

# ALL HANDS



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DECEMBER 1958



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1958 Nav-Pers-O NUMBER 503

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● FRONT COVER: IN THE MED—Crew members of Sixth Fleet Flagship's barge stand ready as they prepare to come alongside ship anchored in Augusta Bay, Sicily.

● AT LEFT: DISTINGUISHED VISITOR—Not only do men who join the Navy see the world, but they often meet world-famous people. So it was with Navymen on board USS Randolph (CVA 15) when they had the honor of welcoming aboard the "former naval person," Sir Winston Churchill.

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

# DUTY WITH DESRON

**T**HERE ARE ONLY eight ships in the entire Navy that have painted on their superstructure a big gold figure "8" with four gold stars on either side. The word DESRON is above the numeral; the word EIGHT, beneath. All are set on a field of blue. These are the ships of Destroyer Squadron Eight. And these eight ships come under the leadership of CAPT A. B. Coxe, Jr., USN, who is Commander, Destroyer Squadron Eight.

Like any other destroyer squadron commander, CAPT Coxe is re-

cord book, but really operate. They operate day in and day out, in fair weather and foul, in good health and bad.

**T**HERE'S MORE to it than meets the eye. Staff engineering must know which ships are undergoing an overhaul and which are ready to move. And long before they do move, there's many an hour spent in the tedious and painstaking process of working out operation orders. Then more time is consumed by the staff

modore a better insight into the workings of his destroyer captains—which is ever important in times of emergency—the main undercurrent of every operation order involves training for the crews.

What happens if the ships arrive in the operating area, with the sky overcast and no plane shows up to tow a sleeve? This detail too, is thought of in advance and taken care of in the operation order. In many cases, one of the destroyers would fire a starshell to provide a



sponsible for the discipline, administration and training of some 2500 officers and men.

Contrary to the alleged belief of a large part of the rest of the Navy, the working schedule of destroyermen is not confined exclusively to pleasure cruises. Each morning, as ships of DESRON EIGHT steam out of Newport, CAPT Coxe and his staff have concocted as fiendish a plot as any that has ever been devised. Over a period of time they will have placed the ships and men of Eight in every perilous and hazardous situation that has happened as far back as the memory of destroyermen can reach.

However, in this equivalent of a nautical soap opera the protagonists usually survive—muscles are aching and egos shattered—but they survive. This process is known by the pleasant euphemism "training."

To perform the function for which they were intended in time of crisis, these ships must operate—not just pile up mileage for the

yeoman in cutting stencils, running them off and seeing that these operation orders are distributed to the ships involved.

When riding the flagship, the staff assumes the responsibility of all communications. The night before an operation all circuits that are going to be used are checked by the chief radioman. He does this again two hours before getting underway. This gives him plenty of time to replace any weak and worn-out tubes and at the same time, go over operating procedures with the radio gang.

Up in the pilot house the operations officer works out courses to be steered. These and the exercises to be conducted are reviewed with the squadron commander.

The day's exercise might involve many ships or only two ships in the squadron, organized to provide background information for non-naval War College students. But it becomes more than just an indoctrination cruise. Besides giving the com-

target for the other ship's guns. A highline transfer or a practice refueling at sea could be substituted for one of the exercises. There is always the constant need for training to bring a crew to peak efficiency for the one day it will be needed.

The exercise could be on a much bigger scale, taking in all of the ships in the squadron and, on occasions, many more—depending upon the situation and the seniority of the squadron commander. This situation could come about while operating in the Mediterranean with the Sixth Fleet or, as it happened so many times, in actual combat during World War II.

You could say—and be quite correct in saying—that a squadron commander is a man of many decisions. These range anywhere from deciding which ship in the squadron will assume the ready duty to which one will enter port first. The proper instant that a turn must be executed is his decision. That could mean the difference between destroying, or

# EIGHT

being destroyed by, an enemy.

There are other decisions, of course. Which ship is to act as plane guard while operating with an aircraft carrier? Which ship is to chase down a sonar contact? Which ships are lowest on fuel and which of them should refuel first?

**T**HE NECESSITY for a squadron commander to make a decision can pop up at any time during any given 24-hour day. It could come about during a night shore bombardment when one ship must be pulled out of line because one of its mounts is not working; substituting another destroyer in its place and covering the spot just vacated. And all the time, directing fire wherever and whenever the shore fire-control party calls for it.

These are the times when training pays off. Not just the formal training, but the little bits and snatches of information that have been picked up and stored away in the back of the commodore's mind of how one ship reacted to a command during an administrative inspection—how quickly another responded to a turn signal—which crew took pride in its ship and in its shooting. One by one these and many other thoughts tumble and churn through the mind of a destroyer squadron commander. To put these decisions on the line, he can act on his own or draw on the capabilities of the officers on his staff.

The officers in COMDESRON EIGHT's staff include the operations and gunnery officer, communications and electronics officer, engineering and material officer, a medical officer and a chaplain. Rounding out the enlisted portion is an allowance of seven billets: RMC, SM1, YN1, RM3, YN3, SD1 and a TN.

Whenever this group (better known as the "flag") moves aboard ship, they take all records and personal gear with them. Usually, working space is provided and berthing is arranged ahead of time.

One chief yeoman, a former destroyer squadron flag member, brought back to mind how members of each ship's company regarded all personnel in the flag as "furriners."

"As yeomen, we had to fight for every little bit of space allotted in the ship's office. And it was strange



**SALTY SCHOOL**—When ships of destroyer squadrons steam to sea they tackle training problems to keep them ready for any emergency that might arise.

how many times they would hold 'extra' field days and somehow or other, the little space allocated to us became just the place they needed—temporarily, of course.

"But, one by one, these difficulties had a way of straightening themselves out, and sooner or later, the flag and ship's company would become one."

**W**HENEVER THE WORD gets out that a ship in the Eighth (or any other) squadron is scheduled

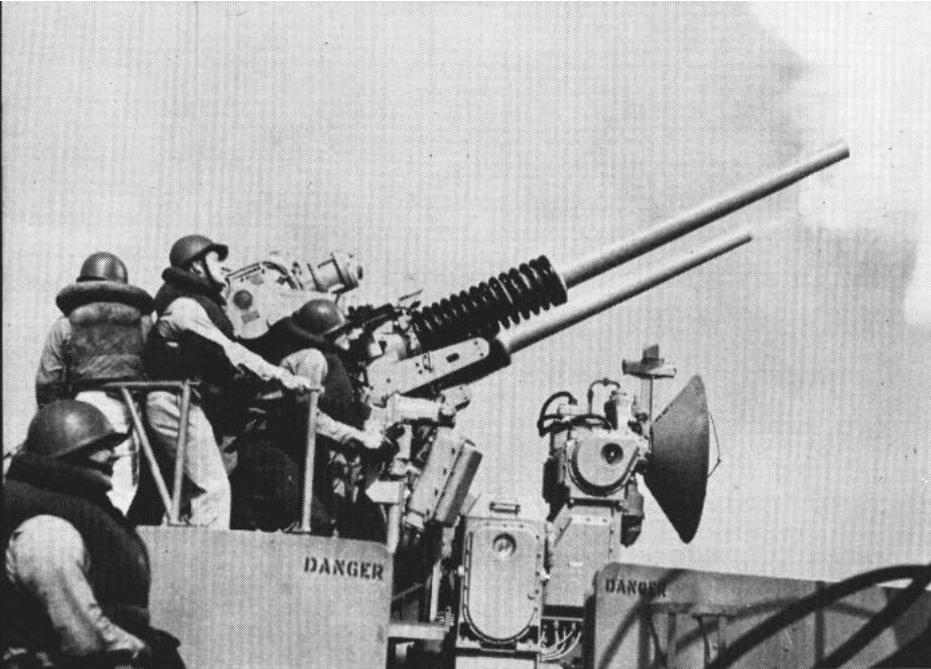
to receive its administrative inspection, there's a scurry and a rumble throughout the hull.

There are uniforms to be cleaned and pressed, haircuts to be had, records to be brought up-to-date, wire brushes and paint brushes to be wielded and those last-minute details worked out until, at last, the officers and crew are standing in perfect rows in dazzling uniforms as the word is passed, "DESRON EIGHT, arriving."

Then follows a day-long inspec-

**SPIC AND SPAN**—Destroyermen of Squadron Eight stand formation topside for change-of-command and get the word from their new squadron leader.





**BOOMING BUSINESS**—Gunners on an Atlantic Fleet destroyer man rapid-fire twin 3-inch gun mount during anti-aircraft firing practice on the high seas.

tion which starts as soon as CAPT Coxe steps aboard. He is the Chief Inspector. His assistant is a commanding officer from one of the other ships in the squadron who is responsible for instructing the inspecting party in their duties.

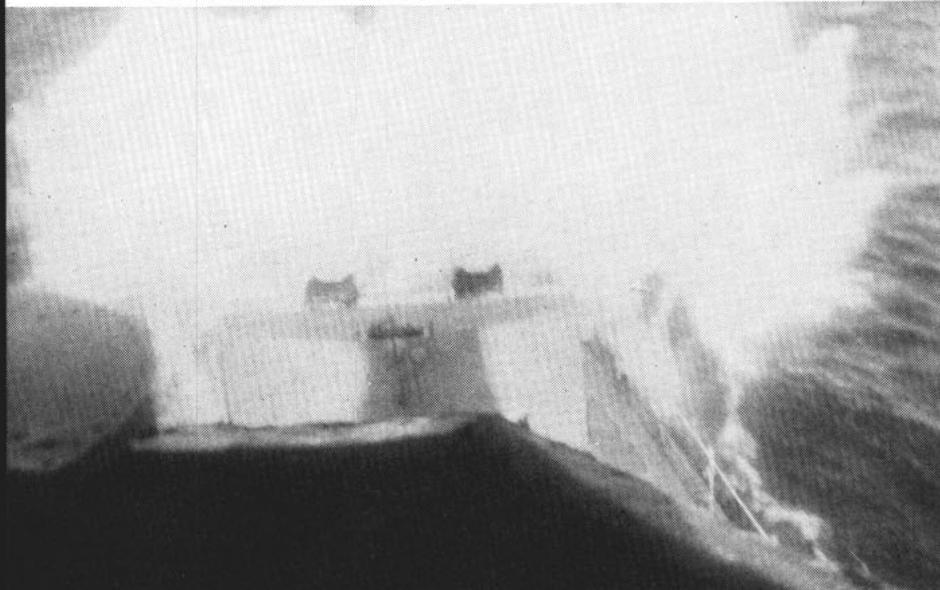
First to be inspected is the full guard. This is followed by an inspection of the executive officer and heads of department who are also introduced to the chief inspector by the commanding officer.

Then comes personnel inspection of the crew. Someone has already given that last cursory glance, checking up and down the formation to

make sure that white hats are white, that nothing sticks out of pockets and that the top of square knots in neckerchiefs are even with the bottom of the jumper's "V." You'd hardly recognize some of your own shipmates during these inspections, so stern is the look on their faces.

Breathing starts once the party passes—but even this is for only a brief moment. It's time for those men responsible for standing by their working spaces to take their positions during the topside and lower deck inspection and be ready to answer any questions they might be asked of their department.

**WEATHER OR NOT**—Destroyer squadrons sail out to sea to operate in all weather. Foul weather practice readies crew to function under all conditions.



**A** CRITIQUE follows. This is the time when each assistant inspector talks about the department he inspected and brings out items of special merit, major discrepancies and a recommended work mark. Very little is left to the imagination as to which person or what department failed to measure up to standard. The recommended work marks are added up (or subtracted) and, some time during the year, are compiled with other marks to decide which ship in the squadron wins the coveted Battle Efficiency "E."

Most of these other marks are based on the Operational Readiness Inspection which is carried out under the direction of the Squadron Commander. While inspectors assume vantage points throughout the ship, the crew goes to General Quarters to work out a battle problem. The battle problem consists of simulated target hits and of how these "hits" are controlled by the damage control party. It also takes in the care and handling of "wounded," the way the ship is handled and, all in all, the way the crew reacts to all problems presented by the inspecting party.

The Squadron "E" was awarded last year to *uss William R. Rush* (DDR 714) with *Charles R. Ware* (DD 865) the runner-up.

The ships in the squadron are broken down into two divisions—Destroyer Division 81 and Destroyer Division 82. Those in DESDIV 81 include the flagship, *uss Decatur* (DD 936), *Joseph P. Kennedy, Jr.* (DD 850), *Charles R. Ware* (DD 865) and *Perry* (DD 844).

Destroyer Division 82's flagship is *uss Fiske* (DDR 842). Other ships in the division are *William R. Rush* (DDR 714) *Myles C. Fox* (DDR 829) and *Hawkins* (DDR 873).

All of these ships, at one time or another, go into a naval shipyard to have their nuts and bolts tightened. About three months earlier, a Board of Inspection and Survey holds a material inspection to see just what jobs need to be done and assigns them on a priority basis. But long before this takes place, the squadron engineer officer has been inspecting engineering plants and going through reams of job order requests that have piled up on his desk. These are culled over and either assigned a priority for an upkeep period alongside a tender or turned over to the naval shipyard's Board of Inspection and Survey.

**E**XERCISES AND INSPECTIONS aren't the only things that keep crew members aboard a squadron of destroyers in top shape. Morale is another factor. A great deal of this is taken care of through leave and liberty but another factor is sports.

During the latter part of the baseball season while the New York Yankees and the Milwaukee Braves were getting ready to fill their stadiums with World Series fans, softball teams from DESRON 8 were battling for their own championship.

The squadron commander set up the tournament for the ships in his command to boost team play among crew members. After a 42-game schedule a plaque or trophy was to be awarded the winning team.

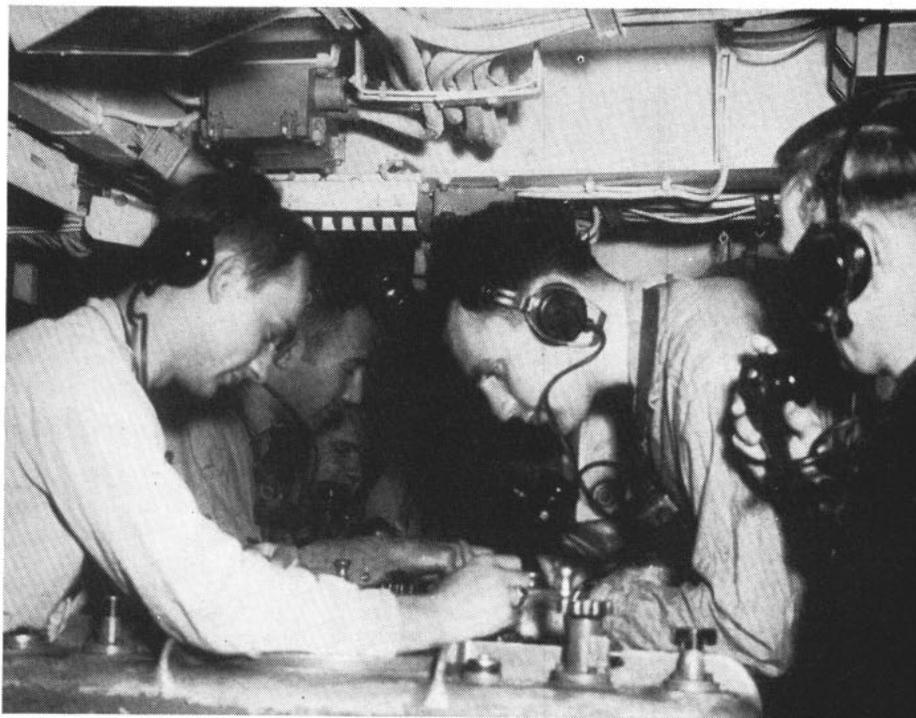
Team play is not left entirely on the field of sport. It is brought back and put into practice aboard each ship. One of the fastest ways to bring a ship to its full fighting peak is through concentrated teamwork.

Another way is by constant training and again, the guiding hand of the squadron commander sets the pace. The pace is quickened during refresher training at Guantanamo Bay, Cuba. This is the Atlantic Fleet's major training base for the advanced team training of all ships from carriers and cruisers to destroyers. During the five weeks of carefully scheduled exercises, the ship is brought to full war readiness.

Readiness is brought with them when the ships move into the Mediterranean and are assigned to the Sixth Fleet. While crossing the Atlantic, the commodore exercises his group in replenishment-at-sea and advanced tactical maneuvers, which will be everyday work in the Sixth Fleet.

**T**HE SQUADRON COMMANDER exercises his squadron from the bridge of the flagship. From this point he gives all course and speed changes with the flagship getting the information the same way and at the same time as other ships—by means of visual, voice or radio message.

Since the ships of Destroyer Squadron Eight are assigned to Destroyer Flotilla Six—the antiaircraft defense specialist in DESLANT—Commodore Coxe has many opportunities to exercise his ships. Ships assigned to the operational control of the Sixth Flotilla commander become experts in early warning procedures, aircraft interception control, and AA



**BELOW DECKS** destroyer men work computer to direct 5-inch gunfire. Exercises give squadron commanders information on how well ships operate in combat.

gunnery exercises used in protecting task groups.

Training exercises vary in length and complexity but each strains minds and muscles to the aching point until men turn in at night knowing they've done a full day's work. But the training does not stop when the ships become one solid thinking and acting unit. Continuous training is necessary to stay at this high peak of operational efficiency.

The eight ships with the big gold figure "8" with the four gold stars on either side are a unit—a unit to work, act and think as one. They, like every other destroyer in the Navy, have a job to do. And it takes men like Commodore Coxe and his staff and other squadron commanders and their staffs to help bring these ships to the peak of Navy standards.

—Thomas Wholey, JOC, USN.

**ON THE GO**—Squadron commanders set up problems to keep their ships and men in state of readiness. These include such operations as refueling while at sea.





demonstrated her potential striking power. The jet fighters and bombers, and propeller attack aircraft of Carrier Air Group Three, repeatedly surpassed established operational records.

*Sara* was a busy gal during her tour in the Mediterranean. In March she participated in combined NATO exercises in the Western Med, and carried the Danish Minister of Defense and his party aboard to witness them. During April and May, she devoted most of her time to regular at-sea training operations and exercises, managing to sandwich in visits to ports in Italy, France, Spain and Greece.

June was highlighted by a visit from their Royal Hellenic Majesties King Paul and Queen Frederika of Greece. Accompanied by high ranking Greek officers and U.S. officials, the King and Queen were greeted with a 21-gun salute, and witnessed a demonstration of naval air power by Carrier Air Group Three.

During that same month *Sara* put on a 16-hour aerial demonstra-

## Super Sara — Power Plus

**U**SS SARATOGA (CVA 60) is back again operating out of her homeport in Florida after spending some eight months with the U.S. Sixth Fleet in the Med.

You might call her a sample of U.S. mobility in action. Besides her

regular duties, she took part in operations off Lebanon where she furnished air support for the U.S. Marines who landed there, and has moved her floating airfield to thousands of different locations at sea.

Throughout the cruise *Super Sara*

tion during which 222 operational sorties were flown by the pilots and crews of the air group. Their training missions consisted of everything from high-level, pinpoint bombing to photo reconnaissance, fighter intercepts, long-range simulated at-

**ON THE ALERT**—An F8U-1 *Crusader* is launched by steam catapult. Right: Pilots of VF 32 receive pre-flight briefing.





FLEET FLEXIBILITY was demonstrated more than once during *USS Saratoga's* tour of duty with the Sixth Fleet.

## Mobility

tacks, and rocket, bomb, and cannon firing exercises.

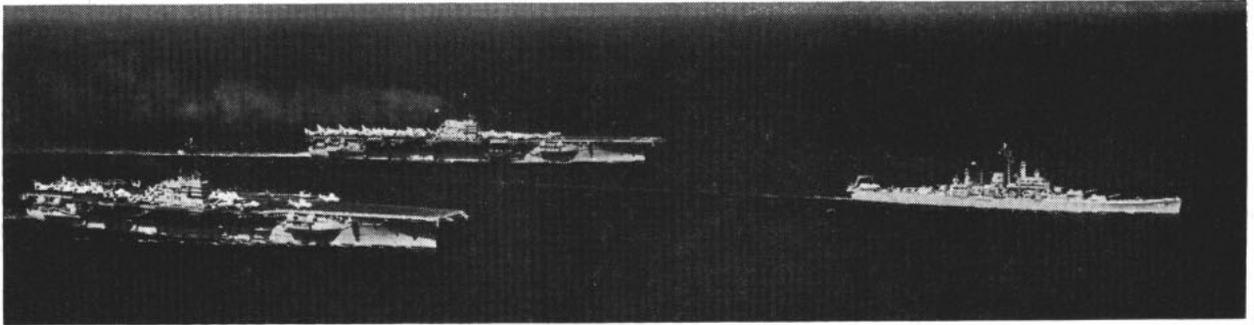
In mid-July, *Saratoga* departed the Western Mediterranean for Lebanon. Within 12 hours of her departure, she was lending air support to the Marine landing near Beirut. As the Fleet moved toward its rendezvous off Lebanon, *Saratoga* commenced a schedule of round-the-clock, day-and-night flight operations. With the exception of one week in port, her aircraft flew reconnaissance, patrol, and air support missions continuously during the Lebanese operation until relieved of those duties on 5 September.

Names like Baalbek and Rayak took on significance in the form of small villages, towns, cities, and airfields. Every nook and cranny of Lebanese territory became as familiar to the pilots and crews as the carrier's flight deck.

During August the squadrons logged more than 5000 hours of flight time. The all-weather *Demons* of Fighter Squadron 31 topped all the other jet squadrons aboard in total sorties flown, as well as total airborne hours.

Pilots of VF-32, flying the super-





**GOING HOME**—USS *Saratoga* (CVA 60) says 'so long' to USS *Forrestal* (CVA 59) and USS *Des Moines* (CA 134).

sonic F8U-1 *Crusader*, compiled a total of about 2700 hours for the cruise. Nearly 800 of these hours were flown during the Lebanese operation. This was the *Crusader's* first operational deployment. It proved to be a fully effective addition to the Navy's stable of carrier jet aircraft. Planes of VFP-62, Detachment 43, flew over 1000 hours during the cruise and during the month of August averaged 46.4 hours of flight time per pilot.

After she completed her watch in the Mediterranean, task force change of command ceremonies took place aboard *Saratoga* on 17 September, at Augusta Bay, Sicily. Rear Admiral George W. Anderson, who had taken command of the Task Force in July, turned over command to Rear Admiral Charles D. Griffin. RADM Griffin arrived in Augusta Bay in *uss Forrestal* (CVA 59), which relieved *Saratoga* as the flagship of Task Force 60. The task force normally consists of two carriers, two cruisers, and sev-

eral squadrons of destroyers.

As a departing gesture to Vice Admiral Charles R. Brown, then Commander, U.S. Sixth Fleet, Rear Admiral Anderson staged what was probably the first supersonic farewell salute ever rendered. Knowing this would be his last chance to salute COMSIXTHFLT before departing the Mediterranean, he set up a supersonic saluting battery of eight F8U-1 *Crusader* aircraft. As the eight jet fighter interceptors arrived in the vicinity of the admiral's flagship, *uss Des Moines* (CA 134), they peeled off and broke the sound barrier with 15 resounding "sonic booms." An AD6 *Skyraider* circled the flagship towing a banner with three white stars on a blue background while the supersonic saluting battery boomed out their tribute. The customary return salute to Rear Admiral Anderson was a simple 13-word message, "Boom, Boom, Boom . . ."

During the eight-month deployment with the Sixth Fleet, *Saratoga*

steamed over 55,000 miles and logged some 12,000 carrier landings, while her aircraft flew over 21,000 hours. With minor exceptions, all fuel, food, and supplies for the entire period were received from ships of the Sixth Fleet's Service Force while underway.

In addition to the operations, a major effort went into the field of promoting goodwill, friendship, and understanding among the people of Europe and the Middle East. A myriad of foreigners were afforded the opportunity of visiting the ship, and in many cases, witnessing the operational capabilities of Task Force 60 in action underway. Approximately 18,000 visitors were received on board while in the Med. These included correspondents from 10 nations, military personnel from many of the NATO countries, high ranking civilian officials and guests, and perhaps most important, the thousands of people who greeted the ship in every port.

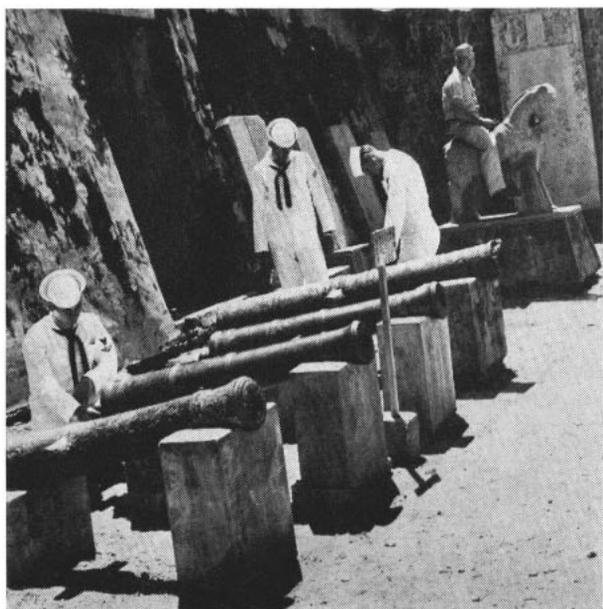
Among those entertained by the ship were groups of orphans. They were taken on tours of the ship which ended in a messing compartment where they were treated to ice cream and cake. Before leaving the ship each child was presented a remembrance gift.

While in the Mediterranean, officers and bluejackets from the carrier visited the ports of Gibraltar; Naples and Genoa, Italy; Barcelona and the Isle of Palma de Mallorca, Spain; Cannes and Nice, France; Athens and Rhodes, Greece; Suda Bay, Crete; and Augusta Bay, Sicily. Organized tours to Rome, Madrid, Paris and many other historical landmarks were enjoyed.

The men on board *Sara* saw many interesting sights, met many interesting people and worked hard while in the Sixth Fleet. But sometimes a man likes to see something more familiar—Welcome home.

**DAWN PATROL**—During Fleet rendezvous off Lebanon, *uss Saratoga* (CVA 60) maintained a round-the-clock flight operation. Here, jets prepare to blast off.

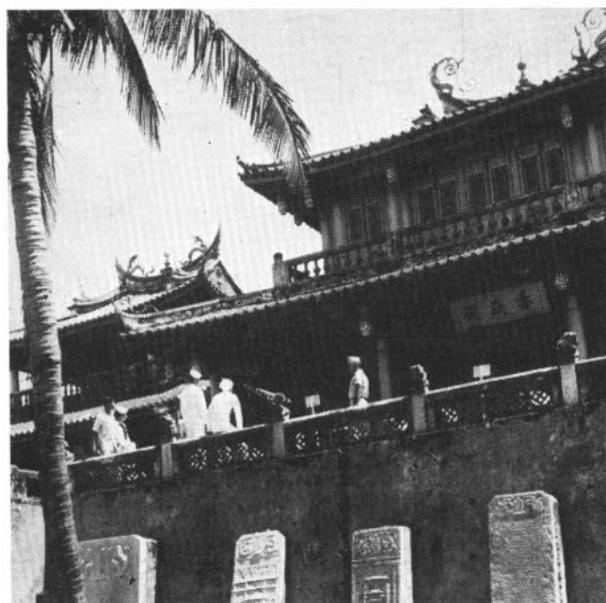




## Touring Taiwan

**L**IBERTY on the island of Taiwan among our friends and allies, the Chinese Nationalists, is an interesting experience enjoyed by Navymen in the Far East. The terrain of this picturesque country, which is a little larger than the combined size of Massachusetts and Connecticut, ranges from rugged mountains to fertile coastal plains. The island has plenty of evidence of its interesting past. For example, Dutch-built buildings dating back to 1624, can be found near early Buddhist Temples. Samples of ancient Chinese culture and customs can be seen, along with the ways of modern China.

*Upper left:* Navymen take a look at old cannons in court yard of Providencia Castle. *Upper Right:* Picture is taken in front of Pagoda with Chinese Nationalist servicemen. *Right:* Entrance to Tainan through 400-year-old wall that once guarded the city attracts attention. *Lower Right:* Navymen visit Providencia Castle built by Dutch in 1624. *Left:* Temple in Tainan city.





BACK TO SEA—Task Force 88 leaves Rio de Janeiro, Brazil, and heads back out into Atlantic to continue operations.

## It's Here and Gone: Task Force

**A** TASK FORCE is a subdivision of a Fleet composed of several types of ships according to operational necessity. The number and type of ships assigned varies according to the particular task or mission for which the task force is organized.

During war, a task force is usually assigned the job of accomplishing a specific military objective. In peacetime, however, it may vary from a complex, offensive/defensive readiness test to a scientific expedition or resupply trek to Antarctica or even an evaluation exercise.

As an example, take Task Force

88. Its operations, shown on these two pages, are typical of a peacetime task force organized for a specific detailed mission. Normally, a task force, as in the case of TF 88, is dissolved after its assigned mission has been accomplished.

Task Force 88 was designed and organized specifically for the purpose of evaluating the capabilities of an ASW task force during sustained operations in a remote sea area. This called for testing—under extreme weather and sea conditions—air and surface ASW techniques, various refueling methods, and other

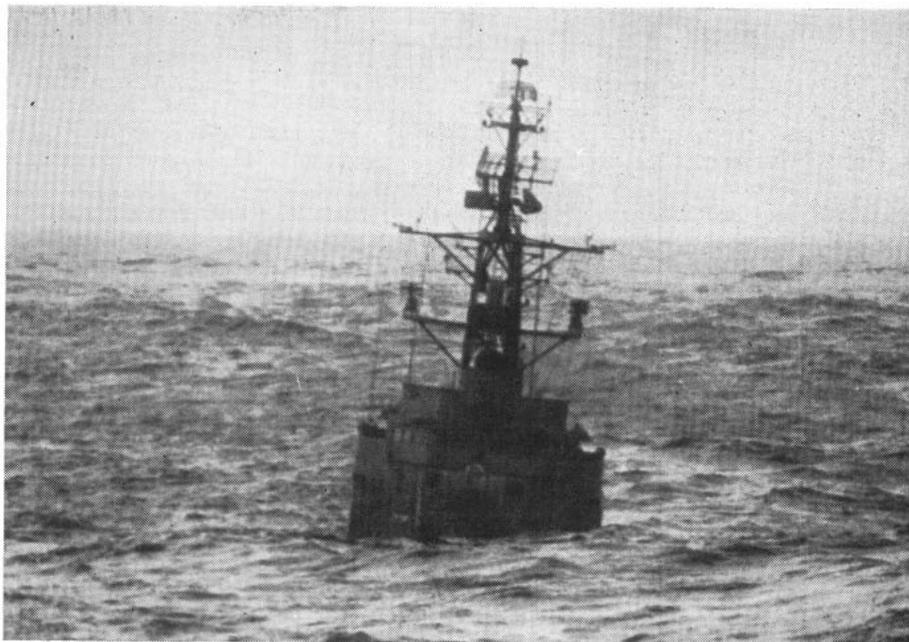
operational procedures. In addition, Task Force 88 had the job of obtaining hydrographic data.

The ships that formed TF 88—like any other task force—were picked for their ability to solve the problems at hand. In this instance, antisubmarine support aircraft carrier *uss Tarawa* (CVS 40) was the big lady. She carried the planes and helicopters of VS-32 and HS-5 that participated in the air phases of the ASW operations.

*uss Norton Sound* (AVM 1), Fleet oilers *uss Salamonie* (AO 26) and *Neosho* (AO 143), and de-

CAUTIOUS BEARS—*USS Bears* (DD 654) circles iceberg. Right: Copters take off for cool, stormy ASW operations.





ROUGH AND COLD—T. J. Cobb, PH2, USN, finds job on the cold side. *Rt:* Task force hits rough weather in Atlantic.

## Eighty-Eight

stroyers *uss Bears* (DD 654) and *Warrington* (DD 843) also participated. Smallest of the TF 88 ships were the escort vessels *uss Hammerberg* (DE 1015) and *Courtney* (DE 1021).

Highlight of the South Atlantic operation for the crews of TF 88 ships was a visit to Rio de Janeiro. The Navymen found that the Brazilian city lived up to its reputation for interest, color, beauty and friendliness.

After a five-day visit, the ships of TF 88 departed for further operations and on to their home ports.



SNOW JOB—Deck of *USS Tarawa* (CVS 40) gets covering of snow. *Below:* Task Force destroyer during operations.



# Oklahoma — Where Naval

**O**KLAHOMA! . . . Mention the name of that south central state to the average Navyman and most likely he'll immediately start a bull session about the "Sooners"—often the nation's top ranking football team; the late Will Rogers; the old battleship or the popular Broadway musical and movie by that name.

But to a good many of the Navy's enlisted men—about 24 to 29 per cent of them—Oklahoma means quite a bit more. Unless you're an airdale or familiar with the training given to the 14 different Group Nine ratings, you may find it hard to believe, but more than 16,000 Navy-men are trained there each year.

At Norman, located in the center of the state and more than 1000 miles from either the Atlantic or Pacific Oceans, is "The Gateway to U.S. Naval Aviation." Although officially known as the U.S. Naval Air Technical Training Center, it's simply "NATTC Norman" to more than 120,000 active duty Navy-men who were trained there. (Incidentally, Norman, Okla., is also the home of the famed "Sooners" from the University of Oklahoma.)

The main attraction of NATTC Norman is the Airman Fundamentals Class P School where embryonic airmen take their first steps into the highly complex and intricate fields of naval aviation. The students at this school—fresh from the recruit training centers at Great Lakes, Ill., and San Diego—are given a thorough indoctrination in naval aviation, preparing them for further training in a more advanced or specialized school, or ready to perform their duties with an aviation unit of the Fleet.

More than 24 per cent of the sailors completing recruit training today are selected for duty with the Navy's air arm. And most of them are sent to NATTC Norman directly from boot camp. Approximately 310 students begin training there each week.

**T**HE BASIC AVIATION SCHOOL at Norman, Okla., has the distinction of being the only one of its kind for Navy-men, although similar schools are maintained in Jacksonville, Fla., for Waves and Marines.

NATTC Norman was first estab-

lished back in 1942 but was decommissioned after World War II. It was reactivated in January 1952, with a mission of "conducting and supporting a training program for selected trainees in the field of naval aviation which provides basic knowledge common to the naval aviation (Group IX) ratings and assigns the man to further training for which he is best equipped, commensurate with the needs of the service."

And that's just what NATTC Norman does. Since its reactivation, well over 80,000 bluejackets have been trained there and sent directly to more advanced schools. Graduates usually go to Class A schools at Olathe, Kans; Memphis, Tenn; Pensacola and Jacksonville, Fla; Philadelphia, Pa., Glynco, Ga., or Lakehurst, N. J., for more specialized training.

Until July 1956, the schooling offered at Norman consisted of an eight-week course basically designed to prepare an individual trainee for all phases of advancement to Airman (AN). Today, however, the emphasis is on getting qualified students trained and assigned to duty in a shorter time. The basic course has been streamlined to six weeks and now offers training in a specialized area at the preparatory school level.

**D**URING THIS ACCELERATED training, the students are divided into three groups and given different courses. The first, includes those with an aptitude for electrical or electronic occupations; the second, for those suited for mechanical work, and the third group, those who are inclined toward operational and clerical type duties. This stepped-up training enables Fleet air units to get their jet mechanics, storekeepers, electronic technicians and other skilled personnel from the "training pipeline" much more rapidly than in the past.

The Electrical/Electronics course is geared to provide students with the fundamentals of D.C. electricity and a workable knowledge of mathematics and physics. It also familiarizes the students with the use of common hand tools applicable to the various aviation ratings that work with electricity and electronics.

**POOL JOB**—Prospective airmen are indoctrinated in water survival techniques.



# Airmen Are Born

In the mechanical course the students also study basic mathematics and the use of hand tools. In addition, they acquire a knowledge of layout and measuring tools, plus becoming familiar with basic aircraft hardware.

The third course, operational and clerical, also finds the students studying mathematics and physics, together with electricity, layout, security of classified material, and the old clerical standby—typing.

Although the average educational level of the students trained at NATTC Norman is that of a high school graduate it varies from a grade school through a college level education. All of the trainees, however, get the same basic fundamental background at the school.

In this respect, don't let the use of the terms "basic" or "fundamental" mislead you, as the subjects taught during the four weeks of academic study in the three specialized fields mentioned earlier are about on a par with that offered in a course of college engineering.

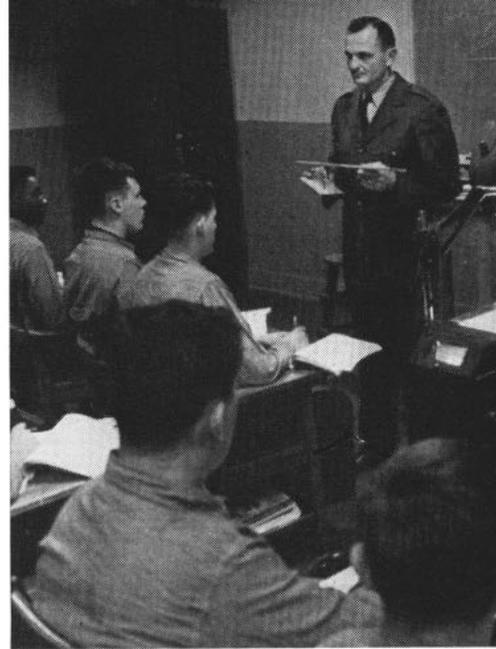
Subjects range from simple math up to and including trigonometry,

and in physics, for example, the students study theory involving atomic structure. The school—in more ways than one—carries out its mission by giving its students the opportunity to absorb advanced knowledge.

**D**URING THE FOUR WEEKS of academic study, the prospective airmen also get an understanding of the various requirements for each rating within their specific occupational group.

After the month of specialized study, the aviation trainees attend a two week aircraft familiarization course which provides them with information and practical factors leading toward advancement to the rate of Airman. This, in itself, is a big incentive for the trainees, as a promotion—even to AN—means more money and some added prestige.

The one point that is stressed more than any other during the training at NATTC Norman—and at all other Navy training activities as well—is safety. Extra stress is placed on safety in regard to handling aircraft because such a task not

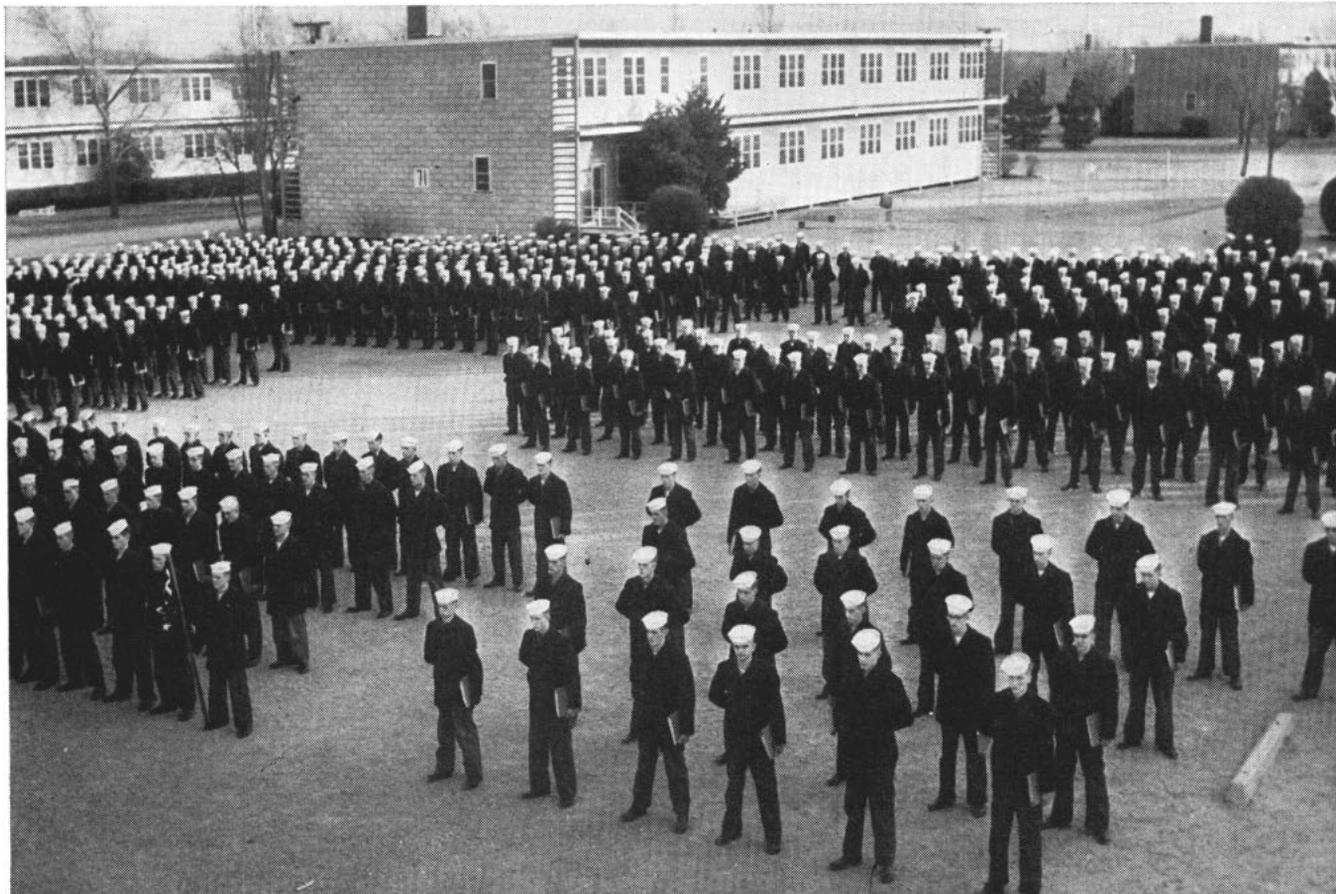


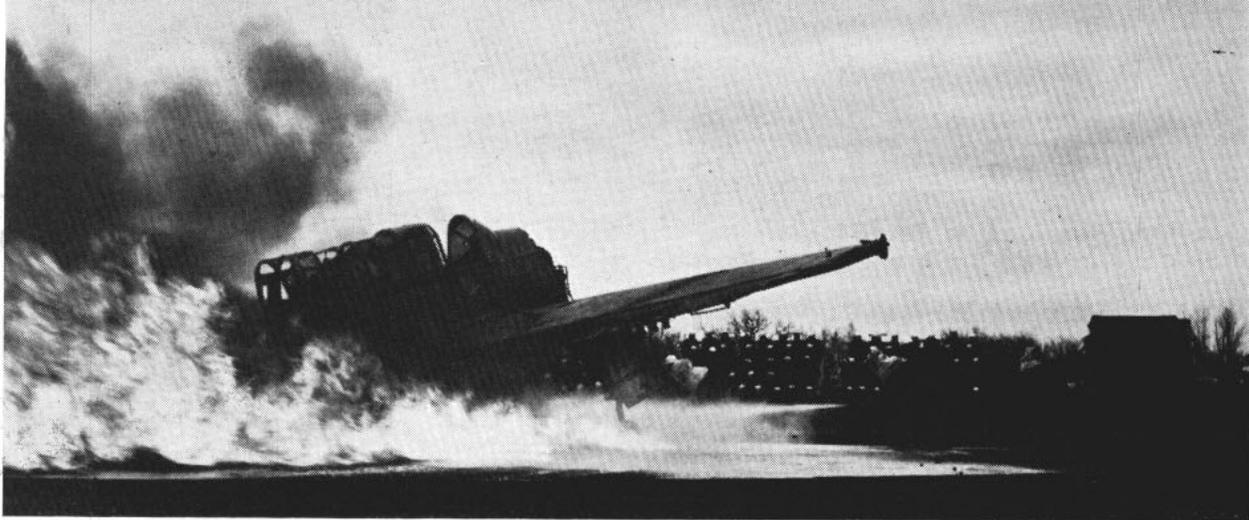
NAVAL AVIATION trainees listen to lecture in classroom at NATTC Norman.

only affects the lives of the plane handlers, but lives of their shipmates. The aircraft is valuable, too.

Practical work on taxi signals, water survival, fire fighting and a check-out with a plane's inter-communications system are among the wide range of subjects offered during the five weeks of training. In the last week of school, the students get a chance to rev up a 300 horsepower AD-type aircraft. This is con-

**READY TO LEARN** — Some of Norman's 2500 students line up to begin the day's study of naval aviation.





**HOT LESSON**—Future airdales get full treatment on safety including fire-fighting, with each student getting turn on hose.

sidered to be one of the high points of the final week of training as it gives many of the future airmen their first feel of a "live" aircraft.

**A** LONG WITH THIS PRACTICAL and academic training, the school conducts three other programs. They are designed to help the trainees find which they are best fitted for and steer them into those career channels. These programs include guidance, testing, and selection and assignment.

In the guidance phase, each trainee is assigned an adviser. As a general rule, each adviser takes care of eight to 10 students and is available to assist them during their stay at NATTC Norman.

The testing service (conducted by specialists skilled in evaluating human abilities and capabilities) observes the trainees while at school.

**SPORTS**—Although training is intense there is still time for many sports.



Their performance is carefully evaluated, as it will be used as a guide for future assignments.

In the selection and assignment phase, each student is interviewed by a civilian counselor during his final week at school. After the interview each man is assigned to some specialized Class "A" school. As a result of this interview, the trainees are usually assigned to the school of their choice or to the ones they are best suited for. It's the goal of the selection and assignment program to place the right man in the right job, as well as to promote good morale by giving the man a voice in his future career with the Navy. This is not always possible, however, as such factors as physical qualifications or small quotas for certain schools sometimes limit assignments.

The commanding officer of NATTC Norman is CAPT Lloyd W. "Mike" Parrish, USN. A veteran of 26 years of naval service (he graduated from the Naval Academy in 1932 and was designated a naval aviator in 1936), he's considered by those under him as a "stern but fair skipper."

"Sure he's rough," an enlisted man assigned to his staff said. "He can dress you down until you feel like crawling under a thimble. But you know if he did dress you down, you deserved it. He's a fine skipper—you won't find many like him." Those words pretty much sum up the attitude of all officers and enlisted men toward CAPT Parrish, who has commanded NATTC Norman since Sept 1955.

The exec is CDR Gerald R. Pearson, USN, who arrived at Norman in September 1957, after a tour of duty as Chief Staff Officer of Fleet Air Wing Six based at Iwakuni.

**I**N CHARGE of all students who pass through the base is CDR James H. Downs, USN, a former enlisted man, who has 27 years of naval service. As Director of Training for the Aviation Fundamentals School, he has more than 200 supervisors and instructors under him. This includes about eight officers, 26 civilians and approximately 175 enlisted men. The instructors at Norman—all first class and chief petty officers—are of the highest caliber to be found anywhere in the Naval Establishment. Each of them is an outstanding man within his own rate, and qualified to teach and advise the students who are usually unfamiliar with naval aviation. Thus, it's essential for the instructors to keep up to date on both the latest developments in naval aviation and the newest techniques of teaching.

Development of such a teaching staff is perhaps one of the most important behind-the-scenes functions at NATTC Norman. This is the responsibility of the Training Facilities Division which must furnish both competent instructors and adequate training.

The training methods division provides courses for all instructor and supervisory personnel. They range from basic classes in effective teaching to a course in creative thinking.

The latter is popularly known as "brainstorming." During this class, instructors are urged to forget the existence of such phrases as "It can't be done" or "It won't work" and to concentrate on ways, however fantastic, in which "it might be done." Used effectively in industry, the application of creative thinking has also solved several difficult problems at NATTC.



**BIG PICTURE**—Various duties and men necessary to operate an aircraft carrier are explained to group of students.

A course in leadership and military psychology is also given to all new instructors. This course originated at Norman as an outgrowth of changing military thinking. Another class, small but popular, is that dealing with chalkboard techniques which teaches the instructor to illustrate his lectures with three dimensional drawings.

**I**N AN ACCELERATED TRAINING program such as that offered at Norman, the students find it necessary to study during most of their spare time. Since no liberty is granted to the "P" school students during the week, the base maintains a wide range of recreation facilities that are open every night. And no finer facilities can be found anywhere in the Navy. There's more than enough to satisfy the most demanding tastes or most energetic participant. You'll find clubs for the enlisted men, chief petty officers and commissioned officers, all of which offer dances, game nights, television viewing, a snack or a dinner.

Last year the EM club opened a new cafe designed primarily for couples and families. The CPO club made a few improvements too. They added a new television room, complete with color TV, western style furniture and knotty pine decor. The room, when dedicated, was named the Parrish Room, in honor of CAPT Parrish.

The 1009 acre base has its own roller skating rink, bowling alleys and gymnasium. The bowling alleys are open for league play four nights each week, with the other three being available for open bowling. In the gym there are all types of facilities for both the viewer and participant. Here a student or member of ship's company can play basketball, handball, volleyball, table

tennis, badminton, pool—or check out boating equipment, hunting and fishing tackle, or golf clubs. NATTC Norman also maintains an 18-hole golf course, tennis courts and two swimming pools—one indoor, heated—which is open daily throughout the year.

For those who are "do-it-yourselfers" there is a large hobby shop equipped with almost every power tool imaginable. Here talented personnel turn out handiwork ranging from ship and plane models to racing cars and elaborate furniture.

Then there's a well-stocked station library with the very latest top best sellers in both fiction and non-fiction. It also carries all sorts of technical publications, as well as newspapers and magazines.

The station theater can be counted on to present the latest movies daily. Several times each year, live shows are presented by many of the country's top entertainers.

Another extra-curricular activity that is quite popular and in constant demand for parades and military functions throughout the Sooner State is the Naval Air Technical Training Center's drill team. Attired in dress blues or whites, depending upon the season, with white leggings, belts and helmets, the team presents precision exhibitions of close- and extended-order drills. Rifles with fixed bayonets are used in plain and fancy variation of the standard military drills. The size of the team fluctuates from about 18 to 25 members owing to the constant change of student personnel.

All in all, between long classroom studies and the many recreational facilities available, the students have more than enough to keep them occupied during their stay at the school in Norman.

**W**HEN THE STUDENT is graduated from the Aviation Fundamentals School, he takes with him important preliminary training that will aid him throughout his naval career. The knowledge that he has gained during his six weeks of training, combined with further specialized advanced training and actual Fleet experience, will enable him to perform his duties as a highly trained petty officer and technician.

In an age when satellite and space endeavors are common, the need for more trained aviation specialists cannot be overemphasized. The Naval Air Technical Training Center at Norman, Okla., has passed far beyond the experimental stage. It's operational—paying off by supplying the Navy with well rounded potential technicians whose morale and enthusiasm is tops, because they have been scientifically trained and selected for an important job in a fast changing Navy.

—H. George Baker, JOC, USN.

**HOBBIES**—Norman has fully equipped hobby shop for the 'do-it-yourselfer.'





FROM MACHINE SHOP to electronic lab highly skilled Navy men keep complex gear in shipshape condition.



## Everyone's an Expert

**T**HE NAVY is made up of experts. From the Chief of Naval Operations, to the captain of a Navy ship, to the petty officers—they are all experts in their own field.

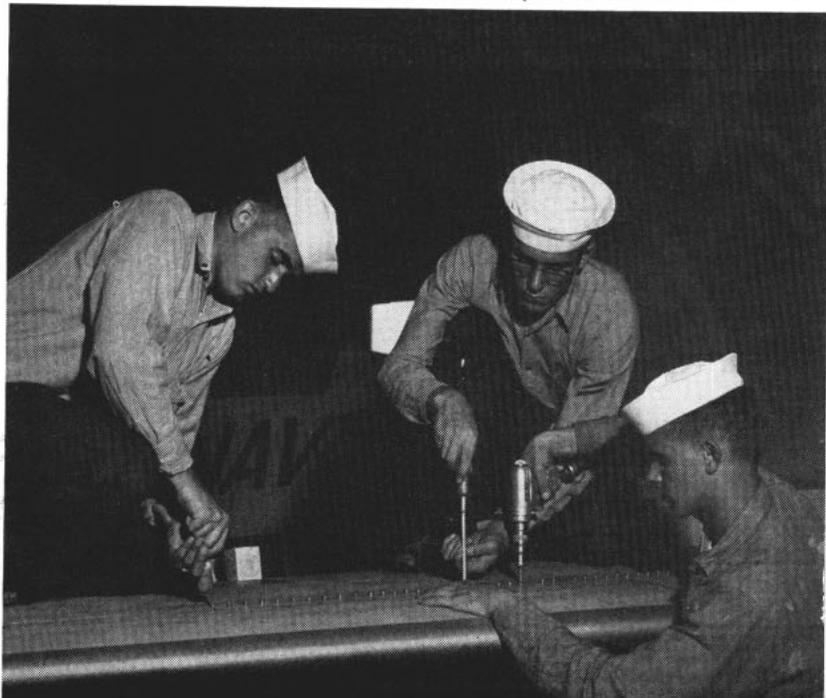
Petty officers make up the mass of Navy experts. The PO starts at the very bottom and as he becomes more and more proficient, he advances in rating. And as he advances in rating, he is assigned jobs that are more demanding of his skill. A PO's responsibility grows from the very first mark of an expert—the

crow arm insignia of a third class petty officer.

And with this crow, comes a new job. A job of teaching. It's the responsibility of every petty officer not only to learn his rating, but also to pass on this knowledge to those men who are under him, starting at the bottom.

After the man at the bottom—the apprentice—has been taught the groundwork of his rating, as an expert, the petty officer works with him, to make sure the work is done

CAPABLE HANDS—Above: Camera shutter is repaired. Below left: Airmen repair plane. Rt: Air controlmen at work.





EXPERTS IN MANY fields are needed. *Left:* Torpedo is readied for service. *Rt:* Missileman checks Sidewinder circuit.

## — In This Man's Navy

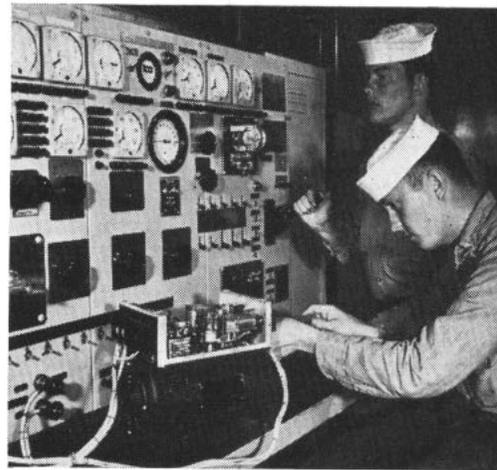
right. As the apprentice works, he too becomes proficient. Soon, he's the petty officer; his teacher has moved on to new duties, and now he is the instructor—the expert in his particular field.

And so the story goes, throughout a Navy career. Everyone starts at the bottom, and with an eye to the top rung of the ladder, he works—not only to learn his job, but to pass his knowledge on to other men in the Navy.

How often have you thought of

teaching as being some foreign job, a job that you think you couldn't do or just wouldn't want to do? But it doesn't matter whether you are a boatswain's mate, a yeoman, an electronics technician, a radioman, or a gunner's mate—as a petty officer you are a teacher.

Although much of this teaching is carried on in a Navy school, more often than not, it is done in the ships, shops, and offices throughout the Navy, in the form of on the job training, by petty officers.



SKY-HIGH—Navymen receive radar training in plane. Above: Navy electricians make repairs on electrical gear.



# They're Headed Back to School

**WHAT ARE YOU** going to do when you retire?

This is a problem to be considered seriously and it's one which, sooner or later, you'll want to resolve.

Among the many possibilities open to most Navy men who are approaching retirement age is the field of teaching. It offers many opportunities.

This is not an original suggestion. Many Navy men before you have been in just the position you are today. They were forced to ask themselves the same questions you are asking. Many came to the conclusion that the teaching profession was, for them, the proper choice.

Like you, they asked themselves the questions: Do I *really* want to teach? Will I gain as much personal satisfaction here as I will in some other activity? At what level should I teach? How much does it pay? What are the requirements? How do I go about it?

It would be helpful if you were

able to sit down and discuss these questions with some of the Navy men who have already made the big step. To provide the next best thing, the Retired Activities Section of the Bureau of Naval Personnel asked a group of retired Navy men who are now actively engaged in teaching, and we are passing on to you the benefits of their experience.

All the following remarks come from retired personnel with former enlisted status and they serve to point up the fact that the field of teaching has opportunities for the POs and chiefs getting ready to go into the Fleet Reserve.

In their comments, one point was made clear: Many of you are qualified to teach and are badly needed in the teaching profession. Most of you are best qualified to teach a vocational subject. You will need the desire to teach, the experience you have already gained in the Navy, plus maybe one or two special instructor courses. The Navy instructor course at Norfolk, Va.,

or San Diego, Calif., and any instructor billets you have held while in the Navy, will help.

A retired chief carpenter (CWO 2) is using his Navy-gained experience by teaching at a junior college in California. He says: "Trade experience, rather than academic training, is stressed when one is to teach a specific trade subject." Before he accepted this job, the only special training required was one course in "Techniques of Teaching," and one in "Audio-Visual Aids in Instruction." He went on to say that a provisional accreditation to teach is sometimes granted for the first year without taking these courses, but that the teacher's training must be completed before a regular certificate can be obtained.

A high school shop course is being taught by one retired CPO. He told us that some special educational-type courses were required, but that the Navy instructor's school he had attended, and the instructor billets he had held, were counted toward these required courses.

A retired chief electrician's mate is Chief Instructor at an electrical and technical school in Boston, Mass. "The important factors in my acceptance by the school" he said, "were my experience as an instructor at the Destroyer Engineer Officer School in San Diego, Calif., and the all 'round electrical training while in the Navy. I highly recommend the Navy Instructor Training School."

There are also openings in Civil Service for qualified instructors. One chief gunner's mate in Maryland retired from the Navy and immediately took a job as GS5 at an Army ordnance school. This Chief, with a grammar school education, has since advanced to GS9, and is paid \$5440 a year. He says, "We now have six other chiefs here at the school. My advice is to get all the experience possible while still in service. There has never been a time, to my knowledge, when a well qualified instructor couldn't find a job; and where are there better qualified instructors than in the Navy?"

Another Navy man is an electrical instructor for the Air Force. Here are his ideas: "I suggest that anyone who is doing any instructor-type

**MOST LIKELY spot for a retired Navy man to find a teaching billet is in his Navy rating. Here CPO picks up valuable experience while teaching use of tools.**



# as Teachers

work while in the service try to get as much school preparatory work as possible while in the service and follow through immediately upon retirement. The need for teachers grows every year."

"I had no additional training to qualify as an instructor, other than my years of experience in the carpenter shops throughout the Navy," wrote a chief damage controlman. He is now an instructor in manual arts (wood shop and mechanical drawing) at a private school.

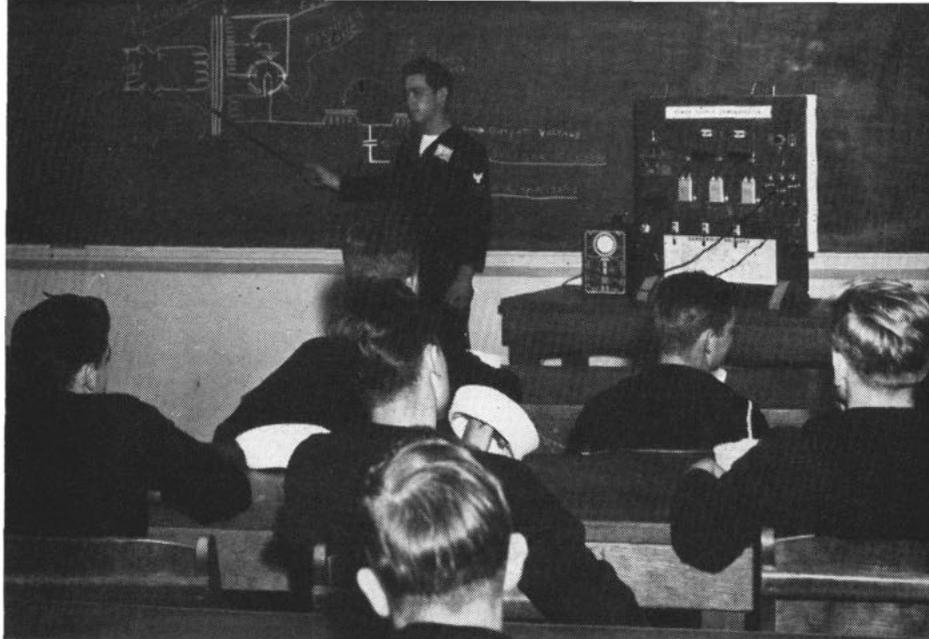
**I**F THE VOCATIONAL type of teaching doesn't appeal to you, here's an alternative: Go to college and earn a bachelor's degree, then teach an academic subject. And don't let the bachelor's degree scare you. Several men told us they had earned their degree after leaving the Navy, and then went on to teaching.

But why wait? You have time to work toward that degree while still on active duty. It's being done by lots of Navymen, but not nearly so often as is possible.

Here's what one "second guesser" had to say: "I would carry only one course at a time while in the service. I believe under such conditions that a man could retire with a degree—in 20 years." He's right; it's possible. In fact, according to one college counselor, if you take one course at a time, it would probably take you exactly 20 years to get a bachelor's degree.

He explained that at most colleges, night classes meet three times a week, for one hour each night, and the course lasts one semester—16 weeks. With each year divided into only two semesters, it's possible to finish only one two-semester course in one year. It's slow work at that pace, but you can step it up. Take two courses at one time, for example, or go to summer school, or take USAFI courses—they will all help to cut down the time required.

One retired chief had just such plans. With frequent transfers, however, he found it quite difficult. Here's the story he tells: "I joined the Navy in 1933 with a high school diploma. I earned 240 semester hours—only 120 are required for a bachelor's degree, provided they are the specific courses required for your particular major—of college credit at nine different colleges.



**IN THE GROOVE**—Classroom experience gained as instructor in a Navy school is a natural lead to teaching in civilian life if you feel you like the work.

This is the equivalent of eight years of college work. A freshman in 1934, I became a senior in 1949, and finally received a degree in 1957. One of my fondest hopes was to be able to demonstrate that an enlisted man could graduate from college by applying himself while on active duty—and I very nearly made it. I applied for transfer to the Fleet Reserve, and just six weeks after being released, I received my bachelor's degree." The problem the chief had was not because he hadn't earned enough college credits, but the difficulty in getting together one year of "resident credit" at a single university. A certain amount of resident work is usually required before a degree can be earned.

If you do decide to earn your degree and teach an academic subject, here are a few things to consider. Do you want to teach in an elementary school, high school, or college? This is important. If you intend to teach in either an elementary school or high school, you will need a bachelor's degree, which includes certain educational courses. On the other hand, if you intend to teach in a college, you should continue with the college work, and earn at least a master's degree.

A California Navyman points out that he found certain problems connected with teaching at the high school level. A Pennsylvania man agrees and gives these as his reasons: "The weekly class load in a college, for example, is between 15 and 20 hours, and there is nearly always a free day or so during the week. In high schools, most teachers are

tied down to five days each week." Another point of view was expressed, however, by a Missouri man. He said: "The challenge of the public school should not be overlooked for the synthetic glamor of the university or college. Many city systems have higher salary schedules than the smaller college or university.

Many letters tell of the advantages of teaching. As one man puts it, "I get two and one-half months' leave with pay each year and get a '72' every weekend." Remember when you thought the "kids" were out of school all the time? If you're the teacher, you get many of the same vacations. (And you may feel you need them.)

These comments offer you, at least, a point of departure. Here's a distillation of other points:

- If you aren't sufficiently motivated to teach, forget about it. Under such circumstances, the pay isn't worth it.
- Have all your experience connected with teaching listed on your DD 214 when you are separated from the Navy.
- Write the Department of Education in the State where you hope to teach for full information regarding educational requirements.

• Whether the salary is high or low, the satisfaction of teaching the younger generation is gratifying.

In short, you must want to teach; next, you must prepare yourself; and last, you must apply yourself.

Sounds just like the Navy you are about to leave, doesn't it?

—Erwin Sharp, JO1, USN.



NAVYMEN had hot time at fire-fighting school. Left: Trainee makes exit from compartment. Rt: Students tackle fire.

## Fire Fighters

"THEY'RE A GOOD BUNCH of men and any skipper would be proud to have them aboard."

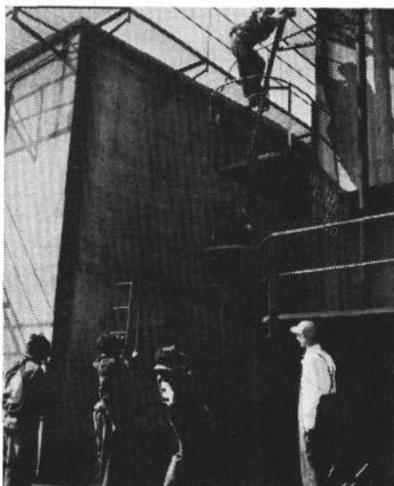
Thus, certain selected members of the crew of *uss General William Mitchell* (APA 114) graduated *cum laude* from the Military Sea Transportation Service fire-fighting school at Manchester, Wash.

MSTSNORPAC Damage Control instructors have, in their time, seen a lot of men come and go. They're a hard group to impress, but when *Mitchell's* crew finished the two hot and tough days of intensive training, their instructors admitted the students could take all they could

dish out. And they put out all kinds of fires.

The training included one day of classroom study where *Mitchell's* sailors learned the fundamentals of all types of portable and fixed fire-fighting equipment, fire-fighting procedures and methods of prevention.

The second day was devoted to fighting actual fires in a mock-up of a ship's compartment and in open tanks. During this phase of the training, the sailors gained first-hand experience in the use of oxygen-breathing apparatus in smoke-filled compartments. They were also required to rig fire main jumpers.



OIL FIRE is handled by students. Above: Firefighters scale ladder to practice entering smoke-filled compartment.





SAMPLES—Petroleum students check tank farm and (rt.) observe gravity of oil in the school's petroleum lab.

## Fuel Feeders

**O**UT IN THE PACIFIC on a well known island the Navy runs a school that has a lot of power behind it. It is the Navy's Petroleum School located at Pearl Harbor, Hawaii. There, men from all the U.S. armed forces, including civilian employees, and military personnel from friendly foreign nations, are trained to handle store, transport and test petroleum products.

In a six-week course students at the school are shown how to run military fuel farms and air station refueling systems. Another special five-day course trains men for duty on board oilers and tankers.

The six-week course covers all phases of the petroleum field, from the formation of crude oils in the earth to the ultimate use of the refined products by the armed forces.

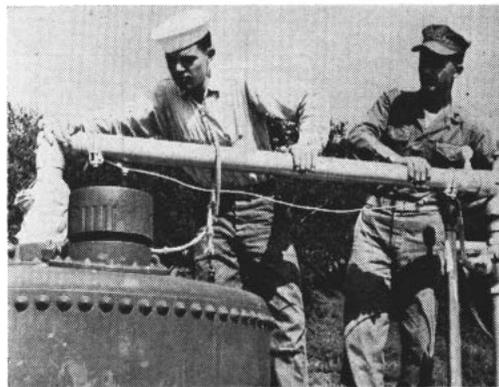
Students are taught to perform tests of petroleum products and to run the maze of pipes and valves found on a tank farm or oiler. They also learn fire fighting and emergency plastic pipe repair. Since many petroleum products become useless when mixed and leaky pipes can cause the loss of thousands of dollars worth of fuel, the value of such instruction is obvious.

The officer in charge of the school, LTJG G. E. Duffy, USNR, holds a degree in geological engineering from Colorado School of Mines. Six

CPOs serve as course instructors.

The school's facilities include a two-story quonset hut containing classrooms and offices, a working tank farm with a 15,000-gallon capacity, a model tanker of 15,000 gallons' capacity, a standard railroad tank car and a mobile refueler truck.

The school is open to personnel in rates and ranks from PO3 to lieutenant commander. It has graduated over 1300 students in 43 classes since it was opened in 1949.



LIKE REAL—Students practice on mock tank car (above) and Navy AO (below).





**SOMETHING FOR HOME**—Gitmo's Exchange is good source for souvenirs. Below. Activities are listed on board.



**SWIMMING POOL** is popular spot for Fleet to beat heat.

## Just Rarin' to Go

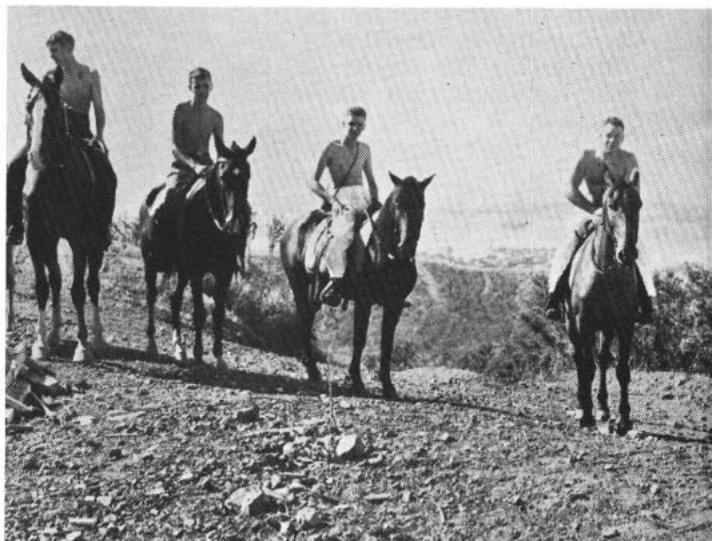
**W**HEN SHIPS of the Atlantic Fleet hoist anchor and set their course for Cuba, sometimes called the "Pearl of the Antilles," Navymen know that once anchor is dropped outside the breakwater at Guantanamo Bay, they will undergo the rigors of shakedown and refresher training.

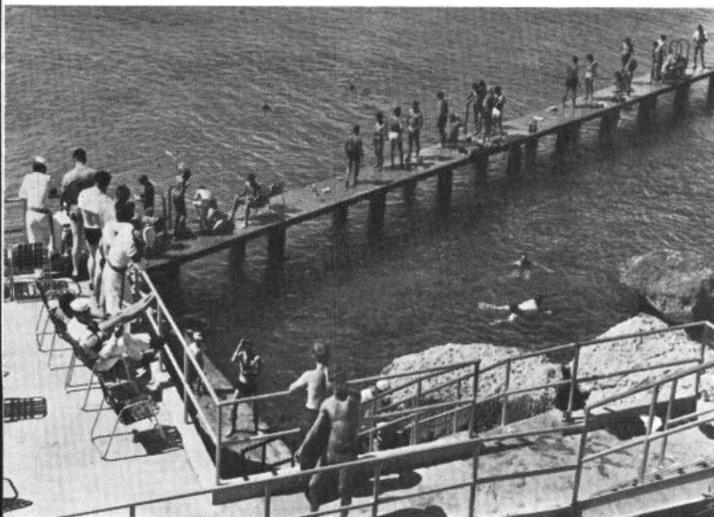
They also know this base has made a concerted effort to counteract the exacting training schedule by providing Fleet personnel with recreational activities that run the gamut from horseback riding to bicycling and roller-skating.

With the stress and strain of shipboard training dominating the day and parts of the night, recreation at Guantanamo Bay is big business and is regarded as an important adjunct to providing a working base for the Fleet.

One of the most popular recreational spots is the 100-horse-capacity Naval Station Corral that features group rides for ships and classes for the neophyte. The "horsey set" is growing in size, and many Navymen

**SADDLE-ITES** enjoy 100-horse corral and bridle path.





PICNIC AREA has swimming pier. Good for spear-fishing.

## to Guantanamo

are becoming real experts in this sport.

A very important boost to morale is the presence of a well-equipped club properly referred to as the "White Hat Club."

For sailors attending the huge outdoor movie, a modern drive-in or rather walk-in restaurant has been constructed.

Among the recreational facilities not usually found on a naval installation are the more than 50 bicycles, a roller-skating rink with professional-type skates available, and an Olympic-size swimming pool that will cool off 200 at a time.

Add to the available list:

Picnic grounds with swimming facilities, a golf course, fishing boats and spear-fishing gear, basketball and volleyball courts and athletic fields along with all the necessary sporting gear. Now you see why ships hitting Gitmo head for the Special Services Office to set up their recreational schedule while training in the area.

—Jim French, JO1, USN.

WHEEL GONE—Well supplied bike center attracts many.



DECEMBER 1958



SAILING SAILORS—Boating in tropical waters is enjoyable. Below: EM'S "White Hat Club" is super de luxe.



# LETTERS TO THE EDITOR

## Nuclear Power Training

SIR: I would like to apply for submarine training and duty in the nuclear power training program but the only references that I am able to find seem to indicate that storekeepers are not eligible to apply. However, it is my understanding that there are SKs assigned to the nuclear-power boats. Am I eligible to put in for this type of duty?—R. D. K., SK2, USN.

• *Hope you don't mind if we use your letter as a basis for clearing up one point. Not all men serving in nuclear-powered submarines go through the Nuclear Power Program. The only ones who do so are the hospitalmen, engineering and electronic ratings.*

*Other ratings do, of course, serve on board nuclear-powered submarines. These are selected from a list of volunteers which is maintained by SUBLANT and SUBPAC. These volunteers are qualified submariners.*

*To get to your question, since the only ratings utilized in NPT are those mentioned above, storekeepers are ineligible. You are quite correct, however, in that there are two or three nuclear-powered submarines with SKs attached. But only one SSN has an allowance for an SK. The other SKs are on board only temporarily to assist in setting up the supply departments.*

*In view of the very small requirements, there has been no service-wide call for volunteers and there are no plans to issue one.—Ed.*

## It Makes a Difference

SIR: Will you try to untangle my tours of sea duty here in the Mediterranean, and tell me when I can expect to rotate.

To begin with, I commenced my present tour of foreign sea duty aboard *uss Salem* (CA 139) in May 1957. At that time *Salem* was flagship of the Sixth Fleet. In March of this year when *uss Des Moines* (CA 134) relieved *Salem* as flagship, I transferred to the Flag Allowance, COMSIXTHFLT. A tour with the FA is normally 18 months for a single man or 24 months for a married man with dependents on station.

I have since been married and now have my wife on station. Has my tour been automatically increased from 18 to 24 months, or will I be eligible to request reassignment at the end of 24 months from the date I started my foreign sea duty aboard *Salem*?—R.H.H., YN2, USN.

• *Since you are now married and your dependents are on station, your tour has automatically been increased to 24*

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.

*months from the date you reported to the Flag Allowance, COMSIXTHFLT, or 12 months after your dependents arrived on station, whichever is the later.—Ed.*

## Fitness Reports

SIR: My questions concern correct procedure in filling out NavPers Form 310, "Report on the Fitness of Officers," for officers attached to a station on TAD and ADDU. First, which ship or station is typed in block six, the permanent station or the temporary

## The 'Can Do' Spirit

SIR: I am aboard *uss Tanner* (AGS 15), along with 16 other Seabees. The other night we were having a discussion, and the subject of the Seabee insigne came up.

We know it was worn by Seabees during World War II, but do not know when it was discontinued. Could you tell us, please? Also, is there any chance that the insigne will again be authorized?

We are proud to be part of the Seabees, and would consider it an honor to wear the insigne. In all probability, there are many other Seabees who feel the same way we do.—E. G. S., SV3, USN.

• *You have a right to be proud of the Seabees. They became famous during World War II for their almost unbelievable construction feats.*

*The Seabees, together with certain other groups, were authorized to wear a special shoulder insigne during World War II. Groups authorized to wear special insignia were assigned to especially dangerous duty. An example of another group who wore a special insigne is PT boat personnel. If men were transferred from this type duty, however, they were required to remove the insigne.*

*After the war ended, and the "especially dangerous duty" ended, the need for the insigne no longer existed. It was abolished in January 1947. There are no plans at present for the reinstatement of the Seabee insigne.—Ed.*

station? Second, in block seven, "Date Reported Present Duty Station," does this mean the permanent or temporary station? Third, should the statement that the officer is TAD or ADDU to this station be indicated in block eleven?

Throughout my naval career I have used the station where the officer is temporarily attached for all three blocks on a concurrent fitness report. But I am getting opposition and would like something to back me up. *BuPers Manual* reads, "The ship or station to which attached," but doesn't state temporarily or permanently attached.—B. J. S., YN2, USN.

• *Your interpretation is correct. The "ship or station" on the concurrent report is the temporary additional duty or additional duty station. The "date reported" is the date the officer reported for TAD or ADDU; and TAD or ADDU should be indicated in section 11.*

*The permanent duty station will be shown on the regular fitness report which must be submitted irrespective of any concurrent reports.—Ed.*

## Seavey at Work

SIR: Is it true that once you have been placed on the Seavey list, or more properly, in a Seavey Segment, that time at sea no longer counts as the basis for priority in assignment to a shore billet, but that time in service becomes the deciding factor?

To clarify the question further, I offer my own case as an example. I have been on sea duty since February 1952. The cut-off date for Seavey Segment I for my rate was December 1955. Subsequently I received a Seavey Card in November 1957, which was duly completed and returned. Since then I have waited patiently for orders which have never come. Does a man in my rate who has been on sea duty a much shorter time, say since November 1955 (45 months less sea duty than I have), but who has more time in service than I, receive priority in assignment to a shorter billet?

If this is the case, I for one fail to see the justice in such preferment, and I'm sure there are many people in the same situation who will agree with me. Perhaps a more astute or disinterested observer could offer a reason for this apparent injustice.—Robert J. Simmons, ET1, USN.

• *It's true! The deciding factor is the length of time in service and not the length of time at sea; but only if everything else is equal. This particular point is no longer important, how-*

ever. When Seavey started, a little over a year ago, men were brought ashore who had gone to sea as far back as 1939. That's where the problem of longer time at sea versus longer time in the Navy was important. But most of these men are now ashore. This leaves only those men with approximately the same amount of sea duty eligible to come ashore.

Here's how Seavey works. When you have met all the requirements for shore duty—both sea duty and obligated service—your name is placed on the active Seavey list to come ashore. This list is by name, with the man having the most time in the Navy listed first. (Remember, in this example they all have about the same amount of sea duty.) Now, from this list a man is assigned shore duty, taking into consideration besides his length of service, his career history and duty preferences.

Career history is an important aspect of Seavey. One man may have been assigned to a ship that rarely leaves port, while another has been on board one that has bounced all over the world. Now, don't you think the man in the sea-going ship deserves to come ashore first, even though he may have a shorter time at sea? There could be a dozen other examples of how career history could also be the deciding factor if all else were equal.

In other words there might be a very good reason why the man with a shorter time at sea should come ashore first.

But let's get back to the length of time at sea versus the length of time in the Navy. First of all, we have to remember this: Seavey is new (Shorvey has been in operation for a few years.) Until Seavey has operated a few years more, there are bound to be problems. But is this matter of sea-time versus Navy-time a problem? We don't think so.

The program is basically set up for the career man; to give him a minimum

### Seeing America En Route

SIR: Where can I find the authority to travel by private car from Panama to my next post in the U. S.? By traveling in this manner, it would not only afford me the opportunity of seeing portions of Central America and Mexico, but, I believe, it would be a saving to the government.—M. C. C., ATC, USN.

• We broke the book out on this one. Unless your transfer directive states differently, your commanding officer can include in permanent change of station orders authority for you to perform travel by privately owned vehicle. His authority, contained in Art. C-5317 (2)(b) of "BuPers Manual," is also stated in BuPers Inst. 1306.58B, para 9.

All delays en route and travel time in excess of theoretical travel time must be charged as leave.

Reimbursement for travel performed at your own expense will be limited to the amount authorized in "Joint Travel Regulations."—ED.

of 20 years balanced duty, both ashore and at sea. At the start of the program, however, everyone at sea and everyone ashore can not just swap places immediately. It's going to take time before the program settles into a routine.

In the meantime, someone may stay over his tour, while another may leave before his tour ends. The consensus is that the system is basically sound.

To try to see the sense of the program, let's look ahead a few years, when Seavey has aged a little. This many years at sea, then that many years overseas, and then so many years ashore. So long as this system is used for everyone throughout his entire career (not started in the middle of a career when it catches men like your-

self at sea for a considerable time), the man with the longest time in service will be the man who deserves to come ashore.

That's the story of Seavey as it affects your case. We hope it's a little clearer to you than it was before.—ED.

### Harry Lee's Decorations

SIR: USS Harry Lee (APA 10) was one of the most active ships in the Amphibious Forces during World War II. I know she fought in both the Atlantic and Pacific, but I am not sure about her medals and citations.

Could you tell me what ones she earned between December 1943 and April 1945?—R.C.R., CS1, USN.

• We would be happy to. Besides the World War II Victory Medal; the Philippine Liberation Ribbon with the bronze star; and the Philippine Republic Presidential Unit Citation, USS Harry Lee (APA 10) earned the Asiatic-Pacific Campaign Medal with six battle stars, and the African-European-Middle Eastern Theater ribbon with one star. The battle stars were earned at Sicily, Gilbert Island, Western New Guinea and Hollandia operations, Marianas and Guam, Luzon and Lingayen Gulf, and Iwo Jima.

We don't feel that just listing these medals tells the whole story of Harry Lee. We should like to go into a little more detail, and tell you the wartime story of Harry Lee (APA 10).

Named for Major General Harry Lee, USMC, the ship was originally built as the luxury liner SS Exochorda. She was later purchased by the Navy and converted to an attack transport at Hoboken, N. J. On 27 Dec 1940, she was commissioned USS Harry Lee.

She immediately started to practice her chosen profession; amphibious landings. As an armed combat transport, she carried Marine combat teams from Norfolk, Va., to Guantanamo Bay, Cuba, and then to Culebra, Virgin Islands, for



CHANNEL I-C-E- — Television taken aloft by copter is being tested by the Navy for its value in ice recon work.



**HEAVE HO**—Pacific fleet destroyer USS BLUE (DD 744) makes ready to berth at pier as heaving line is tossed out to their dockhands.

participation in Fleet landing exercises.

After this, she returned for an overhaul and repair period before proceeding to Hilton Head, S. C., for more landing exercises. A change of pace was then in store for Harry Lee, however, as she returned to Norfolk, Va., to embark Marines and supplies for Reykjavik, Iceland. After delivering the cargo of men and supplies, she headed toward Norfolk for a repeat performance of the Iceland trip. A breakdown en route forced her to put in at Halifax, Nova Scotia, and a few days later she steamed for Boston to undergo repairs.



**CROSS-EYED**—Marine Corps HR2S-1 helicopter is guided down. Pupils of eyes on copter are air intake vents. The whites are the squadron's own touch.

Repairs completed, Harry Lee headed for Norfolk, arriving there on 24 Feb 1942. A week later "Harry" was off to Bermuda; but it was a short mission and she was soon back at Norfolk to load troops for practice landings in the Chesapeake Bay area. The next several months were spent maneuvering in the Chesapeake with other transports, warships and amphibious ships in preparation for the invasion of North Africa.

Maneuvers completed, the training ships ceased operations and departed for Norfolk and other ports to embark combat troops. But it was not in the books for "Harry" to go to North Africa. This time her engines broke down and she had to be towed into Norfolk. While in the Navy Yard, Harry Lee lost part of her crew. With well trained officers and men so vital, 75 per cent of the officers and 25 per cent of the enlisted men aboard were transferred to another ship. Harry Lee, a ship that had trained for months to be part of the invasion of North Africa, was sidelined because of injuries.

On 8 Dec 1942 she received orders to return to her old job of training amphibious troops in the Chesapeake Bay area. In early April 1943, Harry Lee left her training duties and went to the Brooklyn Navy Yard to get additional armament.

On 8 June, after loading combat troops and supplies, she was en route with other amphibious transports, cruisers and destroyers, for the war zone—namely the Mediterranean.

On 10 Jul 1943, Harry Lee took part in her first actual operation. She landed troops and cargo through the heavy surf at Scoglotti on the southeast coast of Sicily. Eight of her crew were wounded in this crucial operation.

Following the Sicilian operation, Harry Lee returned to the United States with a cargo of German prisoners. From there, she changed oceans. She passed through the Panama Canal on 31 August, and after loading cargo at San Francisco, proceeded to Honolulu.

After Hawaii, she was off to Wellington, N. Z., where she took aboard part of the Second Marine Division and departed for a rendezvous at Efate in the New Hebrides Islands. From there she sailed for her first landing operation in the Pacific — Tarawa, 20 Nov 1943.

From Tarawa, it was back to Pearl Harbor for more exercises. After two weeks of dummy runs and mock invasions, she put to sea. Nine days later, on 3 Jan 1944, she put troops and equipment ashore on Kwajalein atoll in the Marshalls.

On 5 February she went to Funafuti in the Ellice Islands, and then to Noumea, New Caledonia, arriving there on 24 Feb 1944.

After more maneuvers at Guadalcanal, she made trips to Bougainville, then through the China Straits to Milne Bay, New Guinea, and on to Cape Sudest and Dreggar Harbor, New Guinea.

On 19 April Harry Lee, in company with elements of the First Eastern Reinforcement Group, entered Berlin harbor, Aitape, Dutch New Guinea, to land her troops and cargo. Although the sea was calm, the heavy surf took its toll of four landing boats.

After a refueling stop at Cape Endiadere, Buna, Harry Lee moved to New Guinea where she loaded cargo and embarked troops for Aitape. After debarking the troops, she headed for Espiritu Santo for eight days in dry dock.

After a bit more practice, Harry Lee sailed with a large task force en route for Guam. The operation plan called for a landing on Saipan, closely followed by one on Guam. Harry Lee was held for the Guam landing.

On 21 Jul 1944, ship-to-shore operations began at Guam. Weather conditions were ideal and opposition was light. After four days, Harry Lee was headed for Pearl Harbor. From there she sailed to the States for overhaul.

After a two-month overhaul, she again headed for the Pacific war zone. Her next task, after more exercises, was putting supplies ashore at Lingayan Gulf, Philippines. The first attempt was unsuccessful. The heavy surf prevented the small boats from going in, and Japanese planes were constantly attacking the task force. After staying at General Quarters during the entire day, Harry Lee received orders to leave the area. The following day, however, she got permission to return. This time she successfully put her cargo ashore and left the area for Leyte Gulf.

The next big operation for Harry Lee was Iwo Jima. She was in the area for

18 days. After she put her troops ashore at various points of the island, Harry Lee took on a new job — that of hospital evacuation ship. Over 350 casualties were taken aboard and transported to the Advanced Naval Hospital, Saipan. Harry Lee then returned to Guam.

Two Jima was the last wartime operation for "Harry." After several routine trips around the Pacific, Harry Lee was ordered to the United States. After an abbreviated stay on the West Coast, she headed for Japan. Japan had just surrendered and Harry Lee was soon sailing in the waters of Tokyo Bay. She debarked troops at Yokohama, and then embarked returning "high point" servicemen. After a short stop at Pearl Harbor, Harry Lee returned to the States.

After another trip to the Philippines, she went to Norfolk, Va., for a yard period. Then, on 9 May 1946, Harry Lee hung up her boats. She was decommissioned at Brooklyn Navy Yard.—ED.

### Overseas Duty and Dependents

SIR: Is it still possible for a chief with six dependents to get overseas shore duty?

I was told that CPOs with more than three dependents (a wife and two dependent children) are not being given such assignments.

Is there a BuPers Instruction on this? —R. A. H., BTC, USN.

• Sorry, but you're probably out of luck.

Under BuPers Inst. 1306.6B a CPO with more than three dependents, a PO1 with more than two, a PO2 with more than one or a PO3 or lower with any dependents is not authorized to apply for overseas shore duty under BuPers control (MAAGS, missions and such). SERVLANT and EPDOPAC (Enlisted Personnel Distribution Office of the Pacific Fleet) usually apply similar dependency limitations in making assignments to overseas shore duty not under BuPers control.

The problems involved in providing dependents with housing, schooling, medical facilities, transportation and evacuation in case of emergency are some of the main reasons for trying to limit the number of dependents going overseas.—ED.

### Pro Pay Exams

SIR: Persons who competed in the November proficiency pay examinations used examinations for advancement to the next higher pay grade.

BuPers Instruction 1430.7C states that to be eligible for participation in service-wide examinations for advancement in rating, each candidate must not have competed in a service-wide examination for advancement held three months before.

If a petty officer took the examination for "Pro" pay in November, is he eligible to take the service-wide examination for

advancement in rating in February 1959?—P.E.B., PNC, USN, and R.M.G., PNI, USN.

• The proficiency pay examination is separate and distinct from the advancement examination. Therefore, personnel who took the proficiency pay examination in November, may take the advancement examination in February, if eligible and recommended.—ED.

### Navy's Only Shellbackwards

SIR: As happy as we were to find ourselves present and accounted for on page 41 of your August issue, we couldn't help but groan at seeing our "first" wrongly reported as a mere triple crossing of the Equator and International Dateline.

You said, "uss *Menhaden* (SS 377) crossed the International Dateline at the Equator (Latitude 00-00, Longitude 180-00 East and West) then backed down and repeated the performance."

You overlooked the fact that in backing down we became (so far as we know) the first and only submarine in history to cross under both those lines at the same time WHILE SNORKELING BACKWARDS.—The Golden Shellback(wards) Snorkelers of uss *Menhaden*.

• Fine. Now let's hear from the crew that's done this before.—ED.

### Two Ships Called Evans

SIR: I served in uss *Evans* (DD 552) during World War II. I noted in a recent issue of ALL HANDS a picture of uss *Evans* (DE 1023). Is it possible that two ships have identical names, or has the old *Evans* been disposed of?—J.F.S., ex-USN.

• It is not possible for two Navy ships



JAPANESE FLOWER girls express appreciation for concert of American music played by Seventh Fleet Band.

in commission to have identical names. Many times, however, newly commissioned ships are given names of ships that are no longer in commission.

In this particular case, the name of DE 1023 is the same as that of DD 552; but they were not named for the same man. DD 552 was commissioned on 11 Dec 1943 and named for Rear Admiral Robley D. Evans. The new DE 1023 was named for CDR Ernest Edwin Evans, USN, CO of uss *Johnston* (DD 557), who lost his life in the Battle for Leyte Gulf on 25 Oct 1944.

uss *Evans* (DD 552) was sold in 1947. uss *Evans* (DE 1023) was delivered to the Navy on 21 May 1957.—ED.



SHOWING THE WAY—A radarman on board USS *Northampton* (CLC 1) passes word on operation of a repeater to two RD strikers during operation.



### Old Salt Pipes Up with Account of Way Back When

SIR: While rummaging through my souvenirs I came across a letter on page 53 of the July 1958 ALL HANDS about using a bosun's chorus when setting the first watch at a commissioning ceremony.

So, I ambled down the beach a way and showed your piece to Captain Mossbottom of the Olde Nayvee. At first he muttered, then he sputtered—and I thought he'd blow a gasket and break his dentures the way he chomped down on his pipe.

"Why, rattle my ratlines!" he fumed, "young feller that wrote that piece must be as seagoin' as a combine in the wheat fields of Kansas. Guess I must'a wrung out more salt water from my socks than he's ever sailed on.

"The way he wrote it, you'd think the watch was set only when the ship was commissioned. Why, every sailor worth his salt knows that we set it every day. Yesiree, we always had PORT watch and STARBOARD watch routine in our ships, and the watches ran from eight o'clock one night right through to eight o'clock the next. During the day we'd relieve the watch, but every night we set it.

"Listen, sonny, when you get home, you sit right down and write to that young feller to put him straight, will you?"

"And another thing, they didn't set it the way he wrote it at all. He's got his punctuation marks all gebollixed up. The Chief Bosun and all his gang would gather together up on deck for eight bells to go, and then they'd all pipe in a chorus like this, see?"

At that the old codger reached into his breast pocket to pull out his bosun's pipe, flicked a couple of barnacles off his chin with it—and then let go with a long, shrill pipe as if he were piping the President of the United States himself along-

side the flagship. It was so clear and drawn out that it started the jay-birds on the other side of the ridge a-fighting among themselves.

"Then after they'd piped together, they'd all scatter fore and aft top-side to pass the word, which went, 'SET [then softer] the watch!'"

There was a short pause while he caught his breath, and then he drewled out slowly and softly, "On deck," and then—BANGO! he roared,—"FIRST section!"

The way he bore down on that last part of it made the running light oil lamps outside his front door shake and the glasses in his sideboard jiggle up and down.

With that performance behind him, he leaned back again and told me, "Now you go on home, Sonny, and write 'n tell that young writer-feller how we did it in the Olde Nayvee."

I promised old Captain Mossbottom that I'd let you know how he felt about the matter, so there you have it.—Isaiah Olch, CAPT, USN (Ret).

• *Good old Captain Mossbottom! Last we heard of him was that time he tried to round the Horn with a circular saw.*

*As we interpret his message (after shaking off some of the salt), he claims we said the watch is set only when a ship is commissioned.*

*If he'll scrape some of the spray and barnacles off his bifocals and take another look at the letter in question, he'll find we didn't say any such thing. We were merely talking about the way the first watch is set at a commissioning ceremony. Our answer was based on information put out by the Fifth Naval District, and since that district includes Norfolk, Va., we believe they should know quite a bit about commissionings.*

*Incidentally, the young writer feller you speak about happens to be from Kansas.—Ed.*

### How to Change in Rating

SIR: I would like to change to one of the more technical ratings. How do I go about it?—P. H. M., SH3, USN.

• *There are two ways you can do it.*

*One is through the formal conversion program under BuPers Inst. 1440.18B. This involves a course of instruction at Class A and/or B schools, or in-service*

*training leading to a change in rating. The program is designed to fill shortages in ratings where people are needed and to cut down on the overcrowding in other ratings. (To qualify for conversion school, your marks in the Navy basic battery classification tests will have to meet certain minimums.)*

*Your other possibility is outlined in*

*BuPers Inst. 1440.5B, which covers changes made for the convenience of the individual. Under this instruction a man must qualify through his own efforts by completing required training courses and practical factors and then successfully completing the service-wide exam for the requested rating.*

*Good luck.—Ed.*

### Chetco with Get-Up-and-Go

SIR: In your September 1958 issue you carried one letter from uss Yuma (ATF 94), claiming a record for tons towed during a five-and-one-half month period, and another from uss Salish (ATA 187), claiming most miles steamed in a month.

To an ex-tug-skipper these items were most interesting. They also revived a question in my mind which perhaps some of the old tug sailors can answer.

In 1943 uss Chetco (ATO 166) made her shakedown cruise from Galveston, Tex., to Brisbane, Australia, with three tows. She made brief stops at Panama and Noumea, New Caledonia. Total distance was about 9500 miles and required 84 days underway. The leg between Panama and Noumea was 7200 miles, and was made non-stop in 65 days. Fuel was obtained from the tow.

We of Chetco were always quite proud of this cruise, and believe it may have set some sort of record for Navy tugs.

Can anyone top the 9500-mile trip, 7200 miles between ports and 65 consecutive days underway with tow?—R. E. Gill, CDR, USN.

• *Offhand, we don't know whether or not any of those figures represent records. But, we're pretty sure the tugs are way out front when it comes to the number of Figure Filberts per square inch.*

*You can rest assured that these sea-going statisticians will let us know if Chetco takes the cake.—Ed.*

### Photo Intelligenceman

SIR: I am an MM1 with a job code of 9961 (Radar Intelligence Technician) assigned to a Photo Interpretation office as a Photo Intelligenceman. That introduction taken care of, I would like to ask: (1), What is the required sea duty before applying for shore duty? (2), What is the required sea duty for a Photo Intelligenceman, first class? and (3), How long must I be aboard and what is the procedure for requesting duty with a squadron?—P. D. S., MM1, USN.

• *Your sea duty commencement date determines your eligibility for rotation to shore duty under Seavey. This is regardless of whether or not you hold a special program code. In your case, as with all other MM1s, if you started sea duty on or before May 1953, you are eligible for the current Seavey.*

Sea tours have not yet been established for the rating of Photographic Intelligenceman because it is a new rating. However, the average minimum sea tour under Seavey is never less than three years.

Since you are in the Pacific, you may submit a request for change of duty to other sea duty (such as an aircraft squadron) via the chain of command, to CO EPDOPAC in accordance with CINCPACFLT Inst. 1306.7—ED.

**Hornet's End**

SIR: The February 1958 issue of ALL HANDS carried the article, "A Nest of Hornets." On Page 20 it stated, "In October of that year (1942), *Hornet* carried on a tradition of her forebears. No *Hornet* had ever been sunk or captured by an enemy."

I'm a little confused since the book, *The United States and World Sea Power* edited by E. B. Potter, 1955 edition, page 733, paragraph 4, states, "Left thus without fighter cover, the *Hornet* became the target of repeated afternoon air attacks. When another torpedo and two more bomb hits made her blaze afresh and heel over dangerously, the force commander ordered the carrier abandoned. He then withdrew, leaving two destroyers behind to sink her. These expended all their torpedoes and more than 400 shells without producing any effect except to start new fires. After dark, when the American destroyers had departed, ships of Kondo's fleet approached the burning derelict. Unable to take her in tow, they sent her down with four Long Lances."

It would be greatly appreciated if you could give me the correct answers pertaining to these articles. Did Kondo's fleet really sink *Hornet* (CV 8) or has there ever been a *Hornet* ship sunk by the enemy?—G. G. M., PHAN, USN.

**Ship Reunions**

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

• *16th Seabees*—The seventh reunion will be held 9-12 July at the Lafayette Hotel, Long Beach, California. For details, write to Arnold Siita, 16th Seabee Association, 1246 Addison St., Berkeley 2, California.

• *uss Stafford* (DE 411)—All former members who served on board from May 1944 until decommissioning, and who are interested in holding a reunion with time and place to be decided by mutual consent, may write to Elias Lipschutz, 119 Saranac St., Rochester 21, New York.

• *Several histories, including the history of uss Hornet (CV 8), published by the Ship's Histories Section before 1950, state the following: "After other vessels had rescued all but 129 of her complement of 2900 men, two destroyers were ordered to sink her. This they did with torpedoes and shells. As dusk crept over the South Pacific, Hornet slid beneath the surface."*

*The Ship's Histories Section tells what actually happened: "The destroyers uss Anderson (DD-411) and Mustin (DD-413) fired torpedoes and shells into Hornet. By 2040 on 26 October, Hornet was aflame and in a sinking condition. Two Japanese destroyers (Makigumo and Akigumo) arrived later. Unable to take Hornet in tow, they sank Hornet at 0135, 27 October with four big Japanese '24' fish."*

The aircraft carrier *Hornet* is the same one that was used as a springboard for LTGEN (then BRIGEN) Jimmy Doolittle's famous raid on the Japanese mainland in 1942.

She was sunk after being under attack for 10 hours in the Battle of Santa Cruz.—ED.

**Honors to Arizona**

SIR: One afternoon I sat reading a back issue of ALL HANDS (Oct 1957) and came upon a letter to the editor about uss *Arizona* (BB 39). Written by F. E. Bailey, CHBOSN, USN, it suggested that ships going by should start a tradition by rendering passing honors to *Arizona* and her silent crew.

Can you tell me whatever became of the idea contained in CHBOSN Bailey's beautifully written letter?—J. A. Mauro, YN3, USN.

• *Evidently you didn't see the February or June 1958 issues of ALL HANDS.*

*In the February issue there were numerous letters from Navymen who pointed out that their ships always rendered honors when passing Arizona. In June we published a letter from a member of the Signal Gang at the Pearl Harbor Signal Tower. He too said that passing honors were already being rendered.*

*So, it would seem that, along with CHBOSN Bailey, there were a sizable number of Navymen who already felt that passing honors should be rendered to Arizona, and many ships have been carrying on this practice for years.*

*It isn't necessary to pass by Arizona to show remembrance of her and her men. The Navy is authorized to accept contributions to raise \$500,000 for the construction of a memorial and museum to be located on or near Arizona's hulk. Contributions may be mailed directly to uss Arizona Memorial, Pearl Harbor, T. H.—ED.*

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

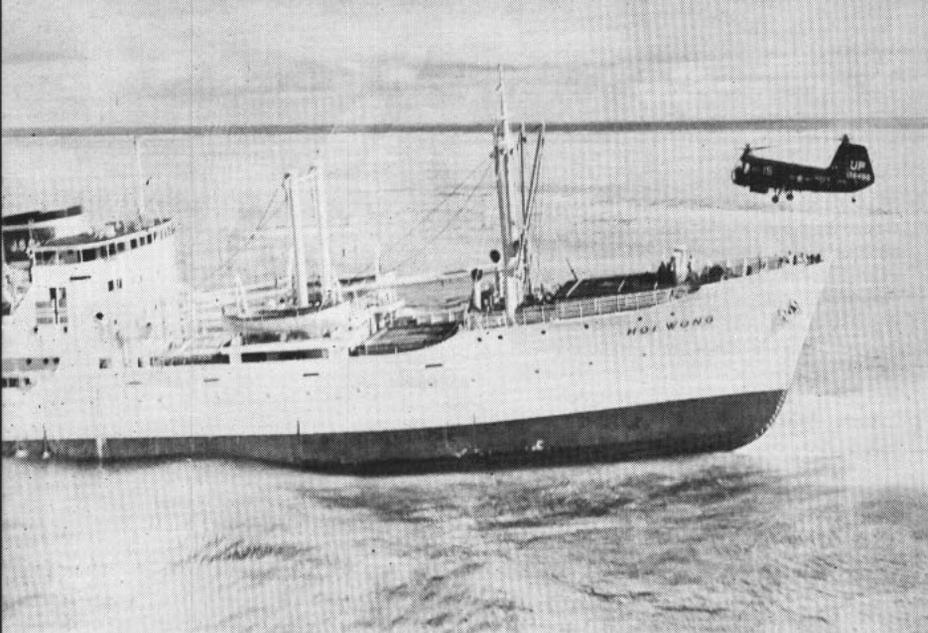
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NAVY COPTER picks up passengers from SS *Hoi Wong*. Right: Chief offers ice cream to girls aboard USS *Helena* (CA 75).



HELPING HANDS—VADM F. N. Kivette, Comdr. 7th Fleet, helps woman and child board flagship. Below: Chinese arrive from *Hoi Wong* by breeches buoy.



## Helena Puts on 116 More Plates

IT'S NOT OFTEN that a ship at sea gets unexpected dinner guests. Recently, however, USS *Helena* (CA 75), flagship of the Commander, U.S. Seventh Fleet, in the Far East, had to make room for 116 extra persons for dinner.

The 116 guests were rescued from a Norwegian merchant ship, *Hoi Wong*, which had gone aground on Bombay reef in the Paracel Islands.

Two days before the rescue, *Helena* had been in the vicinity of the Philippine Islands taking part in a routine exercise. *Hoi Wong*, loaded mostly with Chinese families who had been visiting friends and relatives in Red China, was en route from Swatow, Kwangtung Province in Red China, to Singapore.

After the Norwegian ship went aground, two tugs from Hong Kong

came to the rescue. They tried unsuccessfully to refloat the stricken ship. A passing cargo ship tried to take the passengers off in small boats; but the unusually high ground swells prevented the boats from even getting close.

A call was put out to the U.S. Navy. *Helena* answered the distress call, and steamed at flank speed all night. When she reached the freighter, she also tried to reach the passengers by small boat. The sea was still too rough, however, and the boats returned to the ship. Two helicopters from *Helena* started an immediate rescue. Every passenger, including 48 women, 22 children, and 46 men, was brought safely aboard.

Everything was ready on the flagship for the unexpected guests. It was 1630, so food was the first thing. After dinner, the guests were invited to use the soda fountain and the movie hall. The Seventh Fleet Band furnished music for the visitors.

*Helena* headed for Hong Kong to debark the guests. Every person was made an honorary crew member of the ship and invited back aboard should *Helena* ever visit their home city.

For displaying "skill and courage in carrying out a difficult humanitarian mission with efficiency and complete safety," Admiral H. H. Hopwood, CINCPACFLT, gave the ship a "Well Done." He also gave "special kudos to helicopter pilots and crews for a magnificent job."

**ALL HANDS**



TYPHOON VICTIMS sort clothing donated stricken area by Yokosuka personnel.

## Florikan Lends a Helping Hand

FLOOD AND TYPHOON victims of Shizuoka Prefecture living near the Izu Peninsula city of Numazu are now wearing clothing and sleeping on mattresses donated by personnel of U. S. Fleet Activities, Yokosuka, Japan.

The welcome and much needed articles were rushed to the typhoon-devastated area from Yokosuka by submarine rescue vessel *USS Florikan* (ASR 9). Altogether she carried 121 boxes of clothing, 11 boxes of food and 300 mattresses. The Numazu vice-mayor was surveying the disaster area when the Navy arrived with the goods. He expressed appreciation for "the kindness of United States Navy personnel to Japanese sufferers."

The relief goods were collected during a special drive at Yokosuka and included donations from the Naval Air Facility at Oppama, as well as contributions from units of the Seventh Fleet that were in the port.

On arriving at Numazu *USS Florikan* had to anchor 500 yards off shore because of the harbor's shallow mouth. One Navy small boat working with two Japanese launches carried the supplies to the pier. From there they were taken five miles to where the Typhoon Relief Center had been established.

The most needed objects were the mattresses. One nearby villager who was among the first group to receive the Navy aid put it this way. "Everything was washed away. We are most happy to have the mattresses

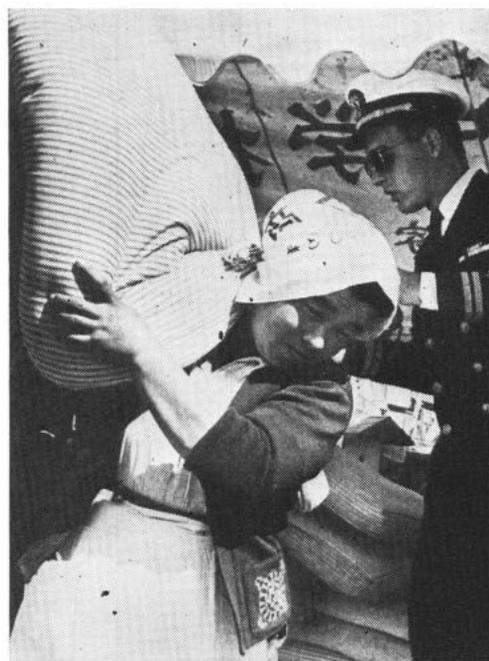
to keep our children warm."

The area that Yokosuka sent the aid to was one of the hardest hit on the Izu Peninsula. Crew members of *Florikan* saw mud and debris from destroyed homes still covering yards and rice fields. Many houses were still under water. An estimated 651 persons were killed in Shizuoka Prefecture during the typhoon, 223 are still missing and 373 were injured.

The crew of the relief ship made their own personal donation. During the trip from Yokosuka to Numazu her 93 men donated 57,000 yen which was earmarked for distribution to school children to buy books, pencils and paper.

—By Dale A. Burk, JO2, USN

—Photos by John C. Reed, PH2, USN

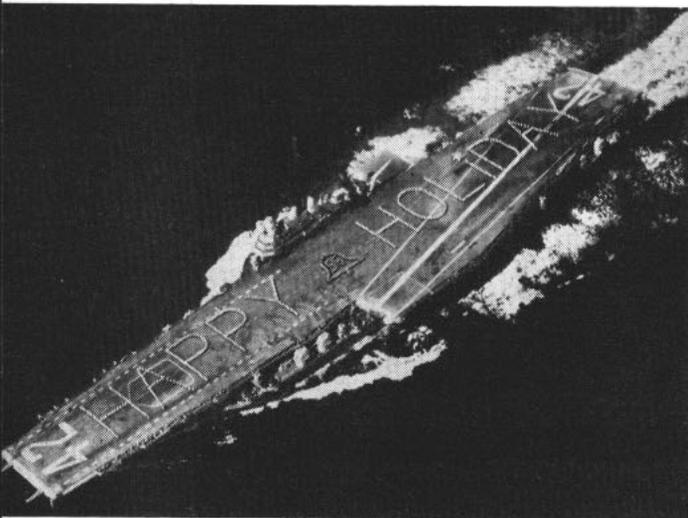


JAPANESE woman receives mattress. Below: *USS Florikan* unloads supplies.



RELIEF SHIP TOO—Crew of *USS Florikan* (ASR 9) line up as their skipper presents ship's donation of yens for school supplies to the mayor of Numazu.





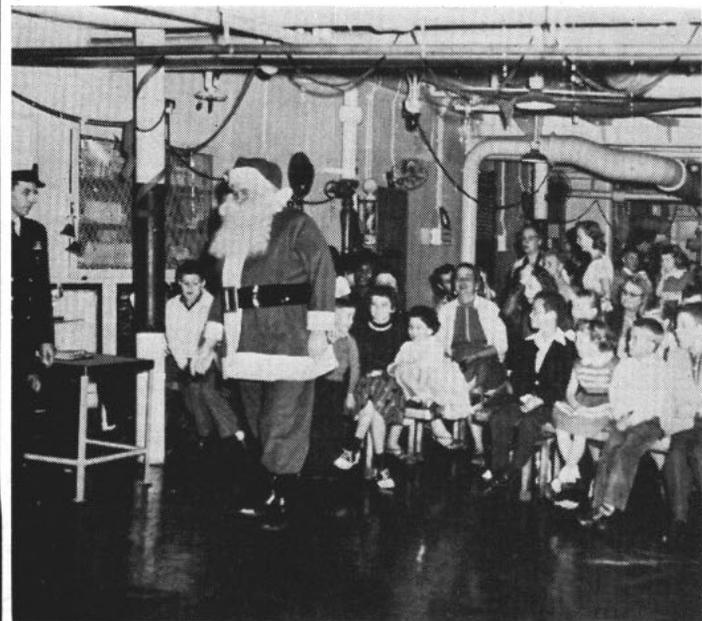
## Merry Christmas

**O**N BOARD ships, in ports throughout the world, and at shore establishments here and abroad Navymen will celebrate the 1958 Yuletide season in traditional Navy style.

Superstructures take on a celebrative glow as lights and decorations are rigged. Christmas trees sprout through steel decks. Carols and chimes resound from Navy chapels and from shipboard services in tune with the Yuletide. Goodwill flows even stronger as Navymen spread the spirit of Christmas to people of the world by playing the part of salty Santas to many who would otherwise have been forgotten.

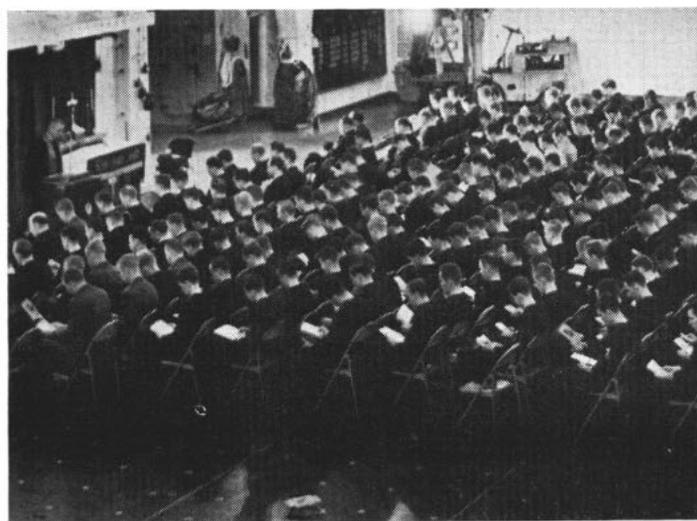
Ships will swarm with joyous orphans; trips inland will take food and clothing to many of the world's needy. Here is but a small pictorial sample of the holiday spirit spread by the men of the Navy.





## s from the Fleet

Clockwise from top left: White Christmas is a sure thing for Navymen stationed in such frigid places as Antarctica. (2) Big day will come for many orphans the world over when sailors exchange Navy Blue for Santa-red uniforms. (3) Ship and shore stations play host to small fry every Christmas. (4) Who knows, in some ports Santa Claus might sail from under his North Pole home and arrive by submarine. (5) Throughout the Fleet the real meaning of Christmas is kept in mind as Navy chaplains conduct services. (6) Yuletide glow will brighten many locations on the globe as ships and stations deck themselves out with lights (7) Destroyers at Newport, (8) USS *Canberra* (CAG 2) at Naples, and (9) USS *Toledo* (CA 133) at Yokosuka show festive lights. (10) USS *Franklin D. Roosevelt* (CVA 42) extends a king-size greeting.



# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



**COLD FACTS** — Veteran icebreaker *USS Burton Island* (AGB 1) has established many firsts while cruising through frozen waters of both polar regions.

## ASW Patrol Plane *Electra*

The Navy has awarded a contract for engineering work on the new P3V-1 *Electra* antisubmarine warfare patrol plane.

This land-based bomber—the first Navy antisubmarine warfare plane to be turbine-powered—will eventually replace the P2V *Neptune* series of long-range patrol bombers.

The *Electra* will have four engines that are capable of developing a total of 18,000 hp at takeoff. Although its top operating speed will be more than 460 mph, the Navy's *Electra* will also be capable of flying as slow as 150 knots. Excessive speeds are not required for routine ASW patrol.

Its long range makes it useful for mid-ocean searches. Depending upon its mission, the P3V-1 can fly with complete control at white-cap

level or operate at altitudes above 30,000 feet.

It has short take-off capabilities which permit operations from small advanced bases.

## *Neptune* for Nippon

Following an agreement between the governments of Japan and the United States, the Navy has signed a contract with an aircraft company to permit the Japanese to manufacture the P2V *Neptune*.

Technicians, advice and materials will be made available to the Japanese government.

The planes being built in Japan will be turned over to the Japanese Maritime Self Defense Force. The program is intended not only to provide Japan with planes for their own defense, but also to lend impetus to that nation's aircraft industry.

## Friends In Deed

Friendship is expressed in many ways, and Navy men have long been known as friends—especially to those in need. Recently, Navy ships and their crews demonstrated how it is done.

*USS Sierra* (AD 18) has a touching story to tell. Fifty-three sailors from that AD rolled up their sleeves to make sure that when 2½-year-old Robin Woo of Norfolk, Va., undergoes a delicate heart operation this winter, she will have a good supply of blood in the "bank" to help her.

*Sierra* men first heard of Robin's plight from her uncle, Robert G. Butler, CS1, who is assigned to *Sierra*. He had told the chaplain of his niece's heart condition and of the coming operation. The chaplain put a notice in the ship's newspaper. He asked for 20 volunteers. Sixty persons volunteered, of whom 53 were accepted as donors.

Those men probably know very little about open-heart-surgery; but in January, when Robin has her operation at Johns Hopkins Hospital, Baltimore, she will have 53 pints of blood and a full complement of prayers from the *Sierra*.

*USS Prairie* (AD 15) returned to San Diego recently with a gift of friendship from the people of Yokohama, Japan. The gift was a 2¼-ton bronze bell. Cast specially by a Japanese craftsman, the six-foot Buddhist ceremonial bell bears the inscription, "Bell of Friendship, presented to the citizens of San Diego from the citizens of Yokohama as a symbol of eternal friendship, May, 1958." A special bell house will be constructed in San Diego for the bell.

Friendship was expressed by and for men of *USS Ranger* (CVA 61) recently, during a journey around the Horn from Norfolk, Va., to her new home port in California. En route, she made many 'goodwill' port calls, visiting Port of Spain, Trinidad; Rio de Janeiro, Brazil; Callao and Lima, Peru; Valparaiso, Chile; and Acapulco, Mexico. During her visit to Peru, the ship's crew donated more than \$2100 to Lima charities. Dances, tours, athletic events and other entertainment were

## YESTERDAY'S NAVY



On 8 Dec 1941 the Potomac and Severn River Naval Commands were established. On 21 Dec 1943 naval aircraft from Attu, Aleutian Islands, bombed the Paramushiro-Shimushu area of the Kurile Islands. On 29 Dec 1812 *USS Constitution* defeated the British *Java* in a hard-fought two-and-one-half-hour engagement off Bahia, Brazil. On 30 Dec 1918 U. S. ships in South American waters were ordered to the assistance of some 125,000 people left without shelter by an earthquake that hit Guatemala City, Guatemala, on Christmas Day. On 31 Dec 1862 the original *Monitor* was lost in a gale off Cape Hatteras, N. C.

arranged for the ship in all the countries visited. *Rangermen* did their share to make friends by opening the ship for general visiting, and by providing entertainment for orphans and underprivileged children. The trip around the Horn was not just a pleasure cruise for this first super carrier to be assigned to the Pacific; she was just too wide to go through the Panama Canal.

### Target Needed for New Missiles

The Navy and Air Force have started a joint project to obtain a low-cost, high-speed missile target.

They want an air-launched, high-altitude, expendable target for missile-firing fighter and interceptor aircraft. It should be a medium-sized rocket or ramjet-propelled target aircraft with short flight duration. An air turbo-rocket has, however, been considered. The two services have turned to manufacturers to find a design that meets jet age needs.

Air-to-air missile firing practice for pilots and aircraft scheduled for operations in 1961 would be provided by the proposed target.

### MarCads Are Back

The Marine Corps will restore Marine Aviation Cadets (MarCads) to its ranks beginning in July 1959.

Since 1941 both the Navy and Marines have made use of the Naval Aviation Cadet program as a source of trained pilots. Before that time, each service had its own program. The reestablishment of MarCads will mean a return to that system.

The Marines will start accepting applications for their program on 1 January. Selected candidates will be appointed Marine Aviation Cadets and will wear Marine Corps officer-style uniforms. They will be given an 18-month course at the Naval Air Training Command, Pensacola, Fla. Upon completion of the training, identical to that given Naval Aviation Cadets, they will be commissioned second lieutenants.

To qualify for the program, a candidate must be a physically qualified male citizen of unquestioned moral integrity, be at least 18 and under 25 years old upon application, have attended college for at least two years and be unmarried and agree to remain so until commissioned. (The college requirement may be waived for enlisted Marines on active duty who qualify through examination.)

In addition, the candidate must: Sign a contract to serve at least three years on active duty after he completes his training; be highly motivated to fly; and not have failed flight training before because of flight deficiency.

### Kicking Up a Splash

Whenever you hear the word "rodeo" the chances are that your imagination flashes pictures of bucking broncos, wild steers and dusty corrals. To the men of Landing Ship Squadron Three it carries a different connotation. To them it means shoals of LCVPs splashing madly in San Diego Bay.

The LCVP rodeo is a competitive training device that was set up to keep the already experienced assault boat crews of the Squadron's tank landing ships in combat readiness.

Here's what happens during a typical LCVP Rodeo Day: It starts at 0815 when the boat crew is inspected in whites for neatness and military bearing. At 0845 the boat is inspected for paint, condition, fire extinguisher, battle lantern, running lights, and ramp equipment.

At 0915 the boat crew shifts to dungarees and the LCVP is lowered into the water from the davits. The boat crew is quizzed on the operation of the davits, and the safety precautions necessary for safe handling of the boat in the davits.

At 0930, the boat is started. It clears the ship and begins circling in company with a competitive LCVP. The boat engineer is questioned on the engine, with typical questions such as: "How do you make a 'jump connection' to start a cold engine?" "What are the capacities of the fuel tanks?" "What are the daily check points on the



PORT SIDE—Deck gang of *USS Des Moines* (CA 134) takes a strain on a line while moored in Grand Canal.

motor?" "How do the bilge pumps operate?"

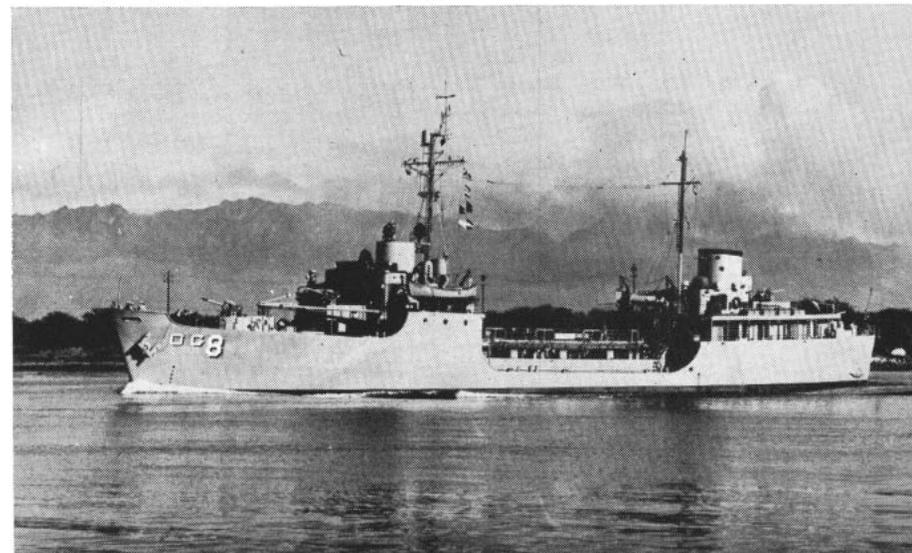
At 1000 the coxswain is drilled on hand signals and Rules of the Road. The boat is then taken to the Bay side of the Silver Strand for beaching exercises.

The LCVP beaches several times around 1030, backing off under its own power. Then a simulated engine failure takes place with another LCVP pulling the boat off the beach, stern to stern.

At 1100 the boats return to the Bay where towing drills are conducted. Then they return to their respective ships.

All in all, that is a good day's work-out for any boat crew.

**PLEASEING EYEFUL**—Pacific Fleet Service Force Tanker *USS Genesee* (AOG 8) makes a pretty sight as she steams through Hawaiian waters near Pearl Harbor.



**Tractor Train Breaks Record**

In temperatures ranging from nine to 24 degrees below zero, 19 Navy-men brought the heaviest tractor train in Antarctic history to Byrd Station from Little America.

Although faced with setbacks because of storms, Antarctic whiteouts, fires, and equipment breakdowns, all nine vehicles with their 16 sleds of cargo and living quarters were driven safely to their destination, over 650 miles of a flag-marked trail. It took them 17½ days to complete the journey.

The train, carrying 127,000 pounds more than any of its predecessors, contained scientific equipment and other supplies which will be needed for completion of the IGY program—which ends this year—and the first year of the forthcoming U. S. Antarctic Research Program.

In addition to serving as a cargo carrier, the tractor train was also of great value to the IGY Antarctic Meteorological Program. Train members radioed back daily temperature reports, wind direction observations and reports on clouds. Meteorologists at Little America considered this information vital as it is the only opportunity they have during the year to record reports for the area between Little America and Byrd Station.

The eight D-8 tractors and one *Weasel* equipped with a crevasse detector which made up the train, were led by LT T. K. Jones, CEC, USN. The 19 men assigned to the tractor train will remain at Byrd Station until air drop missions from NAF McMurdo Sound have been completed, so they can aid in retrieving pallets which are sometimes blown by the wind as far as 30 miles from the drop area.

**Right Foot Forward**

By taking first place in Santa Clara County's Columbus Day Parade, the Electronics School Drill Team at the Naval Schools Command, Naval Station, Treasure Island, San Francisco, once again showed its championship ability by out-marching even the State "Champs"—the Marines.

The Class "A" ET School team had lost the California State Open Field Championship for Military Drill Teams by two points to the Marine Corps Drill Team just seven days before. In the annual parade,

however, the 10-member Navy drill team made an about face to out-manuever the new state champions and take the honors.

This is only the second year the members of the ET school group have lost in state championship competition. Although they did not enter last year, they have held the state title five times since 1951.

Under the leadership of Warrant Officer R. H. Dodge, Officer-in-Charge, Third Phase Electronics Technician Class "A" School, the military marching unit receives over 100 invitations a year to appear in parades, fairs, civic events and half-time ceremonies at local college football games.

They have won 150 first place

**If You Have the New Year's Mid-watch,**

Although the book (Article B 3301, *BuPers Manual*) says that ship's logs are for "Official Use Only," the red tape barrier has once again been broken—through proper security channels, of course—in an effort to encourage the continuance of the fine old custom of using poetry (or at least rhyme) in writing up the ship's log during the mid-watch on New Year's Day.

If your ship has already published its watch list for 1 Jan 1959, and if you are being accorded the privilege of writing up the log, you should bear in mind that you are not permitted any relaxation of the rigid rules for writing the watch report. New Year's Day or not, you must still comply with *Navy Regs*, Article 1037, which spells out the do's and don'ts of maintaining the deck log.

If you are going to have this distinct honor, put on your thinking cap and be prepared to tell, in poetry, the required details about your ship. They should include the particulars about mooring lines, ships present, senior officer present afloat, sources of electric power, steam and water, as well as many other bits of useful information.

After penning your literary efforts, make a copy for us, and if it's worth its weight in salt, we'll see what we can do with it—security permitting, of course.

Here are a few mid-watch entries, which we think are worth passing on to you. Can you top them?

**USS BLAIR (DER 147)**

*Moored we are to pier west-ten,  
With a crew of salty stalwart  
men,  
Secured with standard lines of  
hemp,  
As we watch our pressure,  
clouds and temp.  
Our lines are doubled except  
for two,*

*Which single lies under  
midnight blue.*

*We stand secure against the blast,  
With four strong wires to the  
pier made fast.*

*In our fine ship our plant is cold,  
But with a watch it is  
patrolled.*

*Bravo is set throughout the ship,  
And our in-port watch won't  
let it slip.*

*We've ships around, both far  
and near,*

*They're tankers, destroyers, and  
a cruiser here,*

*All manned by crews of sturdy tars,  
Who fear not "saucers" or men  
from Mars.*

*The Atlantic Fleet shows its  
mighty share,  
And dwarfs our little sturdy  
Blair.*

*And across the stream, mid  
shadows gray,  
Some mothballed ships gently  
sway.*

*Proud ships at rest after war  
weary years,  
Their glory at peace, as they  
lie at their piers.*

*The old and the new of old  
Boston town,  
Look down upon us in a cold  
winter frown.*

*And the shipyard at Charlestown  
where snugly we lie,  
Is quiet and cold 'neath the  
bleak winter sky.*

*COMDESRON 14 is the senior afloat,  
His pennant's in Lawe; they  
care for his boat.*

*And we with our ship, this old  
modern Blair,  
Soon home to the sea we must  
quickly repair.*

*Anon we leave this cold bleak place  
To sunnier clime our path we'll  
trace.*

*In another port our lines we'll  
twine,  
In milder place, mid weather  
fine.*

trophies in state-wide competition, and have made guest television appearances on nationwide shows. Participation in the drill team is a spare-time activity sandwiched into a student's 26 weeks of study. Serving on the drill team must not interfere with military or classroom obligations. Thus, members must sacrifice many hours of liberty to

maintain their marching precision. New members are taken into the squad slowly. First, the new member is placed in the "awkward squad" where he takes care of the unit's extra equipment when they parade. Later, he is taken in as an apprentice and then into full membership on the drill team. Only one higher honor can come

to a member—that of "team card." This honor is given to a graduate member who can march in any position on the team. His skill is important in determining the unit's position. During nine years of competition, the Electronics School Drill Team has defeated every major drill team in the state of California.

## Take Your Cue from These Samples of Writing the Ship's Log

*But before we go and drop out of view.*

*Farewell to the old year; all hail to the new.*

—H. W. Kinsley, Jr., LT, USNR.

### USS WILHOITE (DER 397)

*Moored portside to Pier Ninety-one  
The place is Seattle, Washington.  
Berth "Alfa" is the selected spot  
To which our lines are tethered taut,  
And nestled to our starboard breast  
Are uss Vance and Lowe, no less,  
Sister ships of the Vigilance Squadron,  
Friends in duty to rely upon.  
Steam for the warmth of our souls  
From Number One boiler steadily flows;  
Water from streams, crystal clear,  
Cascades down from mountains near,  
And wends its way through canvas hose  
To fill our vital water holds.  
When a ringing sounds on the quarterdeck,  
Messages come from the world direct.  
Our hungry lights and motors receive  
Electrons from shore plants for their needs;  
Modified condition "Yoke" is set  
To protect from flooding below the decks.  
The sounding and security watch never rests—  
All decks echo with his steps;*

*Number Two generator and  
Number Two boiler,  
For reason of maintenance, are out of order;  
When such work is completely done,  
Wilhoite's machinery will buzz and hum.  
Other ships berthed around the pier  
Sail the Pacific both far and near.  
District craft await nearby,  
Ready on the instant to their duty to fly.  
SOPA, with us, his confidence rests,  
He's COMCORTRON 5, and the very best!  
The night is clear, the watch is set  
And one more duty we perform yet.  
To our shipmates we say:  
In every way  
Happy New Year to you!  
this New Year's day!*

—R. B. Innis, EMC, USN.

### USS NORTHAMPTON (CLC 1)

*'Tis eight bells at midnight, now,  
beginning  
First Watch, New Year—that's the tale we're spinning.  
We're here in Norfolk, Berth 72,  
Moored port-side to south side,  
Pier 7, that's true.  
With mooring lines, standard,  
we're held 'longside—  
Quarter breast and the bow are of wire, not hide.  
Still, lo and behold, we find to the rear  
A nine-inch manila from stern to*

*the pier.  
Hoses and cables, over-side hanging,  
Bring fresh water, we hope—and the phones are clanging.  
Number 3 and 4 generators are running tonight,  
For auxiliary purposes, and to give us some light.  
Also lit off, more likely than not,  
Is Number 3 boiler, all steamy and hot.  
Central Station reports Condition Yoke set  
Fourth deck and below, on that we'll bet.  
Ships present are numerous, crowded around,  
Cruisers and carriers and AKs abound.  
Of these many ships, the carriers count three—  
Valley Forge, Intrepid, and Ranger we see.  
Astern us, as happened on our last cruise,  
There's one other cruiser—she's Newport News.  
Auxiliaries are present, numb'ring quite a few—  
Mount McKinley, Taconic, to mention but two.  
SOPA is back after meeting with Sant—  
He's Vice Admiral Rees (COMNAVAIRLANT).  
—Daniels, QM1, USN.  
—DeWolfe, QM3, USN.  
—Murchek, SN, USN.*



**Under Protective Cover**

The pre-dawn stillness is suddenly broken. With split-second timing a major amphibious assault landing begins. The enemy's fortified shoreline—Orange Beach—lies ahead.

Out of the night comes the roar of jets and the noisy hell of pre-assault "softening up" tactics begin. Thundering explosions and flashes from the beach indicate that the aircraft

have found their target. Then the destroyers and cruisers move in—more explosions and black smoke indicate that their missiles and gunfire have scored direct hits on enemy gun emplacements.

Sharp detonations off the beaches proclaim that the frogmen got in on schedule and are doing their job—destroying obstacles that lie in the path of the landing craft.

Suddenly—with an air of terrifying finality, the entire area is lighted. There's a blinding flash and a jolting explosion. Then in the fiery-red colored sky above Orange Beach, the familiar billowing mushroom-shaped cloud appears. The whining sound of jets escorting the attack bomber that dropped the atomic bomb fades in the distance. All is quiet now.

As darkness dissolves into dawn, the invasion Fleet—which has come up from the rear—now begins to move in. Hordes of landing craft complete what appears to be an endless trek in just a matter of minutes. They leave behind foam-flecked, tell-tale wakes as they ground themselves and begin to disgorge loads of Marine infantry units and tons of support equipment. The landing assault is over. Just the "mopping-up" remains.

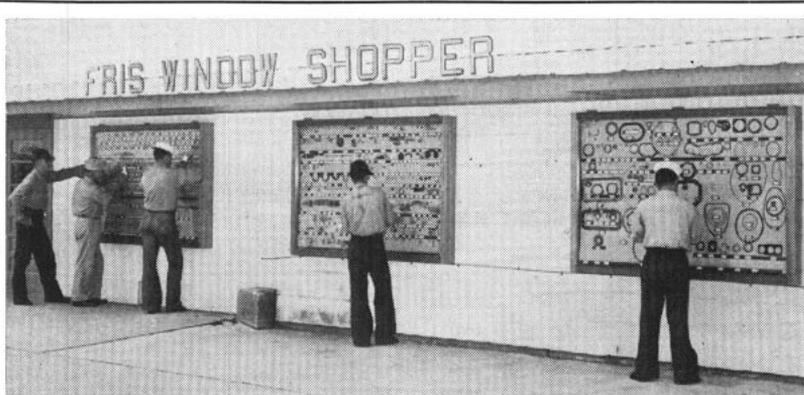
That was quite a battle and—believe it or not—it all took place at the Amphibious Assault Evaluator located in a building about the size of a basketball court at the U.S. Naval Amphibious Base, Little Creek, Va. The above scene was described by "The Gator," a top bi-weekly newspaper of Naval Amphibious Base, Little Creek, Va.

The Amphibious Assault Evaluator is the only one of its kind in the Navy but typical of several dramatically life-like training aids used at the various amphibious training schools at Little Creek.

More than a feeling of realism exists when this device is in operation. Highly organized striking and amphibious task forces—consisting of scaled (1 foot to 400 feet) radar picket subs, carriers, cruisers, destroyers, attack transports and all types of landing craft—sail on its blue-green vinyl 70 x 180 foot seas.

There's nothing fake about the coast and countryside either. It's an actual replica of the LaJolla—Laguna Beach, Calif., coastline. It features all types of terrain from rivers to mountain ranges. Cities and roads are painted in, while fortified buildings jut out from the countryside.

Although technical lectures are necessary during the mock atomic assault, the accent is placed on action and realism. Remote-controlled spotlights point out the advanced movements of picket submarines and aircraft. The concussion from the simulated atomic explosions—set off with black powder and magnesium—rattles the windows. Miniature explosives add another touch of realism.



AVIATION MAINTENANCE men at NAS Sanford, Fla., check parts.

**Window Shopping, Navy Style**

Window shopping is often a means of killing time, but the Fleet Ready Issue Store at NAS, Sanford, Fla., has found that it can also be a real time saver.

Several months ago a simplified issue procedure was set up at Sanford so that the procurement of material or repair for aircraft parts became as simple as going to the neighborhood grocery store. Under the new procedure, stores are issued to the "customer" on verbal request. To get what he wants he only has to know the stock number of the needed item.

Although this initially resulted in a considerable speedup, there was

still something lacking, for it often took quite a while to track down the correct number of just the right gizmo to fit on the proper finuche.

Now, this bottleneck has been eliminated by the FRIS Window Shopper, which consists of three seven-by-five-foot place glass show cases in which over 1200 most frequently used repair parts are displayed and numbered for easy identification. Almost at a glance the customer can learn the number of the gadget he is seeking.

The system is such a success that plans for the display of many more items are now being made.

—Wm. Stearns, CWO, USN.



NO DOUBT—Commander of Heavy Attack Wing One, CAPT J. D. Ramage, checks advantages of windows. FASRon 51 CO and Supply Officer look on.

## Proceed at Best Speed

Somewhere in the North Atlantic an F8U was returning to *uss Saratoga* (CVA 60). Suddenly a message was received from the plane: "Flame out, am ejecting." Moments later the pilot was dangling at the end of a parachute, 5000 feet over a stormy sea.

*Saratoga* quickly signaled *uss Stribling* (DD 867), who was acting as life guard: "Pilot bailed out of F8U bearing 314, 55 miles. Proceed at best speed to rescue."

The time was 1605 as *Stribling* came to course 314. As the ship charged through the rough sea at 27 knots, so much water poured over the bridge that it sometimes looked more like a submarine.

At about 1745 two searching planes from *Saratoga* appeared off the port bow. They signaled: "We've found your man." As *Stribling* drew closer to the position, Chief Sonarman Kelly sighted the green sea marker and pilot riding the crest of a wave.

Minutes later at 1758, LCDR H. Langdon Smith, USN, executive officer of *Stribling*, leaped into the wind-tossed water, and with the stroke of an ex-frogman, swam to the aid of the downed pilot.

At 1810 the rescued pilot, LT Bill Phillips, apparently no worse for wear, was warming himself in the wardroom of *Stribling*.

The Commander of the Second Fleet later commended *Stribling* and the planes which took part in the rescue. Admiral Arleigh Burke, Chief of Naval Operations, said in a personal letter to CDR Arthur F. Rawson, CO of *Stribling*, "The proficiency and resolution demonstrated by *Stribling* . . . is an inspiration to naval aviators and destroyerman alike. My heartiest compliments to you for a job well done."

## ASW Training for Italians

A group of Italian navymen are currently receiving specialized anti-submarine training at NAS Quonset Point, R. I.

Consisting of five officers and six CPOs, this group of Italian navymen are the first to receive ASW helicopter training in this country. They are being trained by personnel of Antisubmarine Helicopter Squadron Nine.

The Italian navy is in the process of acquiring the HSS-type ASW helicopter for their defense force.

# SIDELINE STRATEGY

**A** 53-YEAR-OLD Navy medical officer, CAPT Robert F. Legge, MC, USN, has swum the 28½-mile Panama Canal in the elapsed time of 21 hours, 54 minutes.

In transiting the canal from the Atlantic to the Pacific side, CAPT Legge not only bested previous time records, but became the oldest person to accomplish this feat.

He began his swim before dawn and swam throughout the day but was forced to take a break during the night when he could not see the markers in the dark and the convoying launch ran him down. He re-entered the water the next morning, however, and went on to complete his swim across the famed waterway.

CAPT Legge was not alone



during his record-breaking swim through the Canal. He had two swimming companions — a boa constrictor and a huge iguana. Perhaps these encounters were responsible for the new time record.

While CAPT Legge was displaying his physical fitness, fellow crew members of the mighty *Saratoga* (CVA 60) were doing a bit of celebrating in recognition of their accomplishments of becoming more physically fit. They even had a cake for the occasion and the giant carrier's senior medical officer as the honored guest. CAPT Jerome A. Moore, MC, USN, deftly manipulated the carving knife as he prepared to slice the beautifully decorated gastronomic delight. As he thrust the blade into the

top layer of frosting, a perplexed look spread across his face. For try as he might, the knife would not penetrate beyond the frosting.

The "no-calorie cake" was in fact no cake at all. Instead of a conglomeration of calories below the frosting, there was nothing except an empty cardboard box. The cake symbolized the voluntary and highly successful excessive weight reduction program instituted by CAPT Moore since he arrived aboard *Saratoga* last April. The program "snowballed" the ship, and the "club" as the doctor calls it, now has over 500 members.

What the program means to its members is exemplified by the remarks of one of *Saratoga's* CPOs. "So far I have taken off 70 pounds and have

only 40 more to go. I feel better and look better. On top of that I have tested my will power, and I have come through with flying colors."

CAPT Moore initiated a similar program at NAS Cecil Field where he reduced the excess tonnage of personnel by approximately 30,000 pounds. He's enthusiastic about the reducing program because he feels that "overweight is indirectly one of the nation's number one killers."

So if you are overweight, why not attempt to protect your health by taking CAPT Moore's advice. He says: "Stop worrying about when and how much you eat and start concentrating on WHAT you eat. Be sure you follow a properly balanced diet." —HGB, JOC.

# SERVICESCOPE

Brief news items about other branches of the armed services.

**PNEUMATIC DUNNAGE**—The Army developed it, and the Navy is testing it for ship use.

Through this inter-service cooperation may come the solution to the age-old problem of an economical means of preventing damage to military supplies during sea shipment.

Developed by the Army's Quartermaster Corps, this pneumatic dunnage will be put through the mill by the Naval Ordnance Materials Laboratory at the U. S. Naval Ammunition Depot, Earle, Red Bank, N. J.

Consisting of specially designed tough air pillows, the pneumatic dunnage is designed to be inserted between cargo and the bulkheads of a ship or the sides of a freight car. At present, time-consuming and expensive lumber barriers are usually erected for this purpose.

It is estimated that the use of this new-type dunnage will guarantee safer shipments of highly intricate military equipment and at the same time save up to 78 per cent in labor and 46 per cent in material compared to the conventional lumber shorings now used.

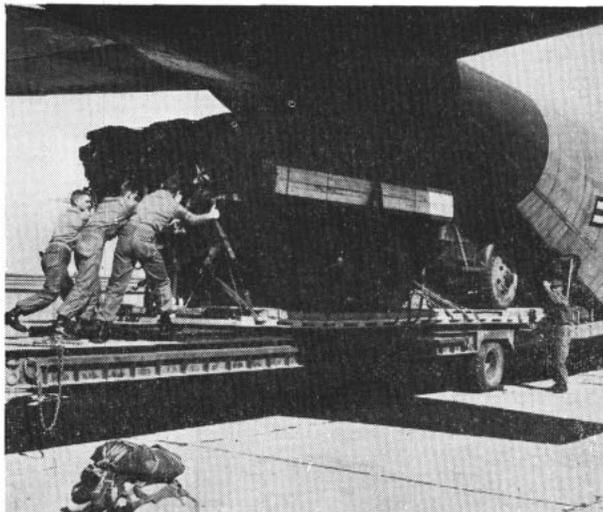
When not in use, the pneumatic dunnage can be deflated and will occupy no more space than a large telephone directory. Each unit weighs only 28 pounds and can be reused indefinitely.

★ ★ ★

**THE AIR FORCE BALLISTIC MISSILE DIVISION** in Los Angeles, Calif., is studying the vast collection of technical data received from the historic space flight of the *Pioneer* moon rocket.

The "Moon Mission" will be "flown" over and over again at the Space Technology Laboratories of Ballistic Missile Division (BMD) until the scientists and technicians are satisfied that all data is correct. Miles of electronic tape, recorded during the flight of the *Pioneer*, will furnish the statistics covering many thousands of miles of space travel.

Teletype tracking reports and electronic tapes of



**HIGH FLYING TRUCKS**—Army air-drops two and one half ton truck from 1500 feet with six chutes during airborne tests.



**NEW LIGHTWEIGHT** personnel carrier (rt.) gets a workout with present steel model. Aluminum job can be lifted.

telemetered data are being run from the several electronic processing machines at BMD's Space Technology Laboratories.

In addition to the scientific data obtained, the final compilation of facts and figures on *Pioneer* can be used to refine the preliminary statistics which were based only on "quick-look" reports.

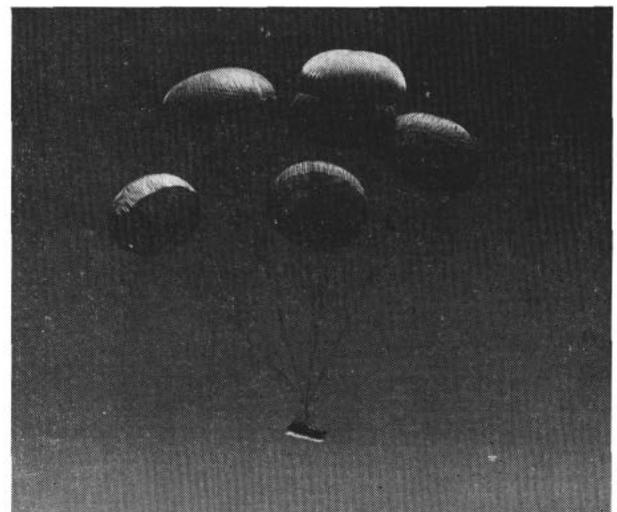
★ ★ ★

**AN INSTANT MIX** which has been developed by the Army Quartermaster Corps is expected to improve and speed up present methods of supplying armies in the field with fresh bread.

By substituting chemical leavening agents and dry flavoring materials for the conventional fermentation process, the time required to produce baked bread will be reduced about 70 per cent. Corresponding reductions in manpower and the amount of equipment employed are expected to result.

The mobile bakery now used by the Army in the field produces enough bread to feed 100,000 men when operating on a 24-hour basis. It weighs 50 tons, requires 250 men to operate and 50 vehicles to transport men and equipment. But it is not designed to supply many small dispersed units.

The new process is expected to provide the basis for designing small mobile field bakeries which can be attached to a combat group of about 2000 men.



A STRATOTANKER of the Strategic Air Command has carried over 77,350 pounds of payload to an altitude of 6,671.7 feet to establish a new world record for air-lifting a maximum payload.

This new record by the KC-135 replaces the former one set by a Soviet TU-104A jet transport in September 1957 when it carried 44,214 pounds to an altitude of 6,561.666 feet.

The same Eighth Air Force jet-tanker—which is based at Westover AFB, Mass.—previously flew from Los Angeles to New York in three hours, 42 minutes and 45 seconds to set an unofficial coast-to-coast record for transport-type aircraft. This flight was made on 12 Jun 1958 and compared favorably with the official record of three hours and five minutes set in 1957 by an Air Force F-101C *Voodoo* fighter aircraft.

★ ★ ★

TWO NEW MULTI-PURPOSE rubber-tired and crawler type tractors are being developed by the U. S. Army at Fort Belvoir, Va.

Designed to be lighter and smaller, these vehicles will increase mobility, reduce vehicle types, and reduce logistical support. The new tractors differ from commercial equipment which continues to get bigger and heavier in order to move dirt more cheaply.

The rubber-tired version, called BAT (ballastable all-purpose tractor), is now being built. Its front and rear sections are detachable, permitting different type bodies to be inserted. These can include a cargo body, shop units, liquid transporters, earth augers and cranes.

When ballasted (with dirt), the BAT is capable of performing dozing and prime moving operations with twice the work potential of present-day machines of the same size.

The second of the new tractors, an all-purpose ballastable crawler, is now being designed. It will have all the advantages of the BAT, plus improved mobility.

★ ★ ★

SOMETHING NEW is being added to the Army.

Within the next 10 months some American infantrymen will be sporting the new, test-proven M-14 rifle and the M-60 machinegun.

These improved, lightweight weapons fire the standard 7.62mm NATO cartridge. They will eventually replace seven infantry weapons now used by soldiers and Marines.

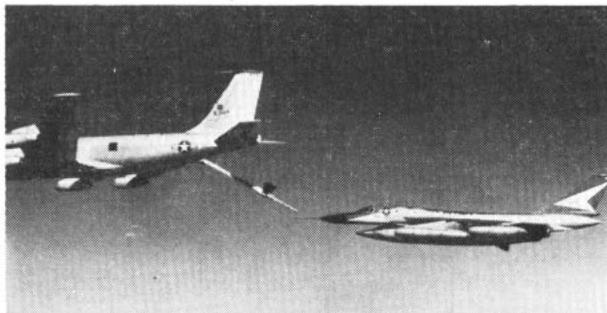
The M-14 will replace the M-1 Garand rifle, the M-2 and M-3 carbines, the BAR and M-3 sub-machinegun, while the M-60 will supplant the light and heavy .30 caliber machineguns.

★ ★ ★

THE ARMY HAS DEVELOPED a "Cascaded Photosensitive Image Intensifier" which will enable troops in the field to see objects in the dark.

Unlike infrared and radar, this new device gathers reflected starlight or diffused light from skyglow falling upon the objective, and then intensifies or amplifies the light to a distinguishable image. It requires no source of artificial light or radiation.

The heart of this instrument is a cascaded image tube, actually two tubes working in a series and oper-



JET-TO-JET—B-58 *Hustler*, USAF's fastest bomber, refuels from tanker to increase range. Flies more than 1300 mph.

ating through a system which focuses reflected light from objects on the field.

The first tube preamplifies the second, which intensifies the light and presents an image on the viewing surface.

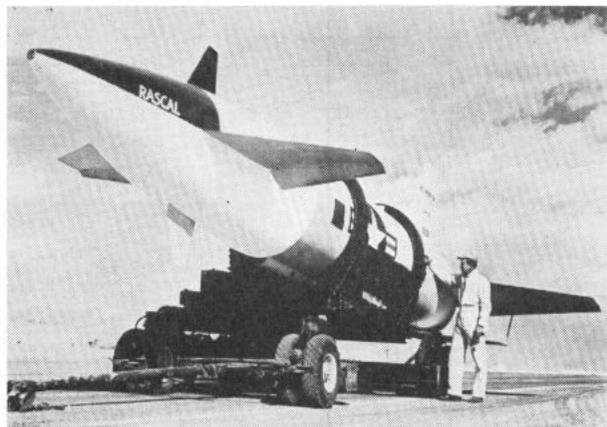
★ ★ ★

TEACHING BY TELEVISION is becoming more and more popular. The Army has started teaching a two-hour course concerning guided missiles, over a 280-mile closed circuit from the Army Ordnance Guided Missile School at the Redstone Arsenal, Huntsville, Ala., to the Army Armor School at Fort Knox, Ky.

By using television, the two training centers jointly use equipment—unofficially valued at \$100 million—and skilled instructors already stationed at the Missile School.

The course is being conducted for two hours, three days a month. Designed to train high-ranking officers in the methods of inspecting missiles to determine their combat readiness, the course teaches the maintenance of six Army missiles. These missiles are the *Nike-Ajax*, *Nike-Hercules*, *Corporal*, *Lacrosse*, *Hawk*, and *Redstone*.

Television offers unique advantages over regular classroom teaching. Missiles and equipment at the Missile School, for example, now become available for instruction anywhere in the United States. Also, the big six- by eight-foot screen enables a large group of students to view a small piece of gear at one time.



SERIOUS RASCAL—An Air Force air-to-ground guided missile named Rascal sits for portait at test center.

# THE WORD

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

• **PROFICIENCY PAY**—The word is out on proficiency pay. This should be good news to some of the 19,000 petty officers in the Navy who will start receiving what amounts to \$30 a month extra income as the result of fall examinations. The impact of the increase was felt in the wallets of some CPOs last month.

The bulk of the pro pay—85 per cent—will go to Navymen in 29 “critical ratings.” The remaining 15 per cent will go to those in 34 non-critical specialties whose technical knowledge and duty performance are considered “outstanding.”

As a result of the August (E-9, E-8, pro-pay) examinations, about 2900 E-7s became slated for proficiency pay. Some 1400 of these started receiving their extra income 16 November. Another 1400-plus will get theirs on 16 January.

There is only one way you can get this proficiency pay: Be recommended by your commanding officer, take the test and pass it with a score high enough to qualify. If you are recommended and do take the test, you have just as good a chance as the next man. But if you are recommended and fail to take the exam, then there will be no one to blame but yourself.

Those E-4 through E-6 candidates who are selected as a result of the November exams will start receiving their pro pay 16 January.

An up-to-the-minute breakdown of the pro pay program shows that the \$30 a month additional pay in fiscal '59 will go to 2937 E-7s, 4502 E-6s, 5285 E-5s and 6851 E-4s, or to a total of 19,575 E-4s through E-7s. Officials in this Bureau esti-

mate that by the end of the fourth year of pro pay, 80,000 men and women in the Navy—or 15 per cent of all Navy enlisted personnel—will be receiving the extra pay.

The word, however, is that even though you do get this pro pay, you will have to requalify each year in order to continue receiving the added stipend.

The category of critical specialties—those receiving 85 per cent of all proficiency payments—include:

ET, AT, FT, AQ, GS, NW, GF, AC, RD, RM, SO, CT, TD, EM, AE, IC, OM, MM, EN, AM, MR, DM, SV, PH, PT, AG, QM, SM and JO.

Ratings scheduled to receive the other 15 per cent by reason of their “outstanding effectiveness” include:

CE, AO, TM, GM, MN, IM, BT, BR, AD, CM, HM, DT, DC, SF, ML, BU, SW, UT, CD, PM, PR, LI, BM, AB, YN, PN, SK, AK, MA, DK, CS, SD, SH and MU.

Each year the list of critical and outstanding effectiveness ratings is subject to change in accordance with guidelines established by the Secretary of Defense.

### • RESERVISTS AND FLEET RESERVE

—If you are a Naval Reservist on active duty and have completed at least 19 years and six months of active service, you are now eligible for transfer to the Fleet Reserve. Your retainer pay, figured the same way as for Regulars, will be based at the rate of two-and-one-half per cent of basic pay received at the time of transfer multiplied by the number of years of active service in the armed forces.

Public Law 85-583 enacted 1 Aug 1958 placed Naval Reservists on active duty on the same footing as

Regulars in regard to transfer to the Fleet Reserve.

You can make application for this transfer to the Chief of Naval Personnel on NavPers Form 630. Further information can be found in BuPers Notice 1813 of 8 Sep 1958.

• **FASHION NOTE**—Ten revisions, on items ranging from aiguillettes to the markings on chambray shirts, have gone into the book as Change No. 5 to *Uniform Regs* of 1951.

The modifications include:

Discontinuance of the requirement that all officers wear mourning badges upon the death of certain officials.

Revised regulations on the wearing of the uniform by Reserves under duty with pay orders and Reserves proceeding to and from drills.

Clarified instructions on the wearing of aiguillettes.

Changes in distinguishing marks and breast insignia for aircrewmembers.

Revisions in the location of ownership markings on blue chambray shirts, dungaree trousers and undershirts.

Diagonal instead of horizontal bars to indicate more than one Navy E.

Brassards for members of Career Appraisal Teams.

Authorization for certain units to wear “ship name” sleeve marks.

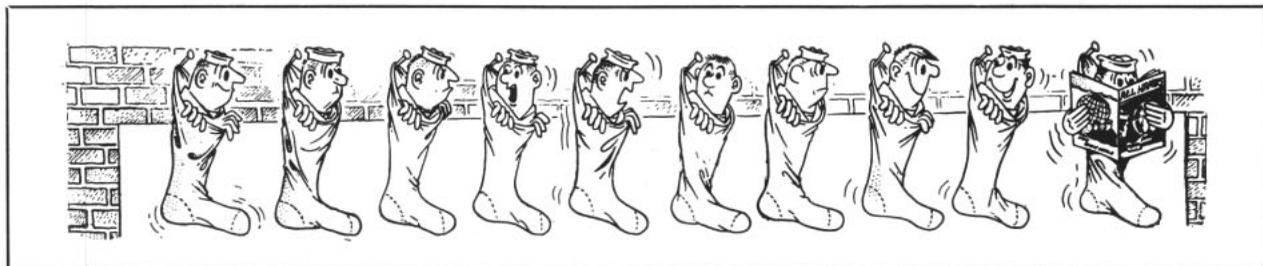
Changes in the wearing of the Presidential Unit Citation ribbon.

Revised uniform requirements for Reserves on active duty.

A change in the collar device for warrant communications technicians.

### • SONARMAN RATING CHANGES

The Secretary of the Navy has approved changes to the enlisted rating structure for Sonarman. As a result, sonarmen in pay grades E-4 and E-5 will soon carry one of three service ratings: Sonarman S (Submarine), Sonarman A (Airborne), and Sonarman G (Surface). Personnel in these three ratings will ad-



GET THE SPIRIT—Remember there are nine other Navymen hanging around waiting to see this issue—pass it on.

vance to the general rating of Sonarman at the E-6 level.

The present selected emergency service rating of Sonarman O (Oceanographer) will become a service rating at E-4 only. Personnel will advance to one of the other service ratings or to the Radioman rating.

The other current emergency service ratings of Sonarman G (Sonarman) and Sonarman H (Harbor Defense Sonarman) will be discontinued. An emergency rating of Harbor Defense Sonarman (ESH) will replace the SOH for Reserve use, however.

The specialization achieved in the sonarman area by the revised rating structure is expected to improve the first-enlistment sonarman's ability to operate and maintain his gear.

• **NAVYMEN WITH RADIO EXPERIENCE**—The Bureau's detailing section announces that applications are desired from enlisted personnel of all pay grades who are eligible for shore duty (are on SEAVEY) and who have had previous experience as sports announcers, either in civilian or military life.

Interested personnel should apply by letter via their COs to Officer-in-Charge, Armed Forces Press, Radio and Television Service, 250 W. 57th Street, New York 19, N. Y., or Officer-in-Charge, Armed Forces Radio and Television Service, 1016 N. McCadden Place, Los Angeles 38, Calif., or both, if interested in either locale. Include a brief resume of experience and where it was obtained, together with a brief voice tape recording. Only those personnel eligible for shore duty should apply.

• **OHIO KOREAN BONUS**—Nearly 20,000 Ohio veterans of the Korean conflict still have until 31 Dec 1958 to file their claims for a bonus.

Here's how to determine if you qualify. You must have been a resident of Ohio on the first day of active duty in the armed forces of the United States within the period 25 Jun 1950 to 19 Jul 1953 and for one year before this first date of active duty.

If you do qualify, your state's bonus is figured on \$10.00 per month for domestic service and \$15.00 per month for foreign service. The maximum is \$400.00.

A request for application forms may be sent to C. W. Goble, Director, The Korean Conflict Compensa-

tion Fund, 293 E. Long St., Columbus 15, Ohio.

• **BUPERS MANUAL**—Information on a variety of personnel matters has been brought up to date by Change No. 30 to the *BuPers Manual*. The change includes items which deal with:

Conditions for the payment of incentive pay to human test subjects in thermal stress experiments.

Revised information on the Limited Duty Officer Program.

Policy concerning the housing of women.

Transfer of enlisted personnel in drafts.

Instructions for handling records of personnel transferred for hospitalization.

Qualifications for aircrewmembers.

Marks requirements for honorable discharge and reenlistment.

Conduct on public carriers and instructions for personnel in charge of drafts.

The occupational concept of Career Appraisal Teams.

Instructions for the assignment of Regulars and Reserves to the U. S. Military Academy Preparatory School.

Naval Uniform Shop, Clothing and Small Stores and Navy Exchange privileges for inactive duty Reservists.

• **SUBMARINE TRAINING FOR OFFICERS**—Officers in the grade of LTJG whose date of rank is on or subsequent to 1 Jan 1957, and of ENS whose date of rank is before 1 Jul 1958, may apply for submarine training for the class convening in July 1959.

Applicants must comply with BuPers Inst. 1520.6G and have their request into the Bureau of Naval Personnel before 15 Feb 1959.

BuPers Notice 1520 of 14 Oct 1958 issued the call for applicants for the July 1959 class and also announced the names of more than 175 officers who were selected to attend the Basic Submarine Officers Course convening 5 Jan 1959 at New London, Conn.

• **PROMOTED TO WARRANT OFFICER**—A total of 43 first class and 78 chief petty officers have been issued temporary appointments to Warrant Officer, W-1. These appointments are from an eligibility list established by a selection board that convened in February 1958.

## QUIZ AWEIGH

Your Service Record is very important to you and to the Navy. It is a compilation of official documents which tell who you are, what you are, and what you have done in the Navy. It consists of two parts — the Service Record itself, which accompanies you from command to command, and the Enlisted Service Jacket which is maintained in the Enlisted Services and Records Division of the Bureau of Naval Personnel in Washington, D. C.

Since these records are of such importance to you, you should know something about them. Let's see if you do.

1. The buff-colored 10 x 11-inch binder or file cover which contains your entire service record that accompanies you whenever you are transferred is known as (a) NavPers 601, (b) NavPers 807A, (c) NavPers 1339.

2. Your permanent record in BuPers is known as (a) NavPers 601, (b) NavPers 807A, (c) NavPers 1339.

3. You should take it upon yourself to check your Service Record from time to time to make sure it is up to date. Regulations require commands to make an annual review of service records on (a) 1 January, (b) 30 June, (c) 1 September.

4. Your leave record can be found in your Service Record on page (a) four, (b) six, (c) eight.

5. When you take leave, you will not be paid leave rations until an individual order to adjust your pay record has been issued. This order appears in your Service Record on page (a) three, (b) five, (c) seven.

6. Your Navy test score profile — GCT, ARI, MECH, CLER, and Sonar — can be found on page three of your service record. This page is called (a) Navy Occupation and Training History, (b) Marks, (c) Enlisted Classification Record.

7. You receive performance evaluation marks which are entered on page nine of your record (a) quarterly, (b) semi-annually, (c) annually.

Answers to this month's Quiz Aweigh can be found on page 49. If you didn't get at least five of the above questions correct, you had better take some time and check your record.



# THE BULLETIN BOARD

## Revised Quals Are Ready on Advancement Requirements For Certain Navy Ratings

The first group of qualifications for advancement to be rewritten in terms of the new rating structure (see *ALL HANDS*, March 1958, p. 38) have now been incorporated in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Revised).

This is the first group:

General Ratings	Service Ratings
Surveyor (SV)	None
Construction Electrician (CE)	CEW (Wiring) CET (Telephone) CEP (Power) CES (Shop)
Equipment Operator (EO)	EOH (Hauling) EON (Construction)
Construction Mechanic (CM)	CMA (Automotive) CMH (Heavy)
Builder (BU)	BUL (Light) BUH (Heavy) BUR (Concrete)
Steelworker (SW)	SWE (Erector) SWF (Fabricator)
Utilities Man (UT)	UTP (Plumber) UTB (Boilerman) UTA (Air Conditioning) UTW (Water and Sanitation)
Aviation Structural Mechanic (AM)	AMS (Structures) AMH (Hydraulics) AME (Safety Equipment)
Parachute Rigger (PR)	None
Dental Technician (DT)	None

The new quals for these ratings follow a revised format which reflects the change to: A single integrated rating structure for both Regulars and Reserves; emphasis on broad general knowledge in the upper pay grades of all ratings; and the use of Service Ratings to allow for specialization at the lower pay grades in some of the more technical jobs.

The revisions mentioned above are part of Change No. 11 to the



"Come back Sunday—visiting hours are from 1630 to 1830."

*Quals Manual*, which also contains some minor alterations. Among them are revisions in the quals for Construction Man (CN) and Dentalman (DN), a new preface to the *Manual* and a revised table of Paths of Advancement to Warrant Officer and Limited Duty Officer.

Additional changes in the *Quals Manual* will be reported as they go into effect.

## New PO's Guide Is Off the Presses

A new edition of *The Petty Officer's Guide* is now off the presses.

In its 18 chapters and three appendices this book, by RADM Harley Cope, USN (Ret), and LCDR Frederick C. Dyer, USNR, offers a wide range of up-to-date information on subjects of interest to the Navyman. For instance, here are just a few of the chapter headings in this new third edition:

Advancement—The Path Up; Transfers and Rotations; Your Chances For a Navy School; Getting the Word; Traditions, Customs and Courtesies; The Defense Team; The Navy's Mission; Leadership; Personal Affairs; and Leave and Liberty.

One of the appendices contains a 60-page glossary of naval and military terms.

## TAR Ship and Stationkeeper Billets Filled by Regulars, Reservists Can Transfer to USN

There are going to be more "choice" shore duty billets available within the next five years. The Naval Reserve enlisted TAR (Training and Administration of Reserves) Program is being phased-out and those billets will be filled by Regular Navy personnel.

Enlisted TAR billets that are now vacant are being converted to Regular Navy billets.

This phase-out affects all enlisted TAR stationkeepers and shipkeeper personnel, with the exception of those in the Naval Air Reserve Training Program. The TAR program under CNARESTRA remains unchanged.

Enlisted Reservists currently in the TAR program will be permitted to complete their current enlistments, and then, if qualified, will be permitted to enlist in the Regular Navy—in the same pay grade they now hold—without regard to open or closed rates or ratings. Those who do not desire to enlist in the Regular Navy will be separated.

Present TAR personnel, who have been serving on active duty since 1 Jul 1952, and who have served a total of at least 15 years on active duty by 1 July 1958, may either enlist in the Regular Navy at the expiration of their current enlistment or extension, or reenlist in the Naval Reserve and be retained on board in their present TAR status until eligible for retirement (19 years, six months).

BuPers Inst. 1130.4E spells out procedures for the discharge of TAR and other Naval Reserve personnel serving on active duty, and for their enlistment in the Regular Navy.

According to this instruction, Reservists serving with the Regular Navy establishment may enlist in the Regular Navy, if qualified, in the same pay grade, at the expiration of current enlistment or extension of enlistment in the Naval Reserve. This enlistment must be effected within 24 hours after dis-

charge on board the activity from which discharged.

If they do not enlist in the Regular Navy, they will be released from active duty upon completion of current Reserve enlistment or extension.

Reserve personnel desiring to enlist in the Regular Navy must fulfill all requirements of Article C-1403, *BuPers Manual*; instructions in effect for usn personnel reenlisting on board their ships or stations; and the special eligibility requirements set forth in BuPers Inst. 1130.4E.

To meet these special eligibility requirements for enlisting in the Regular Navy, a Reservist must have served on active duty in the naval service for 12 months immediately prior to enlistment; be a citizen of the U.S., or an alien with proof of his declaration of intent to become a U.S. citizen; and fulfill the age requirements set forth in Article H-3404, *BuPers Manual*.

District commandants may authorize the enlistment of qualified TAR personnel under their cognizance upon recommendation from the individual's commanding officer. They may enlist in the U.S. Navy in the rate held at the expiration of their current enlistment or extension of enlistment in the Naval Reserve. This enlistment must also be effected within 24 hours following discharge on board the activity from which discharged.

If the TAR personnel do not enlist in the Regular Navy, they will be released from active duty upon completion of their current enlistment or extension in the Naval Reserve. However, as said earlier, personnel who have been on active duty since 1 Jan 1952, and have 15 years or more active duty as of 1 July 1958, are excepted from this ruling. They may either enlist in the U.S. Navy or reenlist in the Naval Reserve and be retained on board in a TAR billet.

Reservists serving on active duty with the Regular Naval Establishment will be retained on board for duty upon enlisting in the Regular Navy. TAR personnel enlisting in the U.S. Navy, however, shall be retained on board but reported immediately to the Chief of Naval Personnel (Pers B211) for assignment.

There are special rules governing Reservists ordered to active duty

under the provisions of BuPers Inst. 1306.8I dated 18 Aug 1958. They may, upon completion of 12 months' but before completion of 18 months' active duty, enlist in the Regular Navy in the rate held, if qualified.

After 18 months, but before expiration of current active duty obligation, they may enlist in the Regular Navy in their present rate only if it is among those listed as an "open rate."

If these Reservists do not enlist in the Regular Navy, they will be released from active duty upon completion of their active duty obligation.

Here is the current list of "open rates" for Regular Navy enlistment:

QM2, QM3, SMC, SM1, SM2, SM3, RDC, RD1, RD2, RD3, SOC, SO1, SO2, SO3, TM3, GS3, ET2, ET3, OM2, OM3, RMC, RM1, RM2, RM3, CT1, CT2, CT3, JO2, JO3, MU3, MR3, ICC, IC1, IC2, IC3, UT2, UT3, AT1, AT2, AT3, AG2, AG3, TD3, FN, FA, FR, SN, SA, SR, AN, AA, AR, CN, CP, CR, HN, HA, HR, DN, DA, DR, TN, TA, and TR.

## New Correspondence Courses Ready for Enginemen

Two new Enlisted Correspondence Courses are now available. Four courses have been discontinued.

Enlisted Correspondence Courses for active duty personnel will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center. Your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center, which will supply the course materials to your command.

Personnel on inactive duty will have courses handled by the Center.

### NEW COURSES

Title	NavPers No.
*Engineman 3	91518-1
*Engineman 2	91519-1
* May be retaken for repeat Naval Reserve credit.	

### DISCONTINUED COURSES

Title	NavPers No.
Engineman 3, Vol. 1	91516-B
Engineman 3, Vol. 2	91517-C
Engineman 2, Vol. 1	91518-C
Engineman 2, Vol. 2	91519-C

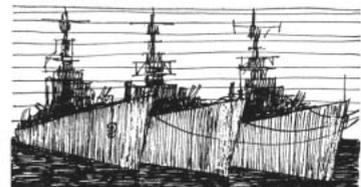
Destroyers berthed at Newport R. I., will no longer find it necessary to scurry out to storm moorings each time a bad storm comes along. When fully operational, Newport's new \$20,000,000 "Destroyer Haven" will accommodate approximately 48 of them. The latest addition, Pier No. 2, scheduled for use in September, will



berth two tenders, 20 DDs, and a floating drydock.

A large portion of the north side of the pier is protected by a special type fender, designed to reduce wave action. Further protection will be furnished with the completion of Pier No. 3. A new breakwater will protect all three piers.

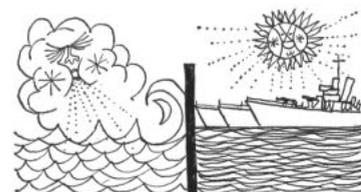
Pier Two, which juts into Coddington



ton Cove, is 200 feet wide and, surrounded by 35 feet of water, is capable of handling all but the largest Navy ships.

Although steam and oil are not yet available for Pier Two, ships can expect to find plenty of fresh water and electrical service. Shore steam will be on hand in 1960.

Built on Pier Two is an 860-by-



100-foot Marine Terminal Building. Part of ComDeslant's staff, plus a post office, movie exchange, communications distribution center, snack bar, pier master's office, various rest rooms, day rooms, and bunk rooms will be in the new building. Trash and garbage stations will be available both in the building and on the pier.

Without a doubt, Newport's new "Destroyer Haven" is going to be one of the finest "homes" for destroyers in the world.

## Here's the Hot Scoop on How to Handle Classified Documents

IF YOU WORK with classified documents, here are some figures you might like to look over.

TOP SECRET —\$20.00  
 SECRET —\$15.50  
 CONFIDENTIAL—\$15.50  
 UNCLASSIFIED —\$ 3.10

These are the approximate costs for shipping one cubic foot (about 30 pounds) of documents from Washington, D. C., to St. Louis, Mo.

Classified material is expensive, not only to ship, but also to handle and store. So, the government can save a good bit of money whenever it's able to declassify or downgrade overclassified documents.

A big step toward that sort of economy took place on 26 Nov 1958, when Department of Defense Directive 5200.9 (of 27 Sep 1958) went into effect. Under the directive, millions of old TOP SECRET, SECRET and CONFIDENTIAL documents accumulated by the armed forces during the past 50 years are being declassified or downgraded.

The order pertains to some 5000 tons of messages, manuals, training films, unit records and such originated before 1 Jan 1946. Except for documents which contain infor-

mation in a few special categories, this will mean a blanket declassification. Besides saving money it will make all sorts of information available to historians, scientists, engineers and writers.

The declassification directive will make it possible to clean out a great deal of material which no longer belongs in the classified files. However, not all the deadwood is pre-1946 material.

Almost every day, through overcaution in classification or through failure to do anything about overclassified matter, many of those who prepare and use classified material are contributing to the buildup of new accumulations of deadwood. Much of that waste can be prevented. For instance, just remembering and heeding these points can be a help:

- Overclassification is costly. The higher an item is marked the more it costs to handle and store it.
- Sound classification calls for a nice balance between meeting the requirements of those with a need to know and keeping security information away from the country's potential enemies.

- Continued classification of documents which no longer warrant it is wasteful. When you think something should be classified or downgraded, refer it to the originator or office of origin with your reasons or suggestions.

- A document based on classified material doesn't have to be classified unless it too contains security information.

- Frequently review the classified papers in your custody. If you spot one you think should be declassified or downgraded, do something about it.

- Ideas and suggestions on declassifying or downgrading documents which no longer warrant classification are needed. If you have an idea submit it through the proper channels.

- Before you reach for the CONFIDENTIAL stamp, stop to think—"should this really be classified?"

- When you classify something consider the possibility of giving it a date for automatic declassification or downgrading.

- In a document that has only one or two classified paragraphs, classify those parts and indicate that the rest of the material is *unclassified*. This will simplify declassification at a later date.

These pointers are being stressed by the Office of Declassification Policy, which supervised the preparation of DOD Directive 5200.9.

The cut-off date in the directive—1 Jan 1946—was selected because much of the information in documents originated before that date has either been already declassified through other actions or no longer involves security risk.

However, since some kinds of information could still be of value to a potential enemy, certain categories have been excepted from the blanket declassification. These include: war plans of organizations higher than a Navy task force, Army division or numbered Air Force level; intelligence and counterintelligence information; radarscope photography, information on electronic countermeasures, information concerning structural or performance data of naval vessels or armament in current use; and documents that concern or affect the formulation and

### WHAT'S IN A NAME

#### ATF Recorded Last Organized Resistance of WW II

The ship that claims she recorded the final official surrender of the last organized Japanese resistance in the Pacific after World War II has been assigned to rescue and salvage duties in the Far East.

She is USS *Cocopa* (ATF 101). Her unusual assignment took place in June 1951, when she was sent to the island of Anatahan, 70 miles north of Saipan, to accept the surrender of 19 Japanese soldiers. The soldiers, still holding out six years after Japan had surrendered in Tokyo Bay, gave themselves up to a landing party from the ocean-going tug. *Cocopa* transferred the men to Saipan, and from there they were taken back to Japan.

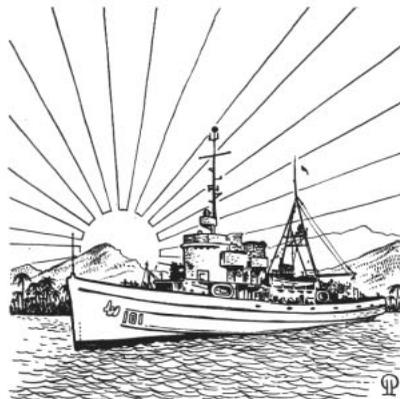
Powered by engines capable of towing any ship afloat in today's Navy, *Cocopa* carries fire fighters and equipment, dewatering pumps for refloating ships and four qualified Navy divers in her crew of 75 officers and enlisted men.

*Cocopa* has aided a number of ships in distress. In July 1954, when the Coast Guard Cutter *Iroquois* ran aground on a

reef at Midway, she towed the cutter back to Pearl Harbor, a distance of 1150 miles.

The ship's history records that *Cocopa* won the Service Force Pacific battle efficiency competition in 1956 and again in 1957.

The tug is named for an Indian tribe that once roamed in Arizona and northern Mexico.



conduct of U. S. foreign policy and plans relating to international affairs.

The fact that a document contains information in an excepted category does not necessarily mean the material cannot be declassified. It only means that the service which originated it must give it a careful review before it can be declassified. Even in the excepted categories all TOP SECRET material is being downgraded to *Secret*. This move will eliminate the semiannual inventory required for TOP SECRET and reduce future shipping and storage costs.

Procedure for obtaining information from any of the old documents remains unchanged. A formal request must be submitted to the custodian of the records—either the Archivist of the United States if the National Archives have custody, or the agency concerned, if the material is not in the Archives.

The Archives or the agency concerned will then locate the documents, have them reviewed for information in the excepted categories and make a determination as to whether or not the information has



"All right! Which one of you filled the windsock with Christmas popcorn?"

been declassified. If it has been declassified its release will be governed by the same regulations that cover the release of any other unclassified government document. Thus, on material which comes under the blanket declassification, the costly and time-consuming process of tracking down a document's origina-

tor or the successor office has been eliminated.

Over 75 per cent of the documents affected by the directive are in the physical custody of the General Service Administration. To expedite reduction of the backlog of old documents, that agency has been authorized to determine whether or not any of the exceptions apply to this material and to take the administrative action required for the remarking of declassified or downgraded material.

### Wave CPOs Authorized to Wear Officer-Type Uniforms

Wave CPOs may now wear the dark blue officer-type uniform instead of the Navy blue uniform worn by all enlisted women.

Hereafter, all WAVES advanced to pay grade E-7 will be provided with a \$200 initial clothing allowance to purchase the officer-type blues.

Eventually all WAVE CPOs will be required to wear the recently authorized dark blue officer-type uniform.

## Navy's Ordnance Disposaleers Are Doing a Bang-Up Job on Guam

In June 1944, battleships, cruisers and destroyers of one of our carrier task forces in the Pacific began a heavy bombardment to retake the Japanese-captured island of Guam in the Marianas.

During the continuous bombardment, the island felt the impact of nearly 30,000 rounds of ammunition.

An extensive cleanup campaign followed the recapture of the island. This meant not only rehabilitating the war-devastated land, but it also brought up the hazardous problem of unexploded American and Japanese ammunition. A concerted effort was made to locate all this ammo and today, nearly 14 years since the liberation of Guam, although the clean-up campaign has been highly successful, the search still goes on. From 1944 up to the present the search has uncovered more than 90 tons of explosives a year. These range from simple hand grenades to the massive 16-inch shells that blasted the enemy in those war days.

When two 14-inch high capacity projectiles were located recently, 180 feet apart on Nimitz Hill, headquarters of Commander Naval Forces Marianas, Navy disposaleers went into action.

They are known as the Explosive Ordnance Disposal Team, Special Weapons, located at the U.S. Naval Magazine. Under the direction of Chief Warrant Officer J. B. Dickey, USN, chief surface ordnance technician and officer-in-charge of the team, the situation was carefully surveyed and plans were set in motion to alleviate the hazardous condition and placement of shells.

It was decided that in order to prevent the full blast effect which would probably result in damage to nearby buildings, a low-order type explosion would be set off. The disposal team of CWO Dickey, G. D. Taylor, BMC, L. R. Urban, GMC, and P.S. Aiken, GMC, arrived in the projectile area. The first step was to make a road to the site of the shells to enable trucks carrying equipment to make

a close approach. This was carved out by J. B. McKinstry, CD1, utilizing a giant bulldozer.

The exact site of the projectiles was marked, and a working party started to free the shells from their location and place them deeper in the ravine in which they lay. This was done to lessen the danger of flying shrapnel hitting any of the buildings in the area. Then a firing wire was rigged from the projectiles to a site 3000 feet away from which the explosion could safely be set off. Personnel were evacuated from the area several hours before firing time.

Then the projectiles were set off successfully, on schedule. No damage was done and no injuries were sustained.

To the Explosive Ordnance Disposal Team on Guam, who are geared to answer calls whenever there's a report on findings of WW II unexploded ammunition, the matter was "routine." But, to the service personnel and citizens of Guam, their work means peace of mind. —Robert J. Bova, JO2, USN.

## Some Pointers for the Navyman Who's Planning to Buy a Home

In October 1958 we printed a roundup of useful information based on the JAG Journal's series of "Legal Assistance Notes" by LCDR Nathan Cole, Jr., USNR.

The following advice is from a new article in the same series. It is passed on to you through the courtesy of JAG Journal and LCDR Cole.

**B**UYING a home?

Before you sign, here are some facts you should know about the first—and probably most important—document involved in the entire transaction.

This may have different names in different states—sales contract, purchase agreement, escrow agreement, contract to buy and sell, or perhaps something else—but no matter what it's called it has the same general meaning in all jurisdictions. It forms the basic agree-

ment between you and the seller and sets the pattern for the events which are to follow.

Usually, a printed form is used for this contract. The form is usually set up to provide the minimum requirements of common and statutory law in the state where the land is located. Special agreements, if any, between you and the seller, must be added. Generally speaking, these are the matters the agreement should cover:

- Identity of the seller and buyer and their obligation to sell and buy respectively.
- The purchase price.
- A general description of the property involved.
- Terms of the sale—or how the purchase price is to be paid.
- The type of deed to be given and the kind of title guaranteed (it

should be marketable).

- How taxes, interest, insurance and rent are to be prorated.
- The time of conveyance and when possession is to be given.
- Who is to bear the loss in case of damage to the property between the time the contract is signed and the settlement date.
- Any special agreements pertaining to the particular transaction, such as conditioning the sale on the amount of an FHA appraisal, the issuance of a termite inspection certificate or some other stipulation.

Most of these matters cause little or no trouble. However, the question of settlement or time of conveyance and the related question of possession of the premises sometimes create a problem.

In one locality a stock clause used in the sales contract reads substantially like this:

"The purchaser agrees to comply with the terms of the sale herein within . . . days from the date of acceptance by owner or as soon thereafter as title can be examined and papers prepared . . ."

You might note that the *seller's* obligation is not mentioned.

When the real estate agent or the seller tells you that 60 or 90 days is the usual time for settlement, it would seem only reasonable to assume that this will give both sides enough time to wind up all the loose ends of red tape. Sometimes it isn't. When, on the 60th day, you arrive at your new home with your wife, children, dog and load of furniture, *then* you find that, for some reason, you can't get possession. The move into an apartment, hotel or motel can be pretty depressing.

In most cases, this situation arises in the purchase of a new house which isn't completed by a promised date, but it can also happen in a transaction which involves a house already built.

The whole affair is usually the result of a basic misunderstanding. To the average person, if an act is scheduled to take place in 60 days, it should mean that you can start counting now and, on the 60th day, the act will occur.

Contracts are different—sometimes. Unless the contract specifies

### New Bowditch Is Here—'American Practical Navigator'

The long-awaited new Bowditch is here. It goes on sale 6 December and will be available from sales agents of the Hydrographic Office and from the Superintendent of Documents at \$6.25 per copy.

The 1524-page edition of the *American Practical Navigator*, more widely known as "Bowditch" after Dr. Nathaniel Bowditch, author of its first edition, has been completely rewritten by the Hydrographic Office. (You can find the story of the original Bowditch on pages 12-15 of the October 1955 issue of *ALL HANDS*.)

The new Bowditch has been given a dark blue cover with gold lettering to distinguish it from previous editions. Although completely rewritten, it is still a full story of practical navigation, with useful supplementary information, presented in such manner that, if you are willing to dig into it, you can understand it without an instructor. You will be assisted by practice problems at the ends of many chapters, and by more than 500 illustrations, some in color.

However, the book is considerably condensed, being intended primarily as a reference book for navigators. In addition to the prin-

ciples of routine navigation, it includes information of use when the unusual is encountered. A 68-page index makes it possible to locate the information you are seeking.

The book is divided into eight parts. The first deals with background information and fundamentals; the second with piloting and dead reckoning; the third with electronics and navigation; the fourth with celestial navigation; the fifth with the practice of navigation under various conditions; the sixth with oceanography in its various navigational aspects; the seventh with weather; and the eighth with production of charts.

The eight parts, of some 900 pages, are divided into 44 chapters. These are followed by 29 appendices containing reference information of interest to navigators, and extracts from various government publications.

Following the appendices are 34 tables which, with their explanations, cover 272 pages. Although a number of these tables were carried over from previous editions, all tables have been checked for accuracy, arrangement and limits, and a number of changes have been made.

that "time is of the essence"—a provision you'd always do well to keep in mind when considering a contract involving new construction—either party would have a "reasonable" time after the specified date in which to carry out his part of the bargain. How much time is "reasonable" just depends.

If you are considering a house already built, the question of actual possession can be dealt with by a specific agreement naming a certain day—which need not necessarily have any relation to the time of settlement or closing. This may mean that you will have to pay rent for the house you are buying for the period between possession and settlement, but the amount demanded is usually just enough to cover the seller's mortgage payments, insurance, and such.

There's one other very important fact to remember. In a transaction involving real estate the advice and services of a lawyer are usually required and are *always* desirable.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as current *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

*Alnavs* apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

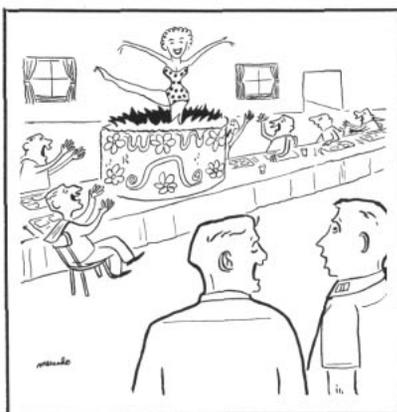
### *Alnavs*

No. 39—Ordered that the distribution of certain brands of food be suspended until further notice.

No. 40—Ordered that the solicitation privileges of an insurance company be suspended.

No. 41—Announced approval by the President of the reports of selection boards which recommended USN and USNR officers for promotion to the grade of captain in the Medical Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps, Medical Service Corps and Nurse Corps; to commander in the Medical

F. Mercado, SKSN, USN



"It's part of our new 'Personnel Morale Booster Program'."

Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps, Medical Service Corps and Nurse Corps.

No. 42—Ordered that the use of certain medical supplies be suspended.

### Instructions

No. 1210.6A—Concerns procedures for change of designator codes for USN and USNR officers.

No. 1430.12—Provides instructions for the administration of the proficiency pay program.

No. 1440.18B—Provides information concerning the adjustment of the enlisted rating structure through formal school or in-service training.

No. 1813.3A—Provides for the deferment of transfer to the Fleet Reserve in certain instances.

### Notices

No. 1416 (23 September)—Outlined changes in the plans for determining the professional fitness for promotion of officers and warrant officers on active duty.

No. 1210 (1 October)—Invited applications from certain permanently commissioned USN line officers for transfer to Supply Corps.

### ANSWERS TO THIS MONTH'S QUIZ AWEIGH

(Questions can be found on page 43)

1. (a) *NavPers* 601.
2. (b) *NavPers* 807A.
3. (c) 1 September.
4. (c) Page eight.
5. (c) Page seven.
6. (c) *Enlisted Classification Record*.
7. (b) Semi-annually.

No. 1120 (6 October)—Invited applications from certain permanently commissioned line officers for designation for engineering duty, aeronautical engineering duty, or special duty; and also invited applications from active and inactive USNR officers for augmentation into the Regular Navy with those designations described above.

No. 1760 (6 October)—Announced the distribution of the Department of Labor pamphlet concerning the Unemployment Compensation Act of 1958.

No. 1440 (8 October)—Established procedures for effecting changes in the Group VIII Construction Ratings to conform with modifications in the enlisted rating structure.

No. 1520 (14 October)—Announced the selection of officers for the submarine school class convening 5 January in the Submarine School, New London, Conn., and announced, by dates of rank, those lieutenants (junior grade) and ensigns eligible to apply for the July 1959 class.

No. 1430 (17 October)—Listed those men advanced in rating to Senior (E-8) and Master (E-9) Chief Petty Officers.

No. 1085 (30 October)—Issued instructions for preparation of enlistment contract *NavPers* 601-1 (Rev. 2-58).

No. 1418 (30 October)—Announced the schedule for service-wide examinations for enlisted personnel to be held in February.

## Waves Try Out Uniforms Proposed for Summer Wear

During the past several months a group of Waves has been tested for two new summer uniforms in order to evaluate them against the clothing that is now in use.

The proposed uniforms were made of light blue dacron and cotton fabric, and were designed for comfort, appearance and wearability. One of the uniforms tested was a dress with a light jacket, while the other was a two-piece outfit with a skirt and jacket.

Results of the trial have not been announced. If proved satisfactory, one of the trial uniforms will be selected to replace the currently used gray seer-sucker uniform.

## If You're a Calypso Fan (and Who Isn't?) Here's Your Chance

**N**OW THAT WINTER IS HERE it's only natural that you or your spouse might be dreaming about duty in some tropical island. If that's the case, what could be more fitting than a tour on the most southern island of The West Indies—and that tropical paradise is none other than Trinidad.

With the headquarters of the Navy's new South Atlantic Command located there, Trinidad will, more than any time since the end of World War II, be more than a dream to many Navymen and their families.

From all indications, duty there is quite pleasant. If you're fortunate enough to get orders to COMSOLANT or to one of the facilities at NAVSTA Trinidad, here's a report on what to expect:

The island of Trinidad is about 1860 square miles in size. It's a British Crown Colony located about 15 miles off the northeast coast of Venezuela, South America.

The island itself is fairly flat except for a range of peaks in the northern section and lower hills in the southeastern portion. The plains are rolling and the hills are high and wooded. The north coast is rock-bound, and the south coast is steep. The island's east coast is exposed to a heavy surf while the west coast faces the bay and harbor area.

Trinidad's capital and principal port is Port of Spain. It is a well built city, having many wide streets, government buildings, churches, fine homes and several institutions of higher learning. The U. S. Naval Station at Trinidad is located approximately seven miles from Port of Spain.

This capital city has approximately 93,000 inhabitants. It has an excellent harbor and the island's principal trade is centered there. Many steamships visit Port of Spain, and rail and highways link the city with other points of the island.

**Climate**—Because of its location in relation to the equator, Trinidad enjoys the nearly constant climate of a tropical island. The weather there is, in general, somewhat more pleasant than many of the other West Indian islands. It is summer-like and healthy the year long.



"You got a property pass to leave the base with that sleigh and eight reindeer?"

Despite its proximity to the equator, Trinidad has cooler weather than most of the Caribbean islands farther to the north. The mean temperature is approximately 76 degrees. During the day the average temperature is 85 degrees, although it gets up to 90 - 95 at times. It gets hot during the day, but the evenings are comparatively cool. They average 74 degrees.

There are no serious hurricanes in Trinidad as in other sections of the West Indies. It does rain quite extensively, however, with the average rainfall being about 60 inches per year.

**Housing**—Housing facilities are available at the Naval Station and they are considered to be good. Government-owned rental quarters and public quarters are available for enlisted personnel in pay grade E-4 with over four years' service, and above, and for all officer personnel. There is no on-station housing for dependents of personnel below pay grade E-4.

Officer personnel are in most cases granted entry and concurrent travel for their dependents. Entry approval for enlisted dependents is based on the availability of temporary quarters. At present there's about a three- or four-month waiting period before you can obtain government quarters. Personnel are placed on a priority list for permanent housing as of the date their dependents arrive in Trinidad.

Limited civilian housing is available off the base, but in almost every instance, it is inferior to housing in

the States. The rental rates are fairly high in comparison to the accommodations received.

If you desire to occupy civilian quarters you must have them inspected and approved by your command. You must be on board the station before you can submit an application to reside in civilian housing.

**Household effects** — Government quarters are furnished with stoves, refrigerators, beds, mattresses and other furniture adequate for basic needs. It is suggested that you bring the following effects to Trinidad with you: pictures, table and floor lamps, cotton or straw scatter rugs, clocks, silverware, dishes, cooking utensils, linens, refrigerator dishes and water or fruit juice bottles, and electrical appliances other than stoves and refrigerators.

The electrical current in Trinidad is 60 cycles, 110 to 120 volts. State-side appliances can be operated without alterations or the use of transformers. It is highly recommended that you include a washing machine and a sewing machine in your shipment of household effects, that is, if you have them. Lightweight blankets may also be a good thing to pack, as they may be used to advantage on cool evenings.

If you don't think that your household effects will arrive in Trinidad on or before the arrival date of your dependents, it is recommended that you pack a separate box or trunk containing an ample supply of linens, cooking utensils, silverware, dishes and other essentials and bring them along as hold baggage so they will arrive at the same time as your dependents.

**Clothing**—Your dependents are advised to bring lightweight clothing suitable for tropical climates and preferably washable. For daytime, the usual cotton summer clothing is comfortable and sufficient for year-round wear. However, since evenings are noticeably cooler, lightweight woolens, sweaters and light coats or jackets may be worn comfortably.

There is no trend to formality in the daytime, but evening clothes may be worn as the occasion warrants. If you or your dependents expect to return to the States during

the winter months, then it will be wise to include winter clothing in your shipment to Trinidad.

It is also suggested that a reasonable supply of footwear be included in the shipment of clothing as the shoes available in Trinidad are somewhat limited and not too varied in size and design. Children's shoes, however, in sizes through nine years of age, are available, at times, at the Navy Exchange. Women would be wise to make arrangements before leaving the States for ordering shoes by mail.

**Uniforms**—The uniform of the day is normally undress whites without jumper for enlisted men and tropical khaki (long or short) for officers and CPOs. Inspection uniform for enlisted men is always undress white Alfa with neckerchief, while officers and chiefs normally wear tropical white long or service dress whites. Officers and chiefs should bring a plentiful supply of whites, as they are worn quite frequently.

Blues are never worn in Trinidad. However, it is advisable to bring at least one set along in the event that you'll be required to make an unexpected trip to the States during the winter months. The same goes for service khaki for officers and CPOs. Since they are rarely worn, one service khaki should be sufficient.

**Food**—Suitable staple foods such as meats, poultry, eggs, fresh fruits and vegetables are available at the grocery section of the Navy Exchange. The other necessary items desirable for operating a household, as well as most baby foods, are also available.

**Domestic help** is available and wages run approximately \$6.00 to \$8.00 per week in T.W.I. currency. This is equal to \$3.00 to \$5.00 in U.S. currency.

**Medical and Dental Care**—Adequate medical care is available at the Naval Station for naval personnel and their dependents. Surgical facilities are available for emergency cases only. A dental officer visits the station approximately every three months to furnish dental care for military personnel. No Navy dental care is available on the station for dependents. Dentists are available, however, in Port of Spain, and their work is comparable to that of dentists in the States.

**Education**—Schooling for grades one through 12 is available in a Navy-operated school on the Naval Station. Approved correspondence courses from the University of Nebraska for the high school grades (nine through 12) are used. These courses are supervised by a teacher

in the school, and financed by appropriated funds.

The school calendar year and the curriculum in all grades is similar to that in most stateside public schools. Education facilities off the base consist of private schools for which tuition is charged. These off-

## HOW DID IT START

### BuThis

BuThis and BuThat have been around for so long that the modern Navyman takes them for granted. However there was a time when the Navy didn't have a single Bu to its name. Over 65 years elapsed between the birth of an American Navy and the adoption of the bureau system.

In October 1775, when the Continental Congress took the first step toward establishment of a Continental Navy, it left the administration of naval affairs to a committee composed of three Members of Congress. By the end of that month the committee had been increased to seven members and was known as the Naval Committee.

Another group, the Marine Committee, consisting of one member from each of the 13 colonies, was appointed on 14 Dec 1775 to take charge of the building and fitting out of armed vessels. To assist this group two Navy boards, each consisting of "three persons well skilled in maritime affairs," were created. The first, known as the Navy Board of the Middle Department, was established in November 1776. The second, the Navy Board of the Eastern Department, was set up in April 1777.

This system left much to be desired, and in October 1779 a five-man "Board of Admiralty" was established. The board was made up of two Members of Congress and three commissioners, familiar with naval matters, who were not Members of Congress. This, too, proved unwieldy. So, in July 1781 the Board of Admiralty was discontinued and the job of running the Navy was given to Robert Morris, who acted as "Agent of Marine" until the end of the war.

After the Revolution, the Navy dwindled away for a time. In 1789, when the War Department was established, the administrative control of what little naval affairs there were fell to that department. However, attacks on American commerce soon made it obvious that our young nation would continue to need a Navy, and in 1798 the "Navy Department" and the office of Secretary of the Navy were established. From then until after the War of 1812 the Navy was run by the Secretary and a handful of civilian clerks.

The War of 1812 clearly demonstrated

that the Secretary needed advisers with technical experience to help him administer the affairs of a seagoing combat force. To meet that need Congress created a Board of Navy Commissioners in 1815. Through the efforts of that board, originally made up of Commodores John Rodgers, Isaac Hull and David Porter, the navy yard system was greatly improved and programs were drawn up for drydock, naval hospitals, a naval academy, a gun factory and an ordnance department. The board also made extensive recommendations concerning naval administration and personnel matters.

Although this system worked fine at first, it was not able to keep pace with the many technological advances which were soon being made in naval warfare. The shortcomings in this setup were pointed out by a pamphleteer who signed himself "Harry Bluff" and began bombarding Congress with charges of inefficiency in naval administration. He advocated the bureau system as a solution to the problem.

Congress adopted the plan on 31 Aug. 1842, when it passed an Act abolishing the Board of Commissioners. In its place it set up the Bureaus of Yards and Docks; Construction, Equipment and Repairs; Provisions and Clothing; Ordnance and Hydrography; and Medicine and Surgery.

Since then the organization of the Navy Department and the names and functions of its bureaus have undergone quite a few changes, but the system is still in use.



station schools are not operated on the American plan.

**Religious activities**—Protestant and Roman Catholic services are regularly conducted at the Naval Station Chapel. A Sunday School for children is also available. Divine services for all faiths are conducted in Port of Spain churches and naval personnel and their dependents are welcomed.

**Currency and Banking**—U. S. currency is used on the base, but it may be exchanged with the disbursing officer for T.W.I. currency which is used for the payment of domestic help and for making purchases at civilian establishments off the base.

The rate of exchange is approximately \$1.00 (U.S.) for \$1.70 (T.W.I.). Off the base, the Trinidad dollar, based on the pound sterling, is the medium of exchange. The Trinidad dollar is paper money, while the fractional currency is in British coin.

Banking facilities, including personal checking accounts, are available at Port of Spain. It is recommended against using personal checks from U. S. banks as you may encounter some difficulty in cashing them. Money Orders are usually preferred for mailing money to the States.

**Automobiles**—Adequate bus transportation is available on the station. However, owing to the large size of the naval reservation and the distances involved between facilities, a private automobile is considered almost a necessity.

Private automobiles are usually shipped from the states via U. S. merchant ships. It takes from two to three months from the time an automobile is delivered to the designated Supply activity for it to reach Trinidad. Therefore, if you are shipping a car to Trinidad, be prepared for the resulting inconvenience of being without adequate transportation while you wait for your car to arrive.

Because of the delay in shipping, it is suggested that you consider the possibility of disposing of your car in the States and obtaining one when you arrive in Trinidad. An adequate stock of small local cars of British manufacture is available on the local market for reasonable prices.

If you take your car to Trinidad, don't plan on selling it as local regu-



"... and what is Santa going to bring you?"

lations prohibit you unless you sell it to another U. S. citizen. However, many Navymen departing from Trinidad sell their cars to newly arrived personnel.

If you take your car to Trinidad or purchase one after your arrival, you'll be required to pay a local Motor Vehicle Tax before you can register your car. If your car weighs under 3100 pounds, you'll be required to pay a tax equal to 10 per cent of its "market price," and if it's over 3100 pounds you will pay 15 per cent of the "market price."

According to Trinidad law, the "market price" of an automobile is defined as "such sum as in the opinion of the Commissioner of Island Revenue is the ordinary retail selling price without having regard to any discounts, commissions, monetary deductions, or other allowances given or made by the seller thereof." Ordinarily, American-made automobiles are valued considerably higher in Trinidad than in the U. S.

**Recreation** — Swimming, tennis, badminton, boating, fishing, hiking, golfing, bowling, dancing and motion pictures are the favorite pastimes. The base has a new fresh water swimming pool. The Enlisted Men's Club is open for all events from 1300 to 0200 daily. Movies are shown nightly at an outdoor theater.

Liberty and recreation in Port of Spain does not compare favorably with liberty in U. S. cities. However, several hotels offer good entertainment. Personnel are cautioned that while on liberty they are subject to the local laws and may be apprehended by local police for in-

fractions of Island Regulations—particularly for disorderly conduct in a public place.

Among the things worth seeing while on liberty are the festivities opening the Lenten season which is an event of primary importance in the lives of Trinidadians. Queens Park Savannah in Port of Spain is the center of the festival's carnival activity which resembles the Mardi Gras in New Orleans. Before the carnival itself, the Calypsonians—composers and singers of Trinidad's famous folk songs—receive their share of public applause. Programs of calypso are sung nightly in "calypso tents."

### Openings for Transfer To Civil Engineer Corps

Applications for transfer to the Civil Engineer Corps of the Regular Navy are being sought from permanently commissioned Regular line officers with engineering backgrounds.

To be eligible you must:

- Be a line officer junior to lineal No. 41361-00 in the 1 Jan 1958 officers' register.
  - Have completed at least one year of duty afloat by 1 Apr 1959.
  - Possess a bachelor's degree in architecture or architectural engineering or civil, electrical, mechanical, mining or petroleum engineering.
- If you were commissioned from an NROTC unit, you will be offered a new commission and new appointment in the Civil Engineer Corps and will acquire a permanent status as a USN officer. You will not be subject to selection at the end of three years' commissioned service, nor will you be eligible to request release to inactive duty at that time.

Applications should be in letter form. They must be forwarded, via commanding officers, to the Chief of Naval Personnel (Attn: Pers-B1136) in time to reach the Bureau of Naval Personnel by 1 Apr 1959. Your commanding officer's endorsement should contain an evaluation of your professional qualifications and performance, plus recommendations as to your suitability for duty in the Civil Engineer Corps.

Applications will be acknowledged and retained on file for consideration by a selection board that will meet on or about 15 Apr 1959.

## Roundup on Living Conditions at Subic Bay and Sangley Point

**T**HE NAVY TODAY maintains two bases in the Republic of the Philippines. Both are located on the island of Luzon and fairly close to Manila. These are the U. S. Naval Base, Subic Bay, and the U. S. Naval Station, Sangley Point. Near Subic Bay are the Naval Air Station, Cubi Point, and the Naval Communication Facility, San Miguel. Sangley Point is the headquarters of the Commander, U. S. Naval Forces Philippines, who is the senior U. S. military commander in the area.

Transportation to Manila is plentiful, but is frequently substandard or entails a long waiting period between trips.

**Climate**—The Manila area is close to sea level, and the climate is tropical. Daytime temperatures average from 86 to 94 degrees throughout the year. Although there are no abrupt or very definite changes, the year is roughly divided into three seasons. Lowest minimum temperatures occur during the cool season, from December to March, when the maximum is normally 85 degrees, the minimum 70. The hot, dry season comes from March through June, when the daily peak is 90 to 95 degrees, with May as the hottest month. The rainy season is from July through October, and as much as 13 inches of rain may fall in a single day during August, the wettest month.

**Housing**—Limited housing is available at Subic Bay and Sangley Point and is mostly of a temporary type, but it is adequate and comfortable. There are a few regular houses for senior officers at both stations, but many of the quarters are converted quonsets. There is a waiting list for Navy housing at both bases, with 12 months as the average wait at Sangley Point. However, the waiting time is decreasing as new units become available. When government quarters are occupied, the full quarters allowance is withheld.

The usual facility consists of two or three bedrooms, bath (with shower, but no bathtubs), living room, kitchen and screened porch. Kitchen stoves, refrigerators, and laundry facilities are provided in government quarters, which are equipped with basic furniture.

There are few suitable civilian houses available for rent. (At present, you are not permitted to bring your dependents to Subic Bay until public quarters are available.)

**Housing Effects**—Bring your own glassware, kitchen appliances and electrical appliances when government quarters are not expected to be readily available.

Electric current in the Philippines, and on the stations, is standard Stateside 110 volts, 60-cycle AC, and is suitable for any type of Stateside equipment. A washing machine is regarded by most as a must. The non-automatic, wringer-type machine is recommended—for two reasons. If an automatic machine breaks down, there is usually a long wait for replacement parts. Also, in most of the local housing, the water pressure is not sufficient for proper operation of the automatic variety.

Gas appliances cannot be used in the Philippines, since there is no fuel available for them.

Bring your radios, but television is available only on a limited scale. A vacuum cleaner is generally not required, since upholstered furniture and draperies are rarely used in the tropics, and practically all rugs are of straw or fiber.

Government issue mattresses and pillows are hard. If you bring your own, you will find that foam rubber is best.

Most essential small items for setting up housekeeping can be purchased on the stations, but a waiting period for delivery may be involved.

Civilian shops in Manila are generally well stocked, but prices are high.

F. Mercado, SKSN, USN



"My shore rotation is a bit overdue."

**Automobiles**—Private automobiles are a convenience, but are not essential. Roads in the Manila area are generally in a poor state of repair, and in the small villages the roads are also used by pedestrian traffic, so slow and careful driving is required.

Gasoline is not rationed and costs about 19 cents a gallon through Navy Exchange stations. Mechanical and body repairs can be obtained, but tire and battery replacement is difficult. Since the climate is hard on automobiles, undercoating is highly recommended. Most Americans also recommend that a spare muffler and flexible tailpipe be brought from the states, since these parts generally rust out quickly.

**Clothing**—Women should take mostly summer clothing, preferably cottons, and should include a few bright summer evening dresses. Local seamstresses are plentiful, and are highly skilled. A few lightweight woolen items are recommended, for trips to mountain resorts or to cooler climates. Shoes should be typical summer wear, including some good walking shoes. Rain gear is essential for the rainy season. Navy Exchanges carry some personal items, since prices for women's apparel in local stores are very high.

Men wear white and khaki cotton uniforms, including shorts and short-sleeved shirts, for duty. These are available at service sales outlets, or may be custom-tailored at reasonable prices. The tropical white uniform (shorts and short-sleeved shirts, with long white socks) and its alternate, tropical white longs is encouraged. Civilian clothes are authorized for off-duty wear. Excellent woolens are available through the Exchanges, and while other materials are slightly above Stateside prices, the inexpensive and excellent work of Philippine tailors will usually make up for it.

**Children's** regular summer play clothes, in good supply, are needed. School clothes are also needed, but these should be washable. Play shoes should be brought.

Shoes are a problem for the whole family in the Philippines. Many solve this problem through use of a mail-order catalog or a stateside

personal shopper. Mail orders enter the Philippines by way of the Fleet Post Office or an APO, and thus are not subject to the import taxes of the Philippine government.

**Domestic help** is easy to obtain. Most families are able to employ servants because of the moderate wages. Here are the usual monthly rates of pay for domestic help (exclusive of room and board, which is generally given in addition):

Position	Minimum	Maximum
Housegirl	\$15.00	\$25.00
Houseboy	20.00	25.00
Lavandera		
(Laundress)	20.00	25.00
Cook (female)	25.00	35.00
Cook (male)	27.50	37.50
Combination		
(man & wife)	40.00	50.00

Some wives who prefer to do most of their own cooking and housework hire a part-time housegirl to take care of washing and ironing, which is generally done daily or every other day in tropical climates. In such cases, the housegirls are usually paid about \$10.00 a month for working three days a week.

**Food**—Commissaries and Navy Exchanges carry most foods with which Americans are accustomed. Local markets are stocked with many kinds of tropical fruit, as well as familiar varieties of vegetables. All meats are frozen, and it is therefore highly desirable to have a freezer. Stores in Manila offer a wide variety of foods, but prices are very high.

**Medical Care**—Dispensaries are available at both stations, and provide medical care and limited dental care for dependents. All possible dental work should be done before leaving for the Philippines, since this may be difficult to obtain on the bases. Persons who wear glasses should take along an extra pair, owing to the difficulty of getting prescriptions filled.

**Education**—American schools, through high school level, are available to all families, and offer educational opportunities comparable to those found in public schools in the States. Training at college level is obtainable at numerous colleges in the Manila area. In Manila, the school year begins in June and ends early in March. Government transportation to school and back is provided. Schools on the stations are

operated from August to May.

**Religion**—Protestant and Catholic services are held at the station chapels. The Philippines is predominantly Roman Catholic, but services of almost all denominations can be found within the Manila area.

**Money and Banking**—You may not spend U. S. dollars in the Philippines. On the bases you will deal in Military Payment Certificates; elsewhere, you must use the currency of the land. The Philippine peso, at official rates in January 1958, is equivalent to about half a U. S. dollar. You may not take more than \$50 in U. S. money into the Philippines, and this must be exchanged within 24 hours of arrival for either MPCs or Philippine pesos.

**Recreation Facilities**—A number of golf courses are located on or near the naval reservations in the Philippines, and fishing, boating, swimming and picnicking are also available. There is a great deal of family type get-togethers and entertaining. There are active clubs for officers, chief petty officers, and enlisted men on all the bases.

Camp John Hay, at Baguio in northern Luzon, is a recreation center for the Far East which is now operated by the Air Force and is available to Navy families. This is a mountain resort that offers golf, swimming, fishing and other outdoor activities in a cool and pleasant atmosphere that is a welcome respite from the normal heat and humidity of the low-lying areas around Manila. Some cottages are available, which enable families to live in the quiet life of a mountain resort in

F. Mercado, SKSN, USN



"... so I joined the Navy to see the world ... and there it is."

the States.

**Pets**—Certificates of good health for all pets should be obtained in the country of departure. Dogs must have anti-rabies shots. Pets are examined upon arrival, but are not required to remain in quarantine.

Check on immunization requirements. Smallpox, typhoid, tetanus, cholera and typhus shots are required.

**List of New Motion Pictures Available for Distribution To Ships and Overseas Bases**

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in October.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

*This Angry Age* (1179) (C) (WS): Drama; Sylvana Mangano, Anthony Perkins.

*Voice in the Mirror* (1180) (WS): Drama; Richard Egan, Julie London.

*Gunman's Walk* (1181) (C) (WS): Drama; Van Heflin, Tab Hunter.

*Dunkirk* (1182): Drama; John Mills, Richard Attenborough.

*Kathy O'* (1183) (C) (WS): Comedy; Dan Duryea, Jan Sterling.

*Imitation General* (1184) (WS): Comedy; Glenn Ford, Red Buttons.

*Davey* (1185) (C) (WS): Drama; Harry Secombe, Alexander Knox.

*Vertigo* (1186) (C): Melodrama; James Stewart, Kim Novak.

*Bridge on the River Kwai* (1187) (C) (WS): Melodrama; Alec Guinness, William Holden.

*The Key* (1188) (WS): Drama; William Holden, Sophia Loren.

*New Orleans After Dark* (1189): Melodrama; Stacy Harris, Capt. Louis Sirgo.

*Triple Deception* (1190): Melodrama; Michael Craig, Julia Arnall.

*Raintree County* (1191) (C) (WS): Drama; Montgomery Clift, Elizabeth Taylor.

*Check Point* (1192): Melodrama; Anthony Steele, Odile Versois.

*The Proud Rebel* (1193) (C): Drama; Alan Ladd, Olivia DeHavilland.

*Gun Runners* (1194): Melodrama; Audie Murphy, Eddie Albert.

### This Will Make You Chuckle, We Hope — It's Cartoon Contest Time

The Navy has announced plans for its Fourth All-Navy Comic Cartoon Contest. As in the past, the contest is open to active duty naval personnel and their dependents.

All-Navy Championship trophies will be presented by the Chief of Naval Personnel to the first five place winners and the winning cartoons will be published in ALL HANDS.

Entries must be submitted in time to reach the Chief of Naval Personnel (Pers G11) for judging by 1 Feb 1959.

The contest rules—the same as

they were last year — were announced in BuPers Notice 1700 of 28 Oct 1958. They are:

- All naval personnel on active duty and their bona fide dependents are eligible to submit entries.

- Comic (gag or situation) cartoons, to be acceptable, must have a Navy theme or background and be in good taste, suitable for general consumption.

- Cartoons must be in black ink on 8 x 10½ inch paper or illustration board.

- A contestant may enter as many cartoons as he wants to, but each entry must contain the following information and statement securely attached directly to the back of the cartoon:

1. Full name of originator
2. Rate or rank
3. Serial or file number
4. Duty station
5. Home town and name of hometown newspaper.
6. A brief statement *certifying the cartoon is an original.*

7. "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired. Signed....." (Contestant)

8. "Forwarded." Signed by Commanding Officer or his representative.

In the case of entries by dependents, they should supply the above listed information as well as the following statement: "I am a dependent of....., (Navyman's name)

rank/rate, and serial or file number." (The winning cartoons for the Third Annual All-Navy Comic Cartoon Contest appeared in the June 1958 Issue of ALL HANDS.)

### Nine Navy Training Courses Issued Direct to Commands

The Bureau of Naval Personnel is expanding its current system of distributing new and revised Navy Training Courses, and has scheduled nine more for distribution directly

## Here's How Ratings Made Out in August Exams

More than 25,000 men in the Navy will feel as though they have received Christmas presents two weeks early when they are advanced to petty officer third class on 16 December.

Another 15,000 jumped the Christmas "gun" by getting their promotions a good six weeks early.

These are the ones who were advanced to E-5 and E-6 on 16 November.

Another 3500 will have received striker designators by the time this is in print. All of these advancements and striker designators are being made as a result of the August examinations.

Since all personnel in the Teleman rating will eventually become either Radiomen or Yeomen, their advancements are included in the RM and YN columns in the table below. It shows the number of USNs and USNRs (excluding Naval Air Reserve Training TARs) who were advanced in rating:

Rating	E-4	E-5	E-6	Strikers	Rating	E-4	E-5	E-6	Strikers	Rating	E-4	E-5	E-6	Strikers
BM	325	40	2	—	SH	300	15	2	—	SW	50	25	3	—
QM	286	128	2	76	JO	66	20	10	16	UT	94	54	18	23
SM	285	173	107	80	LI	45	4	1	—	AD	1420	365	2	—
RD	613	450	179	165	DM	80	56	8	—	AT	679	839	200	216
SO	313	225	117	82	MU	116	90	10	26	AO	468	132	2	—
TM	209	181	2	82	MM	1689	1143	175	591	AQ	131	97	2	38
GM	653	88	2	—	EN	1210	465	4	397	GF	54	49	2	—
GS	47	36	5	12	MR	330	217	70	—	AC	270	210	2	—
FT	650	330	2	—	BT	1550	732	77	300	AB	325	100	2	—
NW	36	15	13	8	BR	—	—	—	—	AE	528	767	100	150
MN	50	8	1	8	EM	1014	913	100	236	AM	1197	850	15	—
ET	505	499	130	149	IC	324	248	115	103	PR	130	82	2	—
IM	35	18	1	—	ME	415	190	2	—	AG	173	133	45	45
OM	15	11	1	4	FP	375	115	2	—	TD	106	95	8	27
RM	994	715	286	298	DC	365	115	2	100	AK	300	130	2	—
CT	364	359	100	—	PM	30	12	1	—	PH	275	135	2	—
YN	1480	500	2	—	ML	22	9	1	—	PT	6	—	1	1
PN	670	250	2	—	SV	24	10	1	—	HM	1212	300	2	—
MA	133	65	6	32	CE	113	77	15	36	DT	224	70	2	—
SK	1120	300	2	263	CD	100	15	2	—	SD	42	28	2	—
DK	205	100	2	—	CM	80	30	2	—					
CS	300	34	2	—	BU	200	126	20	—	Total	25,420	13,588	2,000	3,556

to commands concerned.

Under this new system, the Bureau sends to commands the new and revised books as soon as they are received from the printer. Previously these books went from the printer to stocking supply points and the commands had to request them as they were needed. Now they are sent out automatically by the Bureau on the basis of one copy for each man, according to the command's allowance or on board count.

Hereafter, only *additional* copies of the new or revised Navy Training Courses will have to be ordered through normal supply channels.

The nine new courses being dis-

tributed in this manner are:

Title	NavPers No.
Electronics Technician 1 & C	10192
Mineman 1 & C, Volume 2	10187
Radioman 1 & C	10229-B
Aviation Electrician's Mate 3 & 2	10348
Commissaryman 3 & 2	10279-B
Military Requirements for PO 1 & C	10057
Steward 3 & 2	10694-B
Aviation Machinist's Mate 2	10339
Chief Hospital Corpsman	10668-A

### New Photo Composing System Prints Straight Out of Files

A new photo composing system that is expected to reduce the cost of the Navy's large cataloging proj-

ects has been adopted by the Navy.

One of the system's first major uses will be in printing the Navy Stock List, a publication for which about 75,000 new pages must be composed and printed each year.

Equipment includes a "card writer" for composing copy and a "card counter" which does page layouts.

File cards replace the metal type that is used in the conventional system. The camera produces negatives from the cards in galley form, ready for plate-making in the printing process.

Cards are stored in card files and maintained with corrections. They are often used as primary records.

## Add These Words to Your Navy Vocabulary—You'll Need Them

It's nothing new today to hear of a satellite circling the earth at 18,000 miles per hour; of a guided missile traveling 1500 miles to a set target; or of jet aircraft traveling faster than the speed of sound.

But when you start to read of one of these items, you have all sorts of confusing words and terms thrown at you which, a few years ago, you may never have heard, unless you had a fondness for science fiction.

Here's an exceedingly brief run-down on some of the words you'll meet. The definitions may help you keep up with current Space Navy terminology.

- **Astronautics** — The science dealing with space and space travel.

- **Atmosphere**—The gaseous envelope which surrounds the earth. Arbitrarily subdivided with increasing altitude into the **Troposphere** (0 to 10 miles); the **Stratosphere** (10 to 20 miles); the **Chemosphere** (20 to 50 miles); the **Ionosphere** (50 to 250 miles); and the **Mesosphere** (from about 250 miles and up).

- **Bioastronautics**—Space medicine.

- **Centrifugal Force**—The force which causes an object revolving around an axis (for example, a weight being whirled around at the end of a string) to move directly away from the axis.

- **Cosmic Rays**—Extremely high energy particles, traveling at al-

most the speed of light, which are bombarding the earth from space. These particles are mostly hydrogen nuclei (protons), but nuclei of other elements are also present.

- **Count-Down** — The step-by-step process of a weapon system checkout and flight readying, leading to missile launching; it is performed in accordance with a pre-designed time schedule and measured in terms of X time. The count-down is usually confined to the time from assembly at the test or loading area to the actual firing.

- **Cosmology** — The general science of the universe. It covers all of the parts, laws and functions of the universe that are already known and those that can be obtained through observation and research.

- **Earth Satellite**—The moon is the earth's only known natural satellite. It circles the earth on a fixed path or orbit about once every 28 days. An artificial earth satellite (like the Navy's Vanguard satellite) is a man-made sphere launched into space so that it circles the earth in somewhat the same manner as the moon.

- **Ellipse**—The curve formed by slicing through a cone. The shape of this curve may vary from an almost perfect circle to a long, narrow shape similar to a rubber band.

- **Elliptical Orbit**—The ellipse-shaped path followed by a heavenly body as it moves about the

center of the system to which it belongs. The earth, its moon and the planets all have elliptical orbits.

- **Launch Pad**—A specific facility from which a missile can be launched.

- **Mach Number**—The ratio of the velocity, or speed, of a body to that of sound in the medium being considered. Thus, at sea level, in air at the standard atmosphere, a body moving at Mach One, (M 1) would be approximately the speed of sound (1116.2 feet per second) or 688 knots.

- **Misfire**—An unsuccessful attempt to start a rocket motor; usually, but not always, a case where the igniter functions properly but where the propellant does not ignite (or does ignite but goes out).

- **Orbit**—The path a celestial body follows as it circles the center of its system (for example, the earth's path as it circles the sun).

- **Reentry**—That point in a body's trajectory where it first contacts the atmosphere.

- **Subsonic**—Less than the speed of sound, or less than Mach number of one.

- **Supersonic**—Faster than the speed of sound.

- **Thrust Output**—The net thrust delivered by a jet engine, rocket engine, or rocket motor.

- **Trajectory**—The path of a missile from launch to impact.

Had enough for now? More later, perhaps.



ALL HANDS SPECIAL SUPPLEMENT

# COMEBACK AT PEARL

## AN AMAZING RECORD OF SALVAGE

*"His Majesty grants to the United States the exclusive rights to enter the harbor of Pearl River and to establish a coaling and repair station for the use of vessels of the United States, and to that end the United States may improve the entrance of said harbor and do all other things needful to the purpose aforesaid."*

*This grant, concluded at a convention with King Kalakaua of Hawaii on 6 Dec. 1884, and proclaimed 9 Nov 1887, presumably contained the first reference to Pearl Harbor. From this, the harbor, then known as Pearl River, has grown into one of the mightiest of modern naval bases.*

**P**EARL RIVER comes from the Hawaiian name *wai momi*, or "water of pearl," for this was the only place in the Hawaiian Islands where the pearly oyster was found. In the early days, sandalwood, from the forests, was brought to Pearl River, then shipped to China ports.

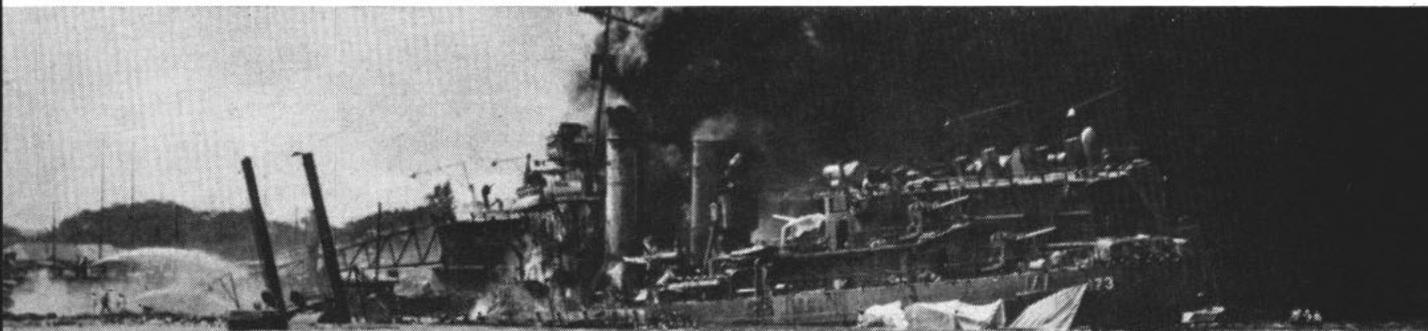
A coaling station was established by the United States Navy at Honolulu during the Civil War but was just about abandoned in 1870, as a result of the policy which caused all men-o-war to be supplied with full sail power and requiring the use of sails.

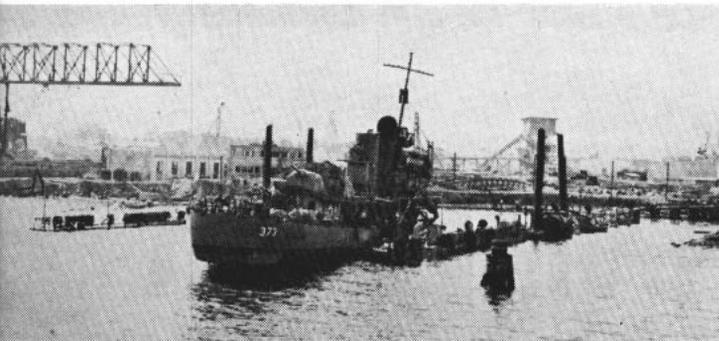
Several years later an inspection party investigating the defensive possibilities of Oahu, recommended that the United States obtain a cession of Pearl Harbor, plus four or five miles of the surrounding territory. They suggested that it might be deeded free of cost to the United States in return for allowing Hawaiian sugar to enter this country duty free.

At the outbreak of the Spanish-American War the United States possessed a coal depot at Honolulu that consisted of a dilapidated shed on rented ground.

Adapted from *Pearl Harbor Banner*, 7 Dec 1943, made available through the courtesy of the Historian, Bureau of Yards and Docks, Washington 25, D. C.

DOWN BUT NOT OUT—uss *Shaw* (DD 373) burns and sinks with floating drydock during surprise Japanese attack.





**AFTER THE FLAMES** *uss Shaw* with bow gone looked like this. Floating drydock had to be raised with the DD.

Congress had authorized the purchase of land at Pearl Harbor in 1901. The first acquisition deed was recorded 6 Dec 1901 (some 40 years almost to the hour before the Japanese attack.) Shortly after it was elected as the site for a large naval base in the Pacific.

In the Act of 13 May 1909, Congress provided for the construction of a drydock at Pearl Harbor, with a limit cost of \$2,000,000. Work on the dock started in September 1909 and it was scheduled to be completed in three years.

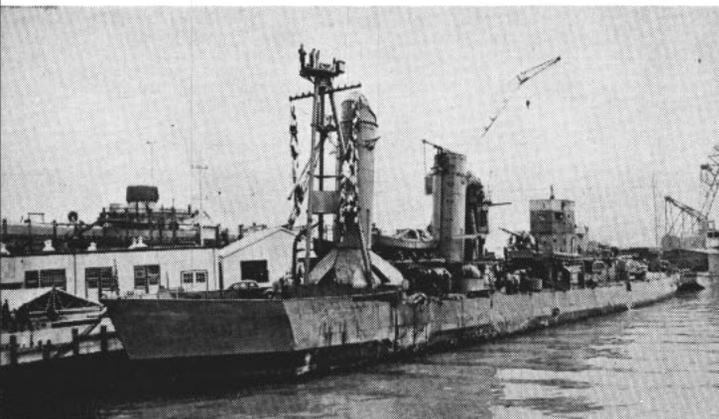
The dock, when almost completed, was wrecked by underground pressure (the source of the legend that a "shark god" had wrecked the dock because the required sacrifice of a pig and a chicken had not been made). No further work was done for the balance of the year, pending investigation. It was finally recommended that the dock be completed.

Work on what is now Drydock No. 1 was resumed during the latter part of 1914 and it was finally completed some five years later. The first ship entered 1 Oct 1919.

Just before Christmas in 1911, with the channel nearly completed, *uss California* (BB 44) entered Pearl Harbor and anchored off the Navy Yard. So far as is known, she was the first large vessel to pass through the dredged channel.

A "Special Board of Inspection of Naval Bases of the Pacific Coast" recommended in October 1919 that a first-class naval base, capable of handling the entire U. S. Fleet in time of war, should be developed at Pearl Harbor as a strategic necessity.

**SNUB NOSED**—*uss Shaw* was fitted with temporary bow at Pearl and sailed back to States for final repairs.



Not long afterwards, a Navy ship arrived on the scene with a cargo of machinery, tools and portable wooden buildings used in France during WW I, to be used in construction of the base.

In September 1916, the first official radio message was sent to Washington from the high-power station at Pearl. A congratulatory message was received 33 minutes later.

**T**HE BASE continued to grow at a moderate pace. By 1939, as the National Defense construction program got underway, Pearl Harbor came near to fulfilling the recommendations of the 1919 Inspection Board.

At that time, the Navy Yard occupied 498 acres and included a battleship drydock with its supporting industrial establishment, a marine railway, administration offices, two fuel-oil tank farms (above ground), a supply depot, and housing. Altogether, it totalled 190 buildings and 17 miles of railroad tracks. The Pearl Harbor naval hospital occupied 41 acres adjoining the Navy Yard and could accommodate 1100 patients. Ford Island, a 330-acre island within the harbor waters, was the site of the Fleet air base. The submarine base occupied 32 acres of harbor waterfront.

However, during the two years from 1939 to 1941, further improvements were begun. Major extensions were made to industrial facilities in the Navy Yard, including additional drydocks, power plants, shops, storehouses, piers, wharves, barracks, office buildings, cranes, mechanical equipment and various utilities. The range of improvements included two new graving docks next to the existing battleship dock, then in operation. Dock No. 2 was a 1000-foot battleship dock; Dock No. 3 was a smaller structure 497 feet long, for destroyers and submarines.

Dock No. 2 was completed, just a week before the Japanese attack, to a stage which permitted the emergency docking of *uss Helena* (CL 50), which had been torpedoed during the attack.

**S**UCH WAS THE STATE of Pearl Harbor on the morning of 7 Dec 1941. The story of the attack itself is too familiar to be repeated here. At the moment we are concerned with the story of how Pearl Harbor responded to the emergency created by the attack.

One hour and 50 minutes after the attack began:

- *uss Arizona* (BB 39) was sunk at her berth, burned and blasted in two.
- *uss Oklahoma* (BB 37) capsized, and was resting with her twisted superstructure on the bottom of the harbor.
- *uss West Virginia* (BB 48) had settled into the shallow water at her berth.
- *uss California* (BB 44) was sunk at her berth.
- *uss Nevada* (BB 36) was run aground to prevent sinking.
- *uss Utah* (BB 31) was sunk, bottom up.
- *uss Pennsylvania* (BB 38), *Maryland* (BB 46) and *Tennessee* (BB 43) were damaged by bombs.
- *uss Cassin* (DD 372) and *Downes* (DD 375) were twisted by fire and *Shaw* (DD 373) had her bow blown off.

Other vessels damaged but not sunk, although in some cases seriously flooded, included the light cruisers *uss Helena* (CL 50), *Honolulu* (CL 48) and *Raleigh* (CL 7). The seaplane tender *uss Curtiss* (AV 4) and the repair ship *uss Vestal* (AR 4) were damaged too.

- YFD 2, its watertight compartments holed by more

than 150 shell fragments, had settled on the bottom.

• USS *Oglala* (ARG 1), capsized, with her side plates stove in.

Casualties on ships alone totaled 1763 enlisted personnel and officers. This figure, as recorded immediately after the battle, was raised to 2638 by losses ashore. Many others were injured; some to die later, others to recover weeks or months after the attack.

Salvage of ships and property and the rescue of personnel began the same day as the attack. In the very nature of things, any story of Pearl Harbor must center about the magnificent salvage job done during the early days of WW II.

The place was a shambles, but almost all the facilities of the world's greatest repair base were untouched. Those facilities, in the hands of the workmen—civilian and military—of Pearl Harbor, either repaired or patched up so that they could be repaired by mainland yards, all but five of the damaged ships.

This accomplishment, unparalleled in the history of naval salvage and repair, did two important things for the United States: It minimized the actual loss of ships, and it modernized nearly all the damaged vessels so they were more efficient than before.

**I**N LESS THAN TWO WEEKS after the attack, the battleships *California*, *Nevada* and *West Virginia* were at sea. The three light cruisers *Helena*, *Honolulu* and *Raleigh* left Pearl Harbor by the end of January.

The other ships presented more serious problems. Consider *Oklahoma*. She lay capsized in the harbor with her superstructure and masts in the mud and about a third of her bottom exposed. She was upside down.

The salvage job was to right her and float her so that she could be put in drydock and repaired. To accomplish this, divers went down to chart the ship and close the compartments to get the water out and give her buoyancy. Before the divers could work, they first had to explore the underwater parts of the ship to get an idea of the condition. Oil, filth and wreckage complicated the task.

To facilitate this preliminary exploration and the succeeding work, a scale model of the entire ship was constructed out of composition board. This model was then placed in the exact position of the capsized *Oklahoma*. It was so constructed that transverse horizontal sections could be lifted to expose compartments and the portions of the deck that were to be explored by the divers.

Before a diver went into a compartment he studied the model to get an idea of the place he was to enter. He then went down into the ship and proceeded according to the information he had gained by his study. Because of the absence of light within the ship and the oil in the water, these divers had to work by sense of touch alone. If they encountered any difficulty, they returned to the surface and again studied the model and conferred with Navy engineers, noting the changes they encountered.

Two divers entered a compartment together. One would proceed to chart the compartment while the other stayed behind to see that the lines did not become fouled among the many obstructions in the ship. The same method was used when the divers came to seal hatches and compartments.

Triangular rigs were then mounted on the hull of the ship and anchored so that their bottoms pushed



**MASKED DIVERS** working on USS *Oklahoma* (BB 37) stand in front of an airlock they used in the salvage project.

against one side. Cables were slung to the facing shore of Ford Island and power for the pull on these cables over the rigs was furnished by electric motors, one to each set of cables. After about three months of slow and careful pulling on these cables, *Oklahoma* was turned over.

As soon as she was right side up, the torpedo holes were patched and lift pumps began to remove the water from the ship. After some time, *Oklahoma* was afloat. Continued pumping lightened her load until she was ready to be towed into drydock.

**T**HIS DESCRIPTION does not, of course, begin to describe the dirty, mucky, filthy and dangerous work that went on week after week; but it is the sort of work that helped save 30,000 tons of ship.

*Nevada* was beached in shallow water during the attack. She did not turn over. As a result, the job of salvaging her was different from and somewhat simpler than that used for *Oklahoma*. First, as much weight as possible was removed from the ship by taking off all demountable equipment and burning off such of it as could later be replaced. Then, workers installed patches over the breaches in the hull. When this was complete, the ship's watertight compartments were sealed and enough water pumped out so that the ship could be towed to drydock.

*California*, down by the head, lay with her forward portions under water. The first salvage step here was to get the weight of the sea off the vessel. To do this, workers built up a wooden extension of the hull around the forward part. This extension was of watertight construction and the sea weight was lifted by pumping the water out of the compartment thus erected. Shoring inside kept the walls from collapsing from the weight of the water outside.

Next came the process of installing the patches over the holes in the hull. Then came the pumping out and *California* floated again.

*West Virginia* was saved by the the same methods used on *California*. But *West Virginia* was more severely damaged and badly shaken up inside. To lighten the ship and in some spots to aid in making it watertight, workmen had to burn away great masses of tangled wreckage.

**T**HERE WAS SOME SALVAGE work done on *Arizona*. Her main and secondary batteries and much ammuni-

tion were removed. In addition, much of the superstructure that was above water was burned off. At present, *Arizona* (see pp. 24-25 of the February 1958 issue of *ALL HANDS*) still rests at her berth beneath the waters of Pearl Harbor.

*Oglala* was lying on her side. Her salvage involved righting the vessel by means of pontoons.

*Cassin* and *Downes* were in Drydock No. 1 at the time of the attack and both were badly blasted. Both had to be refloated and taken out of drydock so that the drydock could be fully used. The holes in these ships were sealed and portions cut away so that the ships became watertight. The two destroyers were taken out, had their equipment removed, and then reentered the dock to be cut up for scrap. It is estimated that 50 per cent of the machinery and most of the guns were thus reclaimed.

The forward part of *Shaw* was blown away and she had sunk with the floating drydock during the attack. Her salvage was accomplished by patching up not only the holes in the ship but those in the drydock as well, for the dock had to be floated before *Shaw* could be removed. When the ship and the dock were patched up, the two were raised from the harbor bottom by pumping. Then *Shaw* was floated out and given temporary repairs. She received a new short bow, built in sections and lowered into place while she was back in dock. This fitting complete, she went back to the United States to be repaired completely. This job could have been done at Pearl, but the yard facilities were used on more urgent work.

**A**LL DURING THE TIME that salvage work was underway, operations were frequently held up by the necessities of war. Ships that needed extensive repairs were sometimes held up by others whose repairs could be made more quickly. Then too, during the days that followed the first attack, things had to move fast. Ships had to be readied for operations against the enemy. All this demanded the use of Pearl Harbor's facilities, and manpower that was needed for work in connection with the more immediate war effort had to be diverted from salvage.

To expedite drydock repairs, work was started on the vessels before they reached drydock. Draftsmen, planners, ship superintendents and supervisors of various shops went over the ships well in advance and sized up the job. The drafting room started to make plans for the new welded sections that were to replace the old riveted structures.

In the shops, the ship lines were laid down on the mold loft floor, templates lifted and work started on sub-assemblies of new sections.

Meanwhile, out on the ships, workmen were getting the work underway. Cutting lines were established and laid out on the structure. Light bulkheads and various fittings were removed.

**W**ORKING CONDITIONS aboard the ships in the early stages were unbelievable. Everything was covered with black, stinking fuel oil, and debris and mud and muck in every compartment.

Finally the big day would arrive for each salvaged vessel—the day of drydocking. When the ship was pumped out sufficiently to permit her to enter the drydock, tugs towed her to the dock and she was soon resting on the blocks. No longer was the safety of the ship and the lives of those on board dependent upon

the continuous operation of numerous pumps.

The same group of draftsmen, planners, officers and supervisors who previously had examined the hull were now able to make a complete inspection, perhaps uncovering additional damaged portions. Revisions of plans and job orders had to be made to keep abreast of the new discoveries.

The shipfitters and burners now began their biggest job. Hundreds of tons of torn, twisted structure had to be burned loose and lifted out of the drydock. The structure was, in many cases, fuel oil tank bulkheads, which meant that before burning could be done with safety, men had to climb down inside the damaged, distorted tanks and clean out the oil.

Once the burners had a good start, the riggers and shipwrights played their part in the proceedings. The shipwrights constantly had to alter and adjust the staging as the cutting progressed so that the shipfitters, burners and riggers could stay within reach of their work. The riggers had to improvise means of handling the awkward sections as they were cut away. These had to be lowered to the dock floor, snaked out from under the ships to a point where the crane could reach them, and lifted out into waiting dump trucks which hauled them away to salvage scrap piles. As more and more structure was removed, the shipwrights were called upon to shore up the remaining structure to prevent it from losing its shape.

**W**HILE ALL THIS WAS GOING ON in the "hole," the other trades were busy elsewhere on the ship and in the drydock. Machinists were going after the main engines and auxiliaries, opening them up, cleaning out the various parts, checking for damage and signs of excessive cable insulation wear.

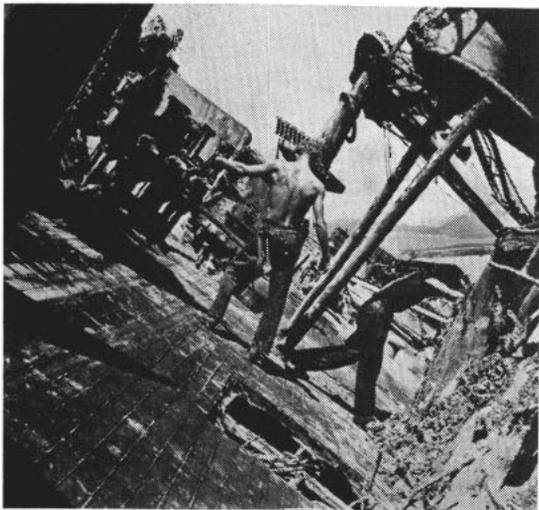
This latter step was necessary because many of the ships had not had regular Navy Yard overhauls during the busy year that preceded December 1941, and much of their equipment was then showing signs of overwork. Thus, the yard, in addition to repairing damage, overhauled countless auxiliaries such as pumps, valves, motors, blowers, steering and anchor gear. In some cases, these miscellaneous items were overhauled in place. In others, they were removed from the ship and overhauled in the machine shops.

The pipefitter's job was a tremendous one. Every piece of pipe from each of the numerous systems throughout the ship had to be tagged, taken down, removed from the ship and boiled out in a caustic soda tank to remove all traces of the fuel oil which permeated everything. Then they had to be rinsed and put back in the ship. In the damaged areas, large sections of several piping systems were destroyed or badly damaged. These had to be removed and, where possible, the valves salvaged for reinstallation in the new sections.

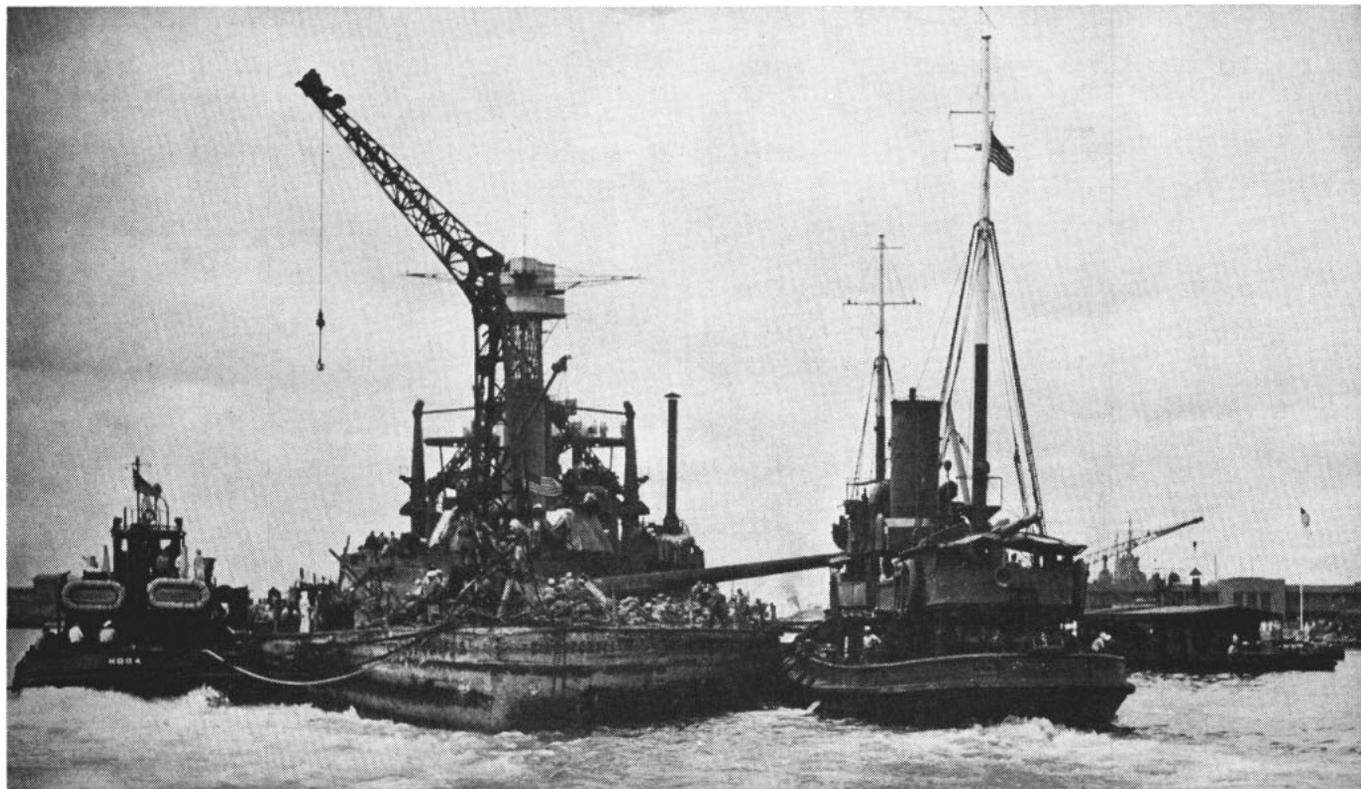
The electricians were faced with an equally monumental task. There are hundreds of motors and perhaps a half million feet of electric cables on a large ship. Once these are immersed for a considerable period of time in salt water and fuel oil they need repairs. The motors had to be completely rebuilt, which meant removal from the ship, disassembly in the shop, re-winding, renewal of bearings, assembly, balancing and testing. Some were in such condition that it was possible to reclaim them without re-winding. This was done by rinsing with fresh water to dissolve and carry away the salt (which if allowed to remain would absorb moisture

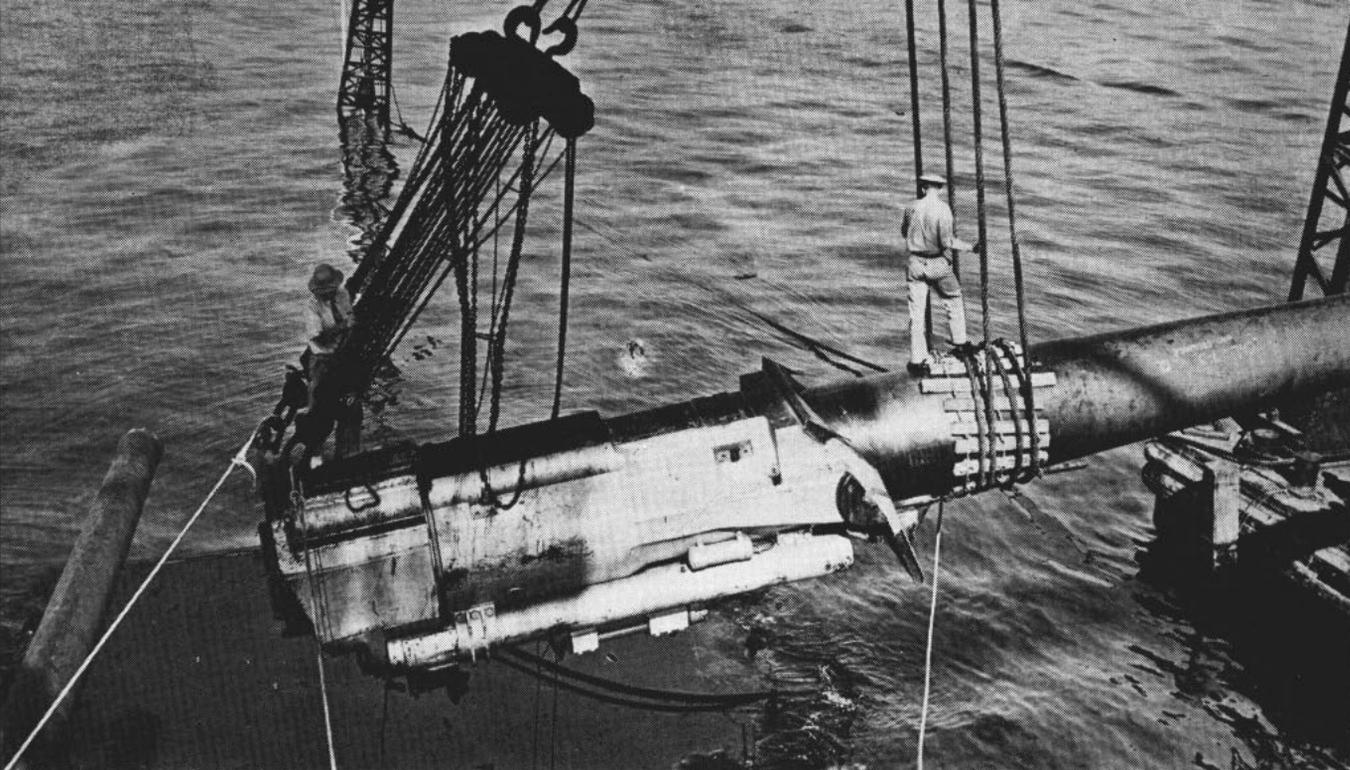


SALVAGE JOB began day after the attack. *Left*: Shaw lies in two pieces in dock she sank with. *Rt.*: Flames go sky high.

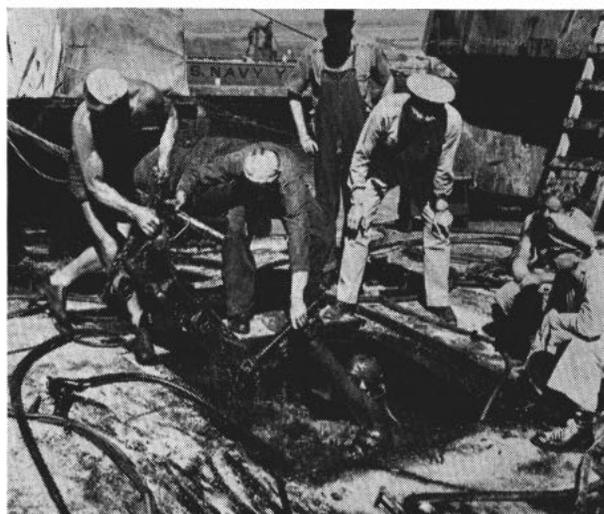


SLANT OF THINGS—Salvage crews work on deck of *uss Oklahoma* (BB 37). *Below*: *uss California* (BB 44) floats again.

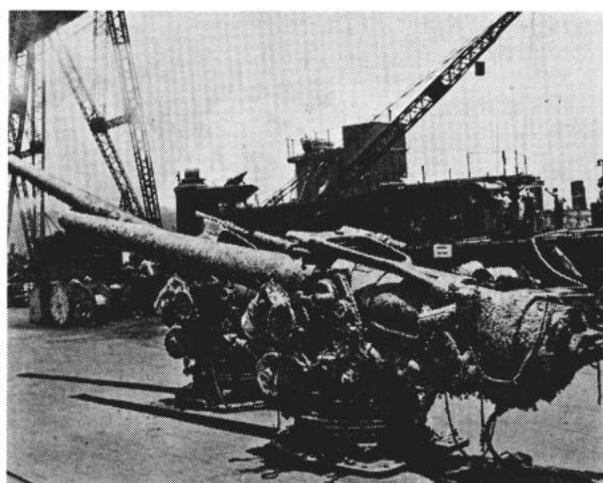




BIG GUN is removed from *uss California*. Below: Divers work to salvage gear from the sunken hull of *uss Arizona*.



BIG JOB—Women shipyard workers lend a hand. Right: Barnacled guns stand in yard after removal from sunken ship.



ALL HANDS

in the future and break down the insulation) and then baking in ovens on which a vacuum was kept. The dried-out motor was then impregnated with insulating varnish and baked again.

Along with the other trades, the sheetmetal workers also had a sizable job. Each Navyman in a ship has a locker and there were thousands of lockers. Each locker had received a thorough coating of fuel oil inside and out. Therefore, every locker had to be removed from the ship, cleaned by sandblasting, repaired and painted and reinstalled. Furniture from the various offices, mess-rooms, and officers' staterooms had to be treated similarly. Ventilation ducts were removed for cleaning.

**O**NE PROBLEM that had to be dealt with during the repair period was that of testing for and dispersing poisonous gases inside a ship. The greatest hazard in working on sunken vessels is the presence of deadly gases which are formed by the decay of the numerous organic substances found aboard any ship in confined spaces. This decay is intensified in the tropics and in polluted water such as is found at Pearl.

The water trapped in the ship after it is refloated contains gases, particularly hydrogen sulphide, and continues to release them until every trace of water is removed. The gas detection unit, protected by rescue breathing apparatus, constantly checked the various compartments for the presence of hazardous gases. Signs were posted on deck to announce which areas of the ship were safe and those which were not. To make a compartment safe, it had to be "unwatered" completely with tank-cleaning apparatus. Temporary exhaust ventilation was then installed to draw off the remaining fumes.

Temporary lighting throughout entire ships was another order that had to be filled by the yard.

Not all the steel removed from the damaged area was sent to the scrap pile. Certain heavy deck and bulkhead plates were sent to the forge shop where they were straightened cold in huge hydraulic presses. The special heat-treated steel from which these plates were made could not be heated for straightening without destroying its ballistic properties.

The cutting-away phase proceeded inward and forward and aft until all the distorted and weakened structure was removed. The boundaries of the damaged hole were the edges of decks, bulkheads and shell plating which were far enough away from the center of explosion not to have been distorted. From this intact, though irregular, boundary, the building-back process was begun.

**P**IECE BY PIECE and section by section, the new structure was brought out of the shop to the drydock. The giant cranes swung the units, some of which weighed as much as 40 tons, into their final position. In many respects the procedure was similar to those methods employed in shipyards which were then breaking ship-building records. The sub-assemblies were built in the shop and the only work necessary in the drydock was to position the units and join them to the ship and to each other.

Starting as soon as a ship entered drydock, the compartment testing gangs started their work. Virtually every one of the hundreds of water-tight compartments had to be tested for tightness even though many had suffered no apparent damage. The shock of the explosions loosened rivets in locations far from the actual damage, causing slight leaks.

Still another group that had their work to do was the water-tight door and hatch gang. Damaged doors and hatches had to be removed and straightened for reinstallation. In addition, the hundreds of apparently undamaged doors, hatches and scuttles had to be overhauled, regasketed and put in first-class condition before the job would be considered completed.

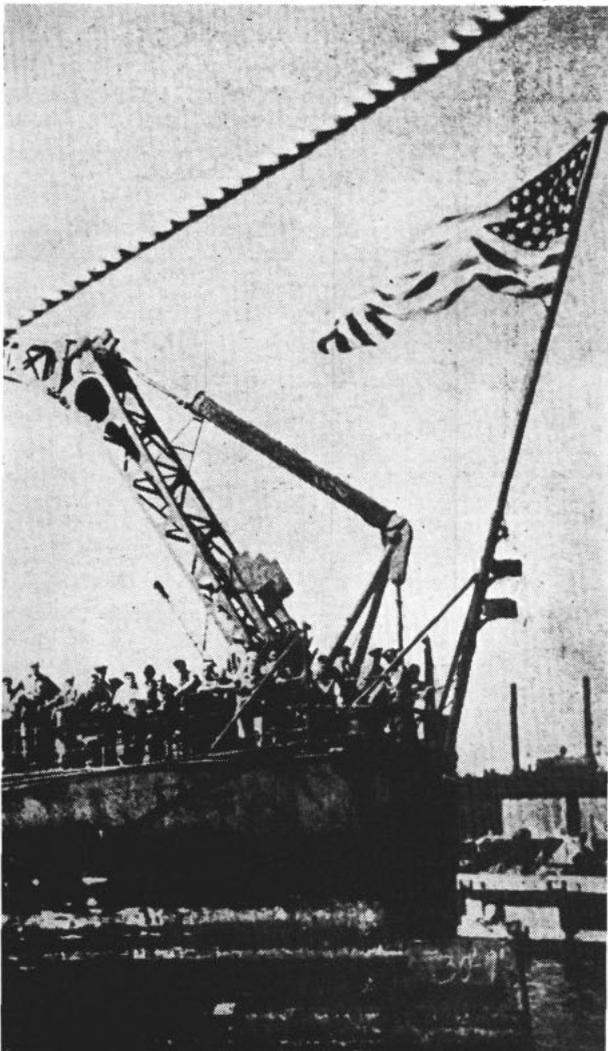
For each ship, there eventually arrived a second momentous day — undocking. The underwater hull structural repairs were completed, the compartments all tested and leaks corrected. Sea valves were overhauled and reinstalled. Shafting and propellers were back in place and properly aligned. The hull was cleaned and painted.

The ship was ready to float again without benefit of pumps. With men standing by in those repaired compartments adjacent to the sea, the dock was flooded to a depth just below that at which the ship was expected to float. The hull was examined to make sure it was not leaking, then flooding was resumed until the vessel was afloat.

After leaving drydock, repairs were continued on the above-water portions, and on the machinery. The piping, wiring, ventilation, furniture, motors and all other equipment came aboard. Operating tests were run and, before long, the ship was ready to go to sea under her own power.

The ship was removed from the classification of "Sunk."

**GREAT DAY**—Old Glory flies again from stern of one of the attack victims as the ship is towed to drydock.



# TAFFRAIL TALK

"**B**OUILLABAISSE AU TRUTTA," the souper-douper specialty of Charles R. Lambing, CS2 (SS), USN, is the ladle-and-bowl set's first choice in Operation Bean Soup II.

The submariner's creation reigned supreme among the 12 entries that made the semi-finals of the second annual world-wide search for the Navy's best bean soup recipe. For his championship effort, Lambing received two nice soup-prizes—a golden trophy and a \$100 Savings Bond. He achieved his stirring victory with this formula:

**Ingredients:** one-and-one-half cups white Navy beans, one large bunch of fresh scallions (some people call them green onions), four medium ham hocks, four cups of water, garlic croutons, salt and pepper, dried parsley, grated parmesan cheese.

**Directions:** Soak beans in water overnight. Prepare soup stock by simmering the ham hocks in two cups of salted water for two hours. Add beans, season and boil slowly for two to three hours, or until beans are tender. Add scallions (one-quarter dices) and a handful of the green tops cut in one-inch lengths. Simmer one-half hour longer. Sprinkle each serving with grated cheese, parsley and garlic croutons. Serve.

The Navy's new champion bean souper is leading commissary-man of *uss Trutta* (SS 421). He entered the Navy in 1948, graduated second in his class at the Basic Enlisted Submarine School in 1949 and served in *uss Balao* (SS 285) and *Archerfish* (SS 311) before his assignment to *Trutta*.

The second-prize recipe was submitted by E. H. Busbee, CS1, USN, who has been helping to make dining a pleasure at the Naval Station, Argentia, Newfoundland, for the past 16 months.

Third place went to Karl R. Schneider, CS1, USN, of NAS, Memphis, Tenn., which was headquarters for the contest. Schneider, who finished second in last year's competition, has fed Navymen at Memphis for the past 14 months.

The recipes entered came from as far away as Wilkes Station in Antarctica.

Judges of the soup-bowl classic were VADM E. W. Clexton, Chief of Naval Material; Armistead F. Clay, President of the Memphis Council of the Navy League; Miss Ruth Jacquemine, food editor of the *Memphis Commercial Appeal*; and U. S. Representative Clifford Davis of Tennessee.

★ ★ ★

And—since we have another inch or two of reporting to do—from the files of our vital statistics editor, we find that during a WESTPAC deployment, the light cruiser *uss Roanoke* (CL 145) had a total of 119,278,584 shaft revolutions while steaming 48,258 miles in 204.5 days.

During that time, 24.3 tons or 48,600 pounds of sand were used to scrub *Roanoke's* decks—that's enough to make a concrete walk 476 feet long and three feet wide; 3249 gallons of paint were applied—that's enough to cover 1,949,400 square feet or nearly 45 acres; 117,800 pills were issued—that's enough to fill 118 quart jars; and *Roanoke* dropped her anchors 18 times—that's the exact number required to anchor *Roanoke* 18 times.

*The All Hands Staff*

## The United State Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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• AT RIGHT: LINE OF DUTY —  
Crew member of *USS Rankin* (AKA 103) makes sure LCMs are snugged down as the attack cargo ship prepares for sea.





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