holds an Anglican service in the Embassy building. At the time this was written, a Protestant chaplain was on his way to Turkey to join the American Mission group.

**Banking**—Funds can be transferred from an American Bank to a bank in Turkey through the Is Bank or the Ottoman Bank, all credits to be paid only in Turkish lira. Cashing American bank checks is difficult. Enough money in travelers checks (\$20 denominations) should be taken along to cover initial expenses. A suggested amount is \$300 for an individual and \$500 for a family. This much should be on hand after the expenses of the journey itself have been met. The Turkish lira is worth approximately 35 cents, U.S. currency.

**Recreation**—Riding, hiking and hunting are popular. There are three fair motion picture theaters, with reserved seats. The films are usually year-old, but good, U.S. pictures with Turkish captions. Movies are frequently shown also at the Mission theater, with free admission of all Americans who hold PX cards. Ankara has two tennis clubs, and three good dinner-night clubs as well as at least one top-rate restaurant. Art and photography enthusiasts will find the city picturesque, offering many possibilities for artistic reproduction.

Entertainment at private luncheons, dinners and parties is very popular.

**Miscellaneous**—Any family going to Ankara should obtain a copy of the BuPers pamphlet on living conditions at that station. The pamphlet gives a great deal of information in addition to what could be included here.

## HERE'S YOUR NAVY

Models are used in developing many things in the Navy—ships, planes, special equipment, and other things such as breakwaters. Usually they are thought of as something



small, but sometimes they are big. A model of Apra Harbor, Guam, recently dismantled, probably set some sort of record in outright bigness. It covered more than 10,000 square feet, and averaged almost two feet in thickness.

★ ★ ★

The model was constructed and used at the Harbor Research Laboratory of the California Institute of Technology, under a BuDocks contract. It was built of more than 700



cubic yards of rock dust and concrete in a model basin in an ex-hangar. Purpose of the model was to study the design of a proposed breakwater.

★ ★ ★

The entire model, representing a water depth of 555 feet and a land height of 200 feet, was constructed with great accuracy. The surface was all cast in four-foot-square blocks only a couple of inches thick. Each of these was equipped with three



leveling screws to permit fine adjustment of height. Upon removal after three years' use, the task of breaking up and taking away the model required 24 hours of work with heavy machinery.

# THE BULLETIN BOARD

## Boost to Chief Authorized For 217 Additional PO1s Who Passed 1949 Exams

Short of chiefs in certain ratings because of expansion, the Navy dipped into its reservoir of candidates who had passed the 1 Dec 1949 advancement examinations to name 217 more advancements to CPO acting appointment.

These men are among the 1,702 who passed the December 1949 tests but whose scores were not high enough to place them among the top 253 who were advanced in June 1950 or among the next 252 whose names were placed on the eligibility list and advanced in December 1950.

All new advancements were in ratings which are short of CPOs — 80 chief quartermasters, 40 aviation electrician's mates, 31 personnel men, 23 aviation photographer's mates, 12 storekeepers, 11 aviation storekeepers, six fire control technicians, four disbursing clerks, four fire controlmen, three pipe fitters, two radiomen, and one aviation electronics technician.

All are temporary advancements and call for the addition of the symbol "(T)" as a designation—QMCA (T), AECA (T) and so forth.

Individual letters authorizing advancement have been sent to the commanding officers of the personnel listed, but commanding officers are authorized to make the advance-



'... and did you know there are 326 ways of preparing fish?'

ments from the list published in BuPers Circ. Ltr. 197-50 (NDB, 15 Dec 1950) if the letters of notification have not been received. The advancements are effective on receipt of the authority or 2 Jan 1951, whichever is later.

The directive also stated no further advancements to CPO acting appointment would be authorized from the list of successful candidates who took the December 1949 examinations. To be advanced, they must participate in future examinations. The next examinations are scheduled to be held 13 Feb 1951.

## College Training Program Enrollments Are Suspended

Additional enrollments to the "five term" college training program have been temporarily suspended because of the present international situation.

Officers currently under instruction in the program, however, will be permitted to complete their training insofar as changing conditions allow, according to BuPers Circ. Ltr. 192-50 (NDB, 15 Dec. 1950).

Part of the Navy's educational program, the "five term" program is designed to equalize the education of former Reserve officers who have transferred to the Regular Navy with that of Naval Academy graduates.

The Navy pays for tuition, fees and books. Colleges involved include many of the Naval Reserve Officers Training Corps colleges.

## Naval Reservists Must Get Permission to Leave U.S. For More Than 30 Days

Naval Reservists on inactive duty must obtain official permission if they plan to leave the United States for more than 30 days.

In peacetime, permission can be obtained from the appropriate naval district commandant. In wartime, approval can be obtained only from the Chief of Naval Personnel.

An exception to this requirement is made for Reservists employed in U. S. merchant vessels or American-owned vessels under friendly foreign registry, or engaged in flying aircraft of commercial air lines of the United States while following their profession.

The Department of State has been requested not to issue passports to Naval Reservists, with the above exceptions, unless they present written permission. If the area to be visited is a belligerent country, the Reservist must obtain authority from the Chief of Naval Personnel.

After the Reservist is granted permission to leave the U. S. for travel or residence in a foreign country, he is required to report by letter or in person to the American naval attaché or the senior naval officer in the places visited or in the nearby vicinity.

Upon his return to the U. S., a Reserve officer is required to report the date of his return to the Bureau of Naval Personnel via the district commandant. A Reserve enlisted man must report his date of return to the commandant of the naval district.

## Example of Good Casting: Ex-CPO in Movie as CPO

Another example of Hollywood "type-casting" can be found in the new movie, *Operation Pacific*. Jack Pennick, who plays a chief boatswain's mate, really was a Navy chief during World War II. The movie depicts submarine warfare in the Pacific during the last war.

## All Hands Reference Index Discontinued This Year

The ALL HANDS Cumulative Reference Index will not be printed this year.

Listing all material alphabetically that appeared in the magazine during the preceding year, the Index has been published annually as a reference guide for commands and libraries.

Along with the blue color on the front cover of ALL HANDS, the annual Index was discontinued for reasons of economy.

## Construction Project Near Completion on Homes for Marshallese in Territory

As part of a plan to restore pre-World War II living standards in the Trust Territory of the Pacific Islands, the Navy is completing a construction project which will provide new homes for 400 Marshallese near Kwajalein. The project was begun on Kwajalein's neighboring island of Ebeye approximately one year ago.

The new village, while not following native style in architecture, does follow local tradition and cultural desires to the extent that the dwellings face the sheltered lagoon. Houses are of frame construction, of the duplex type. In addition to homes, the group of 64 buildings includes a dispensary, a school building and a number of business establishments.

The inhabitants of the model village on Ebeye are Navy employees on Kwajalein, and their dependents. They have shown great interest and initiative during construction of the new town, which will have modern water and sanitary facilities. Although the Trust Territories are Navy-administered, the Marshallese will be self-governing in respect to local affairs.

### QUIZ ANSWERS QUIZ AWEIGH is on page 5

1. (b) Builder (BU).
2. (c) Draftsman (DM).
3. (b) Broad command pennant. Flown at the starboard yardarm of a naval vessel at anchor to represent an officer below flag rank who is temporarily exercising by virtue of his seniority the command of a force, squadron, flotilla or battleship or cruiser division during the absence of the regularly assigned commander.
4. (c) Burgee command pennant. The burgee (pronounced with a soft g) is hoisted at the starboard after yardarm of a naval vessel at anchor to represent an officer below flag rank who is temporarily exercising by virtue of his seniority the command of a division (except battleship and cruiser divisions) during the absence of the regularly assigned division commander.
5. (b) Submarine tender. Vessel pictured is USS Sperry.
6. (a) AS.

## Current Legislation of Interest to Naval Personnel

Closing stages of the second session of the 81st Congress saw final action being taken on several bills of interest to the naval establishment.

During the past legislative year, ALL HANDS has presented information on legislation concerning the naval service. Since the 81st Congress ended on 3 Jan 1951, any bills previously noted in ALL HANDS as being introduced or otherwise acted upon but not later listed as becoming public law must be reintroduced and put through the entire legislative process by the current 82nd Congress and signed by the President if they are to become law.

Many of these bills that failed of enactment by the 81st Congress already have been introduced for action by the 82nd Congress. ALL HANDS will carry reports of Congressional action on these and other bills in the future.

Following is a summary of the last bills concerning the naval service passed by the 81st Congress:

**Suspends Deadline**—House Joint Resolution 554: Passed by Congress and signed by the President, now Public Law 908; to suspend the time limitations with respect to the performance of acts required under Federal tax laws. (This law lifts the deadline for filing of income tax returns and payment of income taxes if that is impracticable or impossible by reason of service in the U.S. armed forces or in support of the armed forces in a combat zone. Under terms of the law, filing or payment of income taxes may be postponed during the period of service in the combat zone, plus the period of hospitalization attributable to injury received during service in the combat zone, and the next 180 days thereafter.)

**Slot Machines**—S. 3357: Passed by Congress and signed by the President, now public law; "the Anti-Slot Machine Act." (Complying with the terms of this law, the Navy has directed commanding officers to (1) prohibit use or possession of slot machines and similar gambling devices which pay off in money or property as the result of an element of chance on ships, within areas under naval jurisdiction, and at all naval and Marine Corps activities,

(2) destroy beyond any possible usefulness as a gambling device any machines and devices which are the property of any agency or instrumentality of the Navy, (3) notify civilian clubs, lessors and concessionaires or any owners of such devices located on property under naval jurisdiction that they are required to remove the devices or furnish disposal instructions.)

**Vocational Rehabilitation**—S. 4229 and H.R. 9900: Passed by Congress and signed by the President, now public law; to extend to certain persons who served in the armed forces on or after 25 June 1950 the benefits of Public Law 16 of the 78 Congress, as amended. (This new law affords basic entitlement to vocational rehabilitation as provided in Public Law 16 to overcome handicap of a disability incurred or aggravated as a result of service. Benefits of the new law must be taken advantage of within nine years after termination of the eligibility period beginning 25 June 1950.)

### SONGS OF THE SEA



#### Shark's Manners

*A shark was on the larboard bow,  
Sharks don't on manners stand,  
But grapple all they come near,  
Just like your sharks on land.  
We heaved Ben out some tackling  
Of saving him some hope's,  
But the shark had bit his head off,  
So he couldn't see the ropes.*

—Old Sea Chantey

WAY BACK WHEN

Early Recruiting

On 14 June 1777, the Continental Congress at Philadelphia resolved "that Captain John Paul Jones be appointed to command the ship *Ranger*."

Construction of *Ranger*, a brand-new sloop of war, had just been completed at Langdon's shipyard across the river from Portsmouth, N. H., and shortly after Jones' arrival to fit out his new command he had



GREAT ENCOURAGEMENT FOR SEAMEN.

ALL GENTLEMEN SEAMEN and able-bodied LANDSMEN who have a mind to distinguish themselves in the glorious cause of their country, and make their fortunes, an opportunity now offers on board the ship *Ranger*, commanded by JOHN PAUL JONES, Esq.; let them repair to the ship's rendezvous in Portsmouth, or at the sign of Commander Manley in Salem, where they will be kindly entertained and receive the greatest encouragement. The ship *Ranger*, in the opinion of every person who has seen her is looked upon to be one of the best cruisers in America. She will be always able to fight her guns under a most excellent cover; and no vessel yet built was ever calculated for sailing faster, and making good weather.

"Any gentlemen volunteers who have a mind to take an agreeable voyage in this pleasant season of the year, may, by entering on board the above ship *Ranger*, meet with every civility they can possibly expect, and for a further encouragement depend on the first opportunity being embraced to reward each one agreeable to his merit."

"All reasonable travelling expenses will be allowed, and the advance-money be paid on their appearance on board."

Concerning the "advance-money," the poster quoted a resolution of Congress (29 Mar 1777) "That the Marine Committee be authorized to advance to every able seaman that enters into the Continental services, any sum not exceeding 40 dollars, and to every ordinary seaman or landsman any sum not exceeding 20 dollars, to be deducted from their future prize money."

When *Ranger* set sail for France in November of that year, a full personnel complement was on board.

By Order of Congress,  
JOHN A. HANCOCK, President.

Printed by S. BROWN, at the Book and the Ball-Shop.

This broadside, reproduced in facsimile by kind permission of The Essex Institute, Salem, Massachusetts, from the original in its collection, is the earliest of the American Navy recruiting posters known to exist. It was headed "Great Encouragement for Seamen," and was worded as follows:

(The Naval Historical Foundation, July 1962)

a broadside published and posted on the walls of taverns and inns throughout New England.

The poster—said to be the earliest American naval recruiting poster known to exist—was headed "Great Encouragement for Seamen," and was worded as follows:

"All gentlemen seamen and able-bodied landsmen who have a mind to distinguish themselves in the glorious cause of their country, and make their fortunes, an opportunity now offers on board the ship *Ranger* of 22 guns (for France) now laying in Ports-mouth in the State of New Hampshire, commanded by John Paul Jones, Esq.; let them repair to the ship's rendezvous in Portsmouth, or at the sign of Commander Manley in Salem, where they will be kindly entertained and receive the greatest encouragement. The ship *Ranger*, in the opinion of every person who has seen her is looked upon to be one of the best cruisers in America. She will be always able to fight her guns under a most excellent cover; and no vessel yet built was ever calculated for sailing faster, and making good weather."

"Any gentlemen volunteers who have a mind to take an agreeable voyage in this pleasant season of the year, may, by entering on board the above ship *Ranger*, meet with every civility they can possibly expect, and for a further encouragement depend on the first opportunity being embraced to reward each one agreeable to his merit."

"All reasonable travelling expenses will be allowed, and the advance-money be paid on their appearance on board."

Concerning the "advance-money," the poster quoted a resolution of Congress (29 Mar 1777) "That the Marine Committee be authorized to advance to every able seaman that enters into the Continental services, any sum not exceeding 40 dollars, and to every ordinary seaman or landsman any sum not exceeding 20 dollars, to be deducted from their future prize money."

When *Ranger* set sail for France in November of that year, a full personnel complement was on board.

Written Professional Exams Not Required for Reservists On Active or Inactive Duty

Written professional examinations are not required for Reserve officers who are candidates for promotion, regardless of whether they are on active or inactive duty.

Queries have been forwarded to ALL HANDS magazine following the publication of the article "Naval Reserve Officers Must Meet Certain Requirements for Promotion," beginning on page 54 of the November 1950 issue, the article was in error in stating that professional examinations are required of Reserve officers.

While Reserve officers who enter a "promotion zone" are not required to take any written professional examinations they must meet certain other requirements to fulfill eligibility qualifications.

These requirements include (1) earning an average minimum number of 12 retirement points per year, which would maintain a Reserve officer's eligibility by keeping him off the Inactive-Status List, and (2), earning a varying number of promotion points according to present grade and date of entering a "promotion zone." Promotion points are credited for completion of correspondence courses and for each year of "satisfactory federal service" (which must be earned under specific creditable conditions). The details of these requirements are contained in Naval Reserve Multiple Address Letter 30-50.

Marine Memorial Statue Will Be Largest of Its Kind

The Marine Memorial of the Iwo Jima flag-raising scene will be the largest action-depicting statue of its kind in the world.

Now nearing completion in the Washington, D. C., studio of Navy veteran Felix G. DeWeldon, the statue is planned for a site between Washington and Mount Vernon, Va. Circling the statue, will fly the flags of all states and territories.

Sculptor DeWeldon has been working on the gigantic statue for five years. Shortly after the famous Iwo Jima photograph was taken, he was assigned the task of producing a small-scale statue from the photo-

Honored for Secret Mission Into Enemy-Held Territory

For organizing and leading a secret mission into enemy-held territory, Lieutenant Eugene F. Clark, USN, has been awarded the Silver Star Medal.

His citation reads in part: "For conspicuous gallantry and intrepidity while attached to Headquarters of Commander in Chief, Far East Command, in action against enemy forces in the Korean area prior to the amphibious assault on Inchon, 1-15

Sept 1950. Responsible for carrying out a task entailing great risk, Lieutenant Clark personally organized and led a mission to obtain vital intelligence information in an area under enemy control. By his aggressive leadership and personal valor, he inspired his men to heroic and determined efforts in achieving the objective, overcoming extreme difficulties and active enemy interference in time to accomplish the assigned mission with completely successful results. Clark's timely and accurate reports contributed directly to the success of the Inchon landing."

graph. Three Marine survivors of the flag-raising were flown to the U.S. to pose for him. The model, one-third life size, was presented to the President.

In 1945 DeWeldon was asked to repeat the statue—many times larger—as a permanent Marine Memorial.

The monument will be 110 feet high. Each of its six figures is 32 feet tall, their legs 15 feet long, and their arms stretch for 12 feet. M-1 rifles slung over their shoulders are 16 feet long, and combat knives strapped to their cartridge belts are five feet from point to handle. Helmets measure 11 feet around, and canteens hanging from the men's waists could hold eight gallons.

When the plaster and steel statue is completed, the next step will be to cut it into sections that will fit on a freight train and ship them to a plant where molds will be made. From these molds the finished bronze monument will emerge.

### More High School Graduates Eligible for Naval Academy

Naval Academy entrance requirements have been relaxed to permit a higher percentage of applicants to enter on the basis of their high school education alone.

Plane trigonometry and elementary physics will be eliminated from the mandatory list of pre-entry subject requirements. These courses will be added to normal "plebe" curricula. As a result, "plebe" classroom work will begin two weeks before the regular academic year.

The change resulted from recommendations made by the Service Academy Board in an effort to assure more equal opportunity for young careerists to enter the service academies without preparation beyond typical secondary school level.

Until now, only about 16 percent of the "plebe" class were admitted to the Academy on the basis of normal high school education only.

### Ship Activation Manual For Enlisted Personnel

Now available is the following new Navy Training Course:

Ship Activation Manual, Nav-Pers 10075.

## Contends That Proper Place for Woman Is on Your Left

After extensive research, a Navy captain has come up with the opinion that a time-honored custom is all wrong.

The current custom, handed down through the years, is that a man walking in the open with a lady companion should keep her on his right, the so-called "position of honor." This was pointed out in the article *Naval Courtesies Ashore and Afloat*. (ALL HANDS, July 1949, pp. 27-38).

But Captain David D. Hawkins, USN, attached to Headquarters, 3rd Naval District, New York, N.Y., feels that ALL HANDS committed a "basic error" in subscribing to this view.

He feels that the proper place for the woman is on the left and explains his interesting view as follows:

"The custom for the senior to walk on the right side of the junior grew from the fact that the senior, in sword-carrying days, was likely to be more experienced in sword-play. For this reason, the senior was given the place of honor which was also the point of danger, on the right, in order that his right arm might be free to draw his sword as rapidly as possible. For the same reason, the senior went ahead, for that also was the point of danger.

"In military courtesies, it must be remembered always that the point of honor was invariably considered that point where the greatest danger would be encountered and that granting a senior a position to the right or ahead was his right by reason of his greater skill in arms rather than a too great desire to show him deference. He demanded the position of greatest danger as one he had earned by greater experience and skill. Honor and danger were originally synonymous.

"In 'Naval Courtesies Ashore and Afloat,' the statement is made that, when walking with a woman, you should give her the same place of honor you would give a senior officer—on your right—or for the man to take the outside of the walk. The statement placing a

woman on the man's right is fundamentally a violation of the premise that the right hand or honor hand is the place of danger.

"Women walking with a man, in the open, should always be placed on the man's left, since the man is considered to be the woman's protector and, as such, his sword-arm should be free to defend her in case of danger. This is the origin also of the custom of not offering an arm to a lady unless it is needed to assist her in walking, in which case the woman obviously is endangering both should she take the right arm for assistance since no man could draw his sword quickly with a woman hanging upon his sword-arm.

"For this very reason, however, indoors the woman was invariably placed on his right side since it was assumed that in parties which included both sexes, quarreling should be at a minimum, thus as a guerdon of peaceful intent even though arms were carried, the female was placed on the male's right. This allowed the ladies to have a say in whether or not sword-play would be indulged in within the castle or hall where the meeting took place. Thus the custom has grown of approaching a reception line, for instance, with the woman on the man's right and preceding him when the two are presented to the guest of honor.

"It is a great help in determining courtesies which military men grant to ladies to remember that the right arm is the sword-arm, that the right position is the point of danger and therefore the point of honor, and that a man is considered woman's protector and should therefore have a sword-arm free of encumbrance when accompanying her where strangers may be encountered."

Authorities on military etiquette point out that courtesies of this nature are beyond the scope of Navy Regulations and that in such cases the Navy follows civil customs.

The article *Naval Courtesies Ashore and Afloat* gave a complete summary of naval etiquette.

## Navy men Teach Women to Cook—Outdoors, That Is

Learning to cook the Navy way sometimes involves some unusual tasks, members of the American Women's Voluntary Society discovered during an instruction period held outside San Francisco. In fact, learning to cook *one* Navy way may resemble gardening—or making mud pies.

Teachers in the outdoor cooking class were a lieutenant and three chiefs from the commissary department of the U.S. Naval Receiving Station, Treasure Island. Students were eight members of a local chapter of the AWVS, a civil defense organization.

What made the cooking so different was the fact that it was conducted mainly in ovens of dirt. One type of oven used was the adobe mud oven, and another was

the bank oven—a small cave with a chimney. Building the adobe mud oven required a good deal of hand work with moist soil, while the bank oven called for hard labor with a long-handled shovel. Some cooking was also done with a Navy field kitchen. The ladies did most of the work, while the men furnished advice and firewood.

As preparation against hunger in the event of widespread disaster, members of the AWVS are studying the problems of mass food preparation. Instructions include slaughtering and dressing animals and poultry, and how and where to find food.

How to cook outdoors in bank ovens and adobe mud ovens, and with field kitchens, has been an item of Navy lore for many years.



## Peruvian Subs Get Overhaul At U.S. Base and Crewmen Get American Hospitality

Four Peruvian submarines pulled into Groton, Conn., for a major overhaul, and American submariners gave the crewmen a rousing good time.

Noisy whistles and sirens shrieked from ships and shore installations with a typical American "welcome." The Peruvians berthed at the U.S. Submarine Base at New London to remove fuel and ammunition before entering their overhaul period at the Groton shipyard.

Officers and men of the visiting units were quartered and fed at the Submarine Base during their overhaul period. Working on their boats during the day but relaxing at the Base during off-duty hours, the Peruvians quickly joined Uncle Sam's submariners for recreation.

The Peruvians enjoyed softball and basketball but found themselves handicapped against the taller Americans. Their crack soccer team took bows to no one as they scored victories over outstanding Connecticut contenders. Sunday, usually Jack Tar's day for relaxation, found the Peruvians attending early mass with Americans at the base chapel and later exercising on the many athletic fields. The base later presented the visitors with recreational gear as a token of their fine sportsmanship.

In the submarine school the Peruvians in company with American sub school students learned of latest developments in undersea warfare as gained by U.S. submariners since World War II.

At the end of seven months—it was the first major overhaul of the submarines in more than a quarter century—the Peruvians were ready for sea. Now streamlined, completely overhauled and carrying new installations, their submarines were fitted for many more years of service in helping to safeguard Peru's coastline.

Their passage back down the river was marked by the same noisy whistles and sirens speaking a warm "adios." The Peruvians dipped their colors in return heading South with an increased cargo of international good will gained through daily associations with American submariners.—Dan Reilly, JO2, usn.

## Insulating Materials Developed By Naval Research Lab

Two improved electrical insulating materials—a mica paper and domestic asbestos from which impurities are removed by new methods—have been developed by the Naval Research Laboratory.

The mica paper will be used extensively in electrical condensers. Present condensers cannot operate satisfactorily at temperatures above 85° centigrade chiefly because of the kraft paper used for insulation. The mica paper will withstand intense heat, is stronger and has greater capacitance than kraft paper. Naval Research Lab's method of production calls for use of money-saving low grade ores and scrap.

The value of another strategic ma-

terial—*asbestos*—as a dielectric depends upon its low iron content—particularly magnetite or ferrous iron oxide. To reduce the dependency upon foreign fiber, which inherently has a low iron content, a new procedure involving wetting asbestos fibers, instead of the conventional air-fluffing or screening method of cleaning, has been developed. The asbestos, in the form of a water slurry, is sent through a pipeline device in which the asbestos fibers are kept suspended by centrifugal action while the heavier magnetite particles drop through the center portion of the pipe where the turbulence is less. Asbestos made from this process changes color from dull grey to bright white. It can be formed readily into paper with excellent uniformity and few conducting particles.

## 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. 140—Announces promotion to captain and commander in the Supply Corps.

No. 141—Provides for transfer of combat evacuee patients to naval hospitals nearest their homes.

No. 142—Supplements previous directives on clearance of personnel.

No. 143—Announces change in the world-wide standard price of Navy special fuel oil.

No. 144—Gives information on reduced rail passenger rates for servicemen from 15 Dec 1950 to 10 Jan 1951.

No. 145—Authorizes action to insure that all Navy and Marine Corps personnel on active duty have identification tags.

No. 146—Announces Presidential approval of selection of two officers for temporary promotion to rear admiral in Supply Corps.

No. 147—Christmas greeting from the Secretary of the Navy to the naval establishment.

No. 148—Announces Presidential approval of officers selected for temporary promotion to lieutenant colonel in the Marine Corps.

No. 149—Authorizes commanding officers of naval hospitals to grant sick leave without recourse to higher authority.

No. 150—Supplements previous directive regarding tax exemptions for servicemen on duty in combat zone.

No. 151—Contains instructions for action to be taken upon approval of the Anti-Slot Machine Act by the President.

### NavAct

No. 10—Modifies NavAct 8 regarding deadline for applications for the one-year postgraduate course in comptrollership.



### BuPers Circular Letters

No. 190—Lists change governing issuance of publications.

No. 191—Announces that individual notifications have gone out to former temporary commissioned aviation officers selected for reappointment to temporary rank and return to duty involving flying status.

No. 192—Suspends enrollments in the (Five Term) College Training Program.

No. 193—Modifies previous authority for designation of places of confinement for general court-martial prisoners.

No. 194—Sets standards and procedures for discharge of male enlisted personnel (USN, USNEV, USNR) and inducted personnel.

No. 195—Sets new procedures for action on claims and complaints against officers and men for personal indebtedness, non-support and similar claims.

No. 196—Gives instructions for submitting applications for inter-service transfer of officers holding commissions in the Medical Services or Corps, including Reserve components.

No. 197—Announces a list of 217 advancements to chief petty officer, acting appointment (temporary), for which individual notification has been made.

No. 198—Modifies per diem allowances in lieu of actual and necessary expenses for Navy and Marine Corps personnel in various areas outside the continental limits of the United States.

No. 199—Concerns conversion to the new flat type enlisted service record for Naval Reserve enlisted personnel.

No. 200—Changes education qualifications for appointment to Supply Corps, Naval Reserve.

No. 201—Lists action to be taken by permanent warrant officers eligible for consideration for promotion to permanent commissioned warrant officer during the 1951 calendar year.

No. 202—Establishes qualifications for HTA flight training of commissioned officers leading to designation as naval aviators.

No. 203—Announces SecDefense policy for assignment of more than one member of a family to the same unit.

No. 204—Supplements previous instructions for payment of taxes by Navy recreation funds.

No. 205—Lists promotions of line and staff corps officers of Regular Navy and Naval Reserve to lieutenant grade.

### 46 of Destroyer's Crew Ship Over in 6 Months

USS *William C. Lawe's* disbursing officer has been shelling out plenty of \$360 bonuses in the past half year.

In the last six months of 1950, 46 men of Law's crew shipped over. Of that figure, 44 signed up for six-year reenlistments and two for the four-year period. The total number comprised 19 per cent of the complement.

*Lawe* (DD 763), a destroyer of DesDiv 22, is gunnery school ship of the Atlantic Fleet Destroyer Force and operates out of Newport, R. I.

# BOOKS:

## INTERNATIONAL TONE IN MONTH'S READING

EACH MONTH brings new books to ship and station libraries. They're books selected by BuPers from among the best that America's presses are producing; the Navy buys them in varying numbers and ALL HANDS here gives you a preview of some of the latest.

★ ★ ★

• *Out of This World*, by Lowell Thomas Jr.; the Greystone Press.

Here is a report from "the roof of the world"—from the two-mile-high plateau-land of Tibet. It's likely to be the last report in a long time, for now the shadow of Communism has fallen over this thin-aired Shangri-La. Always difficult to visit, Tibet now will be a never-never land indeed.

But, having gone before it was too late, and having obtained the necessary permit from the 16-year-old Dalai Lama, the two Thomases—Lowell Jr. and Lowell Sr.—had little legal trouble in their journey to Tibet's capital: Lhasa. There they found a curious combination of high culture and primitiveness, idealism and the extremest isolation. More than half a million monks, lamas and nuns dwelt in the Holy City;

### *Color Atlas of Pathology* First of Three BuMed Books

Publication of an important new book entitled *The Color Atlas of Pathology* is announced by the Bureau of Medicine and Surgery. The volume was compiled and edited under auspices of the Naval Medical School, National Naval Medical Center, Bethesda, Md.

Six years' work went into preparing the monumental volume, the first known comprehensive publication of its kind in the world's history. Modern-day advancements in color photography and printing made possible its publication. Included is material obtained from the Pathology Department of the Navy's Medical School, from the Army's Institute of Pathology, and from Johns Hopkins Hospital and Georgetown University.

hardly a machine existed in the whole land.

While this book would have been fascinating under any circumstances, it is increased in interest by the fact that it is an obituary, in effect—a pre-written commentary on the death of a hermit. Although actual invasion had not begun when the Thomases were there, it seemed imminent. "The Communists covet Tibet for several reasons," the author writes. "But the main reason is strategic, for possession of Tibet would give them an 1,800-mile frontier with India and an ideal jumping-off spot, mostly downhill, for an army to invade the peninsula of Hindustan."

It's a first-rate book—excellent by anyone's standards.

★ ★ ★

• *Spurs from San Isidro*, by Bird-sall Briscoe; E. P. Dutton and Company.

Where *The Spell* moved from New York eastward to Austria, this book moves from New York westward to Texas.

It's 1888, and Andrew Wales, son of a half-million-acre cattle baron, is well launched on a career in art. But a letter comes, telling of the death of his father and of the mysterious disappearance of \$40,000 in cash. Young Andrew makes a hasty trip home by train and horseback, and things are a great deal worse before they're better.

*Spurs from San Isidro* has many other elements about it along with, and in addition to, the western element. In one respect it's a detective story, and in another it's a romance. In its authentic portrayal of border-country life 60 years ago, the book has a discernable air of the historical novel. It's a great deal more than a six-gun tale. Much more.

★ ★ ★

• *The Spell*, by Gustav Breuer; Houghton Mifflin Company.

When this book opens, it's night in New York, and autumn. The young widow, Baroness Leni von Wertheimstein, is walking toward the over-furnished house on 61st Street where, actually, she has no desire to go. Where she does have a desire to go is to Austria, from

whence she had come 10 years ago. And it is to Austria that she goes—to the life of a peasant-class woman in the valley town of Altdorf.

This is home—as she had remembered it, in most respects; but different, too. The houses, the mountain chapels, the festivals are unchanged. Many of the people are the same except for the added years. But now the American Military Government is there, as it should be, and the neo-Nazis are organizing—as they definitely should not. And there is the matter of the cool, dangerous and sharply attractive Conrad Brandt.

Here is a novel of subdued but piercing drama, written by a man who knows—politically and topographically—the locale of which he writes.

★ ★ ★

• *The Hinge of Fate*, by Winston S. Churchill; Houghton Mifflin Company.

*The Hinge of Fate* is the fourth big volume of Winston Churchill's history of the Second World War, continued in the penetrating and highly readable style of the first three.

As the title would hint, this portion of Mr. Churchill's monumental work concerns the period when the progress of the war, for the allies, was swinging from bad to good. As the author says, "For the first six months of this story, all went ill; for the last six months everything went well. And this agreeable change continued to the end of the struggle."

If the reader of *The Hinge of Fate* has already read the preceding volumes—as he really should do before reading this one—he will find the style, the pace, the format of this one to be of the high and pleasing caliber he has learned to expect. He will find the terse style, the warm but authoritative tone, the frequent excerpts from official wartime correspondence, all present in the degree to which many hundreds of thousands of readers have become accustomed. The period and the events covered are, of course, here new to this series. If the reader is beginning his reading of Mr. Churchill's great history with this volume, he will be agreeably surprised by every facet of it. Winston Churchill's English is truly a joy to read; his knowledge of the Second World War is probably not exceeded by that of any other person living today.

**ALL HANDS BOOK SUPPLEMENT**

# **MERRIMAC STRIKES**



**HAMPTON ROADS: 1862**

Wherein Major Ashton Ramsay, CSA,  
Chief Engineer of the Confederate ironclad  
Merrimac, tells his side of a famous fight.

# MERRIMAC STRIKES



A major in the Confederate States Army, H. Ashton Ramsay, was chief engineer of the renowned ironclad Merrimac during its encounter with the Federal ironclad Monitor and other vessels at Hampton Roads, Virginia, in March 1862. Here is his version of the battle.

The book supplement for last month (see ALL HANDS, January 1950, p. 59), carried the account of the action by Lieutenant Samuel Dana Greene, USN, executive officer of the little Monitor. For a complete story on what happened, you should read both accounts.

**M**ERRIMAC was built in 1856 as a full-rigged frigate of 3,100 tons burden, with auxiliary steam power to be used only in case of head winds. She was a hybrid from her birth, marking the transition from sails to steam as well as from wooden ships to ironclads.

I became her second assistant engineer in Panama Bay in 1859, cruising in her around the Horn and back to Norfolk. Her chief engineer was Alban C. Stimers. Little did we dream that he was to be the right-hand man of the builder of *Monitor*, while I was to hold a similar post in the conversion of our own ship into an ironclad. . . . or that, in less than a year and a half, we would be seeking to destroy each other, he as chief engineer of *Monitor* and I in the corresponding position on *Merrimac*.

In the harbor of Rio on our return voyage we met the frigate *Congress*, and as we sailed away after coaling, she fired a friendly salute and cheered us, and we responded with a will. When the two ships next met it was in one of the deadliest combats of naval history.

*Merrimac's* machinery was condemned and she went out of commission on our return. She was still at Norfolk when the war broke out, and was set on fire when Norfolk was evacuated. Some of the workmen scuttled and sank her, thus putting out the flames. When raised by the Confederates, she was a hulk.

Many details remained uncompleted when we were at last floated out of drydock but there was great pleasure for us to make some demonstration that might serve to check McClellan in his advance up the Peninsula.

She was still full of workmen hurrying her to completion when Commodore Franklin Buchanan arrived

from Richmond on one March morning and ordered every one out of the ship except her crew of 350 men which had been hastily drilled on shore in the management of the big guns. Then he directed Executive Officer Jones to sail at once.

At that time nothing was known of our destination. All we knew was that we were off at last. Buchanan sent for me. The veteran sailor, the beau ideal of a naval officer of the old school, with his tall form, harsh features, and clear, piercing eyes, was pacing the deck with a stride I found it difficult to match, although he was then over 60 and I but 24.

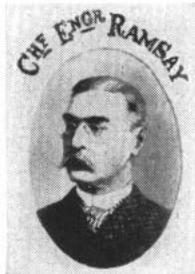
"Ramsay," he asked, "what would happen to your engines and boilers if there should be a collision?"

"They are braced tight," I assured him. "Though the boilers stand 14 feet high, they are so securely fastened that no collision could budge them."

"I am going to ram the *Cumberland*," said my commander. "I'm told she has the new rifled guns, the only ones in their whole fleet we have cause to fear. The moment we are in the Roads, I'm going to make right for her and ram her."

Across the river at Newport News gleamed the batteries and white tents of the Federal camp and the vessels of the fleet blockading the mouth of the James, chief among them the *Congress* and *Cumberland*, tall and stately, with every line and spar clearly defined against the clear blue March sky, their decks and ports bristling with guns, while the rigging of *Cumberland* was gay with the red, white and blue of sailors' garments hung out to dry.

As we rounded into view, the white-winged sailing craft that sprinkled the bay and long lines of tugs and small boats scurried to the far shore like chickens on the approach of a hovering hawk. They had seen our black hulk which looked like a roof of a barn afloat. Suddenly huge volumes of smoke began to pour from the funnels of the frigates *Minnesota* and *Roanoke* at Old Point Comfort. They had seen us, too, and were getting up steam. Bright-colored signal flags were run up and down the masts of all the Federal fleet. *Congress* shook out her topsails. Down came the clothesline on *Cumberland*, while boats were lowered away and dropped



astern.

Our crew was summoned to the gun deck and Buchanan addressed us: "Sailors, in a few minutes you will have the long looked for opportunity of showing your devotion to our cause. Remember that you are about to strike for your country and your homes. The Confederacy expects every man to do his duty. Beat to quarters."

## 2

As we approached the Federal ships we were met by a veritable storm of shells which must have sunk any ship then afloat—except *Merrimac*. They struck our sloping sides, were deflected upward to burst harmlessly in the air, or rolled down and fell hissing into the water, dashing the spray up into our ports. As we drew nearer to *Cumberland*, above the roar of the battle rang the voice of Buchanan: "Do you surrender?"

"Never!" retorted the gallant captain.

The crux of what followed was down in the engine room. Two gongs, the signal to stop, were quickly followed by three, the signal to reverse. There was an ominous pause, then a crash, shaking us all off our feet. The engines labored. The vessel was shaken in every fiber. Our bow was visibly depressed. We seemed to be bearing down with a weight on our prow. *Thud, thud, thud* came the rain of shot on our shield from the double decked battery of *Congress*. There was a terrible crash in the engine room. For a moment we thought one of the boilers had burst. But no, it was the explosion of a shell in our stack. The firemen had been warned to stay away from the uptake, so the fragments of shell fell harmlessly on the iron floor plates.

We had rushed on the doomed ship, relentless as fate, crashing through her barricade of heavy spars and torpedo fenders, striking her below her starboard fore-chains and crushing far into her. For a moment the whole weight of her hung on our prow and threatened to carry us down with her, the return wave of the collision curling up into our bow port.

*Cumberland* began to sink slowly, bow first, but continued to fight desperately for the 40 minutes that elapsed after her doom was sealed, while we were engaged with both *Cumberland* and *Congress*, laying right between them. We had left our cast-iron beak in her side. Like the wasp, we could sting but once.

Our smoke stack was riddled, our flag was shot down several times, and was finally secured to a rent in the stack. On our gun deck the men were fighting like demons. There was no thought or time for the wounded and the dying as they tugged away at their guns, training and sighting their pieces while the orders rang out, "Sponge! Load! Fire!"

"The muzzle of our gun has been shot away," cried one of the gunners.

"No matter, keep on loading and firing—do the best you can with it," replied Lieutenant Jones.

"Keep away from the side ports! Don't lean against the shield! Look out for the sharpshooters!" rang the warnings.

On the doomed ship *Cumberland*, the battle raged with equal fury. The sanded deck was red and slippery with blood. Delirium seized the crew. They stripped to their trousers, kicked off their shoes, tied handkerchiefs about their heads, and fought and cheered as their ship sank beneath their feet.

Then the order came: "All save who can!" There was a scramble for the spar deck and a rush overboard. The ship listed, the after pivot gun breaking loose and rushing down the incline like a furious animal, rolling over a man as it bounded overboard, leaving a mass of tangled flesh on the deck.

We now turned to *Congress*, which had tried to escape but had grounded, and the battle raged once more, broadside upon broadside, delivered at close range, *Merrimac* working closer all the time with her bow pointed as if to ram the other. A shell from Lieutenant Wood's gun sped through their line of powder-passers, not only cutting down the men but exploding the powder buckets in their hands, spreading death and destruction and setting fire to the ship.

At last came the order to cease fire. "The *Congress* has surrendered," some one cried. "Look out of the port. See, she has run up white flags. The officers are waving their handkerchiefs."

At this several of our officers started to leave their posts and rush on deck, but Lieutenant Jones in his stentorian voice rang out: "Stand by your guns and be ready to resume firing at the word. See that your guns are well supplied with ammunition during the lull. Dr. Garnett, see how those poor fellows yonder are coming on. Mr. Littlepage, tell Paymaster Semple to have a care on the berth-deck and use every precaution against fire. Mr. Hasker, call away the cutter's crew and have them in readiness. Mr. Lindsay (to the carpenter), sound the well, examine the forehold, and report if you find anything wrong." Such was Catesby Ap. R. Jones, the executive officer on *Merrimac*.

On the Roads the whole scene was changed. A pall of black smoke hung about the clean-cut outlines of the shore. Down the river were the three frigates *St. Lawrence*, *Roanoke*, and *Minnesota*, also enveloped in the clouds of battle that now reflected the crimson lightnings of the god of war. *Cumberland's* masts were protruding above the water. *Congress* presented a terrible scene of carnage.

Our gunboats *Beaufort* and *Raleigh* were signaled to take off the wounded and set fire to *Congress*. They were driven away by sharpshooters on the shore, who suddenly turned their fire on us, notwithstanding the white flag of *Congress*. Buchanan fell, severely wounded in the groin.

As he was being carried below he said to Executive Officer Jones: "Plug hot shot into her and don't leave her until she's afire. They must look after their own wounded, since they won't let us." This was characteristic of the man; it must be remembered that his own brother, McKean Buchanan, was paymaster on *Congress* and might have been numbered among the wounded.

We had kept two furnaces for the purpose of heating shot. They were rolled into the flames on a grating, rolled out into iron buckets, hoisted to the gun decks, and rolled into the guns which had been prepared with wads of wet hemp. Then the gun would be touched off quickly and the shot sent on its errand of destruction.

Leaving *Congress* wrapped in sheets of flame, we made for the three other frigates. *St. Lawrence* and *Roanoke* had run aground but were pulled off by tugs and made their escape. *Minnesota* was not so fortunate, but we drew 23 feet of water and could not get near enough to destroy her, while our guns could not be elevated owing to the narrow embrasures, and their

## MERRIMAC STRIKES

range was only a mile. So we pulled off and made for our moorings at Sewall's Point.

All the evening we stood on deck watching the brilliant display of the burning ship. Every part of her was on fire at the same time, the red-tongued flames running up shrouds, masts and stays, and extending out the yard-arms. Every now and then the flames would reach one of the loaded cannon and a shell would hiss at random through the darkness. About midnight came the finale. The magazines exploded, shooting up a huge column of firebrands hundreds of feet in the air, and then the burning hulk burst asunder and melted into the waters, while the calm night spread her sable mantle over Hampton Roads.

3

From Long Island *Monitor* arrived during the night, unknown to us, and anchored near the stern of *Minnesota*, her lighter draught enabling her to do so without danger. If we had known we were to meet her, we would have at least been supplied with solid shot for our rifled guns. We might even have thought it best to wait until our iron beak, lost in *Cumberland's* side, could be replaced. Buchanan was incapacitated by his wounds, and the command devolved upon Lieutenant Jones.

We left our anchorage shortly before eight o'clock next morning and steamed across and up stream toward *Minnesota*, thinking to make short work of her and soon return with her colors trailing under ours. We approached her slowly, feeling our way cautiously to the edge of the channel, when suddenly, to our astonishment, a black object that looked like the historic description, "a barrel-head afloat with a cheese box on top of it," moved slowly out from *Minnesota* and boldly confronted us. Both ships looked queer and grotesque.

And now the great fight was on, a fight the like of which the world had never seen. We hovered about each other in spirals, gradually contracting the circuits until we were within point-blank range, but our shell glanced from *Monitor's* turret just as hers did from our sloping sides. For two hours the cannonade continued with no perceptible damage to either of us.

On our gun decks all was bustle, smoke, grimy figures, and stern commands, while down in the engine and boiler rooms the sixteen furnaces were belching out fire and smoke, and the firemen standing in front of them, like so many gladiators, tugged away with devil's-claw and slice-bar, coaxing more and more intense combustion and heat. The noise of the crackling, roaring fires, escaping steam, and the loud and labored pulsations of the engines, together with the roar of battle above the thud and vibration of the huge masses of iron which were hurled against us produced a scene and sound to be compared only with Dante's picture of the lower regions.

And then an accident occurred that threatened our destruction. We stuck fast aground on a sand-bar.

Our situation was critical. *Monitor* could, at her leisure, come close up to us and yet be out of reach, owing to our inability to deflect our guns. In she came and began to sound every chink in our armor—that is, every one but that which was really vulnerable.

The coal consumption of the two days' fight had lightened our prow until our unprotected submerged

deck was almost awash. The armor on our sides below the waterline had been extended only about three feet, owing to our hasty departure before the work was finished.

Lightened as we were, these exposed portions rendered us no longer an ironclad, and *Monitor* might have pierced us between wind and water had she depressed her guns.

Fearing that she might discover our "Achilles heel," we had to take all chances to get off the bar. We lashed down the safety valves, heaped quick-burning combustibles into the already raging fires, and brought the boilers to a pressure that would have been unsafe under ordinary circumstances. The propeller churned the mud and water furiously, but the ship did not stir. We piled on cotton waste, splints of wood, and anything that would burn faster than coal. It seemed impossible that the boilers could stand the pressure we were crowding on them.

Just as we were beginning to despair there was a perceptible movement, and *Merrimac* slowly dragged herself off the shoal by main strength. We were saved.

Before our adversary saw that we were again afloat, we made a dash for her, catching her quite unprepared, and tried to ram her. But our commander was dubious about the result of a collision without our iron-shod beak, and gave the signal to reverse the engines long before we reached *Monitor*. As a result I did not feel the slightest shock down in the engine room, though we struck her fairly enough.

The carpenter reported that the effect was the springing of a leak forward. Lieutenant Jones sent for me and asked me about it. "It is impossible that we can be making much water," I replied, "for the skin of the vessel is plainly visible in the crank-pits."

A second time he sent for me and asked if we were making any water in the engine room. "With two large Worthington pumps besides the bilge injections, we could keep her afloat for hours, even with a ten-inch shell in her hull," I assured him, repeating that there was no water in the engine and boiler rooms.

We glided past, leaving *Monitor* unscathed instead of ramming her hard, and got between her and *Minnesota*, opening fire on the latter. *Monitor* gallantly rushed forward to her rescue, passing so close to our submerged stern that she almost snapped off our propeller. As she was passing—so near that we could have leaped aboard of her—Lieutenant Wood trained the stern gun on her when she was only twenty yards from its muzzle and delivered a rifle-pointed shell which dislodged the iron logs sheltering *Monitor's* conning tower, carrying away the steering gear and signal apparatus, and blinding their Captain Worden.

It was a mistake to place the conning tower so far from the turret and the vitals of the ship. Since that time it was located over the turret. *Monitor's* turret was a death trap. It was only twenty feet in diameter and every shot knocked off boltheads and sent them flying against the gunners. If one of them barely touched the side of the turret he would be stunned and momentarily paralyzed. One of the port shutters of *Monitor* had been jammed, putting a gun out of commission, and there was nothing for her to do but retreat and leave *Minnesota* to her fate.

Captain Van Brunt of *Minnesota* thought he was now

doomed and was preparing to fire his ship when he saw *Merrimac* also withdrawing, toward Norfolk.

Our captain had consulted with some of his lieutenants. He explained afterward that since *Monitor* had proved herself so formidable an adversary, he had thought best to get a supply of solid shot, have the prow replaced, the port shutters put on, the armor belt extended below water, and the guns whose muzzles had been shot away replaced, and then renew the engagement with every chance of victory. I remember feeling as though a wet blanket had been thrown over me. His reasoning was doubtless good, but it ignored the morale effect of leaving the Roads without forcing *Minnesota* to surrender.

As *Merrimac* passed up the river trailing *Congress'* ensign under the Confederate stars and bars, she received a tremendous ovation from the crowds that lined the shores, while hundreds of small boats, gay with flags and bunting, converted our course into a triumphal procession.

4

We went into drydock that very afternoon, and in about three weeks were ready to renew the battle upon more advantageous terms, but *Monitor*, though reinforced by two other ironclads, *Galena* and *Naugatuck* and every available vessel of the United States Navy, was under orders to refuse our challenge and to only bottle us up in the Roads. This strategy filled us with rage and dismay, but it proved very effective.

Our new commander, Commodore Josiah Tatnall, was burning to distinguish himself but he was under orders not to risk destruction or capture of *Merrimac* by leaving the Roads, since General Huger's Confederate Army division at Norfolk would then be at the mercy of the Federal fleet.

Week after week was passing and with them Tatnall's golden opportunity. At last we went to Richmond and pressed a plan for a sortie upon the President. Tatnall returned one afternoon and ordered every one aboard. That night we slipped down the Roads and were soon passing Fort Monroe on our way out into the Chesapeake.

Presently our Army signal officer began waving his lantern communicating with our distant batteries. He told the result to Executive Officer Jones, who reported to the Captain. "We have been ordered to return, sir."

Tatnall was viewing the dim outlines of the fort

through his glasses and pretended not to hear what his officer had said.

"The order is peremptory," repeated Jones.

Tatnall hesitated. He was of half a mind to disobey. "Old Huger has outwitted me," he muttered. "You do what you please—I leave you in command. I'm going to bed." He went below in high dudgeon.

Tatnall was a striking looking man, standing over six feet, with florid complexion, deep sunken blue eyes, and a protruding under lip. That he did not have a chance to fight was no fault of his.

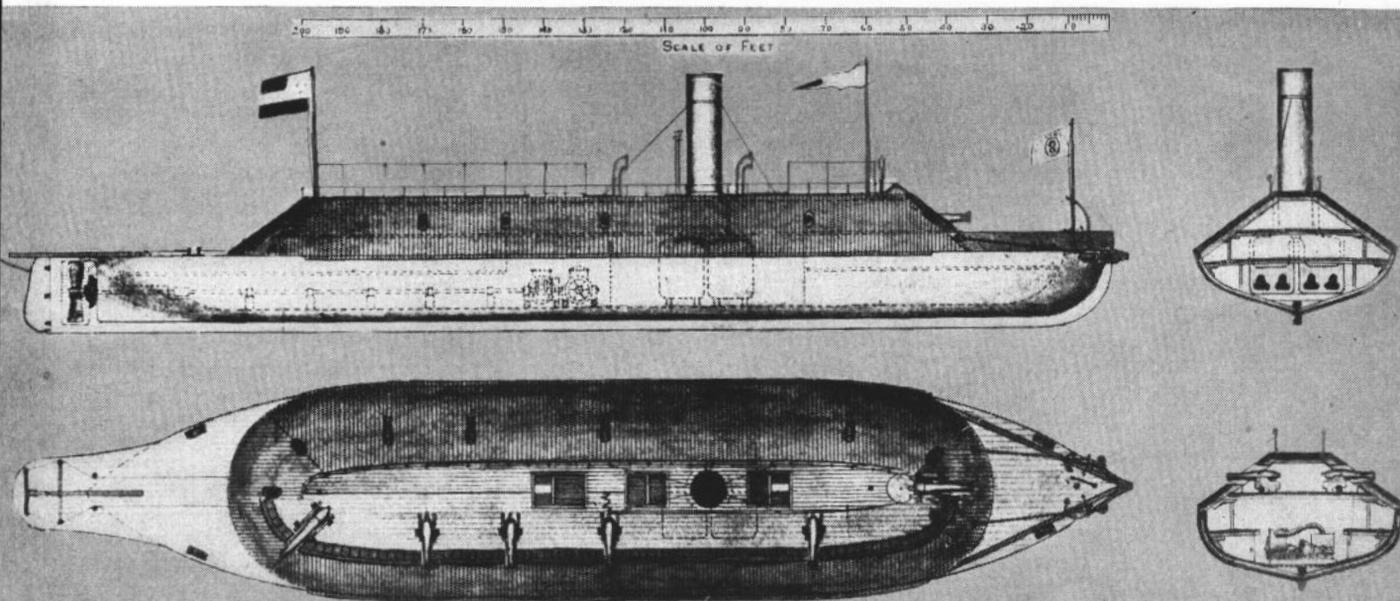
Soon Norfolk was being evacuated and we were covering Huger's retreat. When this was effected we were to receive the signal and to make our own way up the James. Norfolk was in Federal hands, and Huger disappeared without signaling us, when our pilots informed us that Harrison's Bar, which we must cross, drew only eighteen feet of water. Under their advice, on the night of May 11th, 1862, we lightened ship by throwing overboard all our coal and ballast, thus raising our unprotected decks above water. At last all was blowing . . . and we found that the wind which had been blowing downstream all day had swept the water off the bar!

When morning came the Federal fleet would discover our defenseless condition, and defeat and capture were certain, for we were now no longer an ironclad.

It was decided to abandon the vessel and to set her on fire. We took *Merrimac* to the bight of Craney Island, and about midnight the work of disembarking the crew began. We had only two boats, and it was sunrise before our 350 men were ashore. Cotton waste and trains of powder were strewn about the deck, and Executive Officer Jones, who was the last to leave the ship, applied the slow match. Then we marched silently through the woods to join Huger, 15 miles away at Norfolk.

Still unconquered, we hauled down our drooping colors, their laurels all fresh and green, with mingled pride and grief. We gave her to the flames and set the lambent fires roaring about the shotted guns. The slow match, the magazine, and that last, deep, low, sullen, mournful boom told our people, now marching far away, that their gallant ship was no more.

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# TAFFRAIL TALK

**G**UARDING one side of a Navy chief's house near NAS Patuxent, Md., is a log barrier that rivals the best tank traps and boat cribs of the past world war. It was built by D. M. Burr, ADC, usn, after two automobiles made unceremonious entrance onto his land.

The chief's house is near a highway turn that autos frequently take at high speed. One night a car jumped the road, slammed through the living room, and came to a stop in the bedroom where the chief and his wife were asleep. They were unhurt, but the house and furniture were damaged to the extent of \$2,500.

Six days later, with the repairs barely finished, another car left the road at the same place, smashed through the chief's rebuilt fence, and jolted to a stop against a tree in the yard.

That was too much. The exasperated chief rounded up some



help and sank more than 15 sturdy logs end-wise into the ground between the house and the road. These were diagonally braced with other logs, and the whole thing, Burr says, is "something substantial enough to keep the traffic out of my living room."

★ ★ ★

In one case we know of, a man was given a medical discharge from the Navy as being "physically unfit by reason of allergy."

Seems that the man came into the Navy in the summer and went to the Canal Zone after recruit training. Completing his tour there, he returned to the States where he was required to wear, for the first time, his Navy blues.

Almost immediately, rash and inflammation broke out all over his body. The Navy finally gave him a discharge for being allergic to the blue uniform.

★ ★ ★

From St. Albans hospital in Long Island, N. Y., we learn that Leon Walter, HMC, usn, who as chauffeur of the hospital's station wagon had seen 11,111.1 and 22,222.2 miles turn over on the speedometer, climbed out of the driver's seat and figured it was time to put in for transfer when it read exactly 33,333.3 miles.

It came through, too—now he's on board *uss Furse* (DDR 882).

*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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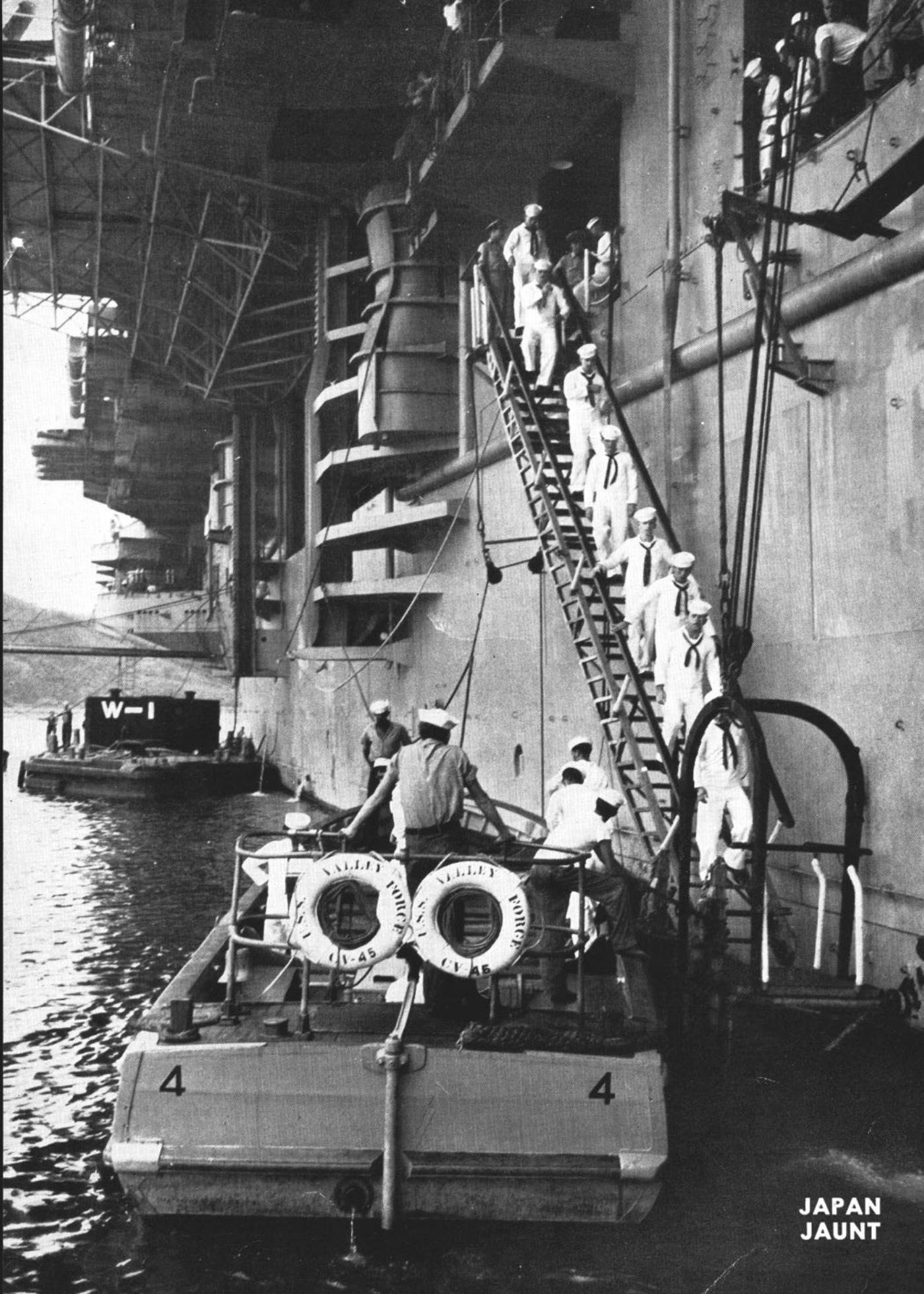
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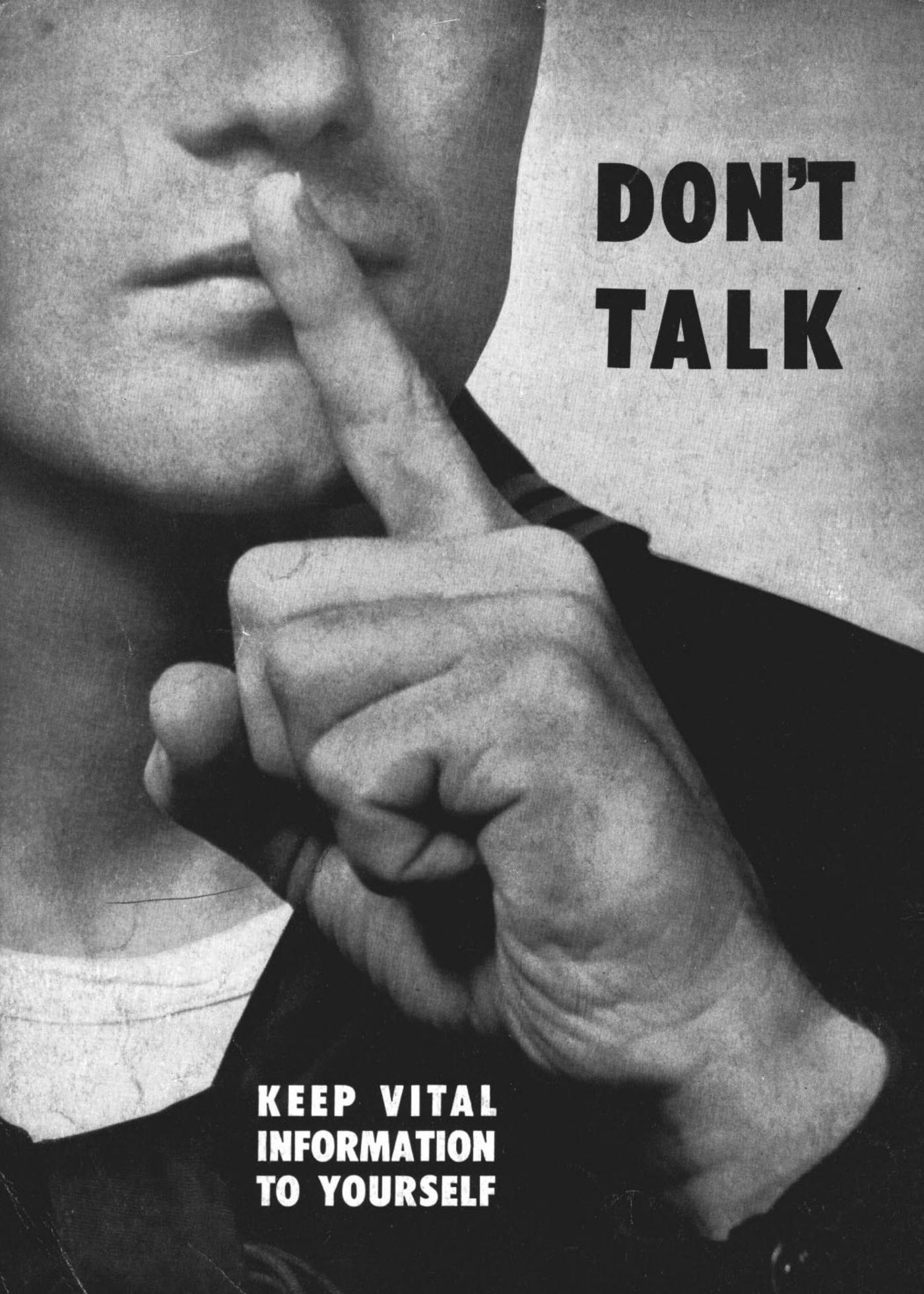
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: A liberty party leaves the carrier *USS Valley Forge* (CV 45) in Sasebo Harbor, Japan. For an interesting article on liberty in Japan see *All Hands*, January 1951, p. 14. ➔



**JAPAN  
JAUNT**



**DON'T  
TALK**

**KEEP VITAL  
INFORMATION  
TO YOURSELF**