

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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FEBRUARY 1959



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1959 Nav-Pers-O NUMBER 505

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● **FRONT COVER: ON DECK**—Navy pilot CDR R. L. Cormier checks ordnance being loaded into his plane with J. D. Carr, AO2, before taking off on training flight while at sea on board attack aircraft carrier *USS Shangri La* (CVA 38).

● **AT LEFT: MARCHING MEN**—Precision drill team from Naval Training Center, San Diego, Calif., steps out with entertainment for citizens of National City at special showing of a movie presented during the city's 'Salute to the Navy Week.'

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



# PATUXENT: FLIGHT TEST

**A** LOT MORE THAN TIME has flown at the Patuxent River Naval Air Station since its doors were opened 15 years ago.

But the story of the Naval Air Station goes back further than that—back to the period of rapid expansion of naval aviation. This was before and during World War II when the need arose for accurate, factual data on all types of aircraft and equipment.

The story begins in 1939. At that time, the existing test facilities were divided between the heavily congested areas of Anacostia, Norfolk and Philadelphia. There were many delays in coordinating test facts. Some planes and equipment could not be tested at these locations

because of lack of proper facilities.

For instance, the Flight Test section was located at NAS Anacostia. This section checked the flying qualities and carrier suitability of new model aircraft and equipment under actual flight conditions.

The Aircraft Armament unit, which determined whether or not an airplane could conduct its mission as a bomber or fighter, was located at NAS Norfolk.

The Radio Test section, which had the job of getting the bugs out of the entire electrical system of airplanes as well as navigational and instrument aids, was housed at NAS Anacostia. Anacostia was also the base for Service Test which evaluated new aircraft strictly for

tactical purposes. It soon became apparent that a place was needed where all of these facilities could be brought under one roof.

In 1941 a board recommended as a new Navy Flight Test Center the 6800-acre tract with about nine miles of shoreline, where the Patuxent River and Chesapeake Bay at Cedar Point, Md., meet. In April 1943, NAS Patuxent River, Md., was commissioned.

Runways had been laid down not only to accommodate the largest types of aircraft then in existence but with an eye to aircraft of the future. The runways were made long and wide to take care of all test work. The longest of the original ones was just a mite under 10,000 feet. It was later lengthened to 11,800 feet.

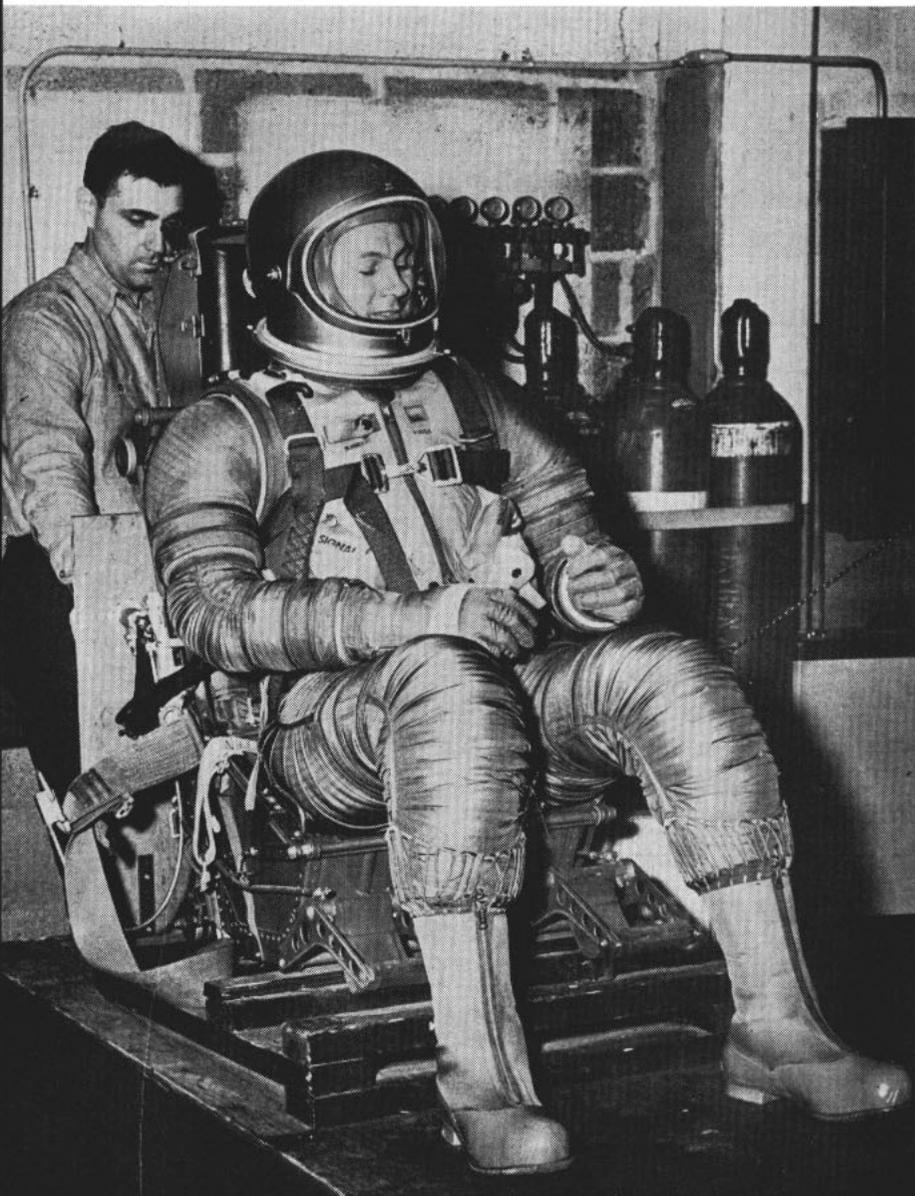
Consolidation of the various test facilities began. By mid-August, Flight Test and Radio Test were moved from Anacostia. There was a shuffle in Norfolk with the departure of the Aircraft Armament unit and the Aircraft Experimental and Development Squadron to Patuxent.

The entire aircraft testing program was speeded up. New type aircraft called for qualified test pilots. And they were available. Many combat-tried and combat-proven pilots arrived on the station in June. Because of their experience, they were considered best able to evaluate aircraft and equipment for combat capabilities.

The different theaters of war sent back captured aircraft for evaluation. From the Atlantic side came a German Focke-Wulf 190 and a Dornier Do335A; the Pacific's contributions were a Japanese "Kate" and "Tony." These planes were studied and flown constantly to discover their weak points. Part of the evaluation was to find the best means to knock them out of the air quickly. The discoveries made at Patuxent—thousands of miles from the fighting fronts—were passed on to the Fleet and resulted in greatly increased kills.

Another development made at Patuxent was radar mining which was later used extensively in Japanese home waters. Night fighter tactics were developed, improved and

**SUITS ME—Aero-Medical Branch tests pilot's personal gear at NATC Patuxent.**



# CENTER

finally written as the basic syllabus for the Fleet. Problems in rocket-and bomb-tossing were also solved here.

The Aero-Medical branch of Service Test measured the effects of gravity on fighter pilots in pull-outs, and tested pressure suits for high-altitude work. Radar-fire-control, radar-tracking, field-lighting and instrument-landing techniques were also extensively tested and developed.

With the development of new model aircraft and equipment the need for more thorough tests grew. Fleet squadrons were receiving some planes and equipment which wouldn't work in the combat zones owing to parts failures and structural failures. To combat this, Service Test operated around the clock, and averaged 2500 flight hours a month during a 14-month period.

Usually three aircraft of each new model were received by Service Test. These planes were operated day and night, under all conditions, until single-engine aircraft had logged approximately 450 hours and multi-engine aircraft, 1200 hours. At the end of that time they were taken apart piece by piece and thoroughly checked for wear, tear and stress. So thorough was this testing that one leading combat plane underwent 19,000 major and minor design improvements during the war.

Adequate security for the new station was considered a matter of prime necessity. Guards were posted at the main gate and at the property under construction. Then in October



PATUXENT PORTRAIT—Aerial photo shows test center with its long shore line.

1942 the first detachment of Marines arrived and took over the security responsibility.

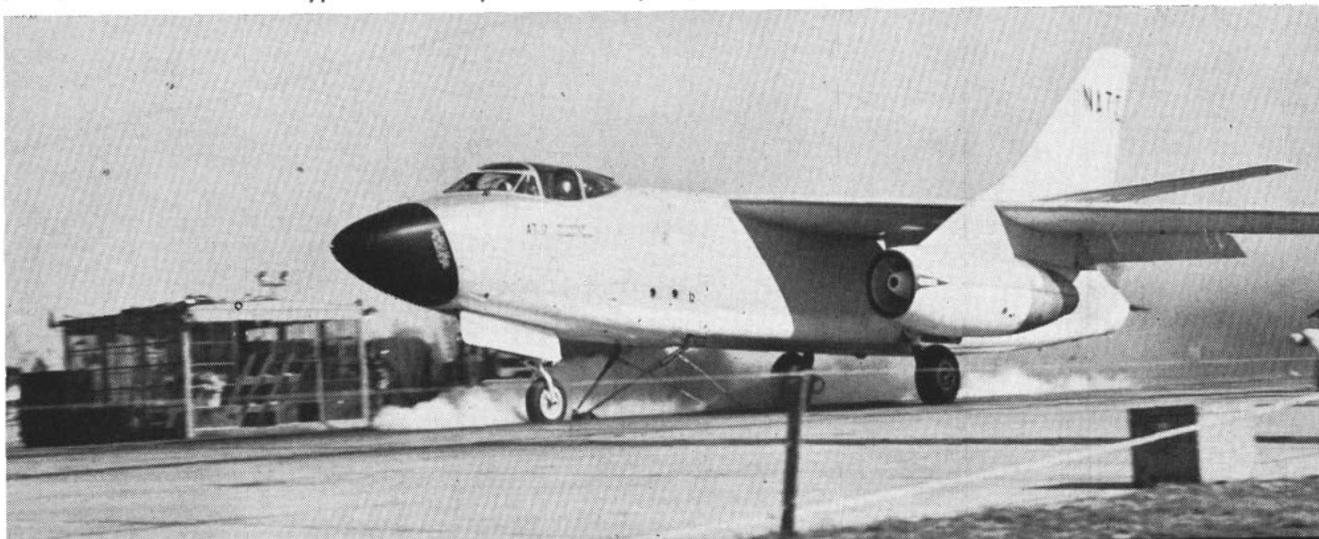
But the most colorful security group to be stationed at Patuxent River, however, arrived in September 1943. This group was a detachment of Coast Guardsmen who had the job of assisting the Marines by maintaining the security of nine miles of river and bay shoreline surrounding the station. To aid in their mission the Coast Guardsmen

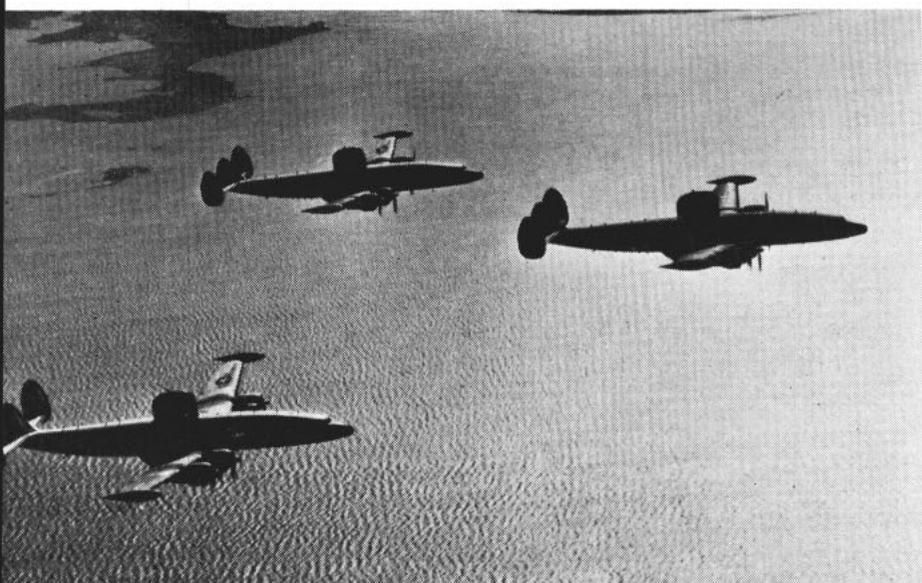
brought with them 67 sentry dogs and 29 horses.

In line with the mission of the many other Coast Guard Beach patrols, those at Patuxent were not intended as a military protection of the coastline. These patrols were designed to act in the nature of outposts, to report activities along the coastline, and to investigate and hold suspicious evidence or persons.

The dogs, with their acute senses, added greatly to the effectiveness

ALL STEAMED UP—Carrier-type steam catapult is used by Flight Test Division to test carrier suitability of planes.





**BIG BOYS** at Patuxent are WV2 planes of Airborne Early Warning Wing VW-2, that makes NATC its home port. Here three WV2s fly over Chesapeake Bay.

of the Coast Guardsmen on patrol. And the use of horses doubled the distance a Guardsman could patrol without impairing his effectiveness.

By late 1945, paved roads had been built around the perimeter of the station and one of the most colorful chapters in the history of

security at the Naval Air Station came to an end. In November 1945 Navy vehicle patrols assumed the patrol duty and the Coast Guard detachment was disestablished.

In the early years, when the station was in the beginnings of construction, there was one little hold-up

**SHORE ENOUGH**—Nine miles of shore line formed by Patuxent river and Chesapeake Bay provide good facilities for beaching seaplanes like P5M *Marlin*.



—it was difficult to get supplies in there. There were only a few ways to do it. Access, at first, was by a narrow winding road to Washington, D.C., some 63 miles away. Or you could get there by barge on the Patuxent River and Chesapeake Bay. The nearest railroad connection was at Brandywine, Md., some 40 miles away.

If the station was going to exist at all and carry out the functions for which it was intended, something had to be done. It was. And it didn't take long. In just one year a connecting railroad was built from Patuxent to Brandywine and the narrow winding road was widened and straightened into a highway.

The isolated location of the station as well as the lack of liberty and recreational facilities in the area, resulted in the establishment of the Welfare and Recreation Department. A USO was organized in what is now the Enlisted Men's Club.

In May of 1944 ground was broken for the drill hall. A year later, the swimming pool was opened. The recreation area at Harper's Creek including boats and a snack bar; a swimming and picnic area was opened in 1946. An 18-hole golf course was officially opened in May 1947.

The first plane assigned to Patuxent was an SNJ. But, owing to the lack of gasoline at Patuxent, it had to refuel at NAS Anacostia. Later there would be many planes based at "Pax."

Today, with more than 100 jets at the station for evaluation, it is a little difficult to imagine the test center with just one. But CDR Lawrence E. Flint, USN, of Test Flight remembers the arrival of the first jet airplane to arrive for evaluation. Why? Because he tested it.

CDR Flint recalls flying that pioneering jet, a YP-59, when it arrived at Flight Test in October 1944.

It was the first all-jet plane the Navy had seen. "The thrust was so low," CDR Flint recalls, "it practically sailed off the ground. There was no feeling of power compared to today's jets with their tremendous force."

Initially there was one YP-59. Later, three or four. A sleek looking plane for its day, it was an experimental model never introduced to the Fleet. Other higher performance jets replaced it, but it was

still a first, both to CDR Flint and to NAS Patuxent.

**R**ECOGNITION of the continuing important role of Patuxent in naval aviation came on 16 Jun 1945, on which date it was formally given the title of Naval Air Test Center.

Many history-making events have taken place at Patuxent. Among these would be the designation of Patuxent as an all-weather station in November 1948. In May 1951, the Ground Controlled Approach brought in its 20,000th landing.

A Naval Weather Service Division of the Operations Department had started functioning in February 1943. Since then it has steadily increased in size and scope until today, the weather of the entire world is plotted from there.

Additional highlights in the Test Center's 15-year history, including records established by pilots are:

In December 1951, JATO was used as a booster for the first time on helicopters, using model HRS-1.

In October 1953 LCDR James B. Verdin, USN, flew a bat-wing F4D-1 *Skyray* over a straight, low-altitude, three-kilometer course at 752.943 mph.

In October 1955 LT Gordon L. Gray, USN, piloted an A4D-1 *Skyhawk* around a 500-kilometer closed course to set the world record of 695.127 mph.

In August 1956 CDR R. W. "Duke" Windsor, USN, flew an F8U *Crusader* to a world's speed record of 1015.428 mph.

In March 1957 CDR Dale W. Cox, Jr., USN, piloted an A3D-1 *Skywarrior* on a round-trip from New York to Los Angeles to set a new transcontinental speed record in the elapsed time of nine hours, 31 minutes and 39.24 seconds.

The Naval Air Station is rich in historical lore. The home of the Commander Naval Air Test Center, is "Mattapany," which dates back to the middle 1600s.

On the site now occupied by the station chapel, a church was first built in 1795. The present chapel, constructed in 1924, is adorned with a crucifix which is lifelike in size and weighs approximately 3000 pounds. It was designed and sculptured by Felix De Weldon, ex-seaman of the original station.

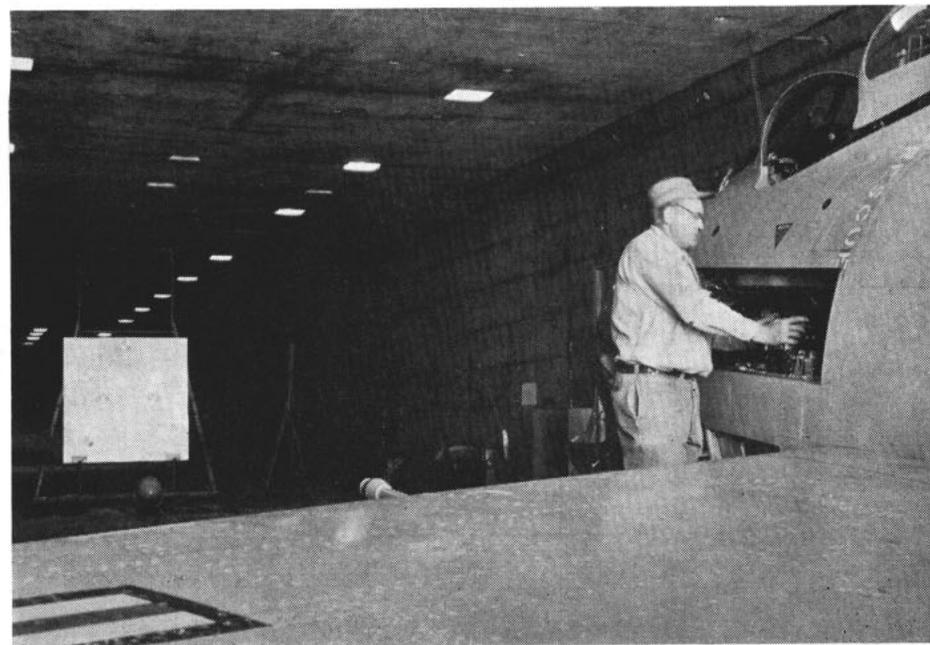
De Weldon is also the sculptor of the Suribachi National Memorial Monument, the famed Marine monument to the flag-raising at Iwo Jima.



**TIME FLIES**—First plane to be based at Patuxent, like the SNJ at top, poses quite a comparison with sleek lines of today's record-breaking F8U-1 *Crusader*.



**SHOOTING THE WORKS**—Armament Test Division puts naval aircraft fire power to the test. Here an FJ-4B *Fury* is bore-sighted in division's firing tunnel.





## Young Salts Go to Sea

**A**S MOST photographers and PIO people know, one of the surest ways to get people to look at a picture is to put a kid in it. The fact that you are now reading this is proof the technique works.

Reading clockwise from upper left, here's what these members of the gum-ball fleet are doing.

Alby Saunders, 7, son of Ansil L. Saunders, BMC, is sworn in as a "Junior Chief Petty Officer" by

RADM Robert L. Campbell. Alby's father (Rt.) retired the same day.

Members of a small Reserve unit from Long Beach, Calif., get the word on uniform of the day.

Raymond Hall, "BM2," shows what the well-dressed boatswain should wear—including even the correct facial expression.

Billy Simmons picks out his father's ship, *uss Steuben County* (LST 1138), in San Diego, Calif.





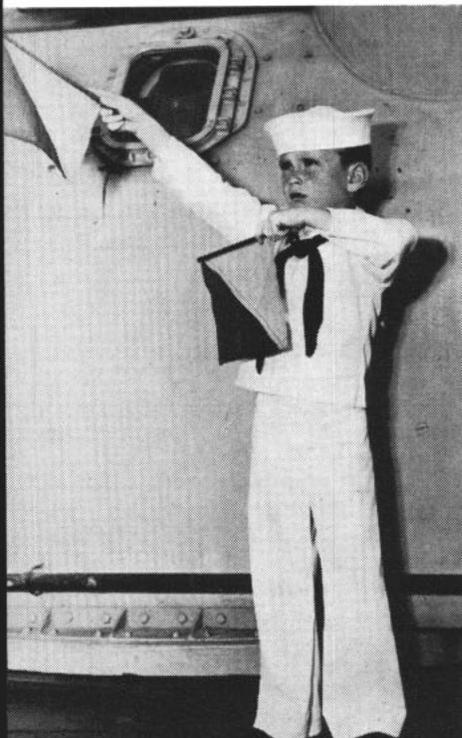
## For a Day

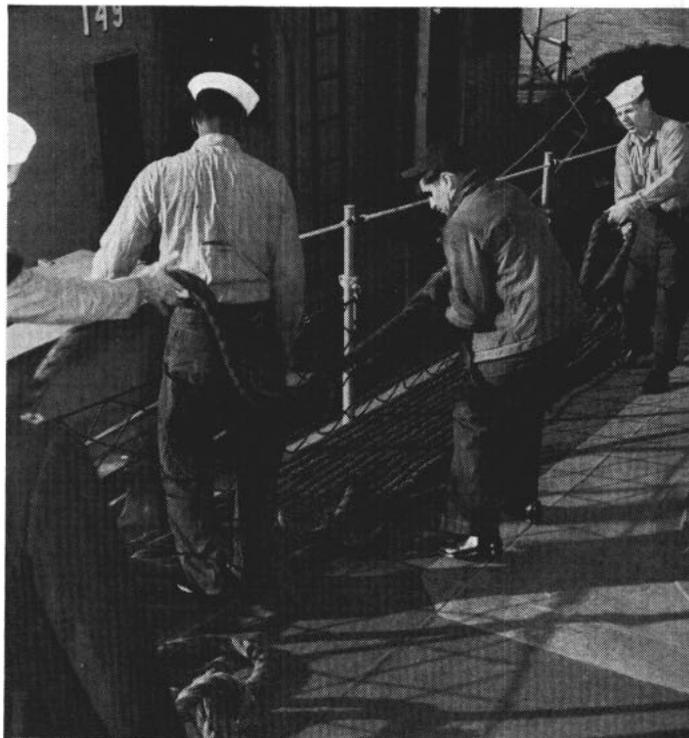
Kenneth Wever, 5, whose dad is an SM1, gets an early start at practicing up for his practical factors.

Linda Smith, 4, tries steering *Hancock* (CVA 19) during an open house at San Diego, Calif.

Little Chief Gregory Lee Krekleberg helps conduct an inspection on *Bryce Canyon* (AD 36).

Albert Hyers, DM3, gets a salute from his son, Kenneth, upon returning from the western Pacific.





OFF TO SEA—Reservist salutes smartly as he reports for Selected Reserve cruise. Rt: Deck gang handles lines.

## Meet the Ship with Two Crews

**T**HE SAILOR quickens his pace in the crisp morning air. Tightening his grip on his seabag, he climbs the gangplank, salutes the colors and OOD, checks in with the MAA, and disappears below.

A few moments later, having changed from dress blue bravo to dungarees, he reports topside to assist the anchor detail.

The sailor—a Naval Reservist—is a member of *uss J. Douglas Blackwood* (DE 219) Reserve Crew. On the third weekend of each month,

**RESERVIST mans DE wheel on cruise.**



he and his fellow crew members drill on board the DE so that they will be ready for immediate sea duty if hostilities should break out.

Normally, the ship cruises from her home port, Philadelphia, to the Virginia capes operating area. Occasionally, when repairs are needed, the crew drills on board at the shipyard, or undergoes training in firefighting, damage control and the like at the naval base.

This weekend the ship is scheduled to head for the Virginia capes and engage in firing exercises.

As the Reservists report to their stations, two tugs maneuver alongside the DE. Finally, a pilot boards the ship and guides her out of the harbor. The tugs cast off, and the DE is on her own—manned by some 114 Reservists and a nucleus of active duty personnel.

By midafternoon, *Blackwood* reaches the operating area. Firing exercises are delayed, however, until a number of fishing craft are beyond the range of the DE's 5-inch and 40mm guns.

All the while, of course, departmental training is carried out in all parts of the ship. In the Operations Department, for example, RDs receive radar instruction, QMs in-

struction on loran, CIC personnel undergo ASW instruction. Signal bridge personnel practice flaghoist drills, flashing light drills. In the Engineering Department, the "A" gang receives instruction and practice in the operation of evaporators. "Loss of power" drills are carried out, and EMs undergo throttle drills.

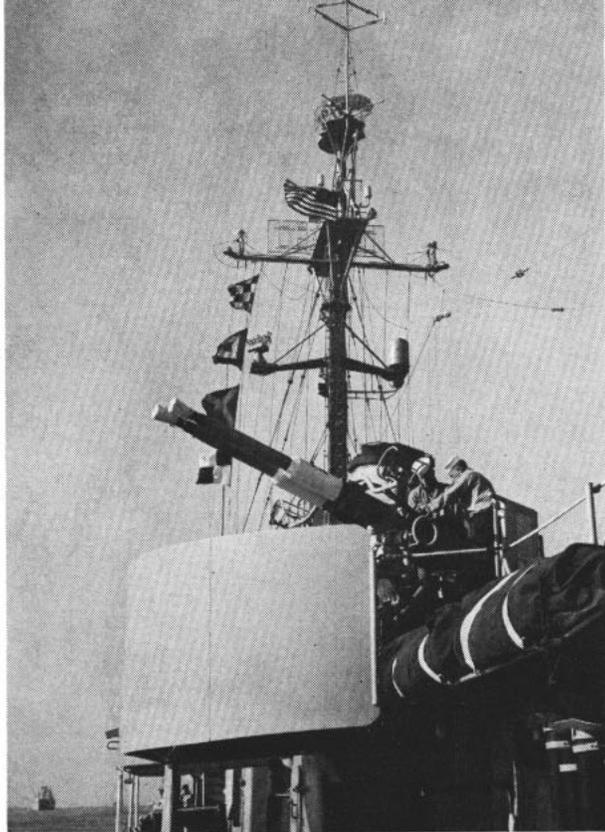
The Gunnery Department carries out director tracking drills. There are transmission checks and pre-firing checkoffs for the 5-inch and 40mm batteries. Bore erosion gauge readings are taken on the batteries. The MAA conducts 45-caliber pistol instruction on the fantail.

In the Supply Department, commissarymen and mess cooks attend a lecture on food sanitation and the proper stowage and breakout of stores. More important, perhaps, they prepare all meals for officers and men.

At 1530, General Quarters is sounded and the Reservists, in full battle dress, hurry to their stations.

The forward 5-inch gun is fired, and a black cloud appears in the sky. Then the order comes to fire the 40mm guns, now aimed at the cloud "planted" by the 5-inch shell. All in all, some 10 rounds are fired from the 5-incher, and approxi-

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TOPSIDE TRAINING—Morris F. Powell, QM3, USNR, receives signaling instructions. *Rt. and Below:* Gunners practice.

## — and They're Both Tops

mately 100 rounds of 40mm ammo are used as the Reservists—some of them on their gun mounts for the first time—go through the firing procedures.

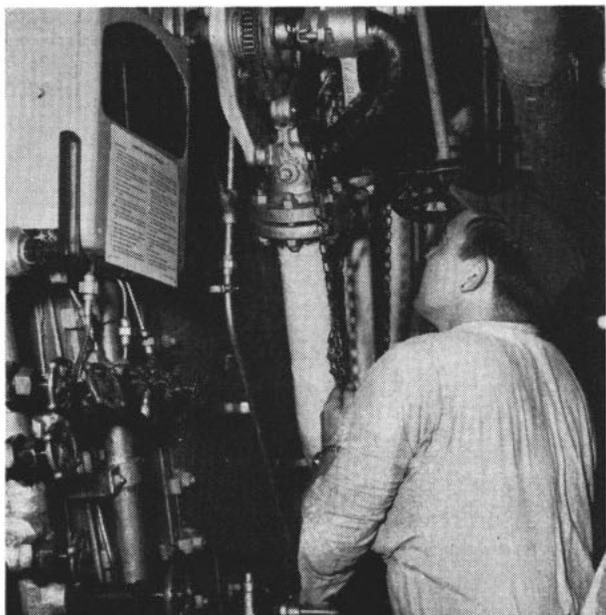
Next on the Plan of the Day are shiphandling exercises. "Oscar," the dummy, is slipped unobtrusively over the side by a chief. An alert sailer shouts "man overboard!" and the word is quickly passed throughout the ship.

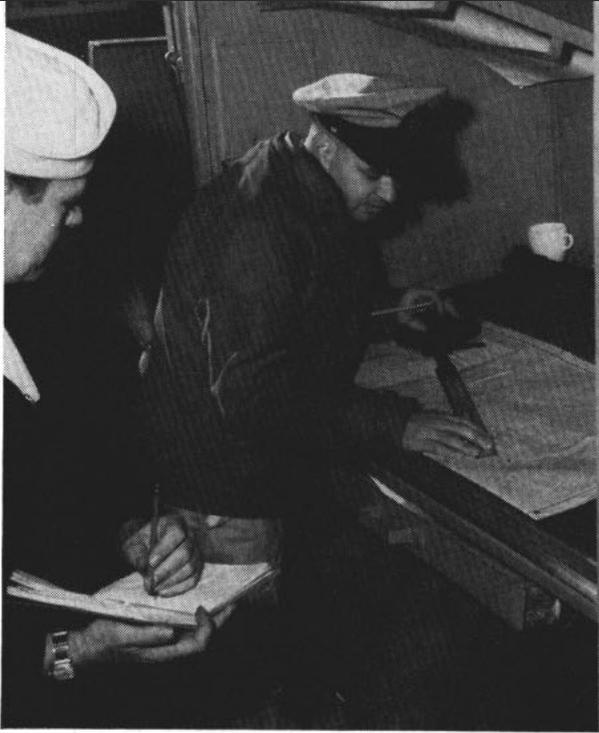
On the bridge, a Reserve officer takes the conn, bringing the ship

around to pick up "Oscar." Two men stand at the rail, with grappling hooks and lines, ready to retrieve the soaking dummy. Quickly the ship pulls alongside "Oscar." The first Reservist tosses his grapple; he misses. The second man runs along the deck, heaves his grapple harpoon style, and "Oscar" is caught and brought aboard. *Blackwood* goes through this exercise several times, giving different Reserve officers a chance to take the conn, and other Reservists to retrieve "Oscar."



DOWN BELOW—Selected Reservists get feel of their ship, *USS J. Douglas Blackwood*, while operating boilers at sea.





PRACTICE FOR ALL—J. E. Hecht, SMC, J. Pfeiffer, QM1, plot while Reservist F. A. Bender, FA, works with black gang.

By now, it's 1730 and the men secure from drills and instruction. All ship's work is knocked off, and mess call is sounded.

Movies are shown in the wardroom and crew's messing compartment for all who aren't standing watches.

At the sounding of Taps at 2200, most of the Reservists are more than ready to hit the sack.

Sunday finds the DE and her Reserve crew continuing departmental training and conducting emergency drills such as engine steering casualty, abandon ship, and collision.

By 1600, the ship is back in home port, being eased into her berthing space by tugs. The Reservists, again in dress blues, muster before securing from the drill.

uss *Blackwood* is one of three DEs assigned to the Fourth Naval District as Selected Reserve ships. The other two are uss *Tabberer* (DE 418) and uss *McClelland* (DE 750). A fourth ship, uss *Sigourney* (DD 643), will be added to the program next summer. All ships are part of the ASW Surface Component of the Selected Reserve.

As this is being written, *Blackwood* has a Regular Navy crew of 50. This active duty complement includes an officer-in-charge — an LCDR—who acts as navigator when the Reserve crew is on board, an engineering officer—an LT, and enlisted men who serve as instructors and maintain the ship when she is not being used for training.

Eventually, the DE's active duty crew will be phased down to a

total of two officers and 33 enlisted men. Reservists will be assigned to fill the vacancies.

Members of the Selected Reserve crew have "pre-cut" mobilization orders directing them to report immediately to the ship in the event of a war or national emergency. To qualify for membership in the crew, the Reservists must reside at locations that will allow them to report for active duty in a matter of hours, without reliance on public transportation. They must, of course, live within commuting distance for weekend drills.

The commanding officer of the Selected Reserve crew has orders as prospective CO of the ship, and he would become CO in the event of mobilization. The active duty personnel would remain on board,

IT'LL BE GOOD—Reserve cooks T. J. McGoldrick, CS2, F. J. Minus, CS1, prepare meal. Rt: Crewman likes cooking.



with the O-in-C becoming operations officer.

(In the case of Selected Reserve DDs, however, the active duty CO and XO would be reassigned after an adequate turn-over period.)

This new concept in the Naval Reserve training program enables the officers and men to drill in the ship to which they are assigned for mobilization purposes. They also undergo their annual active duty for training (AcDuTra) on board their Selected Reserve ship.

From all accounts, the Selected Reserve concept is proving to be highly effective — both from the standpoint of training potential and from the standpoint of morale.

One of *Blackwood's* Reservists, Robert E. Martino, RDSN, says, "The Selected Reserve is the best thing yet. You really get the feel of the ship on these weekend cruises." The Regulars are "gung ho" about the setup, too. S. E. Joseph, RD2, usn, leading PO in CIC, reports that the Reservists really apply themselves. "What you tell 'em sticks with 'em, too," he says. "You don't have to teach them the same things over and over each time we take the ship out."

The members of the Selected Reserve crews are handpicked from the start. Most of them come from Naval Reserve Surface or Fleet Divisions. Every effort is made to provide the highest caliber personnel possible. "Fair weather" Reservists need not apply—men who skip drills or do not perform their duties satisfactorily are dropped.

Morale in *Blackwood* is very high. Just before the Reserve crew secured from the cruise described, word was passed that volunteers were needed for a special cruise the following weekend. The ship had been invited to take part in a pier dedication ceremony at a nearby port. There was no shortage of volunteers.

The esprit de corps in the Selected Reserve program is a natural result of the Reservists' having ships they can call their own. Before the traditional Navy Day celebration, *Blackwood* held a special open house for the families and friends of the Selected Reserve crew. Plans were made to have a caterer provide a buffet for the visitors, but the Reserve commissarymen insisted on preparing the buffet themselves—even though it meant an



**BACK IN BLUES**—Selected Reserve crew of *USS Blackwood* musters topside on fantail before securing from weekend cruise that took them out into Atlantic.

extra weekend without pay.

This idea of working extra hours isn't confined to special cruises or parties, either. A number of the Reservists come to the naval base on off weekends or week nights to "get a little necessary work done before our next cruise."

The first time a group of Reserve petty officers assigned to *Blackwood* attempted to get some extra work done they ran into difficulties with the naval base's strict Marine security force, since there was no drill scheduled. It wasn't long, however, before 4ND headquarters got

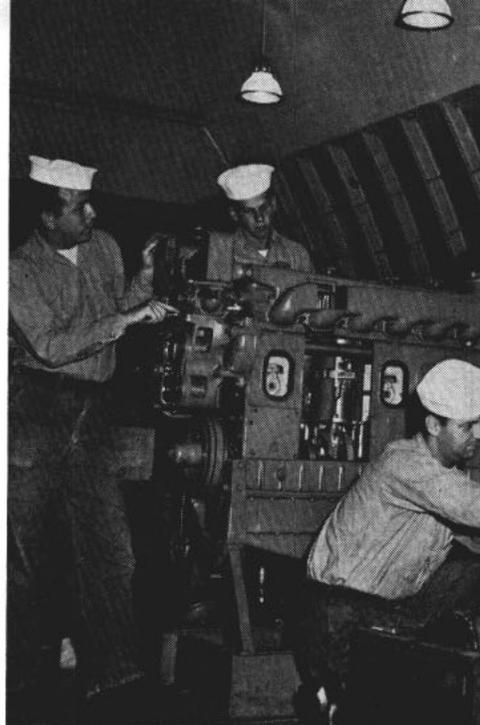
the matter straightened out, and the Reservists were able to accomplish their "mission."

*Blackwood's* theme is currently being repeated, with certain variations, on 34 Selected Reserve ships located at various ports in the First, Third, Fourth, Fifth, Sixth, Eighth, Ninth, Eleventh, Twelfth and Thirteenth Naval Districts.

These Selected Reserve crews are well on the way toward fulfilling their mission—to be trained, ready and available for "immediate employment in the active forces . . . upon the initiation of hostilities."

**ALL ASHORE**—Reservists leave their ship after two-day cruise feeling they are ready to report to duty and man their stations in event of an emergency.





YANKEE STYLE—Lowell, Mass., reservists have million-dollar drill center. Left: Telephone talkers are trained.

# Sailors with a Yankee

**U**P IN MASSACHUSETTS, where the Merrimack and Concord rivers meet, stands the city of Lowell—sometimes called the “Venice of America.” When you cross the Merrimack by way of the Pawtucket Street Bridge, turn left onto Pawtucket Boulevard to Bedford Avenue, turn right and stop in front of three connecting quonset huts, you’ll find yourself at Lowell’s Naval Reserve Training Center.

At this place you’ll hear words like “park,” “hard,” and “car” pronounced in a manner the likes of which you’ve never heard before—unless you’re from New England.

But the stationkeepers in Lowell aren’t interested half so much in how they pronounce their words as they are in how they get the word across. Their job is training—training young Naval Reservists in the why’s and wherefore’s of the Navy.

This million-dollar Center was completed during November 1947. It was occupied then by the units still drilling at Lowell—Naval Reserve Surface Battalion 1-10, which is made up of Naval Reserve Surface Divisions 1-18 and 1-19. But the establishment of a Naval Reserve in Lowell, like the city itself, goes back into the pages of history.

When a new man comes to this training center for an interview or

a “look-see” before joining, he is interviewed for desirability, qualification and moral character. He takes an AQT (Applicant Qualification Test), is examined physically and is processed for enlistment.

Before he is sworn in, a date is pre-set by the man, stating when he will start his two years of active duty. This date is usually a year after enlisting. If still in high school, he is encouraged to remain there until he is graduated.

On the night he is to be sworn in, his parents are invited to attend. They watch as their son stands before the Division which has been brought to attention. During formalities, the commanding officer administers the oath, the young man is congratulated and he is in the Naval Reserve. He is given a choice as to which Division he would like to join and which night he would like to attend. Usually, he has talked to some of his friends who are already Reservists attending drills.

**T**HE STORY of the NRTC at Lowell is similar to that of hundreds of other Reserve training centers throughout the country.

The post World War II Naval Reserve was formed in Lowell in October 1946, with administrative

office space in the City Hall and drilling headquarters at the Lowell High School (about three miles from the present Center).

Division 1-18 was activated on the same date and enrollment in the unit was so rapid that Division 1-19 was established the following month to take care of the overflow. The Commandant of the First Naval District commended the commanding officer (then Inspector-Instructor) on the achievement of having the first Battalion in the District to reach full strength.

By reaching full strength, the Divisions could go on selective recruiting, taking only those ratings authorized in their allowance. Intra-divisional transfers between units in other cities, and normal attrition, soon brought both Divisions to authorized strength by the ratings allowed.

The outbreak of the Korean conflict saw approximately 98 per cent of the petty officers and 70 per cent of the non-rated personnel of both Divisions ordered to active duty.

Post-Korea recruiting was a slow and painstaking process that eventually paid off with the two units reaching authorized strength again during March 1954. Permission was granted by the Commandant to recruit up to 25 per cent in excess.



MOCK-UPS AND REAL gear like engines (left) and ASW room (right) prepare Reservists in their Navy specialty.

# Twang

In August 1955, with the passing of the Armed Forces Reserve Act, recruiting slowed down, but Lowell buckled down to the task and emphasized the enrollment of veterans as a solution to this problem.

**E**ACH NEW RECRUIT gets the opportunity to poke his head into the different classrooms to see what he's getting into. Usually, he is taken in tow by the leading chief at the Center, J. L. Griffin, ENC, who has a little over 20 years in the Navy. While making the grand tour, Chief Griffin leads the new man through four rooms which are connected by telephones where talkers are going through a damage control problem.

They amble on past the examination and communications rooms into the machine and engineman shop where Reservists are working over a refrigeration unit. "This unit," explains Griffin, "like most of the gear used for training, can be set up by the instructors to create 'bugs' which the trainees must trace, check and fix." Then he points out that in this same shop, engines are torn down and fixed up. There is also a mock-up of an AM and FM radio which can be bugged and fixed.

The Reservists have a well-equipped shop with many tools to



NAVY SCHOOL HOUSE—Reserve training at Lowell goes back past center built in 1947. Below: Inside center, Reservists use plots to solve ASW problem.





**FULL THROTTLE**—Part time Navymen man their typewriters during speed drill designed to train yeoman strikers at the Lowell Naval Reserve Training Center.

help them do their job. These tools include drill presses, milling machines, shaper, lathes, grinders, both wood and metal saws, electric and gas welding equipment, arbor presses and the regular run-of-the-mill tools which come in handy while trying to loosen a stubborn bolt.

Griffin, pulling on a cigar, opens another door to where there is a mock-up of a destroyer boiler front. This, like everything else, is used for training. The room also contains a generator, battery charger, gauges, rotors for pumps, diesel air compressor, turbine, and a fuel or lube oil purifier.

The ASW room is set up in much the same manner as one you would find in a destroyer. From here, targets are created and a small group huddles over an eerily-lighted table to plot them in on status boards. The CIC is connected to the ASW room. Here there are radars and more plotting boards. It is also from here that the SM40 (battle circuit) is operated. This radio telephone simulator sets up communications on a team training basis and can be used to call and drill all stations through the Center.

Before he's through with the brief introduction to the rooms he's already seen, including the ET store-room, training aids, the personnel, training and cruise offices, the young recruit's head is spinning.

And he wonders if he'll ever get it all down pat. He's assured by Chief Griffin that not only will he understand all that he's seen but much more besides.

**T**HE NEW RECRUIT reporting to the Lowell Center quickly finds out that he has quite a record to uphold. Surface Division 1-18(L) (for large) placed first in the District Surface Program competition for fiscal years 1955-56 and '57, topping 36 other Surface Divisions in New England. Division 1-19(L) placed within the top five in each of these same years. In the 1955 nation-wide competition, involving 574 divisions, 1-18 placed third.

But winning trophies is not a new experience for the Lowell Naval Reserve. The pre-World War II Lowell Unit (Naval Communications Reserve Unit 5) set an enviable record in winning the First Naval District, Section Three, Military Competition for the years 1935, '36, '37, '38, '39, '40 and '41.

The young recruit absorbs all of this historical lore and quickly finds his niche in the training program. He also raises the question of pay.

The pay that Reservists get for attending drills one night a week ranges from \$2.77 for an E-1 with less than two years to \$32.83 for an O-6 with over 30 years of service. These figures are based on monthly pay divided by 30. They

get paid from ComOne in Boston once a quarter or, when aboard ship, they get paid while on board.

Close to 300 of the Lowell Reservists turn some \$200,000 of their Navy pay each year into the coffers of Lowell. And the people of Lowell visit the Center during "Open House" sessions to view the work being done by the Reservists. At times, especially around Christmas, the Center acts as host to children from a local orphanage.

Other civic duties involve the establishment of teams to be used, within minutes' notice, in case of a local disaster. During the tornado which struck Worcester, Mass. (about 45 miles from Lowell) in 1956, Reservists from that city used Lowell's mobile communications truck which is equipped with transmitters and receivers. This same truck is used in conjunction with the Lowell civil defense.

**O**N HIS FIRST DRILL NIGHT, the new recruit is given a check-in slip which takes him through all departments and into his Division. He's administered his first shots, sized up for uniforms, interviewed by the active duty for training officer. At this time he signs up for a future schedule of two weeks' recruit training at Great Lakes, Ill. The date selected is normally after 10 weeks of recruit training in the Division. This gives him time to gather more than an inkling of what to expect when he gets to Great Lakes.

He goes to the classification office and is given the battery test (GCT, etc.), and interviewed. After classification the man visits the Center's library where he draws three books—*Bluejacket's Manual*, *Here's Your Navy*, and *The Recruit Workbook*. He is then assigned to a seaman recruit class.

During the 10 weeks before the new seaman recruit goes to Great Lakes, he learns how to stencil and wear his uniform properly, recognize an officer and render a salute. He is taught the fundamentals of standing at quarters, muster, manual of arms and other military duties. This is done by classroom instruction, the use of training aids and by actually doing.

At the end of this time, unless he is completing a school term or if working conditions don't permit, he goes to Great Lakes to get his two weeks' indoctrination.

This indoctrination enables him to absorb the classroom instructions which he will receive at the Naval Reserve Training Center and to prepare him for the Seaman Apprentice examination. These examinations are administered periodically to determine the recruit's progress. Examinations come from the Naval Examining Center at Great Lakes and are controlled by the District Commandant and administered by the local commanding officers of the divisions. The time between SR and SA is nine months; SA to SN, nine months and SN to PO3, 12 months.

**T**RAINING CONTINUES during the second year with the man going for SN or FN and taking his selected two weeks' active duty at sea aboard any Fleet type ship or Reserve training ship. This sea duty is important inasmuch as the man is examined in practical factors which cannot be accomplished at the NRTC for advancement in rating.

Lowell units have taken advantage of training at sea together on several occasions. The battalion commanding officer and a number of the division officers and chief petty officers go on these cruises to assist the ship's officers.

The training center at Lowell, with no access to the sea or other navigable waters, has attempted to overcome a lack of everyday sea duty training by building a training ship mock-up. The mock-up, built by station force and divisional personnel on training duty, was completed on a "no cost to the government" basis. Men experienced in the art of "cumshaw" exceeded themselves in the procurement of materials and equipment to complete this project.

The mock-up, called "uss *Land-Locked*," is a planked-deck affair mounted on telephone pilings. It is approximately 60 feet long with a 15-foot beam. A 35-foot mast has been stepped. It is equipped with a nine-foot square hatch with removable cover, life lines, bits and cleats. Pilings have been sunk to simulate dock bollards.

Another type of training set up adjacent to the ship mock-up is an old septic tank which has been half sunk and used as a training aid for fire fighting instruction. Oil fires are lighted off in the tank and Reservists, in teams, take turns putting them out with the use of fog and foam.

**FEBRUARY 1959**



**PRESENT ARMS**—Stationkeeper R. G. Groteau, GM1, checks over the Center's armory. The firearms are used for security, training and familiarization.

Multiple drills afford the Reservists an opportunity to get in some practical training in line throwing, line handling, rigging and fire fighting.

Recreation at the Lowell Center has not been overlooked. In the wooded area at the rear of the Center, a section of brush has been cleared and graded and a large fieldstone fireplace with built-in oven and barbecue pits have been built. Tables, kettles and coolers of the shipboard type were procured from salvage. With the exception of the mortar used in the construction of the fireplace and pits, everything

else for this project was again "cumshawed."

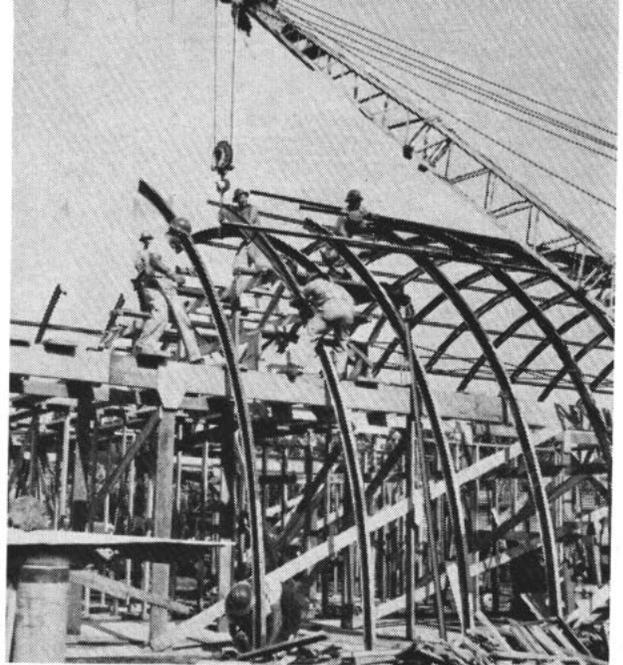
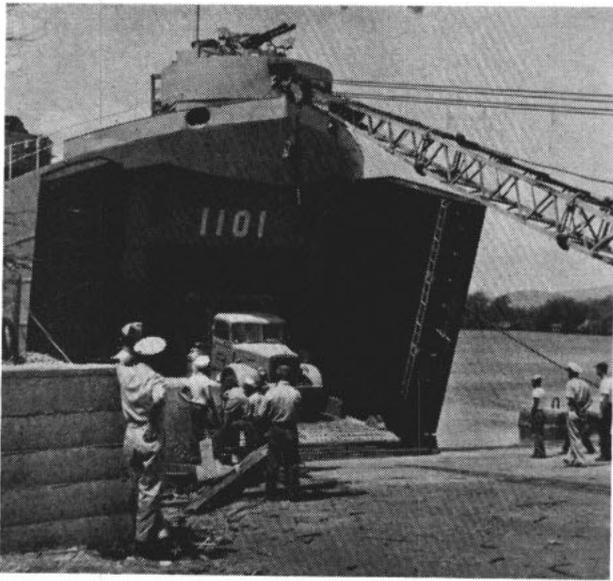
Training Reservists is a full-time job. And the job of training Reservists in Lowell is in the hands of one officer and 10 members of the stationkeeper staff.

The training methods in Lowell aren't much different from those at Centers in California or Texas or Oregon or Minnesota. The only real difference is that in Lowell it is flavored by a sprinkling of that good old Yankee twang.

—Tom Wholey, JOC, USN.

**'NOW READ THIS'**—Center's library keeps supply of book knowledge on hand. Here recruit is given the three basic books that he will need to study.





HILO HALL — Pearl Harbor Reserve Seabees load equipment in LST. *Rt. and Below:* Reserve training builds drill hall.



## Civilian Seabees 'Can Do' Too

**T**HE CAN DO spirit that carried Seabees during World War II through one of the biggest building booms in history still exists. This item involves the construction of a king-sized quonset hut.

Naval Reserve Electronics Division 14-1 located at Hilo on the island of Hawaii was in need of a place where Reservists could attend drills. It just so happened that two Fourteenth Naval District Seabee Reserve units in Pearl Harbor were set to take their two weeks' training duty.

Putting active duty time to good use by on-the-job training, members of Naval Reserve Construction

Battalion 14-1 loaded supplies aboard *uss Saline County* (LST 1101) in Pearl Harbor and left for Hilo. They unloaded the supplies, surveyed and cleared a wooded area, poured the foundation and erected structural ribs for the hut.

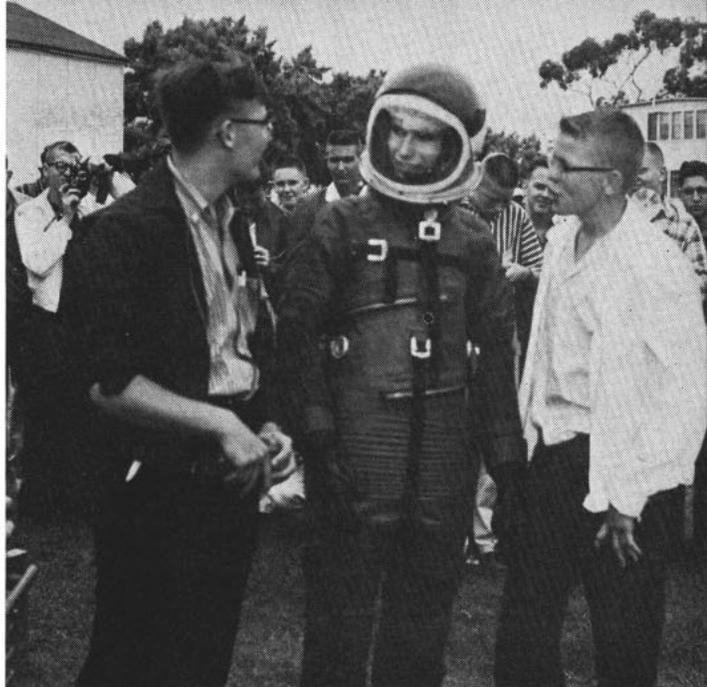
The second unit, Naval Reserve Construction Battalion 14-2 flew to Hilo and used their two weeks to finish the job.

The completed 40-by-140-foot building contains a drill hall, four classrooms, an administrative office and a dispensary.

Hilo now has a place where all can drill — compliments of the Seabee Reserves.

RESERVE FOR RESERVE—Sign marks location where Seabees built Reserve facility. *Left:* The finished product.





AWARD WINNERS in Navy's Science Cruiser program go to sea on submarine and (right) try out a Navy space suit.

## Tour with Navy Science Cruisers

Some of the most talented young scientists in the country took a good, hard look at the Navy recently when, for a week, they were guests of the Chief of Naval Operations aboard naval ships and stations. They liked what they saw.

As award winners of the Navy's Science Cruiser program which, in turn, is sponsored by the National Science Fair, 81 of the contestants visited the Atlantic Fleet (Boston and Norfolk areas) and 69 were guests of Commander First Fleet, San Diego. The science program is designed to foster the interest of students all over the country. For many, the spur was a prize offered by the U. S. Navy—a week as CNO's guests and a chance to see what the Navy looks like. These winners were Navy Science Cruisers.

The West Coast tour indicates what they saw:

- A demonstration scramble of F4D *Skyray* interceptors from VFAW-3, the Navy's squadron serving with the Continental Air Defense Command.

- A tour of *uss Kearsarge*.

- A visit to North Island's Physiological Training Unit and Pressure Suit Training Unit. Here, eyed by his envious fellow potential scientists, one lucky fellow tried on an omnienvironmental space suit, designed for flight above 50,000 feet. Others got the feel of an ejection seat mock-up; still others sweated

out the Unit's pressure chamber.

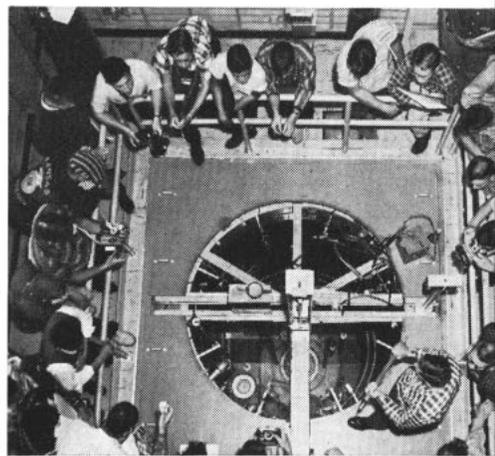
- Two days devoted to cruises aboard three submarines and two escort vessels: *uss Queenfish* (SS 393), *Bugara* (SS 331), *Remora* (SS 487), *Wiseman* (DE 667) and *Lewis* (DE 535). Expenditure of film surpassed previous days. No seasickness reported.

- A showing, discussion and question/answer period of the "Sea Power" presentation. The First Fleet officers conducting the presentation staggered out of the conference room some time after midnight, hoarse and glassy-eyed.

- A day's tour of civilian industry in the San Diego area devoted to research problems and guided missiles.

- Inspection of an operating atomic reactor.

- A swim session in the waters of the Pacific Ocean at LaJolla.



- A tour of the Scripps Institute of Oceanography.

- An inspection of the Navy Electronics Lab at Point Loma.

Loud snores of the youthful scientists on the homeward-bound Naval Reserve planes pointed up the fact that they had had a busy time on their Navy cruise.

YOUNG SCIENTISTS visit atomic reactor and (below) visit the Navy Electronics Laboratory while they are on tour as guests of Chief of Naval Operations.





FAMILIAR sight in NY harbor was beginning of one-port, world-wide tour.



OLD-WORLD-STYLE market added to men's interest while shopping in NYC.

# AROUND

SILKS, SPICES, CAMEL SADDLES and tastes they missed overseas were the tour targets for a group of Navy-men from *uss Rankin* (AKA 103) who went ashore to discover New York City. Here, gifts they had bypassed in foreign markets were found to be in just as colorful a setting as in the old world.



RANKIN sailors visit shop in Syrian-Lebanese community while in Brooklyn.



CHARTING 'WORLD CRUISE'—Liberty party from *USS Rankin* (AKA 103) stops in front of Woolworth building to get their bearings while sightseeing in NYC.

KOHL ISHKOR, Arabic pastry, is enjoyed by men who had missed this



# THE WORLD IN ONE PORT

NYC is like most big American cities that have large concentrations of nationality groups, except that New York has more. Men of *Rankin* as shown in the photographs on these two pages, found their way through Chinatown (Pell Street), had lunch and shopped in a bit of Naples only one street away (Mott Street),

crossed the Brooklyn Bridge and visited an Arabic section (Atlantic Street), then traveled through the Greek, Ukranian, Polish and German sections.

Back on their ship after cruising around the world in New York it was hard to realize that they had just left the Hudson River behind.



FLIPPER—*Rankin* men watch techniques in pizza pie-making during stop to eat.



DOWN BEAT—Navyman gets word on how to beat and snap desert drum.



BRIGHT spot of the tour was Times Sq. It was like other cities, only more of it.

treat abroad. Translation of the pastry's name is 'eat and thanks.'



SOUVENIRS APLENTY—Hong Kong gifts that were passed up while visiting the Far East because of time or shipping problems could be purchased at leisure.

Brief news items about other branches of the armed services.



**SNAKES ALIVE**—Army's improved, 400-foot version of *Snake* used to blow mine field when triggered by bullet.

A NEW SNAKE, up to 400 feet long, to be used for clearing the way through land mines, is being tested by Army troops in the field.

An improved version of a World War II device, the "Snake" consists of a series of prefabricated sections that can be moved to an assembly point by truck. After assembly, which has been speeded up through various improvements, the unit is towed by tank to a minefield. There, it is pushed over the field and detonated to clear the area of mines. One complete 'Snake' is 400 feet long.

The new device is being developed by the Army Engineer Research and Development Laboratories at Fort Belvoir, Va. Since it utilizes specially designed charges in place of the type used on the old model, it gives improved mine clearing performance with less explosive. A special system of free-sliding internal pushing bars transfers the pushing force of the tank from a unique tail section directly through the structure to the nose section so that the nose actually pulls the rest of the Snake along.

The explosives in the sections are detonated by firing a machinegun from the tank into a bullet-sensitive fuse.

The structure is made of extruded aluminum.



THE AIR FORCE is using a new beacon signaling system so that fuel-thirsty jet aircraft and their giant jet tankers can find each other automatically at high altitudes. It is being used on B-58 jet bombers and KC-135 tankers.

The beacons transmit and receive frequency-coded signals that electronically provide the range and bearing of each aircraft. The signals sent by one airplane's beacon are received as blips on another's radar screen.

In the refueling operation both the bomber and tanker use beacon transmitters to send out the coded signals in all directions. When these impulses appear as easily identifiable blips on the radar screens in each airplane, the pilots set their courses and ride the beams toward each other.

Radar gives them the exact position of the aircraft they're trying to find until the two planes are close enough to begin the actual aerial refueling.

PROGRESS AND THE MACHINE AGE have more or less teamed up to eliminate the human element in plane spotting. For the past nine years, the Ground Observer Corps has been a vital part of the Air Defense System. It was scheduled for inactivation last month. The GOC consisted of some 280,000 civilian volunteers who dedicated time to man some 16,000 observation posts and 50 filter centers throughout the country.

The system the Corps used to receive, process and transmit its air defense information has come to the end of the line. It had reached a point where it was unable to keep pace with the increasing speeds of bombers and weapons systems now being used in air defense.

The efficiency of the air defense radar net now in use gives increasing assurance to air defense authorities that an enemy strike can be detected and identified before it reaches the continental United States. The Air Force says that it is so efficient that it no longer requires human back-up.

The new semi-automatic ground environment (SAGE) system, with its lightning-fast computation of data and its memory and storage capacities, is already taking over many of the time-consuming processes of the manual operations of the past.



A PHOTOGRAPHIC DEVICE which uses the "heat" or infrared radiation sent out by an object has been developed as a night vision aid under the sponsorship of the Army's Engineer Research and Development Laboratories.

Unlike conventional photography, which requires sunlight or artificial light to produce an image, the "Thermograph" depends solely upon radiation from the person or object on which it is focused. Since these radiations are present night and day, it can operate in total darkness.

The Thermograph is expected to provide a means for night reconnaissance, terrain mapping and target location. Another military use may be the detection of camouflage.



**UP THE HATCH**—Nike-Hercules guided missile is backed into plane as part of Army's traveling air defense system.

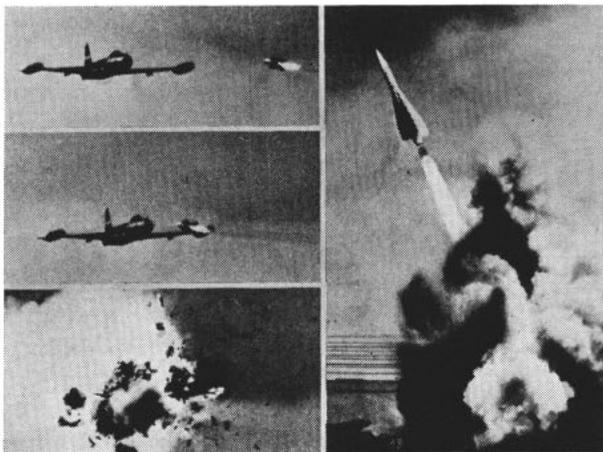
A REVOLUTIONARY "FIRST" in military logistics—a system for delivering supplies by ballistic cargo missile—has been developed for the U. S. Army.

The missile, called *Lobber*, can deliver rations, ammunition, medicines, communications equipment or other vital supplies accurately and in quantity to front-line troops, wherever and whenever needed.

It is also adaptable to offensive weaponry, carrying payloads of napalm, chemicals, high-explosives or small nuclear warheads, and has other uses in military engineering and communications.

Quick-disconnect *Lobber* payload sections can be pre-loaded at supply depots and at least 70 per cent of the missile recovered for later use. Normally, however, it would be an expendable item of equipment.

The missile and its launcher can be hand-carried, if necessary, by a team of three men in the field.



SCRATCH ONE—Low-altitude surface-to-air Hawk guided missile hits target. It can be used with combat troops.

SPOTTING AND TRACKING nuclear clouds with a relative degree of accuracy by means of radar may now be possible.

Tests made by the U. S. Army Signal Corps show that the Army's advanced weather radar systems, ordinarily used to detect storms and aid in forecasts, may also help warn soldiers and civilians on probable areas of radioactive fall-out from nuclear explosions.

During the tests, the first photographs of a radarscope showing the nuclear mushroom were made with a special camera. Successive film exposures showed the formation, rise and drift of the characteristic cloud. The nuclear clouds were measured for size and tracked for two hours.

Information on the height and drift of the radioactive clouds would provide fall-out warning to troops on atomic battlefields. This information could be equally valuable for civil defense.

Even if all local communications were to be knocked out in the area of an explosion, the long-range radar directed at the probable areas from a safe distance could locate the center of the blast. This information would help determine which areas, if any, should be evacuated because of the possibility of later fall-out. By the same token, safe areas for receiving evacuees could be marked.

The radar used in the tests is the same type used

to detect the approach of rain, snow, sleet, electrical storms, hurricanes and weather fronts which might build into tornadoes.



RESPONSIBILITY for the scientific satellite programs, lunar probes and rocket engine development, formerly conducted by the Army, Navy and Air Force, has been assumed by the National Aeronautics and Space Administration.

The nation's new civilian space agency was activated on 1 Oct 1958, as an independent government agency. It was authorized by an Act of Congress and placed in operation by an Executive Order.

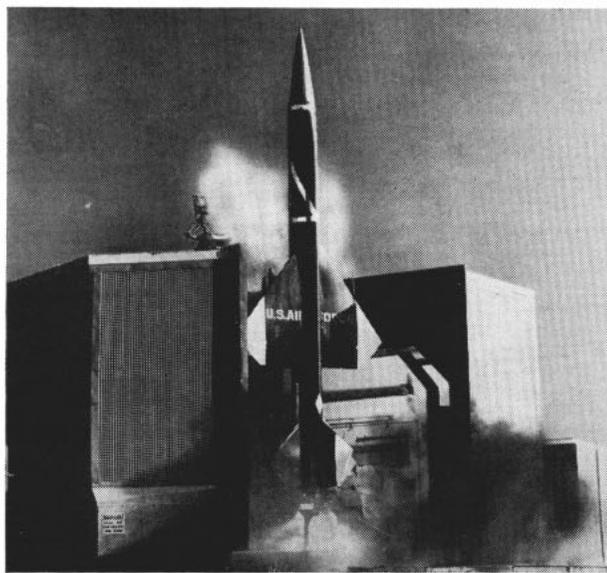
Among the projects which the National Aeronautics and Space Administration (NASA) has taken over are:

- The U. S. Scientific Satellite Project (Project Vanguard).
- Four lunar probes and their instrumentation, and three satellite projects. The satellite projects call for putting into orbit two inflatable spheres—one 12 feet in diameter, and the other 100 feet in diameter—and a cosmic ray satellite.
- A number of engine development research programs in such areas as nuclear rocket engines, fluorine engines, and the million-pound thrust single-chamber engine study, and development.

In addition to these undertakings previously assigned to the military departments, NASA has absorbed the National Advisory Committee for Aeronautics, a civilian government agency devoted for the past 43 years to aeronautical research.

The armed forces, working in cooperation with the new civilian space agency, will continue to pursue space projects, but in areas which relate to weapons systems for the defense of the United States.

These include anti-missile defenses, solid propellants, advance warning, navigation and communications systems, meteorology and other military space programs.



BIRD DOG—USAF's Bomarc interceptor missile blasts off to target area guided by SAGE ground control unit.

# LETTERS TO THE EDITOR

## Applicant for Commission

SIR: According to BuPers Inst. 1120.18E, chief petty officers and below in the Regular Navy, who have four years' service and meet the other requirements, are eligible for the Integration Program.

Does the entire four years have to be in the Regular Navy, and do I need four years at time of application or at time of appointment?

The age requirement is something else again. Do any of the officer procurement programs which have low age limits deduct the applicant's military service from his age in order for him to meet the age requirements?

How many naval aviation cadets come from enlisted status as described by BuPers Inst. 1120.20A?—E. A. L., SK2, USNR.

• *As an applicant for the Integration Program, you must have four years of continuous service in the Regular Navy on 1 April of the year the appointment is tendered, not the year of application.*

*So far as age requirements go, the OCS Program, which is also open to civilian college graduates, does allow a maximum of 36 months for previous military service. No age deduction for years of service is made, however, in the Integration, LDO, WO, or AOC/NavCad Programs.*

*At present, approximately 30 per cent of all new NavCads are from enlisted status. Normally, at least 20 per cent of flight training input are enlisted men.—Ed.*

## Monkeyshines No More

SIR: Your October 1958 issue contained a letter to the editor asking what happened to a pet monkey that was on board an LST moored alongside *uss Firedrake* (AE 14) at Okinawa during World War II.

I was First Lieutenant of *LST 267*, which spent many uncomfortable hours near that ammo ship. Our mascot was probably the one described in the letter.

Though many of the crew found the monkey entertaining and companionable, others were somewhat less than fond of him. I guess you could say he was always up to "monkey business."

Shortly after the war, while the ship was moored in the Whangpoo, the monkey failed to make the morning muster. It was generally believed that someone returning to the ship had caught our mascot going through his locker and had donated him to

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.

a passing sampan. Our skipper heard from him for a while, and we now think he is performing his monkeyshines somewhere in China.—George Cole, LCDR, USN.

SIR: It was during a night alert on Okinawa. Overhead, the sky was bright with starshells and the lights from batteries following enemy aircraft.

In our camp between Yontan and Kadena airfields we were watching the show when something scurried by not 10 feet from me.

In the eerie light the form took the shape of—of all things—a monkey. I started to call the attention of the others around me to this—well, maybe it was an apparition. But, after deciding that my eyes might be playing tricks on me, I clammed up.

About four seconds later two men charged up, asking, "Did you see it?" "See what?" said I.

"The monkey," they chorused. Next morning I asked the boys if they had found the simian, but he had completely disappeared.

Could this have been the monkey mentioned in your October letters to the editor?—C. A. Whyte, CAPT., CEC, USNR.

• *Well, as we've said many times before, "When in doubt, ask the readers of ALL HANDS."*

*From here, it certainly looks as if LCDR Cole's candidate is the animal in question.*

*As for the one CAPT Whyte saw, we're afraid establishing its identity might be too big a job even for the readers of ALL HANDS.—Ed.*

## Somebody's All Wet

SIR: In reference to your article on page nine of the August issue: "Finally the bugle sounds 'Swim Call' and 3000 carrier men dive into the blue waters . . ."

Just one question: WHO'S TENDING THE STORE?—W. Thompson, LCDR, USN.

• *Iron Mike, of course.—Ed.*

## Cavemen Weathermen

SIR: Your article on the Fleet Weather Facility, Yokosuka, Japan, on page 37 of the October issue of ALL HANDS was most interesting.

Just for the record, however, the Fleet Weather Central, Yokosuka, was established on 1 Oct 1952, not in 1951 as you stated. At first, operations were conducted in a cave. The imposing edifice pictured in your article came later. In the cave the weathermen could see nothing of the outside, and on occasion, not even each other during the frequent power failures.

The move to the building on the hill was accomplished during a heavy rainstorm on Thanksgiving Day, 1952. Since the road up the hill was under construction, the transfer of tons of equipment, including large plotting desks, instruments and cabinets was made by highline over the cliff shown in your photo, all the way to the top veranda of the building.

Not a single item was broken or damaged. The move was so well coordinated that none of the scheduled Fleet weather broadcasts was interrupted.

In addition to the vital weather warnings received, the Fleet became aware of this activity during the Christmas holidays when a giant display of Christmas lights in the shape of a Christmas tree served as a beacon to ships returning from the Korean area.

The personnel assigned to the Weather Central were so outstanding that the only mast conducted during the first nine months of operations was a commendatory one, recognizing the efforts of a number of key personnel.—Captain Robert J. Williams, USN.

• *Thank you for the interesting sidelights on Yokosuka. We depend largely on contributors for the facts contained in many of our articles.—Ed.*

## Non-Regulation Ribbons

SIR: Some time back a Bureau order came out making the plastic covered campaign ribbons non-regulation. I was wondering if there was any explanation you could give—R. D., EN1(SS), USN.

• *Plastic-covered ribbons are considered to present an inferior appearance. That's why they are not now authorized, nor have they ever been. The use of these ribbons became prevalent during World War II, and a reminder was issued that they were not regulation. And they aren't now.—Ed.*

## Modification of Orders

SIR: Before my ship departed for the Antarctic, I had orders to shore duty as an instructor at class "A" Radarman's School, San Francisco. I have been aboard this ship for 58 months. Only 18 months are required in my rate to be eligible for shore duty.

Soon after I received these orders and before we left the States, the yeoman told me I had been "frozen" on this ship until after the cruise to Antarctica.

I can't get over the feeling that this is unfair and unjust. Can you cite me some justification or precedent for the Navy's doing this in peacetime?—R.L.M., RDCA, USN.

• In your particular case, Chief, you were not "frozen" aboard your ship at all. That was a bad choice of words on the part of the yeoman. The commanding officer wouldn't even have had the authority to keep you aboard so long as you had Bureau orders.

The record shows that your commanding officer felt that you were needed on board for the cruise to the Antarctic and asked the Bureau to modify your orders. You originally had orders to come ashore in December 1958. They were modified to bring you ashore in March 1959, a matter of four months. This was a routine modification of orders; something you have probably come across other times during your Navy career.

There's another way a person can be kept on board over his tour. When a rotation data card is submitted, there is a place for your commanding officer's remarks. If for some reason he needs



BABY, IT'S COLD INSIDE—USS Rigel (AF 58) steams through the sunny Mediterranean to deliver her cargo of frozen foods to other ships of the Sixth Fleet.

you on board for a particular assignment, he could state this under "Remarks." This doesn't necessarily mean it will be done; that's left up to the Bureau.—ED.

## Recruiting TAD

SIR: The subject of travel expenses and transfers within a recruiting station or sub-station area has come up during conversations many times at this recruiting station.

It is our understanding that orders to a particular sub-station are permanent. Can a person be ordered to duty elsewhere in the sub-station area at his own expense? Can he even be ordered to perform TAD within this same area at his own expense?—G. H. W., EN1(SS), USN.

• You're right about orders to a sub-

station. They are permanent. Any assignment beyond commuting distance of your assigned duty station is a permanent change of station and can only be effected on authority from the Chief of Naval Personnel.

So far as TAD is concerned, you cannot be ordered or directed to perform such duty at your own expense. In many cases there is a serious shortage of government vehicles for transportation. Even under such circumstances, you cannot be directed to use your own car. Use of your privately owned vehicle can be authorized, but never directed. When authorized, and if you choose to use it, you can be reimbursed at the rate of eight cents a mile for travel within the city limits of your station and seven cents a mile for travel beyond these limits.—ED.

## Bill of Exchange Recalls Navy of Not So Long Ago

SIR: This is a reproduction of a paper I have just run across. On the back of it there is an endorsement by an Admiral Crowninshield.

I wonder if you could tell me what it is and how it was used.—M. J. Munchel, Harrisburg, Pa.

• Thanks to our friends the experts, in this case the Naval History Division, we can make it look as if we know all the answers. This time Miss F. E. Sharswood of the Early Records Branch, Naval History Division, solved the mystery for us.

She says your paper is the third copy of a bill of exchange drawn upon the Navy Department's fiscal agents in London, England. It is made out in favor of Rear Admiral A. S. Crowninshield, USN, Commander-in-Chief of the European Squadron. The bill seems to be dated 6 Jun 1902. At that time Crowninshield's USS Illinois, was at Castellammare, Sicily.

These bills, drawn upon the Fiscal Agent, were used by pay officers to obtain funds while their ships were

on foreign stations. The fiscal agent did not make requisitions for money. Instead, the Secretary of the Navy, by warrant on the Treasury, usually made monthly advances to him so that he could keep a balance on hand to meet the pay officers' drafts.

In other words, the bill of exchange was a sort of check drawn upon the Navy's "bank account" with the fiscal agent.

During her research Miss Sharswood found a blank set of these bills in the files of the Secretary of the Navy. The fact that there were three bills to a set should serve to remind all of us that making things out in

triplicate isn't a newfangled idea.

Here's some additional information on Admiral Crowninshield which we dug up for ourselves.

The admiral was born in 1843 at Seneca Falls, N. Y., and graduated from the Naval Academy in 1863. In the Civil War he saw action in the attacks on Fort Fisher, N. C., in December 1864 and January 1865.

By 1894 he had risen to the rank of captain, and on 17 Sep 1895 (at the commissioning ceremony) he took command of the brand-new USS Maine. He remained her skipper until April 1897, when CAPT Charles D. Sigsbee, Maine's second and last commander, relieved him.

During the Spanish-American War Admiral Crowninshield was a member of the Board of Naval Strategy. After that he saw service as Commander-in-Chief of the European Squadron and as Chief of the Bureau of Navigation (now BuPers).

He retired in 1903 and died in 1908.—ED.



### About That Article We Submitted for Publication

SIR: We read with interest your September issue, especially the Way Back When on "Perry's Crewmen at Naha" [by LTJG R. K. Grem].

We of Patrol Squadron Four have been stationed at Naha, Okinawa, more than two years now, and we're proud of our many accomplishments. Yet, there are many who know nothing of our existence on this small, but strategically important, island.

It was, then, with disappointment that we noted you did not use the photographs we submitted with the article, and you left out the part of the story mentioning Patrol Squadron Four's salute to the Navy dead on Memorial Day, 1958.

It has been our understanding that it is your policy to give credit to a unit that supplies you with newsworthy material.—P. A. M. Griber, CDR, USN, CO, Patrol Squadron Four.

• We're glad you indicated your feelings about the treatment given your article because this gives us an opportunity to clear up several points concerning the submission of material to us, not only by your unit but others throughout the service (and we're very happy to get them).

First of all, there's the matter of deadlines, and what we call "lead time." Pictures and stories which appear in any monthly magazine must be ready to send to the printer well in advance of publication date. ALL HANDS' lead time, for example, is usually two months. This means that our deadline for a Fourth of July story, let's say, is 1 May. Thus, you would have to have your story concerning a Fourth of July event in our hands before 1 May. Generally a ship or unit gets around to sending such a story about the middle of July, in which case the earliest it could appear would be September. The best we could do, if the material warranted it, would be to hold the article or the photos for the following year. We do this very often.

Now, about your original story. In checking back, we found the date 21 May 1958 pencilled on the release you sent us. So far as we can tell at this time, that's the date we received it.

By 21 May, our May issue had been printed and distributed and eight or nine of the 10 readers for whom each copy is intended had, presumably, seen their copy. Our June issue had been put to bed and we were approaching the July deadline.

We're sure you will agree that a Memorial Day (30 May) story wouldn't go over so well in July. As you will recall, the greater part of your unit's release concerned Perry's visit to Okinawa in 1853. Under the

circumstances, we decided to hold it for eventual use as a historical feature. That's how it wound up (minus the portion concerning Memorial Day) as a Way Back When in the September issue.

Our second point concerns the matter of editorial judgment, a privilege to which we jealously cling as our exclusive prerogative.

Your release consisted of 44 typewritten lines, 41 of which were devoted almost exclusively to Perry's visit. Patrol Squadron Four was referred to in a three-line paragraph at the end of the release in which you stated: "Patrol Squadron Four salutes the memory of its naval ancestors on this Memorial Day, 30 May 1958."

Chances are exceedingly good that, even if we had received the story in ample time, we would not have considered this item of sufficient general interest to the Navy to warrant inclusion in the final article. Let's put it this way: Would you, as an ALL HANDS reader, be breathlessly thrilled to read in its pages that Fighter Squadron Umpty-Umpth had saluted its ancestors on Memorial Day? It was our editorial judgment that you would not. We may be mistaken.

Third, the matter of credits. Contrary to what you may have heard, unless there is a good reason to do otherwise, we do not, as a rule, mention a writer's unit in his credit line. As you know, we did give LTJG Grem a well-deserved credit line but we didn't mention that he was from Patrol Squadron Four. Our reasons for it are that the chances are good that the writer's unit will have changed by the time the article reaches print.

We'd like to touch on one final point—your problem of letting people know more about Patrol Squadron Four. The answer is simple. Merely send us stories and pictures concerning Patrol Squadron Four and its day-to-day operations or the qualities that make it unique. By the way, what does it do? What may seem routine to you is probably interesting and different from duty in other Navy activities.

One final, final point. We deeply appreciate your original contribution and were particularly happy to receive your follow-up letter. This is the sort of thing that makes our job interesting. We have replied at some length because we want you and other units that have submitted material to know that we do appreciate it, and wanted to explain our reasoning behind the treatment of your article.

Hope to hear from you soon.—Ed.

### Carrying the Sword

SIR: I recently saw a picture of British naval officers attending a ceremony. It showed them carrying swords instead of having them hooked to their sword belt as we do in the U. S. Navy.

Before World War II, I recall seeing some of our senior officers carrying their swords at ceremonies, but believe the tradition was to distinguish officers who had commanded a capital ship.

I suspect that this is another tradition which has been lost owing to the long period in which the Navy didn't require a sword. Can you enlighten me on this subject?—R.W.P., CDR, USN.

• Before the 20th century, the method of fastening swords to the sword belt differed from that of today. Instead of being supported from the belt hook with the blade of the sword pointing forward, the sword hung lower and the grip was forward ready for immediate use.

While this method had obvious advantages if the officer were attacked by an assailant, it was not particularly comfortable. For that reason officers quite often unhooked the sword from the belt and carried it.

Later on this evidently became a privilege that went with rank and probably goes hand-in-hand with the custom you mention. It has evidently fallen into disuse since the reason for it is no longer applicable.—Ed.

### Extension after 30 Years

SIR: I am a LCDR (1102) who will complete 30 years' service in May 1959. According to Alnav 31, I came within 300 numbers of the selection zone for commander this year which would seem to indicate that I'll be within the zone next year.

Is there a regulation, or policy, which will compel me to retire involuntarily upon completion of 30 years' service, or can I stick around another year to see what happens?—N. H. A., LCDR, USN.

• Since you will have completed 30 years' service in May 1959 you must revert or retire by 1 Jul 1959.

Though this is an administrative practice and not a mandatory requirement of law, such extensions are normally not granted.—Ed.

### Where's the Missileman?

SIR: There's probably a very good reason why Guided Missilemen and Aviation Guided Missilemen are not included in the precedence list contained in Art. C-2102 of the BuPers Manual. But I'm curious as to what that reason may be. Are we extinct already?—J. R. K., GF1, USN.

• Rest assured that the Guided Missileman (GS) and Aviation Guided Missileman (GF) ratings have not been forgotten nor are they obsolete. The

ratings were established after Art. C-2102 of the "BuPers Manual" was last revised. That is the only reason why they were not included.

A revision of the Manual now in preparation will bring the article up-to-date.

As to seniority, you can place the ratings of AQ, GS, GF and NW between FT and ET, because they will be added to the enlisted precedence list in that order.

Other new ratings and their precedence are: SM, below QM but above GM; BR, immediately following BT; SF, to replace ME; and PT, to take the place of AF.—ED.

### Habitability in Ships

SIR: I read with interest the article that appeared in the Today's Navy section on page 40 of the September 1958 issue of ALL HANDS. I am now in command of one of the hardest-working ships of the Fleet. Since I took command, my ship has been underway 61 days and in port 22 days. We are doing an outstanding job of replenishment.

My ship was built during World War II, commissioned in February 1945, and has been in the active Fleet ever since. We have no air conditioning on board, no fancy bunks for the ship's company, and only one locker per man. We do not have "individual dishes, cups, and saucers instead of the customary metal trays and standard hardware."

My officers and men do not complain about these conditions. We have a happy and effective ship. But how do you suppose we feel when we read such an article, knowing full well that this ship has adequate room, power and stability to accommodate all these luxury items, not to mention many others which would improve the military effectiveness of the ship.

I trust some of the boots and fresh-caught SAs will not become so accustomed to the "soft, modernistic color-schemes" which are used throughout

**NAVY'S ICE MEN**—Navy men ready snow train to haul supplies over ice and snow covered wastes of Antarctic while working with Operation Deepfreeze.



**SPACEMAN?**—Reflection of sun off surface of Salton Sea gives free-falling Navy chutist appearance of being headed toward a nebula in outer space.

the "elaborately decorated barracks," that we who serve at sea will find even greater difficulties in making sailors of those who reach sea duty.—D. E., USN.

• As you know, the Navy is doing all it can to modernize its ships and stations as rapidly as possible. A glance at our ship's roundup to be found in various issues of this magazine will show that ship after ship is being converted. However, it just isn't possible to accomplish this overnight.

In the meantime new ships are joining the Fleet and new barracks are being constructed. In these barracks and ships are incorporated new features such as foam rubber mattresses, "soft modernistic color schemes," recreation rooms, and many other habitability features. After all, we do expect new ideas in new equipment.

We don't think the quality of men

you get aboard ship are hurt because of these new features. Most men in the Navy today are young, intelligent, and adaptable. They realize that the older type ships are not as plush as some of the newer ones. We don't think anyone expects the features of a barracks to be incorporated in a ship.

Plush conditions don't automatically bring about high morale and hard work; but they sometimes help. It's a 4.0 skipper that can bring about both with an old ship with very few extra habitability features.

We don't think, however, that stories such as the one you mentioned will have an unfortunate effect on the morale of your crew. But they're human; they like their home as pleasant as possible, and most are willing to help improve it. The officers and men of some older ships have achieved remarkable results doing it themselves. All they had were a few dollars from the recreation fund, materials that were already aboard, and the skill and enthusiasm of the crew. If your crew is the type that likes that sort of thing, it can be fun.

Projects in which all hands take a part and share in the results help to strengthen that sense of "belonging."

BuShips has a publication called "Fleet Hab Hints Booklet" (NavShips 250-533-2) which we found very interesting. It lists methods by which crewmen of all type ships can improve the habitability of their ships with the means at their disposal. An article to this effect was published in the July 1956 ALL HANDS. However, since the BuShips publication is kept up to date, it should be more useful.—ED.

## One More Postscript on Subject of USS Shawmut and Oglala

SIR: I found myself very interested in the letters in the past year on ships of the old Navy, particularly on *uss Oglala* and *Shawmut*. Since I served in *uss Shawmut* during a period when history was made, I'd like to tell you a few things I recall about this fine ship.

I joined her when she was in drydock in Philadelphia Navy Yard; and my cousin Charles G. Crenshaw was a machinist's mate first class on her at the time. Later, during World War II, he was a lieutenant commander and chief engineer of *uss Savo Island*. He's now retired.

Anyway, while we were in drydock, in came *uss Olympia*, with a homebound pennant that was actually trailing in the water at her stern. How proud we were to see her tied up; and then, in due time to board her and see where Admiral Dewey had stood when he gave his immortal order at Manila!

We then moved down to Hampton Roads and found that we were the flagship of the Atlantic Air Force. Our "force" consisted of *uss Harding* (a four-stacker) and seagoing tug *uss Sandpiper*. I soon made captain's writer, because I could take shorthand and was tolerable on the typewriter. The captain was named Crenshaw, which happened to be the name of my cousin, but that didn't help me any. We learned that we were to go to a point off Cape Henlopen Light and there serve as headquarters for a group of Allied military and naval officers to observe the bombing of captured German ships by aircraft—something that had been unheard of

at that time.

We saw *Ostfriesland*, the German battleship; the cruiser *Frankfort*; several destroyers and several submarines sunk by Army bombers (Billy Mitchell was one of the pilots). Some of our Navy planes got into the act, but most of the action was provided by the Army. We had some F5Ls and, as I remember, one or two of them did do some bombing but our other planes, which were NCs, couldn't bomb. You may remember the captain of *Harding* as CDR Albert C. Read, who piloted the NC-4 across the Atlantic. (See book supplement for October 1955 for more on the NC-4.)

You say *Shawmut* was originally named *Massachusetts*. That's not the way I heard it. CAPT Crenshaw told me she was originally *Yale*, or maybe it was *Harvard*, but anyway, she and *Aroostook* were sister ships and named *Yale* and *Harvard*, and were in coastwise service, so the captain said, between Los Angeles and San Francisco.

The rest of your story about her being a minelayer in World War I in the North Sea, having her name changed to *Oglala*, being sunk at Pearl Harbor and all the rest is 100 per cent correct, according to my information.

You might be interested to know that she was named *Oglala* after a town in Nebraska, the name of which is "Ogallala," located on the River Platte, near Kingsley Dam, in Keith County. In 1950, she had a population of 3456 souls. I don't know why the Navy decided to spell the name of the ship different from the name of the town for which it was named. Every

time we fellows from "The Mutt," as she was called, would tell what ship we were on, some wise guy would always say: "Oh, yeah. I've seen *Chaumont*, named after some place in France."

Don't misunderstand me. I'm not challenging the correctness of your story, or CDR J.M.R.'s recollection—all I want to say is that the information I received from CAPT Crenshaw was a bit different.

The photo of *Shawmut* you reproduced fails to include the two large gasoline tanks, painted white, which were located right at her stern for use in refueling seaplanes.

When I was on *Shawmut*, we fellows held our heads pretty high because Tom Maxted, heavyweight champion boxer of the Navy, was a member of our crew. We were sure proud of him. Some of us found out the hard way that real good fighters don't do much talking about how tough they are. I guess they don't have to, and know it.

I was a captain in World War II, Transportation Corps, AUS, serving in North Africa, Italy, England, France and Belgium. I was in Military Railway Service as adjutant of 719th Railway Operating Battalion. I was retired as a major, but still like to read about the Navy.—Major Milton C. Jones, AUS, (Ret.).

• *Thanks for the added info on Shawmut. We're certainly glad you didn't take us seriously when we suggested no more questions concerning Shawmut. Any time any one has more to tell us, just fire away.*—Ed.

### Hotter Than Hyades?

SIR: Just by chance I happened to run across the August 1958 issue of ALL HANDS (haven't seen one since 1951) and naturally as an ex-white hat, I immediately became engrossed in it.

But, when I turned to page 28, I had to re-read the article, "Who's as Hot as *Hyades*?" Not being one to jump to conclusions, I suggest: "Let's look at the record."

The writer may be right in his calculations and claims, but he is wrong if he thinks that 40 tons per hour set a record.

In 1951, I was attached to Cargo Handling Battalion One, and in April of 1951 CHB One was aboard *Hyades* to provision the Fleet in the Med. We transferred over 60 tons an hour, and if my memory serves me right, we discharged 500 tons in one day by hi-line. One of the ships we replenished was *uss Franklin D. Roosevelt* (now CVA 42), and many others I can't remember.

I compliment *Hyades'* letter writer

for the pride he exhibits in defending his ship, but I don't think he can beat the record set by CHB One.—Leonard Spiva, ex-USN.

• *Before rebutting Hyades, let's re-read that article. We refer you to the second message quoted, from *uss Salem* (CA 139): "YOUR DELIVERY TODAY OF 280 LONG TONS IN 2 HOURS 50 MINUTES FIRST TO LAST LOAD BEST PERFORMANCE WE HAVE SEEN X . . ." Now, let's clarify one other point, a ton is not always 2000 pounds. A long ton, as used in this message and commonly used in Great Britain, is 2240 pounds. A short ton, on the other hand, normally used in the United States and Canada, is 2000 pounds.*

*Now, let's compare 280 long tons in two hours and 50 minutes, to your record of 60 tons (presumably) short ones in one hour. If you break down *Hyades'* mark to short tons, as normally used in the U.S., you can tack on some 33 additional tons. There goes your record, and probably a few more besides.*

*They moved a lot of cargo in less than three hours, and don't forget although they had steam winches, they had no conveyors. CHB One handled a lot of cargo too, but let's not knock *Hyades* until we have something to knock with.*

*If you get the chance, look over the November 1958 issue of ALL HANDS. On page 28, *uss Graffias* (AF 29) also presents some impressive figures.*—Ed.

### Fleet Training Group Locations

SIR: The October 1958 issue of ALL HANDS, with its emphasis on Fleet training facilities and educational opportunities, is very fine. However, on page three there is an inaccuracy regarding the Fleet Training Groups, Pacific, which are under the command of COMTRAPAC. Fleet Training Group, San Diego, was omitted. There is no Fleet Training Group, Sasebo, Japan, as services in that area are arranged through Fleet Training Group, Western Pacific, located at Yokosuka, Japan.—W. S. Finn, CAPT, USN, Training Officer, FLETRAGRU, San Diego.

• OOOOOOPs! You're so right, Captain. After mentioning that COMTRAPAC's headquarters are in San Diego, we simply overlooked the fact that FLETRAGRU was also there. And so far as Sasebo goes, you are correct too.—ED.

**Gold Hashmarks and Wings**

SIR: I was in the Marine Corps from 1943 to 1946, joined the Army and served from 1946 to 1947, did a hitch in the Air Force from 1947 to 1950 and enlisted in the Navy in 1951. Since all of these years counted as good conduct time, I'm wondering if I rate wearing the gold rating badge and gold hashmarks.

There's another question that's been on my mind. While in the Air Force, I was graduated from pilot's school. Can I wear my Air Force pilot wings on my Navy uniform?—J. F. C., AC1, USN.

• Your time in the other services count for red service stripes but not for gold. You can find this answer in Art. 1202.6(d) of "U. S. Navy Uniform Regulations."

In reference to your query concerning Air Force pilot wings on your Navy uniform, again we refer to Uniform Regs—this time Art. 1203.2(b). This has to do with wearing breast insignia and states: "Similar qualification insignia of other services or nations shall not be worn on the naval uniform.—ED.

**It's Hard Not to Be 4.0**

SIR: I don't savvy the scoring system for the big 80-question test in your October issue. I added up my 56 correct answers, multiplied by .1 as prescribed on page 18 and got 5.6, which is more than a 4.0.

And I am ashamed of myself for missing some that I did. I think you meant to multiply by .05, didn't you? That would have given me the 2.8 I deserved.—Phil Russell, JOC, 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.

• *uss Idaho* (BB 42)—The second annual reunion will be held at the Nansmond Hotel, Ocean View, Norfolk, Va., on 19, 20 and 21 June. For additional information, write to *uss Idaho* Association, P.O. Box 8048, Norfolk 3, Va.

• *uss South Dakota Veterans' Association of WW I*—The 38th annual reunion of the World War I crew will be held on 4 April in Aberdeen, Washington. Further information may be obtained from Carl Haggland, 2519 N.E. 59th Ave., Portland 13, Ore.

• *uss Ammen* (DD 527)—All who served on board during World War II and who are interested in holding a reunion with time and place to be decided by mutual consent may write to Herbert Legg, P.O. Box 212, Olympia, Wash.

• *uss Haverfield* (DER 393)—All plankowners who are interested in holding a reunion may write to Robert "Otto" Ahlander, 4705 West Palmer, Chicago 39, Ill.

• *uss Hemminger* (DE 746)—All former crew members who are interested in holding a reunion with time and place to be decided are invited to write to Richard E. Buffington, 1765 Townsend Ave., Bronx 53, N. Y.

• *uss Rankin* (AKA 103)—All who served on board from 1952 to 1954 and who are interested in holding a reunion with time and place to be decided may write to Frank Bera, 900 Dobbs Ferry Rd., White Plains, N. Y.

• YMS 25—All who served on board from 1941 to 1945 who are interested in holding a reunion with time and place to be designated by mutual consent may write to Warren H. Acker, East Harvard St., Lewistown, Pa.

• FASRON 103—All who served in this squadron who are interested in holding a reunion with time and place to be decided may write to S. E. Uccello, Graham Rd., Wapping, Conn.

• You deserve a good score for catching the blooper.—Ed.

**Torpedoman Rating**

SIR: I have read the article "Striking for the Hard Hat" which appeared in your September issue, but I was surprised not to see TMC listed as a stagnant rating.

What are the current TMC requirements, and what is the advancement picture for the next few years? —J.W.A., TM1(SS), USN.

• The on-board strength of TMCs at the present time is 97 per cent of requirements. While the TM rating is not stagnant compared to such others, as SD, AD, YN and PN, it is not a critical one either, as are RM, NW and the like.

Advancements to TMC have been small, but during the past few months there has been a great increase in the number of requests for transfer to the Fleet Reserve. The future looks good for you and other TMLs.—Ed.

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# NAVAL COURTESY:

**F**OR YEARS one of the subjects in the Navy that has always been good for a fantail session—along with pay and liberty—has been the matter of military courtesy. For example, how many different salutes can you name—and how many can you execute? What is the procedure in boats during colors?

Knowledge of military courtesy is important to every Navyman because he's practicing it all the time

—whether he realizes it or not. And knowing what to do—at the right time—can keep him out of some embarrassing situations. In the pinch, this is what distinguishes the real salt from the no-hashmark sailor.

But there are a lot of fine points about military courtesy that perplex even the seasoned Navyman. We'll try to cover as many as possible.

This is partly because many of

the practices are not to be found in any publication, official or unofficial; partly, because the Navy is in a continual state of change and, as the Navy changes, so must its customs.

In many cases, customs have simply evolved out of necessity, thus becoming a part of the Navy's "unwritten" traditions. Some practices represent opinions of Department of the Navy senior officials or Old Chief; some are merely an

## • Saluting

### *Whom should you salute?*

All enlisted naval personnel are required to salute officers (including warrant officers) of the Navy, Army, Air Force, Marine Corps, Coast Guard and foreign military and naval officers whose governments are formally recognized by the U. S. Government. Reserve officers of the armed services and the National Guard are rendered a salute when they are in uniform. Public Health and Coast and Geodetic Survey officers, when serving with the armed forces of the U. S., rate a salute.

Salutes are rendered by officers to seniors in their own service and other services as outlined above.

### *What about salutes to midshipmen?*

Midshipmen and cadets in the armed services rate a salute from enlisted personnel.

## • Salutes on Board Ship

### *When are salutes rendered in ships?*

All senior officers (senior to the



"... salute captain at every meeting ..."

person saluting—for instance, a lieutenant would be a senior officer to both an ensign and a seaman recruit) attached to your own ship or station are rendered a salute on the first daily meeting. After that, it usually isn't necessary. There are, however, exceptions to this rule:

(1) Inspecting officers are rendered salutes during the course of their inspections.

(2) When you are addressed by or addressing a senior officer, salutes are exchanged. Persons at work or engaged in games, however, salute senior officers only when addressed by them, and then only if circumstances warrant.

(3) All officers and enlisted men salute all flag officers, commanding officers of ships and officers senior to themselves from other ships on each occasion of meeting, passing near or being addressed.

## • Salutes in Boats

*What salutes are rendered when boats are passing one another?*

In boats passing one another with officers or officials on board and in view, the senior officer and the coxswain of each boat render salutes. Officers do not rise when rendering this salute. Coxswains rise and salute unless it is dangerous and impracticable to do so.

*What is the procedure for salutes when boats are lying at landings, accommodation ladders or boat booms?*

Men seated in boats in which there is no officer, petty officer or acting petty officer in charge rise and salute all officers passing near. When an officer, PO or acting PO is in charge of a boat, he alone renders the salute.

*What is the proper procedure for officers and coxswains when a senior officer or an officer enters or leaves a boat?*

Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the



"... salute when you meet ..."



"... seating procedure in boats ..."



# A SHORT COURSE

adaption of a similar practice followed in polite society. Some have been formalized through publication in *Navy Regs*, the *Landing Party Manual*, the *Bluejacket's Manual* or "The Flag Code" (Public Law 829). Some have been widely adopted only after extensive discussions in the columns of ALL HANDS. (Passing honors to *Arizona*, for example.)

The Navyman who knows his

naval courtesy not only makes a good appearance but he also has a feeling of self-assurance that will carry him through difficult situations that may range from daily practice to events of national importance.

Your knowledge of naval courtesy can do a lot for you. In addition to building up your self-confidence, it marks you as a person with self-respect plus the respect of the people about you.

Naval courtesy encompasses rules of etiquette, matters of custom, and compulsory procedures during honors. In naval courtesy, there is no implication of servility or humbleness.

In the following pages, ALL HANDS presents a summary of the rules of naval courtesy that are generally accepted as proper in the Navy of today. We hope it will be of help to you.

boat. Coxswains in charge of boats rise (unless by so doing, the safety of the boat is imperiled) and salute when officers enter or leave their boats.

## • Passing Honors

Rendering the hand salute is a part of "passing honors." These honors are rendered by ships or boats passing "close aboard"—within 600 yards for ships and 400 yards for boats.

**On what occasions and by whom are these hand salutes made, when rendering passing honors?**

Hand salutes are rendered by all persons in view on deck and *not* in ranks, when passing honors are exchanged between ships of the Navy or between Navy and Coast Guard ships.

Hand salutes are rendered by ALL persons in view on deck, *whether in ranks or not*, when:

(1) Passing honors are rendered by a ship of the Navy being passed



"... officers and coxswains salute—officers do not rise—coxswains do, if safety permits..."

close aboard by a boat displaying the flag or pennant of high-ranking civil officials, other civil officials entitled to honors on official visits, and officers of an armed service.

(2) Passing honors are rendered by a ship of the Navy being passed close aboard by a ship or boat displaying the flag or standard of a foreign head of state, sovereign or member of a reigning royal family.

(3) Passing honors are exchanged with foreign warships (and, when appropriate, with foreign shore stations).

In all cases the signal for the salute will be "Attention" sounded by the bugle or hand whistle.

## • Military Funerals and Religious Ceremonies

**What are the rules on conduct by service personnel at military funerals and how do they differ from funerals not under military auspices?**

In general, a military man un-

covers during a religious ceremony but remains covered during a military ceremony. Military funerals and burials at sea are regarded primarily as military ceremonies. On the other hand, church services, civilian funerals or burial services which the Navyman attends as a friend or relative rather than as representative of the Navy, are religious ceremonies.

At a military ceremony when the occasion requires, an officer or enlisted man salutes rather than uncovers. This is his traditional mark of respect.

Navyman, during a funeral, remain covered while in the open and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

**If military personnel were attending a funeral, officially, when would they salute?**

Military personnel would salute whenever honors are rendered.



"... no salute expected while on the oars..."



"... men salute if no officer or PO in charge..."

**When are these honors rendered?**

They are rendered when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the grave. Honors are also rendered



"... in Navy building, covered junior salutes uncovered senior ..."

when the volleys are fired and when "Taps" is sounded.

**Does a military person who attends a non-military funeral or burial service follow the same saluting procedure?**

He may if he so chooses. However, when attending a non-military service, he may, if he desires, follow the civilian custom and uncover (rather than salute) when such honors are required. Such times would be during the procession to the grave, lowering the body, etc.

**How do these rules apply in the case of Jewish religious ceremonies?**

Jewish custom dictates that observers and participants remain covered during all religious ceremonies. Therefore, the rules regarding removal of headgear do not apply when a representative of the Jewish faith conducts the service.

**What is the procedure for remaining covered or uncovered during formal religious ceremonies outdoors or during topside shipboard religious services?**

Officers and enlisted personnel re-



"... salute officers you recognize ..."

main uncovered throughout the length of religious ceremonies conducted topside on board ship and during formal religious ceremonies outdoors. An Easter sunrise service would be an example of the latter.

**• Salutes in Buildings**  
**Are salutes exchanged in buildings ashore?**

It depends upon the building. In a Navy building when two officers or an enlisted person and an officer meet, salutes are exchanged, providing they are covered.

In a public building such as a theater or bank, salutes are not exchanged if it does not appear appropriate to do so under the circumstances.

When a covered junior meets an uncovered senior in a Navy building, the junior should salute. The senior, being uncovered, does not return it, but acknowledges the salute by a nod or greeting.

If both junior and senior are uncovered, the presence of one another is acknowledged by nods or greetings. The junior customarily makes the first gesture.

**• Salutes by Women**  
**Are there special regulations governing salutes by women in uniform which differ from those for men in uniform?**



"... women in civvies, hats or not, hand over heart ..."

... women in civvies, hats or not, hand over heart ..."

erning salutes by women in uniform which differ from those for men in uniform? The same general regulations apply as those in effect for men. However, in places where men are customarily uncovered — in the theater or in church—for instance, women do not salute, even though they may be covered. Reason for this is that they are following civilian, rather than military custom, in wearing their hats in such places.

**Is it proper to salute the President of the U. S.?**

Yes, the President, as commander-in-chief, is entitled to a hand salute from all military personnel.

**• Salutes in Civilian Clothes**

Seniors in civilian dress when recognized by a junior should be saluted when a salute would otherwise be in order. If covered, the senior returns the salute and if uncovered he will not return the salute unless failure to return the

salute would cause embarrassment to all concerned. It is the senior's prerogative to decide whether or not he should salute.

**What is the prescribed manner of saluting by a junior in civilian dress and covered?**

The junior in civilian clothes and



"... even when in civvies and covered, salute seniors ..."

covered salutes seniors both in civilian dress and in uniform.

If you are not in uniform when greeting civilians, comply with rules and customs established for civilians.

**• Saluting when Uncovered**

**When is it proper to salute when uncovered?**

A hand salute by a person uncovered was prohibited under the old rules in *Navy Regs.* Article 2110, par. 3, now states that Navymen, when uncovered, will not salute, except when failure to do so would cause embarrassment or misunderstanding.

**• Group Saluting**

**When several officers in company are saluted, do they all return the salute?**

Yes.

**What are the rules on saluting in ships in gatherings or congested areas?**

Salutes are rendered at crowded



"... no salute—in crowded gatherings ..."

gatherings or in congested areas only when being addressed by or addressing a senior officer. This rule is not intended to conflict with the spirit of saluting regulations, and salutes should always be rendered

when one is in doubt as to whether or not to salute.

**Suppose an enlisted man was walking with a lieutenant and they meet an ensign. What is the prescribed form in this case?**

The ensign salutes first and the enlisted man renders the salute at



"... salutes to personnel in passing vehicles ..."

the same time as the lieutenant returns the salute.

**What is the proper form for saluting if enlisted men and officers are standing together and a senior officer approaches?**

In such a case, the first officer or EM to notice the senior officer's approach says, "Attention!" All present then face the officer and salute.

**• When Seated**

Enlisted personnel seated and without particular occupation rise upon the approach of an officer, face toward him and salute when covered. If both remain in the same general vicinity, the compliments need not be repeated. These rules do not apply when seated in a boat.

**What if a group of enlisted men is seated at the mess table for meals or taking examinations?**

At mess or engaged in a particular



"... at mess, sit at attention when addressed ..."

occupation, they sit at attention if addressed by an officer.

**• Upon Reporting**

When reporting on deck or out-of-doors, ashore, salutes are rendered if covered. When reporting to an officer in an office, uncover before entering, approach the senior and stand at attention.

**• Vehicles**

Enlisted personnel and officers salute all seniors riding past in vehicles. Naval personnel, while passengers in a vehicle, both render and return salutes as may be required.

**Do these same rules apply to the driver of the vehicle?**

If the vehicle is stopped, the driver salutes. If the vehicle is moving, he doesn't if by so saluting, the safety of the occupants of the vehicle would be endangered.

**• Ladies**

**What are the rules on saluting for service personnel when escorting ladies?**

Navy men escorting ladies, or meeting officers and EMs escorting ladies, exchange the customary salutes. Juniors who may be seated with ladies rise and salute.



"... proper greeting to ladies is a salute ..."

**When a Navyman meets a lady acquaintance walking down the street does he salute the lady?**

It is a customary form of greeting—and gesture of departure—for a Navyman to salute a lady acquaintance when meeting on the street.

**• Returning Salutes**

**Must a salute be returned?**

Under normal conditions every salute is returned. In cases where it is impracticable for the senior to return the salute, the junior's salute is customarily acknowledged by a nod or greeting.

**What are some instances in which it would be impracticable for the senior to return the salute?**

It would be impracticable for the senior to return the salute when he is driving a vehicle, when both arms or hands are used for carrying packages or brief cases or any other instance where both are engaged.

**• Left Hand Salutes**

**Is it ever proper to salute with the left hand?**

Yes. An instance of a left-hand

salute is during "side honors" when the boatswain's mate uses the boatswain's pipe. A hand salute is rendered at the same time the side is piped. Since few are skilled in using the pipe with the left hand, the pipe



"... salute may be too awkward ..."

is held in the right hand and the salute is given with the left.

**Overtaking**

**Suppose it is necessary for a junior to overtake a senior when both are walking in the same direction. What is the proper form?**

No junior should overtake and pass a senior without permission. When in a hurry and it is necessary to pass a senior, the junior salutes when abreast and asks, "By your leave, sir?"

This differs from the customary exchange of hand salutes in that the salute is not rendered at six paces, but abreast.

**Seniority Unknown**

**Take the case of two officers of the same rank who do not know their relative seniority. How are salutes exchanged in this case?**

Officers of the same rank obviously cannot go around asking one another their date of rank before saluting. In such cases both officers salute mutually and without delay.



"... overtake on the left ..."

**• Special or Unusual Cases**

**There are numerous cases in which there is some doubt as to whether a salute should be rendered. What are the regulations on some of these special cases where salutes would not be rendered?**

Reserve officers not an active duty

and in uniform are not entitled to a salute.

Officers of the maritime service are not officially entitled to a salute. However, under proper circumstances and as a matter of courtesy they are saluted.

If a woman of the military serv-



"... at sling arms—steady rifle and hand salute..."

ices is in church and the national anthem is played, she does not salute. The hat in such a case is not being worn as a badge of office. It is being worn in conformance with civilian rather than military custom.

A rumor has long been in circulation to the effect that the holder of the Medal of Honor is entitled to a salute because of that award. There is no truth to the rumor.

A member of a guard detail does not salute when performing any duty which prevents saluting.

**Give some instances of special cases where saluting is required.**

When an officer awards an enlisted man a decoration or citation, it is customary for the EM to step back after receiving the award and to salute the officer. The officer then returns the salute.

Enlisted personnel, when ad-



"... aboard ship, sentries at gangways salute all officers—even those passing close aboard..."

dressed by an officer, salute both at the beginning and ending of the conversation. If in formation, the salute is rendered only upon command.

Gangway sentries salute all officers going over the side or coming

on board, and when passing or being passed by officers close aboard, either in boats or while walking, or riding in a vehicle.

Men in ranks salute only by command.

**What are the different kinds of salutes?**

There are several types of salutes rendered by individuals, including: hand; rifle at order or trail arms; at right shoulder arms; at present arms; sword, and "eyes right." "Eyes right" is a form of salute for men in ranks. It is executed only upon command. Ships "salute" each other in passing honors, etc.

**Under what conditions other than those described above, is the salute given?**

Salutes are rendered the national anthem and the national ensign.

**• Playing of National Anthem**

**When the national anthem is played, what salute is required?**

Military personnel not in forma-



"... face the flag or music..."

tion face the music and render the hand salute. In formation, the officer-in-charge orders "attention" and he renders the appropriate hand or sword salute for the formation. When marching in the immediate vicinity of the ceremony, the formation is brought to a halt and the officer-in-charge renders the appropriate salute. Men in civilian dress stand, remove headdress, if covered, and salute by placing the hat in front of the left shoulder with the hand over the heart; women, with or without headdress, stand and place the right hand over the heart. Aliens stand at attention.

If the flag is displayed, the saluting formality is the same as above except all persons face toward the flag instead of the music.

**What is the procedure for persons in a boat during the playing of the national anthem?**

In boats, only the boat officer—or in his absence, the coxswain—stands and salutes upon the playing

of the national anthem. Other members of the crew and passengers who are already standing, stand at attention. All others remain seated.

Personnel standing at attention in a boat during the playing of the national anthem do not render the "hand-over-heart" salute, even



"... present arms when halted on patrol..."

though dressed in civilian clothing. This is an exception to the general rule.

**How long should a salute to the national anthem be held?**

In all cases when the national anthem is played, salutes will be held from the first note of music until the last note.

**What are the prescribed forms for salutes if the national anthem is played during a ceremony inside a building in which the national flag is brought forward and presented to the audience, and then retired?**

The audience, civilian and uncovered military personnel, will stand, face the flag, and render the "right hand over the heart" salute from the first note to the last.

Military personnel, with rifle, present arms. Those with sidearms or covered, render the hand salute. Should a military formation be pres-



"... uncovered and in civvies, place hand over heart..."

ent, the officers in charge will render the salute. If the audience is all or predominantly military personnel, the OIC will call "attention" and he may order all personnel (covered and/or uncovered) to render the hand salute or he may salute for the

audience. Salutes are held until the flag ceremony is completed.

**What are proper forms for salutes when the national anthem is played during a ceremony inside a building and the flag is NOT displayed?**

All persons stand and face the music. Military personnel under



"... face the flag when displayed during anthem..."

cover render the hand salute. When uncovered, military personnel stand at attention and face the music. All persons stand at attention and hold the position of salute from the first note to the last.

**When the national anthem of a foreign country is being played, what marks of respect are shown?**

The same marks of respect prescribed for observance during the playing of the "Star Spangled Banner" are shown toward the national anthem of any other country formally recognized by the government of the U. S.

**Do the above rules concerning salutes to the national anthem apply every time one hears it played, even when a person is in the privacy of his home, or when he hears it being broadcast while out of doors?**

Only during a formal rendition of the "Star Spangled Banner" do the rules given above apply.



"... all salute when not in formation..."

If you were to walk past a music store and heard a phonograph record of the national anthem being played, you would not come to a halt and salute nor would you do so in your own home.

However, at public gatherings

where the anthem is being broadcast as part of the ceremony, you would render the required honors.

**Is there a prescribed number of stanzas of the national anthem to be played at formal ceremonies?**

When a band of the armed services plays the national anthem, it is played in its entirety. Incidentally, a band never plays the national anthem while marching.

• **Salutes to the National Ensign**

Perhaps the greatest number of salutes to the ensign are rendered during colors. This is the ceremonial hoisting and lowering of the ensign at 0800 and sunset at a naval command ashore or on board a ship of the Navy not underway. At naval stations or on board ships where a band is present, the national anthem is played during this ceremony. Consequently, the rules for salutes during the playing of the national anthem apply.



"... take off hat—place hand and hat over heart..."

**Is there any musical ceremony other than the playing of the national anthem during salutes to the national ensign?**

At most ships and stations, when there is no band present. "To the Colors" is normally played by the bugle at morning colors. At evening colors "Retreat" is played by the bugle. As an alternative on these occasions, "Attention" is sounded on the hand whistle.

**What is the procedure for salutes at colors when no band is present?**

Stand at attention and face the ensign. When covered come to the salute at the first note of "Attention" on the bugle or the hand whistle (a single blast) and remain at the salute until "Carry On" (three blasts) is sounded on the bugle or hand whistle. Persons in ranks come to the salute together, by command.

**What is the procedure for persons in boats during colors?**

During colors, a boat underway within sight or hearing of the ceremony either lies to or proceeds at

the slowest safe speed. The boat officer—or in his absence, the coxswain—stands and salutes, except when dangerous to do so. Other persons in the boat remain seated or standing and do not salute.

**What are the rules for saluting the national ensign when it is being**



"... boat officer or coxswain stands—except when..."

**hoisted and lowered, or passing in parade?**

During the ceremony of hoisting or lowering the ensign or when the ensign is passing in a parade or in a review, Navymen out of doors should face the ensign, stand at attention and salute in the appropriate manner (see below). The salute is rendered during the entire period of hoisting or lowering, and in a parade the salute to the flag is rendered at the moment of passing.

**What are the regulations for members of the armed services (men and women) when in uniform and the national flag is hoisted, lowered or passing in parade?**

Personnel in uniform rise and come to attention if seated, halt and come to attention if walking, face the flag and render the military hand salute.

Personnel under arms, not in for-



"... man in charge of formation may salute for all..."

mation, and with a rifle, present arms; with sidearms, they give the hand salute.

In marching formations, the troops are brought to a halt, brought to present arms, and the officer-in-charge salutes.

**What is the proper salute to the**



"... salutes by personnel in open military vehicles ..."



"... driver gets out and salutes—passengers sit at attention ..."



"... only passengers in passing car salute ..."

**flag passing in parade, hoisting or lowering by persons in civilian dress, with and without headdress?**

Navymen in civilian dress with headdress, rise and remove hat with right hand, place the hat in front of the left shoulder with the hand over the heart. Men without headdress, and women in civilian dress, with or without headdress, place the right hand over the heart.

**What is the procedure for persons in vehicles during colors?**

Vehicles within sight or hearing of the ceremony of colors are stopped. Persons riding in a passenger car or on a motorcycle remain seated at attention. Occupants of other types of military vehicles remain seated at attention in the vehicle. The person in charge of such vehicle (other than the driver) gets out of the vehicle and renders the hand salute.

**What symbol of respect to the national ensign is shown on board ship?**

A salute to the national ensign is rendered by persons in the naval service coming on board or leaving a ship of the Navy. This salute is customarily rendered only if the ensign is flying.

**What is the proper procedure for rendering this salute on boarding or leaving a ship?**

On reaching the upper platform of the accommodation ladder or the shipboard end of the brow or gangplank, you stop, face the ensign and render the salute. Following this, the officer of the deck is saluted. On leaving the ship, these salutes are rendered in reverse order. The OOD returns both salutes in each case. Follow the same procedure on board foreign men-of-war.

**Does an enlisted man acting as officer of the deck or junior officer of the deck rate this salute?**

When an enlisted man is officer of the deck or a representative of the OOD he is entitled to receive

and required to return salutes the same as a commissioned officer.

**During a ceremony INSIDE A BUILDING when the flag is brought forward and presented to, and at the time it is retired from the audience, in what manner do civilians and uncovered military personnel render the salute to the flag?**

All persons stand at attention, facing toward the place where the colors will be stationed during the ceremony. All uncovered military persons and civilians stand and place the right hand over the heart and hold that position until the color bearers have placed the flag, stepped away and rendered the hand salute, and similarly when retiring the flag.

**When displayed either horizontally or vertically against a bulkhead or elsewhere, how is the flag positioned with respect to the blue field?**

The blue field is uppermost and to the flag's own right, that is, to the observer's left. The reason for this is heraldic in origin. According to the rules of heraldry, the blue field is the honor point and should, therefore, occupy the position of danger. The position of danger is the position of the arm which holds the sword, that is, the right arm. Hence, the blue field of the flag which faces the observer, should be to its right. A simple rule-of-thumb to go by is this: We always speak of the flag as the Stars and Stripes, never the stripes and stars. Therefore, when we look at the flag, it should read "stars—(in the blue field) and "stripes."

**• Shipboard Practices**

**If in the course of his watch an EM has occasion to enter officer or CPO country does he uncover (take off his hat)?**

Generally speaking, yes. If he is in a duty status (on watch, he would be in a duty status) and wearing sidearms or the pistol belt, he removes his hat when entering a space where a meal is in progress

or divine services are being conducted. This holds true for officers and enlisted men alike.

In the cases of spaces where a meal is not in progress or divine services are not being conducted, the officer or enlisted man in a duty status and wearing sidearms or the pistol belt remains covered.

Officers' cooks or stewards usually



"... salute colors, then OOD when boarding ship—salute OOD, then colors when leaving ship ..."

remain covered while in officer country while on duty.

**Would an officer upon entering the crew's messing compartment while the crew is at mess uncover even though he is on duty and wearing sidearms?**

Yes.

**If a man in a duty status has occasion to see an officer in the ward-room (when a meal is not in progress) or in the officer's stateroom, does he remain covered?**

Yes, if he wears the duty belt or sidearms. He not only remains covered, but he also renders the salute upon first addressing—or being addressed by—the officer. The



"... seniors are accorded more desirable seats ..."



"... closed vehicles halt during colors—occupants sit at attention..."

fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered he returns the salute; if not covered, he, of course, does not return it. Instead, he acknowledges the salute with a nod or greeting.

● **Relations of Seniors and Juniors**

**What do Navy Regs and naval traditions say about the relations of seniors and juniors?**

*Navy Regulations* (1948) states that: "Juniors shall show deference to seniors at all times by recognizing their presence and by employing a courteous and respectful bearing and mode of speech toward them."

Precedence and deference to



"... clearing passage for seniors..."

seniors are the keystones of military courtesy. Officers take precedence according to rank. This precedence is not confined to strictly military relations on ship or shore, but it extends to the mess, to the club and to their social life. It corresponds to those tokens of deference and respect that younger men would accord to their elders under the usages of polite society.

Courtesy also prescribes that sen-



"... maintain silence in running boats when..."

iors acknowledge and respond to tokens of respect required of juniors, so there is nothing servile in the exchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

**What is the correct attitude for a junior when approaching a senior for the purpose of making an official report or request?**

Whether the junior is an officer or enlisted man, he maintains an attitude of military attention. He does not take a seat or smoke until invited to do so. According to one authority, "Any relaxation of formality and official relations should be 'awaited' rather than 'anticipated' by juniors." Under some circumstances it might be permissible for the junior to ask, "Do you mind if I smoke, sir?"

**What is the proper procedure when a senior enters a classroom in which junior officers or enlisted men are seated?**

When a senior enters a classroom in which junior officers or enlisted men are seated, the first one who sees the senior orders "attention." All present remain at attention until the order to "carry on" is given by the senior officer of the group present. In most cases, the senior entering the room will give the order "as you were" immediately or soon after "attention" is ordered.

**Should a junior, who is seated, rise when addressed by a senior?**

Yes. He should rise and remain at attention. Men seated at work, at games or mess are not required to rise when an officer (other than a flag officer or commanding officer of the ship or station) passes unless they are called to attention or when necessary to clear a gangway.

**When a junior walks, rides or sits with a senior, what position does he take?**

As the place of honor is on the right, a junior who is walking, riding or sitting with a senior takes



"... during colors only coxswain salutes..."

the position *alongside and to the left*. When pacing to and fro, positions are not exchanged and the junior keeps pace with the senior. On board ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

● **Orders and Commands**

**What is the correct reply to an order?**

"Aye, aye, sir" is the only proper reply to an order. Responses such as "all right, sir," "yes, sir," "very well, sir" and "O.K., sir" are improper.

What is the meaning of "aye, aye, sir"?

It means three things: that you *heard* the order, you *understand* the order and you will *carry out* the order to the best of your ability.

**In what way may seniors acknowledge a report made by a junior?**

Seniors respond with "very well." Traditionally, the junior never says "very well" to the senior.

**What is the difference between an order and a command?**

An order gives a junior a job to be done and leaves it up to him as to how he may accomplish it. Though an order does not always specify the exact time when it shall be executed or completed, it frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are the navigator's yeoman and the navigator has told you to have a certain report prepared by the end of the week, you have been given an order. On the other hand, if the navigator tells you to bring him the navigator's work book you have been given a command.

**If a senior expresses a wish or a desire is that the same as an order?**

Yes. Custom, tradition and commonsense suggests the advisability of regarding it as such.

● **Phrasing**

**In verbal messages or conversation**



"... PO in charge obtains permission for visiting boat party..."



"... saluting etiquette in boats ..."



"... get there early ..."



"... entering, juniors first—leaving, seniors first ..."

between juniors and seniors, is there any difference in phrasing?

Yes. A junior officer sends his respects to a senior. For instance, "Lieutenant Alfa sends his respects to Captain Bravo and would like permission to test the whistle and siren."

A senior officer sends his compliments to a junior. For instance, "Admiral Foxtrot presents his compliments to Captain Golf and sends word that the ship's clocks will be advanced one hour at midnight."

In written correspondence, the senior officer may *call attention* to something; the junior may only *invite attention* to something.

**How does a junior conclude a memorandum to a senior?**

"Very respectfully."

A senior writing to a junior may, but is not required to, close his correspondence, "Respectfully."

**Do you shake hands on being introduced to or on meeting a senior officer?**

A junior always waits for the senior to initiate the gesture of shaking hands. It is considered good form for senior officers to offer the hand to junior officers and enlisted personnel upon being introduced socially.

• **Quarterdeck Etiquette**

The quarterdeck has long been an honored and ceremonial part of the ship. Naval etiquette and courtesy, honors and ceremonies play an important role in the quarterdeck area.

The officer of the deck must strictly enforce the etiquette of the quarterdeck. The quarterdeck should be kept immaculately clean and its ceremonial aspect maintained. Adherence by all personnel to long-established rules is required.

**What rules should naval personnel observe in the quarterdeck area?**

Naval personnel should:

- (1) Wear only the uniform of the day while on the quarterdeck.
- (2) Never smoke on the quarterdeck.

(3) Avoid a lounging position while on watch or standing by and avoid putting hands in pockets on the quarterdeck.

(4) Avoid skylarking.

(5) Do not engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain.

**When coming aboard or leaving a ship other than his own what procedure does a Navyman follow?**

The procedure is the same as in his own ship with the added requirement that he must request permission to come aboard. He stands at the gangway and renders a salute to the ensign if it is flying, then salutes the OOD or the OOD's representative and says, "I request permission to come aboard," or words to that effect.

On leaving a ship as a visitor, he goes through the same steps except that he says, "With your permission, I shall leave the ship" or words to the same effect.

**What language does a Navyman use when boarding or leaving his own ship? Does he request permission to come aboard?**

No. He should follow the rules of the ship. If he is returning from leave or liberty he says, "I report my return aboard."

On leaving his ship, he salutes first the OOD or his representative saying, "I have permission to leave the ship, sir" or "Permission to leave the ship, sir?" Then he renders the salute to the ensign if it is flying.



"... don't enter wardroom or lounge out of uniform ..."

**What is the authority of the OOD?**

The officer of the deck represents the captain and is responsible for the safety of the ship, subject to any orders he may receive from the captain.

**Who is subordinate to the OOD?**

With the exception of the executive officer, every officer or other person on board ship who is subject to the orders of the commanding officer, whatever his rank, is subordinate to the OOD.

• **Wardroom Etiquette**

Serving both as the commissioned officers' mess and lounge room is the wardroom. Usually the president of the mess is the executive officer. On very small ships the captain sits at the wardroom mess table and is president of the mess.

**How are officers assigned seats at the mess table?**

Officers are assigned permanent seats at the mess table, alternately, in order of rank to the right and left of the presiding officer. An exception is the mess treasurer, who occupies the seat opposite the presiding officer. The second ranking officer sits on the right of the presiding officer, third ranking officer sits on the left, and so on.

**What are some of the rules of etiquette that should be observed in the wardroom?**

- Some of the main rules to be observed in the wardroom are:
- Don't loiter during working hours.
  - Remain uncovered.
  - Pay mess bills promptly.
  - Don't enter or lounge while out of uniform.



"... don't wear a cap in the wardroom ..."



"... enlisted boat passengers rise and salute officer..."



"... do not attempt to overcrowd boats—catch next boat..."



"senior boat has right of way..."

Introduce guests to wardroom officers, especially on small ships.

Don't be late for meals. If you are unavoidably late, make your apologies to the presiding officer.

Wait for the presiding officer to sit down to meals before you sit down. (Exception: breakfast.)

If necessary to leave before the completion of the meal, ask to be excused.

Don't be boisterous or loud.

Don't talk ship continuously. (As the British say: "No shop in Mess.")

In general, the young officer pursues the best course by being the best listener in the mess. An attitude of frank admission of ignorance in certain features of wardroom etiquette is much more respected by fellow officers than assuming a presumptuous attitude and continually making blunders.

#### • Boat Etiquette

**What is the proper order to be followed when entering and leaving boats?**

Boats are entered in inverse order of rate and rank—the junior man or officer enters first. Leaving the boat, seniors go first.

**What are the rules of courtesy in seating in boats?**

In general, seniors are accorded the best seats in the boats and juniors take care to give seniors sufficient room. If the situation is appropriate, the junior officer gives his seat to the senior, and if the boat is crowded, juniors get in the next boat.

When a senior officer is present,



"... pay mess bills promptly..."



"... don't loiter in wardroom during working hours..."

do not sit in the stern sheets unless invited to do so. Don't make last-second dashes down the accommodation ladder to enter a boat. Get in the boat a minute or so before the boat gong—or when the OOD says the boat is ready.

**If another boat is at the boat landing and takes all the landing frontage, what should be done?**

Under conditions of urgency it is proper to ask permission to use the thwarts, gunwales and decking of the other boat as a walk-way. However, permission is not requested if it can be avoided. The oncoming boat would ordinarily lie off and wait for the other boat to clear the landing.

#### • Etiquette Ashore

Naval courtesy ashore in many respects parallels shipboard practice. Rules regarding walking with seniors are the same ashore as afloat—juniors to the left.

**What is the correct procedure for getting in and out of automobiles?**

On entering and leaving an automobile, follow the same procedure as for boats; juniors first in, last out.

An ensign and a lieutenant would get into an automobile in that order. The ensign takes the seat in the far corner to leave room for the lieutenant near the door. When they get out, the lieutenant would leave first.

**What is the correct procedure for entering buildings?**

On entering buildings, the order is reversed. The junior opens doors for the senior and enters last.

#### • Officers' Social Calls

Although an officer reporting aboard ship or at a naval station may have already seen the commanding officer in person he must also make a visit of courtesy within 48 hours.

**Should an officer consult any one about the visit of courtesy before visiting the CO?**

He should consult the executive officer as to the time most convenient to pay the visit of courtesy to the CO. Sometimes COs, pressed for time, temporarily discontinue courtesy calls.

**How long should the visits of courtesy last?**

Limit them to about 10 minutes unless requested to remain longer. During this visit, the officer should be attentive and polite but not servile or wooden. Although the host should be allowed to direct the conversation the visiting officer should add more to it than simple affirmatives and negatives.

**What type questions should the visiting officer avoid asking during the visit of courtesy?**

Avoid asking questions concerning the new duty, problems facing the host and intimate questions on the host's private life. Do not prolong your visit. Young officers, because of a natural timidity, often lack the confidence to excuse themselves and leave promptly when the time comes to take departure from the visit.

**What is considered proper for the junior officer to say when he makes a call upon his commanding officer?**

On meeting the captain say, "Captain, I came to pay my respects." To the captain's orderly before entering the cabin say, "Tell the Captain that Ensign Wolcott would like to pay his respects."

**How long should social calls be?**

When a junior officer attached to a small activity ashore makes a social call on his senior officer in the senior officer's home, the call

How to Address and Introduce Naval Personnel

Person addressed or introduced	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address As:	Introduce as:	Address As:
MALE OFFICER (CDR or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith"	(same)
MALE OFFICER (LCDR or below)	"Mr. Smith"	(same)	"LCDR Smith"	"Mr. Smith"
WOMAN OFFICER (CDR or above)	"CDR (or appropriate rank) Smith"	(same)	"Commander Smith"	(same)
WOMAN OFFICER (LCDR or below)	"Miss (or Mrs.) Smith"	(same)	"LCDR Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (CDR or above)	"CDR Smith" or "Dr. Smith"	(same)	"Commander Smith" or "Dr. Smith"	(same)
MEDICAL CORPS OFFICER (LCDR or below)	"Dr. Smith"	(same)	"LCDR Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (CDR or above)	"CDR (or appropriate rank) Smith"	(same)	"Commander Smith of the Navy Nurse Corps"	"CDR Smith"
NAVY NURSE CORPS OFFICER (LCDR or below)	"Miss (or Mrs.) Smith"	(same)	"LCDR Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M.D. or dentist)	"Dr. Smith"	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN WARRANT OFFICER	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
AVIATION CADET	"Chief Machinist's Mate Smith"	"Smith or Chief Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
PETTY OFFICER	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
SEAMAN	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" or Petty Officer Smith"	"Mr. Smith"
	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: When not in uniform a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from a similar-sounding rank of the other armed services. A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer's rank and (b) how to address him. If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored. In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add"—of the Public Health Service" in introducing him.

should be limited to a half-hour. During this call a junior may learn a lot about his senior's interests and hobbies. In general, a better mutual understanding is formed between the senior and junior. For the time being, rank is relegated to the background as the senior relaxes and sets an informal note.

An officer invited to dinner should take particular pains to be punctual and to leave before he wears out his welcome. It is not necessary to stay all afternoon or evening.

At parties or other social functions where the CO is present, it is not considered good taste to leave before he does.

**What if it is necessary to leave a social function before the captain leaves?**

Respects are paid to the captain before departing when it is necessary to leave before he does.

**• Courtesy to Ladies**

In general, most questions of courtesy brought about by the presence of women in the military serv-



"... military courtesy means deference to women ..."

ices can be solved simply: The rules of military courtesy apply and rank takes precedence.

Military courtesy also includes deference to women. Since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy to women above strict military usage. In such cases the junior woman acts accordingly without any hesitation or embarrassing counter-deference.

**Does a serviceman walking with a woman give her the position of honor (at his right) or does he walk on the street side?**

Here military custom varies with civilian custom and the decision rests on your own judgment. When walking with a woman, you give her the same place of honor you would give a senior officer—on his right. But for many years it has been customary in civilian life for men

to take the outside of the walk, a procedure dating back to the days of horse-drawn carriages, when the man acted as a protective shield—not only against flying mud, but also against the danger of fast-moving horses and carriages.



"... take position to left or outside when walking with a lady..."

Although you give the woman the position on your right, it often happens that the woman will be on the outside of the walk. In a case where this would seem to be withholding a common courtesy, you should take the outside position. Either position—on the outside (with the woman to the left) or on the inside (with the woman to the right) is correct.

**When walking with a woman do you offer her your arm?**

Only when appropriate, such as when it is necessary to assist her through heavy traffic, over rough ground or on steep stairways.

Many women prefer (and some books of etiquette teach) that the man place the palm of his hand lightly under the woman's elbow, rather than "offer the arm." The latter gesture requires that the man form a crook with his arm. The



"... remain covered when talking with lady on the street..."

woman then either grasps the man at the elbow or puts her forearm through the crook.

**What is the proper position for the man to take when walking with two women?**

You lucky fellow! When walking with two women, you may follow one of two practices and be correct in either case. You may follow the newer practice, walking in the

center. Or you may take the position on the outside—the traditional practice.

**If a woman is walking with two men what position should she take?**

In the center, usually.

**When walking with a woman in uniform on a military occasion do you, if you are senior, give her the position of honor on your right?**

On a military occasion—no. If you were on the drill field and were walking out to accept an award or commendation, you would put the woman on your left if you were senior. If she were senior (or had military or command precedence, in the case of enlisted personnel) then, however, she would take the position on the right, as a matter of course.

**On a street car or bus should a serviceman get up and offer a woman his seat, even if she is in uniform and his junior?**

This is not so much a matter of



"... keep hats on in crowded elevators—if others uncover, follow example..."

military courtesy as every-day courtesy. The man in uniform is usually the most conspicuous person on the vehicle and his actions are often the subject of comment. The courtesies you extend reflect not only on you, but on the Navy as a whole. No one will reprimand you if you don't give up your seat; no one will commend you if you do. But as a military man, you'll probably feel somewhat ill at ease and embarrassed if you don't.

**Should service personnel remove their hats in elevators when women are present?**

A good general rule to follow is this: If civilian men in the elevator remove their hats, remove yours. If they leave their hats on, follow suit.

**• Forms of Address and Introductions**

The methods of addressing and introducing military personnel differ slightly according to whether you are in military or civilian circles at

the time. On a day-in day-out basis, the military custom predominates.

**How should naval officers be addressed in official communications?**

*Navy Regs* states that every officer in the naval service shall be designated and addressed in official



"... rise when a lady stops at your table..."

communications by his or her grade.

However, in oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as "Mister \_\_\_\_\_" and female officers of similar grade as "Miss \_\_\_\_\_" or "Mrs. \_\_\_\_\_."

*Navy Regs* further states that officers of the Medical and Dental Corps may be addressed as "Doctor \_\_\_\_\_" and officers of the Chaplain Corps as "Chaplain \_\_\_\_\_," as appropriate. In fact, when addressing officers of the Medical, Dental or Chaplain Corps you will be following the accepted practice if you say "Doctor \_\_\_\_\_" or "Chaplain \_\_\_\_\_." This holds true whether the officer be an ensign, a lieutenant commander or an admiral.



"... ask permission of seniors and ladies before smoking..."

**What is the proper method of addressing a woman officer?**

As with male officers, a woman officer of captain or commander rank is introduced by title and rank and is addressed by military personnel in the same manner. Those below the rank of commander are introduced as "Miss \_\_\_\_\_" or "Mrs. \_\_\_\_\_." If the marital status of a woman officer below the rank of commander—including those of

## NAVAL COURTESY (Cont.)

the Nurse Corps (but not the Medical Corps)—is not known, the title of her rank is used when addressing her.

**What is the correct response to a question from a woman officer?**

"Yes, ma'am" or "No, ma'am" as appropriate.

**How do you address officers of the U. S. Public Health Service?**



"... knowing when to salute gives a man self-confidence ..."

Officers of the U. S. Public Health Service who are MDs or dentists are addressed and introduced as "Dr. \_\_\_\_\_," regardless of their rank. If an officer of the Public Health Service is in the sanitary engineer branch, "Mister \_\_\_\_\_," is used.

**What is the correct method of addressing a chief warrant officer or warrant officer?**

CWOs and WOs are *always* called "Mister." They are never addressed as "Chief \_\_\_\_\_." They are introduced to military personnel as "Mister" and to civilian personnel as "Warrant Officer \_\_\_\_\_."

**Is "Mister \_\_\_\_\_" used for midshipmen?**

Yes, midshipmen are addressed and introduced to military personnel



"... courtesy still holds, in uniform or not ..."

as "Mister." To civilians, however, they are introduced as "Midshipman \_\_\_\_\_."

**As a general practice is it preferable to call a senior by his title and name?**

Yes, "Commander \_\_\_\_\_" or "Mister \_\_\_\_\_" would be used rather than the impersonal "sir." In

prolonged conversation where the repetition of the longer form would seem awkward or forced, the shorter "sir" is brought into use.

In areas where a large number of officers of these ranks are encountered, the use of "captain" or "commander" is often heard. However, you would not address an officer below the rank of commander by his title alone.

**What is the correct way to address enlisted personnel?**

As with officers, the correct form for addressing or introducing enlisted personnel depends upon the prevailing circumstances. Under military conditions, enlisted personnel, both men and women, are addressed by officers of their own ship or station by last names only. When addressed by an officer not attached to their local organization and the last name is not known, CPOs are addressed as "Chief." CPOs are cus-



"... courtesy works both ways ..."

tomarily addressed as "Chief" by first class POs and lower rates.

In a social gathering it is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life. Civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. In such cases, "Mr." "Miss," or "Mrs." is ordinarily prefixed to the person's last name.

**What is the proper style used in introducing CPOs, other petty officers and non-rated personnel to military and civilian personnel?**

In introductions to military personnel, the proper style is to introduce CPOs as "Chief Printer Dempsey"; other POs as "Tunney, Molder 1st"; non-rated as "Fireman Louis."

The above style holds true when introducing CPOs, other POs and non-rated personnel to civilians—with one exception. A first, second or third class PO would be introduced as "Boatswain's Mate Brown" or "Petty Officer Brown."

**How do civilians address enlisted personnel?**

They usually address enlisted personnel as "Mr.," "Miss," or "Mrs." In actual practice, most introductions are likely to occur on a less formal basis than prescribed in rules and with first names playing a prominent role.

### • Conclusion

These customs, rules of etiquette,



"... when several officers are saluted, all return it ..."

matters of honor and tokens of courtesy vary to an exceeding degree in their compulsion.

The person who disregards the above rules will sooner or later be marked as careless, lazy or stupid, and eventually his service career will be marred. The fact is that the vast majority of Navymen and Navy women take a strong pride in rules and customs—and follow them.

Some of the rules are not followed as closely in smaller ships as in larger ships. Then, too, the degree of following these rules varies under conditions of operation. At times the eyes of the entire port are on you and your ship; at other times you are a thousand miles at sea. Until you are aware of all the variations



"... saluting is a friendly gesture ..."

that may exist, you should take no chances.

A ship that stands into port making use of the marker buoys doesn't get off the shipping channel and disgrace itself by running aground. The above rules are your marker buoys. In following the rules of courtesy you do credit to yourself, your uniform and the Navy.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## New ASW Defense Groups

Two new Antisubmarine Defense Groups—*Bravo* and *Charlie*—have been added to the Atlantic Fleet.

They have been operational since 15 October, under the control of VADM William G. Cooper, USN, Commander of the Atlantic Fleet Antisubmarine Defense Force. It is the mission of these two new groups to concentrate on specific antisubmarine warfare problems and tactics in order to improve the state of antisubmarine readiness in the Atlantic Fleet (See January issue, p. 5).

Fleet units will be assigned to the new task groups on a semi-permanent basis, providing greater stability in the assignment of units, and efficiency in exploitation of new equipment. Both of the new groups are similar in concept and organization to Antisubmarine Defense Group *Alfa*, formed last March under the command of RADM J. S. Thach, USN.

Task Group *Bravo* will concentrate on accelerating and developing antisubmarine hunter-killer (HUK) tactics, doctrine and equipment. Group *Charlie* on the other hand will have a similar mission but will deal with convoy escort tactics involving joint operations with destroyers and patrol aircraft.

Task Group *Bravo*, commanded by RADM E. A. Hannegan, USN, Commander Carrier Division 14, is made up of the antisubmarine aircraft carrier *uss Wasp* (CVS 18) with a squadron of fixed-wing ASW aircraft and a squadron of ASW helicopters embarked.

In addition to the carrier *Wasp*, Task Group *Bravo* will consist of Destroyer Squadron 24 composed of the destroyers *uss Fred T. Berry* (DDE 858), *Norris* (DDE 859), *McCafferey* (DDE 860), *Blandy* (DD 943), *Lloyd Thomas* (DDE 764), *Kepler* (DDE 765), and *Harwood* (DDE 861), all home-based at Newport, R. I.; Antisubmarine Squadron 31 from Quonset Point, R. I., made up of S2F *Tracker* aircraft; Helicopter Antisubmarine Squadron 11, also from Quonset Point; and six P5M *Marlin* patrol seaplanes from Patrol Squadron 56 based at NAS Norfolk.



TURN ABOUT—*USS Constitution* is shown on her annual voyage from mooring in Boston Naval Shipyard as she is turned to keep sun from warping her masts.

Task Group *Charlie* will be commanded by RADM L. M. Mustin, USN, who is at present Commander Destroyer Flotilla Two. It will consist of the frigate *uss Mitscher* (DL-2); Escort Squadron 14 composed of the escort vessels *uss Van Voorhis* (DE 1028), *Lester* (DE 1022), *Joseph K. Taussig* (DE 1030), and *Hartley* (DE 1029), based at Newport; and six P2V-7 *Neptune* patrol planes from Patrol Squadron 11 based at NAS Brunswick, Maine. Escort Squadron 10, consisting of the escort vessels *uss Dealey* (DE 1006), *Cromwell* (DE 1014), *Hammerberg* (DE 1015), and *Courtney* (DE 1021), is scheduled to join Task Group *Charlie* about 1 May 1959.

Individual ship assignments to these groups will, of course, vary.

## Inshore Minesweeper

When the inshore minesweeper *Cove* (MSI 1) was placed in service last November at Seattle, Wash., it became the first ship of a new class of Navy ships designed for minesweeping operations close inshore.

As more of this type of ship are built, they are expected to replace MSCs on inshore minesweeping duties. This will enable MSCs to join their ocean-going "sisters" for minesweeping duties further offshore.

*Cove*, smaller than current coastal minesweepers, weighs in at 249 tons. She is 111 feet long, has a 23-foot beam and a maximum draft of 10 feet. Her diesel engines develop 650-shaft horsepower which boosts her up to 12 knots. She has a complement of three officers and 18 men.

## YESTERDAY'S NAVY



On 3 Mar 1815 the United States declared war on Algiers and ordered a squadron under Commodore Stephen Decatur to the Mediterranean. On 3 Mar 1819 a law was passed setting up a system for naming Navy ships. On 9 Mar 1847 the Navy landed General Winfield Scott's army at Vera Cruz, Mexico. On 20 Mar 1920 *USS Maryland* (BB46) was launched at Newport News, Va. On 31 Mar 1941 the South Greenland Survey Expedition arrived in Greenland to locate and recommend sites for military and naval installations and to gather hydrographic information.

**News of Navy Ships**

You've heard a lot of talk about "The New Navy." It would be more precise to call it "The Modern Navy," since not only is the Navy building new ships, but also incorporating new ideas in older ships, and completely converting others.

Heading the list of new submarines is **uss Skipjack**, SS(N) 585, which is due to be commissioned at Groton, Conn., during the first quarter of 1959. The sixth nuclear-powered sub, this 2850-ton under-seas ship is the first of a series of seven high-speed attack submarines.

She represents a marriage of the tear-drop hull with a nuclear engine. With these two features united, SS (N) 585 will actually "fly" underwater as an airplane flies through the air. She'll be capable of out-maneuvering the fastest surface ship afloat and will be able to cruise submerged at speeds "in excess of 20 knots."

Every projection of *Skipjack* has been eliminated, except for her thin, dorsal-fin-like fairwater (the submarine's sail on superstructure). Her round hull has a minimum of flat deck surface and her diving planes are built into the fairwater instead of the hull.

*Skipjack's* top speed will be achieved by means of a single propeller. All the other active nuclear submarines, and all conventional subs (except *uss Albacore*, AGSS 569), are driven by twin screws.

Submarines are normally named for marine life. The names of the first nuclear-powered Fleet ballistic missile submarines, scheduled to go to sea in 1960, will be different, however. They will be named **uss George Washington, Patrick Henry, Theodore Roosevelt, Robert E. Lee and Abraham Lincoln.**

Especially designed to fire *Polaris* missiles from both submerged and surface positions, two of these subs are being built at Groton, Conn. The other three are under construction at Mare Island, Calif., Newport News, Va., and Portsmouth, N. H. Four more, authorized by Congress, are still unassigned.

Each of the five Fleet ballistic missile submarines, SSB(N) 598, 599, 600, 601, and 602, will be 380 feet long and will be propelled by a water-cooled reactor. The first three will displace 5400 tons, while the other two will displace 5600 tons.

SSB(N) 602 was the last of the group to have her keel laid. This 5600-ton submarine will cost an estimated 100 million dollars and will take two-and-one half years to build. An average of 700 Portsmouth employees will be on the job each day.

These five SSB(N) types will be among the largest submersibles ever constructed—with a displacement approximately twice that of *Nautilus*. They are designed to fire the *Polaris* intermediate range ballistic missile 1500 miles to a target.

Five nuclear subs are familiar to the Fleet: **uss Nautilus**, SS(N) 571;

**Here's Latest Rundown on Navy's Nuclear Ships**

Today, the nuclear Navy is a reality. We have five nuclear ships in commission, another is expected to join the Fleet any day, and two more are in the water. All eight are submarines; 25 more are being built or have been authorized.

Our nuclear surface Fleet—now under construction—consists of a guided missile cruiser, an aircraft carrier and a guided missile frigate.

Here's a box score on our nuclear Navy:

Type, Number and Name	Estimated or Actual Commissioning Date	
<b>3180-Ton Attack Class Submarine</b>		
SS(N) 571, <i>uss Nautilus</i>	30 Sep 1954*	
<b>3260-Ton Attack Class Submarine</b>		
SS(N) 575, <i>uss Seawolf</i>	30 Mar 1957*	
<b>2310-Ton Attack Class Submarines</b>		
SS(N) 578, <i>uss Skate</i>	23 Dec 1957*	
SS(N) 579, <i>uss Swordfish</i>	15 Sep 1958*	
SS(N) 583, <i>uss Sargo</i>	1 Oct 1958*	
SS(N) 584, <i>uss Seadragon</i>	December 1959	
<b>2850-Ton High Speed Attack Class Submarines</b>		
SS(N) 585, <i>uss Skipjack</i>	January-March 1959	
SS(N) 588, <i>uss Scamp</i>	December 1960	
SS(N) 589, <i>uss Scorpion</i>	May 1960	
SS(N) 590, <i>uss Sculpin</i>	Undetermined (About May 1960)	
SS(N) 591, <i>uss Shark</i>	Undetermined (About November 1960)	
SS(N) 592, <i>uss Snook</i>	Undetermined (About January 1961)	
SS(N) 593, <i>uss Thresher</i>	December 1960	
<b>2490-Ton High Speed ASW Submarine</b>		
SS(N) 597, <i>uss Tullibee</i>	August 1960	
<b>Guided Missile Submarines</b>		
SSG(N) 587, <i>uss Halibut</i>	December 1959	
SSG(N) 594, <i>uss Permit</i>	October 1961	
SSB(N) 598, <i>uss George Washington</i>	December 1959	
SSB(N) 599, <i>uss Patrick Henry</i>	March 1960	
SSB(N) 600, <i>uss Theodore Roosevelt</i>	May 1960	
SSB(N) 601, <i>uss Robert E. Lee</i>	September 1960	
SSB(N) 602, <i>uss Abraham Lincoln</i>	December 1960	
SSG(N) 595, <i>uss Pollack</i> }	Authorized, but as yet, no contract has been awarded for their construction.	
SSG(N) 596, <i>uss Plunger</i> }		
SS(N) 603	Authorized, unnamed, and no contract awarded (except for SS(N) 606).	
SS(N) 604		
SS(N) 605		
SS(N) 606		
SSG(N) 607		
SSB(N) 608		
SSB(N) 609		
SSB(N) 610		
SSB(N) 611		
<b>5450-Ton Radar Picket Submarine</b>		
SSR(N) 586, <i>uss Triton</i>		April 1959
<b>Guided Missile Cruiser</b>		
CG(N) 9, <i>uss Long Beach</i>	Undetermined (About November 1960)	
<b>Attack Aircraft Carrier</b>		
CVA(N) 65, <i>uss Enterprise</i>	Undetermined (About November 1960)	
<b>Guided Missile Frigate</b>		
DLG(N) 25 (Unnamed)	Undetermined (About January 1962)	

\*Denotes actual commissioning date.

**Seawolf**, SS(N) 575; **Skate**, SS(N) 578; **Swordfish**, SS(N) 579; and **Sargo**, SS(N) 583. Three more have been launched: **uss Seadragon**, SS(N) 584; **Skipjack**, SS(N) 585 (due to be commissioned early this year); and **uss Triton**, SSR(N) 586. Another one—**uss Halibut**, SSG(N) 587—is slated to be launched this month at Mare Island, Calif.

**uss Barbel** (SS 580), a diesel-driven, high-speed submarine, has been commissioned at Portsmouth, N. H., in January. She has the *Albacore* hull, is 219 feet-two inches long, has a beam of 29 feet and displaces 2300 tons. She has a submerged speed of 25 knots.

One of the last conventionally powered submarines to be built, **uss Bonfish** (SS 582), was launched in November. Only one more conventionally powered submarine still remains unlaunched. She is **uss Blueback** (SS 581), which is slated to slide down the ways in March of this year; thus ending the era of diesel submarine construction.

One of the modern surface ships today is the guided missile frigate. In December the fifth guided missile frigate, **uss Luce** (DLG 7), was launched at Quincy, Mass. Already launched are **uss Farragut** (DLG 6), **Coontz** (DLG 9), **King** (DLG 10) and **Dewey** (DLG 14).

Nuclear power will soon be added to the guided missile frigate. The first DLG(N) is scheduled to be delivered to the Navy in January 1962. She will have a much greater cruising range at sustained high speeds than conventionally-powered frigates. She will have twin *Terrier* missiles mounted fore and aft, in addition to antisubmarine weapons and conventional armament. The new nuclear-powered ship will be in excess of 550 feet long, have a beam of 56 feet and will displace 7600 tons.

Two other nuclear-powered surface ships are already being constructed. They are the guided missile cruiser **Long Beach**, CG(N) 9 (the U. S. Navy's first nuclear-powered surface ship), scheduled to be launched in July of this year, and **Enterprise**, CVA(N) 65, due to be launched in June 1960.

The fourth ship of the *Forrestal* class of attack aircraft carrier, **Independence** (CVA 62), was commissioned last month. In a gala ceremony at New York Naval Shipyard this giant floating airfield was



**KEEPING UP WITH THE TIMES**—Guided missile ship, **USS Norton Sound** (AVM 1) former seaplane tender, sails Pacific out of home port, Port Hueneme, Calif.

commissioned on 10 January. (For a complete story on *Independence*, see ALL HANDS, August 1958 issue, page 59.)

**uss Edson** (DD 946) has been commissioned at Boston, Mass. The 2800-ton ship was built at Bath, Maine, and is named for a Medal of Honor winner, Major General Merritt A. Edson, USMC. This destroyer was launched in January 1958.

The inshore minesweeper **uss Cove** (MSI 1), which was built at Bellingham, Wash., has been placed in service. An ammunition ship, **uss Pyro** (AE 24), was launched in November at Baltimore, Md. The

7470-ton ship has a cargo capacity of 7500 tons, is manned by about 20 officers and 330 enlisted men and has air-conditioned living and working spaces.

Scheduled to be launched during December and January are two utility landing craft, **LCU 1613** and **LCU 1614**.

Another surveying ship, **uss Dutton** (T-AGS 22), was placed in service in November. She is the sister ship of **uss Bowditch** (T-AGS 21) which went into service in October. A third sister, **uss Michelson** (T-AGS 23), joined these two in December. All three have been converted from

### Roster of New and Converted Ships Joining The Navy

New or converted ships, commissioned or placed in service, go to keep the Navy modern. From January through November last year the following ships joined the Navy:

New Ships	Commissioned	New Ships	Commissioned
<b>Mullinnix</b> (DD 944)	3-7-58	YP 658	*6-28-58
<b>Hull</b> (DD 945)	7-3-58	YP 659	*7-23-58
<b>Edson</b> (DD 946)	11-7-58	YP 660	*9-29-58
<b>Hooper</b> (DE 1026)	3-18-58	YP 661	*10-6-58
<b>Graham County</b> (LST 1176)	4-17-58	YP 662	*10-6-58
<b>De Soto County</b> (LST 1171)	6-10-58	YP 663	*11-15-58
<b>Lorain County</b> (LST 1177)	10-3-58	<b>Converted Ships</b>	
<b>Venture</b> (MSO 496)	2-3-58	<b>Interdictor</b> (AGR 13)	4-7-58
<b>Advance</b> (MSO 510)	6-16-58	<b>Interpreter</b> (AGR 14)	9-29-58
<b>Ability</b> (MSO 519)	8-4-58	<b>Interrupter</b> (AGR 15)	10-16-58
<b>Alacrity</b> (MSO 520)	10-1-58	<b>Bowditch</b> (T-AGS 21)	**10-8-58
<b>Assurance</b> (MSO 521)	11-21-58	<b>Dutton</b> (T-AGS 22)	**11-1-58
<b>Grayback</b> (SSG 574)	3-7-58	<b>Paul Revere</b> (APA 248)	9-3-58
<b>Growler</b> (SSG 577)	8-30-58	<b>Galveston</b> (CLG 3)	5-28-58
<b>Swordfish</b> , SS(N) 579	9-15-58		
<b>Sargo</b> , SS(N) 583	7-1-58	* Not actually commissioned. These ships were merely placed in service on these dates.	
<b>MSI 1</b>	*11-20-58		
<b>YP 654</b>	*3-10-58	** Placed in service on this date. These ships will be operated by the Military Sea Transportation Service.	
<b>YP 655</b>	*4-20-58		
<b>YP 656</b>	*5-15-58		
<b>YP 657</b>	*6-26-58		

merchant type ships and will be operated by the Military Sea Transportation Service.

Another ship commissioned now is the *uss Observation Island* (EAG 154) which was commissioned in December. *uss Claud Jones* (DE 1033), *Cape* (MSI 2) and *Watchman* (AGR 16) are slated for Janu-

ary commissioning. (Actually *Cape* will only be placed in service.)

The guided missile cruiser *Albany* (CG 10), which has been at the Boston Navy Yard since April 1958, started her conversion to a guided missile cruiser (*Talos*) last month. Two other cruisers, *Chicago* (CG 11) and *Columbus* (CG 12), are due

to start their conversion programs during the first half of this calendar year. These ships were formerly CA 123, CA 136 and CA 74.

Also in the field of modernization, *uss Oriskany* (CVA 34) is now undergoing a two-year, 40-million-dollar face-lifting at San Francisco, Calif. For the first time on any ship,

**Fleet Bids Fonds Farewell to These Ships Going into Reserve**

Some sixty ships were placed Out of Commission In Reserve (OCIR) between January and the latter part of 1958. Part of these ships had started their decommissioning process during 1957.

When a ship reports to the Atlantic or Pacific Reserve Fleet to start the mothballing process, it's considered In Commission In Reserve (ICIR). These ships actually remain in commission for several weeks or months until "buttoning up" is completed.

The crews are gradually dispersed until, by the end of inactivation, or the OCIR date, virtually no one is left on board.

The formal decommissioning occurs on the OCIR date. Sometimes there's a ceremony, but more often there is none; it all depends on the ship and local interest.

Ships retired to the Reserve Fleet during 1958 were the following:

SHIP'S NAME	ICIR (In Commission in Reserve)	OCIR (Out of Commission in Reserve)	SHIP'S NAME	ICIR (In Commission in Reserve)	OCIR (Out of Commission in Reserve)
<i>Mauna Loa</i> (AE 8)	9-16-58	Not decommissioned	<i>Goss</i> (DE 444)	7-11-58	10-10-58
<i>Karin</i> (AF 33)	10-15-58	Not decommissioned	<i>Silverstein</i> (DE 534)	11-5-58	Not decommissioned
<i>Merapi</i> (AF 38)	11-17-58	Not decommissioned	<i>Spangler</i> (DE 696)	7-11-58	10-8-58
<i>Virgo</i> (AKA 20)	1-15-58	5-8-58	<i>George</i> (DE 697)	7-9-58	10-8-58
<i>Algol</i> (AKA 54)	10-1-57	1-2-58	<i>William T. Powell</i> (DE 213)	10-9-57	1-17-58
<i>Uvalde</i> (AKA 88)	9-30-58	1-2-58	<i>Johnnie Hutchins</i> (DE 360)	11-25-57	2-25-58
<i>Whiteside</i> (AKA 90)	11-1-57	2-1-58	<i>Rorbach</i> (DE 364)	10-9-57	1-9-58
<i>Yancey</i> (AKA 93)	12-2-57	3-1-58	<i>Haas</i> (DE 424)	11-20-57	1-24-58
<i>Proton</i> (AKS 28)	1-2-58	4-22-58	<i>Cross</i> (DE 448)	10-7-57	1-2-58
<i>Chimon</i> (AKS 31)	1-22-58	4-22-58	<i>Heyliger</i> (DE 510)	10-1-57	1-2-58
<i>Hazel</i> (AN 29)	12-18-57	2-11-58	<i>Edward H. Allen</i> (DE 531)	10-1-57	1-9-58
<i>Kishwaukee</i> (AOG 9)	1-2-58	4-2-58	<i>Rizzi</i> (DE 537)	11-25-57	2-25-58
<i>Telfair</i> (APA 210)	12-2-57	2-22-58	<i>Osberg</i> (DE 538)	11-25-57	2-25-58
<i>Bowers</i> (APD 40)	10-1-58	Not decommissioned	<i>Thomas F. Nickel</i> (DE 587)	11-26-57	2-26-58
<i>Lloyd</i> (APD 63)	12-3-57	2-28-58	<i>Hemminger</i> (DE 746)	11-25-57	2-21-58
<i>Knudson</i> (APD 101)	10-9-57	1-2-58	<i>Earl K. Olsen</i> (DE 765)	11-24-57	2-25-58
<i>Balduck</i> (APD 132)	11-29-57	2-28-58	<i>Weeden</i> (DE 797)	11-26-57	2-26-58
<i>Burdo</i> (APD 133)	12-3-57	2-28-58	<i>Shea</i> (DM 30)	12-57	4-9-58
<i>Weiss</i> (APD 135)	12-2-57	2-22-58	<i>Gwin</i> (DM 33)	1-13-57	4-3-58
<i>Carpellotti</i> (APD 136)	1-9-58	4-21-58	<i>Ashland</i> (LSD 611)	11-1-57	1-25-58
<i>Kenneth Whiting</i> (AV 14)	7-8-58	9-30-58	<i>Crook County</i> (LST 611)	*	5-16-58
<i>Iowa</i> (BB 61)	10-24-57	2-24-58	<i>Hampden County</i> (LST 803)	10-11-57	1-2-58
<i>Wisconsin</i> (BB 64)	11-8-57	3-8-58	<i>Iron County</i> (LST 840)	11-23-57	Diverted to MAP
<i>Albany</i> (CA 123)	4-1-58	For conversion to CG	<i>Pender County</i> (LST 1080)	9-30-57	1-2-58
<i>Salem</i> (CA 139)	10-8-58	Not decommissioned	<i>Blackbird</i> (E-MHC 11)	5-19-58	7-15-58
<i>Worcester</i> (CL 144)	9-3-58	Not decommissioned	<i>Harkness</i> (MHC 12)	2-3-58	4-2-58
<i>Roanoke</i> (CL 145)	7-1-58	10-31-58	<i>James M. Gilliss</i> (MHC 13)	5-31-58	8-7-58
<i>Philippine Sea</i> (CVS 47)	8-22-58	Not decommissioned	<i>Gull</i> (MHC 46)	11-15-57	1-14-58
<i>Yarnall</i> (DD 541)	7-1-58	9-30-58	<i>Merganser</i> (MHC 47)	2-3-58	4-2-58
<i>Owen</i> (DD 536)	1-31-58	5-27-58	<i>Waxbill</i> (MHC 50)	5-1-58	6-30-58
<i>Stephen Potter</i> (DD 538)	2-28-58	6-13-58	<i>Courser</i> (MSCO 6)	2-3-58	4-2-58
<i>Erben</i> (DD 631)	2-27-58	6-27-58	<i>Flamingo</i> (MSCO 11)	2-3-58	4-2-58
<i>Stemmel</i> (DD 644)	2-3-58	5-27-58	<i>Ostrich</i> (MSCO 29)	1-3-58	3-5-58
<i>Healey</i> (DD 672)	10-3-57	3-11-58	<i>Egret</i> (MSCO 46)	2-3-58	4-2-58
<i>Irwin</i> (DD 794)	10-11-57	1-10-58	<i>Nightingale</i> (MSCO 50)	1-6-58	3-7-58
<i>Ulvert M. Moore</i> (DE 442)	7-1-58	10-10-58	<i>Batfish</i> (SS 310)	5-5-58	8-4-58
			<i>Besugo</i> (SS 321)	1-8-58	3-21-58
			<i>Bonita</i> (SSK 3)	8-15-58	11-7-58
			<i>Ray</i> (SSR 271)	7-58	9-30-58

\* Already in Reserve Fleet in caretaker status

she is having aluminum planking put on the after third of her flight deck. Aluminum was chosen because of its combination of strength and lightness. A new angled deck is part of her modernization. She will be back in service this year.

A change has been made in the ocean radar station ships. They are no more. Now, don't get the wrong idea, the ships have not gone, just the designation. As of 28 Sep 1958, all ocean radar station ships (YAGRs) became radar picket ships (AGRs). Their mission will remain the same, however.

The Navy's first nuclear-powered aircraft carrier, *Enterprise*, CVA(N) 65, will have what are believed to be the world's most powerful elevators. A \$3,000,000 contract has been awarded for four elevators that will ferry jet attack and fighter aircraft to the flight deck of *Enterprise* at a top speed of four planes every minute. Hydraulically-powered, the elevators will weigh about one third of a million pounds each, and will have an area of almost 4000 square feet. Each will be capable of lifting a 45-ton aircraft from the hangar deck to the flight deck in 15 seconds.

The last three-ship heavy cruiser division has returned home to California to become a two-ship division. The three heavy cruisers, *uss Bremerton* (CA 130), *Toledo* (CA 133), and *Saint Paul* (CA 73), steamed 150,000 nautical miles with the U. S. Seventh Fleet in the Far East. In February 1959, *uss Bremerton* is due to shift to CRUDIV Three.

### Bell on the Ball

Chief Electronics Technician James R. Bell, USN has been commended by the Secretary of the Navy "for outstanding performance of duty" after the ship's electronics equipment was damaged during a storm in the Mediterranean.

Chief Bell, who was on board *uss Manley* (DD 940) on 12 Dec 1957 when it was struck by a huge wave, was in charge of the electronics repair personnel. The huge wave rent *Manley's* port side and completely flooded the radar transmitter rooms, radio transmitter rooms and radio central, and caused minor flooding in all other electronics equipment areas.

Although the gear had been immersed in salt water, and some of it battered by the force of the wave, Chief Bell was responsible for re-



**CARRIER CAKE**—Crew of *USS Kearsarge* celebrated sailing 100,000 miles since overhaul. L to r, J. A. Franks, BT3, G. L. Allen, MM3, and CO, CAPT W. A. Dean.

storing to use by 21 December nearly all the communications equipment and one radar.

For his actions Chief Bell was awarded the Commendation Ribbon with Metal Pendant.

### Marching Sailors

Who said "sailors can't march"?

That old adage is being exploded these days at NAS Moffett Field, Calif., by a 22-man precision drill team that was organized only last June. They have been piling up trophies and blue ribbons.

Made up of volunteer "typical sailors" of Moffett-based Fleet Aircraft Service Squadron Ten, the

drill team was organized by its present leader, Gerald Jacobson, AQ1, USN. The team drills on its own 'liberty' time and fills most of its engagements on weekends and holidays.

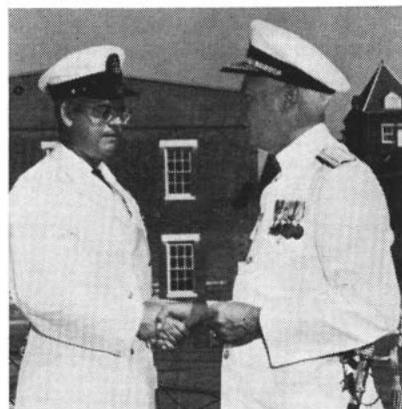
Since its organization, the team has demonstrated its versatility, having performed on football fields, in parades, and on the stage.

### Collecting Cold in the Antarctic

One of the coldest places in the world is the Antarctic. Yet, for some strange reason, men stationed there are seldom plagued with colds. Only at certain times do they come down with the symptoms which most of us, at one time or another, try to fight. Why this happens is a mystery.

Scientists believe that crews from visiting ships may be bringing cold viruses in. To prove their theory, and without breaking the routine duties of the ship, a medical group and two deep freezers are aboard the icebreaker *uss Staten Island* (AGB 5) on a seven-month trip to the Antarctic.

The medical group will gather and quick-freeze specimens of viruses connected with respiratory illnesses from volunteer crewmen of *Staten Island*. The specimens will be stored in the deep freezers. After arrival in Antarctic, specimens of cold viruses from men stationed there will be collected and preserved for comparison.



**WELL DONE**—J. R. Bell, ETC, USN, is congratulated by RADM Harry Smith, ComDesFlot Four, on receiving Commendation Ribbon with Pendant.

# THE BULLETIN BOARD

## Roundup for Navymen and Their Families Headed for U.K. Duty

LONDON is another one of those spots for which many apply but few are chosen. However, as with any other area with which you are not familiar, if you get off to a bad start, your entire tour of duty may be affected. The following run-down may give you some idea of what to expect.

**Arrival in the U.K.**—There are three ports of entry into the United Kingdom; Southampton for surface, and Blackbushe Airport, Hampshire, and Burtonwood Air Force Base, Lancashire, for air.

**Surface Transportation**—All MSTs ships moor at Southampton at approximately 0730. On MSTs ships that do not have money exchange facilities aboard, passengers should keep some U. S. currency until they arrive in London. Taxis and trains in Southampton will accept U.S. currency. However, if arrival is during banking hours, sterling may be obtained. (Up to 10 pounds in British currency may be brought into the country.) Arriving passengers will be met by a representative of the U.S. Navy from London, and directed to the train. Government transportation is not available from Southampton to London. You will be advised by the Navy Representative as to where your advance hotel reservations have been made. These reservations are made automatically. If you do not want these reservations you should contact the hotel and make necessary cancellations, otherwise, you will be liable for payment. Train service from Southampton to London is frequent and arrives in London (Waterloo Station) in about two hours. Train fare is about one pound (\$2.80). British Railways has a special reduced rate for servicemen and their dependents, however, that cuts the fare approximately in half.

Passengers arriving on United States Lines (ss *America* and ss *United States*) usually arrive in the afternoon about 1500 and there is a special boat-train for these passengers to London. Again a Naval

Representative will meet the ship, and advance hotel reservations will have been made.

**Naval Air Flights**—Blackbushe Airport is about 37 miles by road from London. The Overseas Transportation Office does not get a manifest for incoming flights and no hotel reservations are made. However, hotel reservations can be arranged during normal working hours through the hotel reservation clerk of U.S. Naval Facility upon arrival if desired. Government vehicle transportation to Grosvenor Square is provided for all incoming scheduled flights. There are no money conversion facilities at Blackbushe, but this can be taken care of in the Grosvenor Square area upon arrival (during normal working hours).

**MATS Flights**—Burtonwood is in Lancashire, about 182 miles from London. Train service is frequent and should be utilized in getting to London (Euston Station). The price is about 44 shillings (about \$6.00), although reduced fares are again available. Advance hotel reservations are not made. But again, these can be obtained through the hotel reservation clerk of U.S. Naval Facility, London.

**Reporting in London**—Military personnel will not be expected to report in person to their respective personnel offices until 0815 of the day following their arrival in London.

F. Mercado, SKSN, USN



Saturday, Sunday, and holiday arrivals need not report physically until the following working day but must immediately report their arrival to the appropriate Duty Officer by telephone.

CINCNELM Duty Officer: MAYfair 9222, Ext. 39

COMNAVACTS Duty Officer: MAYfair 9222, Ext. 6

**Passports**—Apply for your passport at least six weeks prior to estimated time of departure. Dependents of both officers and enlisted personnel are required to submit documentary evidence of American citizenship with their application for a passport; photographs are also required. All dependents entering the United Kingdom are required to have passports. Children under 16 years of age may be included on their mother's passport.

All dependents are required by the United Kingdom police regulations to register within three months of their arrival in this country at the Aliens Registration Office, 10 Piccadilly Place, W.1., if resident in the Metropolitan Police area, otherwise at a local police station. Extra prints of the passport photograph should be obtained for use with the police registration.

**Currency** — Sterling (British money) is used in all civilian stores and hotels. The following is listed as a guide:

	<i>Approximately</i>
One pound (£) or 20 shillings (20s or 20/)	\$ 2.80
One shilling (1s or 1/) or 12 pennies/pence (12d)	\$ 0.14
<b>Paper Notes:</b>	
Five Pound	\$14.00
One Pound	\$ 2.80
Ten Shillings	\$ 1.40
<b>Coins:</b>	
Half Crown (2s & 6d or 2/d)	\$ .35
Two Shillings (2s or 2/)	\$ .28
One Shilling (1s or 1/)	\$ .14
Sixpence (6d)	\$ .07
Threepence (3d)	\$ .035
One Penny (1d)	\$ .01
Halfpenny (½d)	\$ .005
Many prices and services in Eng-	

land are quoted in guineas. This is not a note or coin but is equal to 21 shillings (about \$2.94).

Currency may be exchanged at the following places:

USAF Finance Office, from 0900 to 1600 weekdays; 0900 to 1200 Saturdays.

NAVFAC Disbursing Office, 7 North Audley St., W.1, from 0830 to 1600 weekdays.

Bank of America or Chase Manhattan Bank (located within easy walking distance of Grosvenor Square) from 1000 to 1500 weekdays and Saturday mornings.

Both the Enlisted Mens' Club, Douglas House, and the Officers' Club, Columbia Club, have exchange facilities that are open seven days a week.

Military Payment Certificates (scrip) are used only at authorized U.S. military establishments by authorized personnel in accordance with existing regulations. Military Payment Certificates are used only in the Navy Exchange Commissary, military clubs, etc. They are not to be used in the local civilian market.

**Climate and Weather**—Despite the northern latitude, the warm waters of the Gulf Stream which border the British Isles produce a cool, mild and, so far as the range of the thermometer is concerned, an equable climate. Seasonal extremes of temperature are much less than in the United States although within these extremes the weather is variable and changes may be sudden.

Except on rare occasions, the temperature does not go below 25 degrees in winter and, for the most part, the winter range is between 35 and 50 degrees. Although not extreme, the cold is very penetrating and there is far less heating in houses than in the United States. Americans should be prepared to find indoor temperatures in England some 10 to 15 degrees lower than at home, most Englishmen being quite happy where the thermometer registers around 55 degrees. This situation is best met by dressing as the English do.

There is occasionally a wave of high temperature in the summer, but it is very unlikely that there would be more than two or three weeks in which the thermometer would go over 75. Anything over 80



"From the halls of Quantico to the shores of Tripoli—USMC transfer order 31963."

is exceptional. The average summer range is between 65 and 75 and fires are occasionally required during the summer months. Summer weather as the Americans know it is from June to August. The other nine months are cold or cool.

The annual rainfall in London is

much less than is often thought, averaging only about 26 inches. There are many more drizzly, cloudy, and foggy days than the rainfall would appear to warrant; it is these and the lack of sunshine, not the actual volume of rainfall, that have given the English climate its general reputation. The infrequent snowfalls in the vicinity of London are relatively light.

**Clothing—Uniform**—The working uniform for naval personnel is Service Dress Blue "A" but to conform with the Royal Navy Regulations, Service Dress Blue "B" is prescribed from 1 May to 1 October. In addition to the prescribed military uniform, personnel are permitted to work in civilian clothing. You may have occasion to visit the Mediterranean area and so should bring a full seabag when reporting for duty.

The Service Dress Blue uniform, with black bow tie, is suitable for smart formal occasions in England, as well as on the continent. In addi-

## HOW DID IT START

### Collapsible Yardarm

For the first time in many, many years one of our subs has a yardarm of her very own.

A prized possession of USS *Sea Devil* (SS 400), the unusual item was dreamed up by Wayne W. Wilson, QM1, and Harold F. Parnell, QM2, who felt that their old Fleet type sub needed something to set herself apart from other boats. The carpenter shop of USS *Nereus* (AS 17), on a work request okayed by *Sea Devil*'s skipper, LCDR L. A. Cravener, turned out a beautiful, eight-foot job made of laminated mahogany.

According to Wilson: "There wasn't a happier skipper in the entire submarine force than ours was when we finally got it installed."

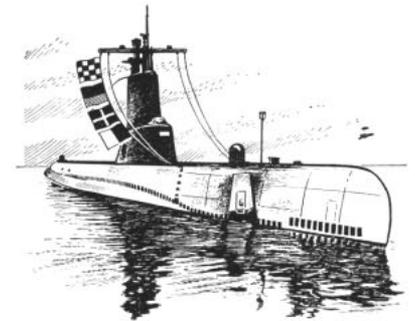
Now, when *Sea Devil* enters or leaves harbor, she can fly flags and pennants from the yardarm just as the big surface ships do. This display has stirred up considerable interest among submariners, who are accustomed to identifying ships by their silhouettes. The first time *Sea Devil* steamed out of the channel in all her new finery, a quartermaster on one of the subs in *Sea Devil*'s own squadron asked, "What ship?"

"Another time," says Wilson, "we were just getting underway when morning colors was sounded. On another sub a chief who

was rendering honors noticed the new yardarm just as 'carry on' sounded, and he was so puzzled by *Sea Devil*'s new look that he held his salute until the sub was far in the distance."

From the skipper—who looks to the yardarm for his absentee pennant whenever he leaves the ship—to the most junior seaman, everyone in *Sea Devil* takes pride in the sub's mark of distinction.

As a precaution against salt water damage *Sea Devil* only wears her yardarm in port and while entering or leaving the channel. When she's at sea her pride and joy is carefully stowed in the forward torpedo room.



tion to civilian clothing for wear, it is suggested that an officer include a dinner jacket in his wardrobe.

**Civilian Clothing**—Clothing for men is of very good quality and at a price commensurate with similar items in the United States. Most suits are of English style. If you are unable to find what you want in a ready-made suit, you can have one tailored at approximately the same price as those ready-made. However, it takes about six weeks to have a suit tailored. Military uniforms (blues) are much cheaper in England than in the United States and are believed to be of equal quality. Uniforms may be procured through the U.S. Navy Exchange tailor shop. Bring with you all medals you are entitled to wear.

**Women's Clothing**—It is suggested that you purchase the clothes you think you will need for your stay in London before you leave the United States. Women's clothing in England is cut differently and the sizes do not always conform to those in the United States. Sweaters and other woollens are in good supply and reasonable in price. It is suggested that you buy your shoes before leaving the United States. You may find it difficult to get a proper fit in commercial stores, but the Air Force Base Exchange at Ruislip stocks some ladies' shoes. Comfortable walking shoes are a must.

**Children's Clothing**—Adequate amounts of clothing and shoes should be brought with you. Clothing in the pajama, underwear, socks and shoe line suitable for the climate is readily available in the local stores, but it should be noted that the styles are different. Woollens are plentiful. If you enter a child in a British school, his school clothing is comparatively inexpensive and all of a good quality.

**Packing**—Everyone is cautioned to pack sufficient clothing to meet his needs for the first few weeks in London. Do not pack clothing which you will need upon your arrival with your household effects, since the latter often may be delayed in arriving. Also, the temporary quarters you occupy while looking for permanent housing may be too small to accommodate your hold baggage.



"What makes you think it's mine?"

**Baggage—Hold Baggage**—Those traveling to the United Kingdom by MSTs may bring with them on the ship the baggage which they would normally be allowed to carry free of charge on a railroad ticket. This amount is usually limited to 350 pounds for adults and 175 pounds for children under 16 years of age. Upon arriving in Southampton it is necessary that customs declarations be signed so that the baggage may be cleared through British Customs and Excise. The Navy collects and delivers hold baggage to the U.S. Navy Warehouse in London within 5 days after arrival. Three days are allowed for you to contact the Material Division (telephone MAY-fair 9222, extension 925). If within that time owners do not inquire of their baggage, the Material Division will attempt to contact the owner to arrange for delivery to residence.

**Cabin Baggage**—You will be advised by your Navy Representative as to when you may disembark. After you have disembarked you will find your cabin baggage in the

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"I wish Supply would hurry up with those new pen sets we ordered."

shed on the dock under the first letter of your last name. You must personally clear your own cabin baggage through customs.

**Household Goods**—Household goods may be shipped into the United Kingdom under NATO agreements. They are admitted free of customs duty. Household goods are normally shipped via commercial surface transportation under contract to MSTs and are at present routed via either Norfolk or Bayonne. The port of entry is normally London. The average length of time that household goods remain in transit is 8 to 10 weeks. An additional 10 days is usually required to effect local customs clearance, dock handling and delivery. The consignee for all such shipments should be the Shipping and Receiving Officer, United States Naval Facility, London, England.

It is advisable to ship refrigerators, adaptable washing machines, kitchen utensils, tableware, linens, etc. However, it is recommended that items of furniture be kept to a minimum because of the very limited number of unfurnished houses and apartments available.

Most people bring too much with them. In such cases commercial storage facilities may have to be obtained, since there is practically no storage space in houses and apartments and no government storage facilities are available in the London area. If commercial storage is necessary, the government may finance it for the first six months if sufficient justification is furnished. After 6 months any additional storage charges must be paid by you.

Once you have arrived in the United Kingdom it will *not* be necessary to contact the Shipping and Receiving Officer regarding your household goods until you are notified that they are on their way overseas. You will be advised of the approximate date on which you can expect to have them released to you and what steps will be necessary for you to take.

In the United Kingdom, as in the States, the owners of household goods have no vested right in the packing boxes and materials furnished by the government to move their effects. In practice, usually, crating lumber and other nonre-us-



F. Mercado, SKSN, USN



"Hey Chief, who's my chow relief for the mail buoy watch?"

and insurance. Vehicles may be entered free of duty and purchase tax if a certificate is executed which binds the owner to export the car at a later date. Sale to another United States military individual who can execute the same type of certificate is permissible. Authority to sell an automobile in the United Kingdom must be obtained from COMNAVACTS.

By a change in British regulations, military personnel no longer have to obtain a British drivers' license, but can drive on a valid United States license.

Dependents are also authorized this privilege for one year from last entry into the United Kingdom. After one year, dependents will have to obtain a British drivers' license.

Large American automobiles are difficult to handle in England owing to parking conditions and the considerable number of narrow streets. Difficulty will also be experienced in obtaining garage space, either in public garages or in private homes, and when available will cost from \$4 to \$6 weekly. There is usually parking space in front of a residence; however, on some streets parking lights must be left on during the night. Under a recent agreement with the British government, gasoline (petrol) can be purchased at Navy Exchange gas stations at \$.25 a gallon to drive to and from work. Gasoline costs approximately \$.70 per imperial gallon which equals \$.54 for a U.S. gallon.

In spite of the inconvenience in-

herent in operating American automobiles, you may want to bring them because of the advantages from the standpoint of sightseeing and assisting in local transportation. Official transportation is very limited. If you import your car, the supply officer will advise you by letter of the arrival of your automobile and the procedure for collecting it.

Cars can be bought for dollars from British dealers through the Navy Exchange with delivery from one week to a month. Such cars are purchased without paying the British tax but must be exported or sold to another entitled person at the end of your tour. American cars can be purchased at a slight discount and free of federal tax from local representatives. Time of delivery in England varies from six weeks to three months. Only one duty-free or tax-free automobile may be imported, but a second (British) vehicle may be purchased where bona fide need occurs and at least one vehicle must be exported on termination of duty.

**Appliances**—Electrical household appliances are available on the local market. Radios, electric irons, washing machines, electric ranges, refrigerators, vacuum cleaners, kitchen appliances, etc., of American manufacture for use on 110 volts A.C., can be used in England provided transformers of sufficient capacity are used. Transformers of various capacities from 150-to-3000-watt range in price from \$5 to \$40. British light bulbs to fit American lamps are available at a moderate price. Thus, American lamps do not require new sockets nor do they require re-wiring. American appliances operated by a motor, such as refrigerators, ringer-type washing machines, vacuum cleaners, mixers, etc., need no adjustment to operate from a suitable transformer. Electric clocks, however, will lose time because of the 50-cycle current. Automatic washing machines that have to have equal pressure on the hot and cold inlets will not operate in the London area owing to the difference in pressures on the hot water line (about 15 lbs. per square inch) and the cold water line (60 lbs. per square inch). The 50-cycle electric current will also affect your set washing cycle. Semi-automatic machines or ringer-type are con-



sidered more desirable. Phonographs must be adapted to 50-cycle current to turn at correct speeds (see your local dealer for information), and should be modified before departure.

If you want to bring American gas appliances with you, it is recommended that you check with the manufacturer to determine if such appliances will operate on the lower heat content of the gas supplied in London.

Refrigerators (electric or gas) are usually found in the more expensive apartments or houses but are much smaller than those of American manufacture. You should strongly consider shipping your refrigerator if you want the storage capacity to which you are accustomed at home.

Electric heaters are usually desirable to supplement the heating system or fireplaces provided in English apartments and houses. Your local public utility company will advise you as to their availability for purchase to operate on British voltage, or they can be purchased there. Often it is possible to obtain heaters from personnel under orders to return to the United States. Many American people use kerosene (parafine) heaters in England. These are available on the local market.

Electric irons which are wired for British current may be purchased locally at reasonable price and are considered excellent. However, American irons will work with a transformer.

Do not bring American television sets to England as they are not adapted to British current and broadcasting stations.

The Navy Exchange has a special order section where you can place an order for any appliance. Waiting

time is approximately two to three months.

**Medical and Dental**—Dependents in London may obtain medical care at the dispensary located at 36 Portman Square, London, W.1. This is an out-patient service and limited as to treatment that can be given. There is no American in-patient service. The nearest American hospital is at Ruislip, about 15 miles from London and operated by the U.S. Air Force. However, some prefer to obtain the services of a private British physician who will also make home calls. This is at your own expense, unless the treatment is de-

termined to come under the provisions of the Dependents Medical Care Program. To newcomers, it is strongly advised to establish a physician close to your residence as the Navy medical officer does not make routine calls to private homes. A list of private physicians can be obtained from the Naval Dispensary or the Post Office in each locality.

**Immunizations**—Your dependents should arrange to obtain an International Certificate of Vaccination in addition to the U.S. Navy Immunization Record before leaving the United States. The International Certificate of Vaccination may be

obtained from the U.S. Public Health Service.

The routine immunization requirements for all military personnel and civilians traveling under Navy orders outside the continental limits of the United States, regardless of destination are: Smallpox, tetanus, typhoid, and diphtheria if Shick Test is positive.

If traveling other than by direct route to the United Kingdom, special immunization may be necessary. Information may be obtained from the Bureau of Medicine and Surgery, Washington 25, D.C.

**Dental Service**—The Dental De-

### **A Summary of Defense Reorganization Act by the Chief of Naval Operations**

The Defense Reorganization Act of 1958, which is expected to have a decided influence upon America's future military effectiveness, is a law with which everyone in the Navy will become familiar.

Enacted in August 1958, it is now being implemented. Since it clearly establishes the Department of Defense as a composite organization under the control of the Secretary of Defense, it puts an end to any previous interpretation of the Department of Defense as a "federation" of autonomous military services. Under it, the direction, authority and control of the Secretary of Defense are superior in all respects to the powers vested in any other official in the defense establishment.

Besides determining policy, the Secretary of Defense will become involved in operations. The principal components of the Secretary's organization will be the Office of the Secretary of Defense; the Departments of the Army, Navy and Air Force; the Joint Chiefs of Staff; and the combatant command structure made up of unified and specified commands designed to perform military missions. The Secretary's office may have executive as well as staff functions.

There will be two lines of control within the defense establishment—a line of operational command from the President and Secretary of Defense directly to the combatant forces, and a line of administration and support through

the military departments.

The Joint Chiefs of Staff system will be retained. However, the Joint Chiefs will be drawn into operations and placed in a direct relationship to the command line running from the President and Secretary of Defense to the combatant commands. The Joint Staff, which serves under the Joint Chiefs, has been enlarged so that the staff can handle duties previously taken care of by the Executive Agencies and the committees of the Joint Staff.

The Reorganization Act does not change the roles and missions of the services already established by law. The Department of the Navy—specifically including naval aviation and the Marine Corps—and the other armed forces departments, continue to be separate organizations under their own secretaries, subordinate to the Secretary of Defense.

The Act specifies that the military services will not be merged. Although various functions may be administratively transferred, reassigned, abolished or consolidated, Congress still retains its prerogatives on matters already legislated and its constitutional duty to "provide for the common defense."

Short of matters already legislated by Congress, the Executive Branch retains its freedom to realign functions. In case of actual or threatened hostilities, the President has complete freedom to transfer functions, except that he

cannot permanently abolish them.

The foregoing information is a summary of a report made by the Chief of Naval Operations, Admiral Arleigh Burke, USN. The report states that the Act de-emphasizes the military command authority of the Chief of Naval Operations. As a member of the Joint Chiefs of Staff he will participate in the command function of the Secretary of Defense. But, as CNO, he will not exercise command of the naval forces assigned to the combatant commands.

In whatever context the Secretary of the Navy may determine, the CNO will supervise the naval forces not assigned to the combatant commands. In addition, CNO will supervise other members and organizations of the Navy and Marine Corps, as determined by the Secretary of the Navy. This could extend to activities and agencies other than those usually classed as "operating forces"—such as components of the shore establishment, for instance. In view of the Navy Department's administrative responsibilities in regard to support, training and the like, the CNO's duties in the future will probably be more along these lines than they were in the past.

Besides the changes that the Reorganization Act makes in the workings of the Defense Department, the law also puts increased emphasis on research and development aimed at the creation of new and better weapons.

partment of the U.S. Naval Dispensary, London, provides routine operative and surgical dental treatment to dependents within its capabilities. Prosthetic treatment is available but very limited. It can be obtained from qualified civilian dentists at your own expense.

The dental staff is small, and active duty military personnel have priority. It is strongly recommended that dependents have their dental treatment accomplished, especially prosthetics, before their arrival in London.

**Housing**—Housing is the most important problem to a newcomer. Unfurnished flats or houses are extremely difficult to obtain and may require a long lease, i.e., three years or longer. The average furnished, two- or three-bedroom flat in the metropolitan London area varies in price from \$100 per month up.

Centrally heated homes are difficult to obtain and the definition of "central heat" is different from that in the United States, i.e., one radiator in a home is considered as central heat. The majority are heated by gas fires, fireplaces, or electric heaters. Utilities are expensive and are additional to the rent.

Rents are usually quoted in guineas per week, usually paid monthly in advance. You may be required to pay half the cost of the agreement of lease and half the cost of the inventory of equipment and furniture contained in the premises.

Deposits against damages on departure are usually required. Dilapidation charges are in some cases very high and note should be taken of the exact condition of furniture and fixtures at the time of taking over any premises. Charges for taking an inventory are approximately \$12 per day. The inventory of the average home is completed in one day. Alternatively, dilapidation insurance is obtainable, which includes a "marching in" and "marching out" inventory, for the sum of \$28.40; this covers \$280.00 insurance for 12 months. The cost of the tenant's share of a lease agreement should not exceed \$7.00. Each party signs an original lease, and to this, to make it official, must be affixed stamp duty. The charge for this is approximately \$2.10.

It is suggested that you consult the Naval Facility Legal Officer.

F. Mercado, SKSN, USN



"You tell him the fire's over—I haven't got the heart."

Leases in the United Kingdom are quite different from the normal lease agreement in the United States. Be sure that a clause is inserted into the lease giving you the right to notify the landlord upon change of station orders and to terminate your lease on 30 days' notice.

It is not advisable to sign any agreement or pay any money in rent or deposit (except some small sum to hold the premises during negotiation) until the Legal Officer has been consulted.

**Navy Exchange** — A Navy Exchange is maintained within the CINCNELM Headquarters building. Facilities are for the use of members of the armed forces, their dependents and such other persons as are authorized by the Navy Department and local area directives.

The Navy Exchange stocks personal needs, household supplies, gifts, and sundry items desired by Americans away from home. A "Special Order" division is maintained to enable authorized patrons to make certain purchases (including major household appliances) at a saving in the British, European and American markets.

The Commissary Division is maintained for the convenience of authorized patrons and their dependents. A line of groceries, meats, vegetables and frozen foods similar to that of an American supermarket is carried in stock. A complete line of baby food is stocked.

Other services provided by the Navy Exchange are as follows: Barber shop, laundry, dry cleaning, shoe

repair, tailor shop, photo finishing and shoeshine stand.

Laundry and dry cleaning collection from homes is usually difficult to arrange. A central collection service is maintained by the Navy Exchange, which has a contract with a British firm for laundry and dry cleaning. Costs of laundry and dry cleaning are generally higher than in metropolitan areas in the U. S.

**Churches**—The Established Church plays an important part in the national life of the people. There are 860 Church of England churches in the London area, 500 churches of other Protestant denominations, 160 Roman Catholic churches and 100 synagogues.

The Chaplain's Office in Grosvenor Square will be pleased to give information or assistance to personnel in finding churches near their residences. There are many famous churches and preachers to be visited.

The U.S. Navy Protestant Chaplain conducts services for Protestant personnel in the King's Weigh House Church, Duke Street, just off Grosvenor Square, at 1215 every Sunday. There is also a Navy Sunday School and Bible Class for children and adults at 1100 each Sunday. This is held at the American School, 13 Grosvenor Square.

A nursery for infants and small children, under the supervision of a qualified nurse, is conducted during the Sunday Worship Service and is located at the Chapel building.

Jewish personnel are welcomed at the local synagogues, and services are held by the Air Force Jewish Chaplain at the Hillel Foundation House, 1, Endsleigh Street.

**Education and Welfare**—Help and advice may be obtained here regarding USAFI courses, University of Maryland Extension courses and details of methods of enrollment in the University of London, Royal College of Music, Royal College of Dramatic Art, or the numerous and valuable educational evening courses run by the London County Council Educational Department.

There is a small library attached to the Education Office. The U.S. Embassy has a very fine reference library as well as an excellent Record Lending Library.

**Schools**—There are two parallel

systems of education in England, State System and Private Schools. The State System of education is not normally suitable for the student who does not reside permanently in Great Britain. The Private School System consists of kindergarten, pre-preparatory schools, preparatory schools and senior schools. The usual age at which children start school is 5.

The so-called Public Schools are in fact private Prep schools. For admission, applicants must pass the Common Entrance Examination. It is necessary in most cases to have the child's name on the list for entry several years in advance.

In addition to Public Schools there are a number of other schools which are run on Public School lines but do not demand an entrance examination. To these schools go numbers of English boys who have not entered the Public Schools; also at these schools students from countries abroad are usually to be found. There is not usually a waiting list and it is fairly easy to enroll children.

For girls, the Private School System is run on very much the same lines as that for boys. Girls also have Public Schools where an entrance examination is required as well as the name on the entry list.

In England the Boarding School System is used far more extensively than in any other country, and a large number of children, both boys and girls, are educated from an early age at Boarding Schools. There are a large number of Day Schools where the education is the same as that to be found in Boarding Schools.

There is a wide range of Roman Catholic Schools and Convents, both Boarding and Day. The same rules apply for entrance into the Roman Catholic Public Schools and in most of them it is difficult to obtain a place unless the boy has been entered some years previously. There are other Private Schools which provide a sound education and are not so difficult to enter. For girls there is a considerably wide range of choice among a number of Roman Catholic Convents throughout the country.

There are also Finishing Schools, Domestic Economy and Secretarial Colleges. These schools are either Day Schools or Boarding Schools.

There are school agents and consultants in Great Britain who furnish information free of charge on Day and Boarding Schools throughout the country.

**U.S.-Sponsored Schools** — The United States Air Force-sponsored schools are Bushey Park School, Teddington, Middlesex (11 miles from Grosvenor Square), Eastcote School, near Pinner, Middlesex (12½ miles from Grosvenor Square) and Prince's Gate School, 52-53 Prince's Gate (Exhibition Road), Kensington, London, S.W. 7 (1 mile from Grosvenor Square). The School at Bushey Park has grades 1 through 12. This school has dormitory facilities for students in the 9th grade and higher who are unable to commute to school. Eastcote has grades 1 through 6 as does the new school at Prince's Gate. Free bus service is provided for all students residing in London and its immediate environs from designated pick-up points and return.

Those with children of school age (in England a child must attend school from his fifth birthday) should contact the Naval Facility Supply Office (Mrs. Peake), telephone GROsvenor 9000, ext. 2896. This office will furnish general advice concerning the U. S.-sponsored schools and the British schools, but not particular advice as to the desirability or character of any particular school. It will also provide necessary information and forms leading toward payment by the Navy of its allowable share of any school bill. It is recommended that this office be contacted before a child is enrolled in school.

**Transportation**—Public transporta-



“... And I say you do have a superiority complex!”

tion throughout the City of London is inexpensive and excellent. Motor buses and double-decker buses are frequent and available to almost any point in London until midnight. There is also an effective underground (subway) system to almost any point in the London area until midnight. Taxis are available on a 24-hour basis, at rates comparable to those in any major city in the U.S. Car-hire service is also available on a 24-hour basis, either with chauffeur services or on a drive-yourself system. Train services from London to other points in the United Kingdom are frequent (until midnight) and inexpensive.

**Recreation**—There are many opportunities for recreation in London and the surrounding area. These include a variety of legitimate theaters, movies and concerts. There are many interesting and historical places to visit. Sight-seeing trips are available through commercial companies at reasonable rates.

London has many museums, art galleries, and numerous antique shops and markets throughout the city.

Sports facilities include squash courts, swimming pools (both indoor and open air), tennis courts, ice rinks and golf courses.

Organized dances and social functions are provided by the Navy at periodic intervals.

Visits to various parts of England, Scotland and Ireland as well as to the continent during leave periods are always interesting as well as educational; information on travel by land, sea and air is readily available.

The American Embassy operates a cafeteria and dining room at 3 Grosvenor Square which serves luncheons and dinners Monday through Friday at an average cost of seven to 10 shillings (\$1.00-\$1.40). Sterling must be used.

The U. S. Air Force has an Officers' Club, the Columbia Club, which is located at 95/99 Lancaster Gate, W.2. The club serves breakfast, lunch and dinner each day.

The U. S. Air Force also has an Enlisted Men's Club, the Douglas House. This club serves breakfast, lunch and dinner each day of the week and has a bar. Overnight accommodation for enlisted personnel and their dependents are available.

# Taking February Exams? Here's How Ratings Made Out Last Time

AS A RESULT of the August service-wide examinations for advancement in rating, advancements ranged from less than 10 per cent in some ratings to 100 per cent in others.

Again this month, the same opportunity exists.

This can mean several things to you who are qualified to take the exam. If your rating is in the 100 per cent class, pass the examination

and you will probably receive your advancement. If your rating is in the less than 100 per cent category, you must earn a higher score than your co-workers before you get the nod. And, if your rating is in the less than 10 per cent group, it might be well to consider changing your rating.

In any event, it is suggested that you take a good look at BuPers Inst.

1440.18B and 1440.5B for the requirements. It certainly can't hurt, and you might advance faster.

As a result of the August 1958 examinations, the following number of personnel were advanced in each rating: (Emergency service ratings and selective emergency service ratings not listed below are included with, and computed with, the corresponding general service rating.)

Rating	Passed	Advanced	Passed	Advanced	Passed	Advanced
<b>Group I</b>						
<b>Deck</b>						
	E-4		E-5		E-6	
BM	1688	325	1345	40	1485	2
QM	286	286	128	128	127	2
RD	613	613	450	450	179	179
SM	285	285	174	174	107	107
SO	306	306	225	225	117	117
SOO	7	7	—	—	—	—
<b>Group II</b>						
<b>Ordnance</b>						
FT	—	—	445	330	318	2
FTA	620	318	—	—	—	—
FTE	7	7	—	—	—	—
FTG	4	4	—	—	—	—
FTL	93	93	—	—	—	—
FTM	437	204	—	—	—	—
FTU	24	24	—	—	—	—
GM	1273	653	722	88	927	2
GS	46	46	34	34	57	5
MN	90	50	77	8	54	1
NW	36	36	15	15	13	13
TM	209	209	181	181	246	2
<b>Group III</b>						
<b>Electronics</b>						
ET	—	—	499	499	384	130
ETN	205	205	—	—	—	—
ETR	258	258	—	—	—	—
ETS	42	42	—	—	—	—
<b>Group IV</b>						
<b>Precision Equipment</b>						
IM	46	35	41	18	21	1
OM	15	15	11	11	13	1
<b>Group V</b>						
<b>Administ. and Clerical</b>						
CT	346	346	342	342	132	100
CS	1109	300	1103	34	1275	2
DK	275	205	153	100	172	2
JO	66	66	20	20	15	10
MA	133	133	77	65	85	6
PN	1880	670	392	250	347	2
RM	985	985	659	659	305	286
SH	1130	300	567	15	364	2
SK	1120	1120	566	300	486	2
TE(RM)	9	9	56	56	65	50
TE(YN)	—	—	34	21	31	0
YN	1611	1480	750	500	762	2
<b>Group VI</b>						
<b>Misc.</b>						
DM	118	80	56	56	14	8
LI	112	45	43	4	39	1
MU	116	116	90	90	47	10

Rating	Passed	Advanced	Passed	Advanced	Passed	Advanced
<b>Group VII</b>						
<b>Engineering and Hull</b>						
	E-4		E-5		E-6	
BR	—	—	—	—	0	0
BT	1550	1550	732	732	423	77
DC	390	365	327	115	309	2
EM	1014	1014	913	913	438	100
EN	1210	1210	972	465	955	4
FP	587	375	277	115	190	2
IC	324	324	248	248	115	115
ME	449	415	408	190	329	2
ML	38	22	20	9	13	1
MM	1689	1689	1143	1143	480	175
MR	378	330	217	217	100	70
PM	30	30	12	12	6	1
<b>Group VIII</b>						
<b>Construction</b>						
BU	268	200	126	126	69	20
CE	113	113	77	77	34	15
CM	196	80	105	30	65	2
CD	357	100	172	15	159	2
SV	48	24	10	10	5	1
SW	75	50	52	25	32	3
UT	94	94	54	54	31	18
<b>Group IX</b>						
<b>Aviation</b>						
AB	—	—	321	100	249	2
ABG	328	62	—	—	—	—
ABU	770	263	—	—	—	—
AC	—	—	—	—	132	2
ACR	30	30	26	26	—	—
ACT	141	120	151	80	—	—
ACW	133	120	104	104	—	—
AD	—	—	1913	365	1387	2
ADJ	1065	480	—	—	—	—
ADR	1287	940	—	—	—	—
AE	—	—	767	767	240	100
AEI	141	141	—	—	—	—
AEM	387	387	—	—	—	—
AG	173	173	133	133	75	45
AK	921	300	317	130	216	2
AM	—	—	850	850	361	15
AMH	473	473	—	—	—	—
AMS	724	724	—	—	—	—
AO	702	468	418	132	307	2
AQ	—	—	97	97	71	2
AQB	37	37	—	—	—	—
AQF	94	94	—	—	—	—
AT	—	—	839	839	519	200
ATN	388	388	—	—	—	—
ATR	256	256	—	—	—	—
ATS	35	35	—	—	—	—
GF	54	54	49	49	24	2
PH	—	—	181	135	133	2

Rating	E-4		E-5		E-6	
	Passed	Advanced	Passed	Advanced	Passed	Advanced
PHA	131	50	—	—	—	—
PHG	347	225	—	—	—	—
PR	249	130	139	82	69	2
PT	6	6	1	1	1	1
TD	—	—	103	95	105	8
TDI	75	75	—	—	—	—
TDR	31	31	—	—	—	—
<b>Group X</b>						
<i>Medical</i>						
HM	2199	1212	1290	300	1277	2
<b>Group XI</b>						
<i>Dental</i>						
DT	441	224	195	70	156	2
<b>Group XII</b>						
<i>Steward</i>						
SD	1564	42	950	28	709	2

For advance planning purposes, the Bureau of Naval Personnel has estimated the advancement opportunities for those who are taking the February examinations. These estimates are based on the percentage who normally pass the examination and on the number of expected openings. Advancements to pay grades E-8 and E-9, and proficiency pay, have not been estimated.

PO2s are reminded that they now need 24 months in grade, instead of only 12 months, before they can be advanced to PO1.

The following rates are those in which the greatest Navy-wide shortages exist, and which therefore present the best opportunities for advancements. Of those who pass the examinations for these rates, it is estimated that 70-100 per cent may expect advancement:

**Pay Grade E-4:**

QM, RD, SM, SO, GS, NW, TM, ET, IM, OM, CT, DK, JO, MA, RM, SK, YN, MU, BT, EM, EN, IC, MM, MR, PM, BU, CE, UT, AC, AE, AG, AM, AQ, AT, GF, PT, and TD.

**Pay Grade E-5:**

QM, RD, SM, SO, GS, NW, ET, OM, CT, JO, MA, RM, TE(RM), DM, MU, BT, DC, EM, IC, MM, MR, PM, BU, CE, UT, AC, AE, AG, AM, AQ, AT, GF, PT, and TD.

**Pay Grade E-6:**

RD, SM, SO, NW, CT, JO, RM, TE(RM), BR, IC, MM, AG, AT, and PT.

**Pay Grade E-7:**

RD, SM, SO, NW, JO, MA, RM, TE(RM), DM, MU, BR, EM, IC, MM, MR, CE, SV, UT, AE, and PT.

Opportunities are good for the following rates. It is estimated that 35-70 per cent of those who pass the examinations will be advanced:

**Pay Grade E-4:**

FT, GM, MN, PN, DM, LI, DC, FP, ME, ML, CM, SV, SW, AD, AO, PH, PR, HM, and DT.

**Pay Grade E-5:**

FT, TM, IM, DK, PN, SK, YN, EN, FP, ME, ML, SV, SW, AB, AK, AO, PH, PR, and DT.

**Pay Grade E-6:**

ET, DM, EM, PM, CE, SV, UT, and AE.

**Pay Grade E-7:**

GS, TM, ET, EN, BU, AB, AG, and AT.

Fair advancement opportunities exist in the following ratings. An estimated 10-35 per cent of those who pass should be advanced.

**Pay Grade E-4:**

BM, CS, SH, EO, AB, and AK.

**Pay Grade E-5:**

CM, AD, and HM.

**Pay Grade E-6:**

GS, OM, MA, MU, BT, MR, and BU.

**Pay Grade E-7:**

BM, GM, MN, CS, DK, PN, SK, TE(YN), YN, LI, BT, DC, FP, ME, PM, CM, EO, SW, AC, AK, AM, and TD.

The Navy has an excess of personnel in the following ratings. While none of these ratings will be closed, it is estimated that less than 10 per cent of successful examinees will be advanced.

**Pay Grade E-4:**

SD.

**Pay Grade E-5:**

BM, GM, MN, CS, SH, LI, EO, and SD.

**Pay Grade E-6:**

BM, QM, FT, GM, MN, TM, IM, CS, DK, PN, SH, SK, TE(YN), YN, LI, DC, EN, FP, ME, ML, CM, EO, SW, AB, AC, AD, AK, AM, AO, AQ, GF, PH, PR, TD, HM, DT, and SD.

**Pay Grade E-7:**

QM, FT, IM, OM, CT, SH, ML, AD, AO, AQ, GF, PH, PR, HM, DT, and SD.

That's the story of your chances for advancement.

## Course Ready on Submarine Medicine and Radio Isotopes

Two new Medical Department correspondence courses are now available to Regular and Reserve officers and enlisted personnel.

**Submarine Medicine Practice** (NavPers 10707-A) includes discussions on personnel selection and assessment procedures, improvement of submarine habitability factors, solution of human engineering problems aboard submarines, submarine escape and rescue operations, and the medical aspects of other undersea operational problems. The course consists of six assignments evaluated at 18 points credit for purposes of Naval Reserve retirement and promotion.

**Radioisotopes in Medicine** (NavPers 10773) emphasizes practical clinical radioisotope techniques and directs attention to the potential applications of radioisotopes in medicine. The course consists of seven assignments evaluated at 21 points credit for purposes of Naval Reserve

retirement and promotion.

Applications should be made on NavPers form 992 (Rev 10/54 or later) with appropriate change in the "To" line, forwarded via official channels to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda 14, Maryland (Attn: Correspondence Training Division).

## More Appointments to Warrant Made from February Lists

Eleven first class and 13 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 convened in February 1958.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), four; Surface Ordnance Technician (7232) one; Ordnance Control Technician (7242), one; Machinist (7432), seven; Electrician (7542), four;

Communications Technician (7642), one; Ship Repair Technician (7742), one; Supply Clerk (7982), five.

## Memorial Stadium Under Way, Completion Date This Fall

The Navy-Marine Corps Memorial Stadium at Annapolis, Md., is beginning to take shape. Construction, which started in March 1957, is expected to be completed in time for Navy's season opener in 1959.

When the stadium is completed, it will be a culmination of a project that had its beginning back in 1939. But the original construction plans were delayed by World War II.

In April last year a fund drive was opened to raise the required money. Donations came from units of the Fleet and shore activities, from individual Navymen, Marines and civilian friends. The Naval Academy Athletic Association donated the 101-acre site in West Annapolis and a million dollars.

By early September 1958 the \$3,000,000-goal for the Memorial Stadium had been passed.

**Tips for Navy men with Weight Problems when Moving Household Effects**

One of the biggest jobs involved in a permanent change of station is movement of a Navy man's household effects to his new place of duty. The Navy tries to ease his problems by authorizing a commercial moving company to pack his goods and ship them to his next duty station.

However, there is a limit to the amount any one person may ship. If the weight is over this limit, your pay is checked for the difference.

Only a small percentage of all shipments results in additional charges to the owner. Nevertheless, the possibility always exists. The problem grows increasingly acute because of the trend toward heavier household appliances. Therefore, every shipper has a personal interest in taking the ounce of prevention that may save dollars of cure.

To provide the necessary ounce of prevention, the Household Goods Division of the Bureau of Supplies and Accounts has compiled some hints on how to avoid checkages. These are broken down into the various stages of an owner's move:

• **Before Making Shipment**—Sort out and dispose of all surplus goods. If you plan your move as if you were paying the bill, you will do both the government and yourself a service. Old magazines are heavy and cost just as much to move as expensive china.

• **When Making Application**—If your estimate of weight gives you any cause for concern, discuss this point with the Supply Department. If the goods are to be packed and crated, ask that a net weight be determined for your goods prior to packing and crating. (You will usually get a better break than if the percentage allowance for packing materials is applied after shipment.) If the goods are to go by moving van, ask that the moving company make a personal visit and give you a written estimate, if possible. Also, be sure to tell the supply people about any professional books you may have—their weight is not charged to your allowance if they are properly segregated prior to shipment.

• **When Goods Are Picked Up**—Insist on getting a legible and com-

plete copy of the inventory of your goods and the government Bill of Lading. Add these to your "moving file" and keep them. Even if you don't need these papers for your present move, they may come in handy to verify items shipped in the future.

• **When Your Goods Are Delivered**. If your goods are delivered by moving van, check the government bill of lading the driver has, to see if the weight is generally in line with the estimate. If not, and you feel an error has been made that will result in a checkage, call the nearest household goods shipping office at once and ask them to have the shipment reweighed. Keep in mind that you must do this only BEFORE your goods are unloaded and then only if you are convinced that the weight shown is out of line.

• **After Goods Are Delivered**—If you think you may receive a checkage, ask the Navy Regional Accounts Office, Washington, D.C., if you have actually exceeded your authorized allowance. If so, and you think erroneous weights are involved, write a letter with the facts to NRAO. Explain all factors including references to previous weights in your moving file and weight of items added since your last move. Remember, the sooner you start action, the more chance NRAO has to obtain weight correction while the facts are still fresh in the minds of those involved.

• **If A Checkage Is Received**—If you have evidence that indicates you are being charged for overweight you don't have, write NRAO and explain why you think weights

have been incorrectly computed. Also, request that the checkage be held in abeyance pending an investigation of your complaint. Even though NRAO must issue the checkage as soon as excess weights are noted, they are willing to consider any substantial evidence that might be used in obtaining weight and billing corrections from the carriers.

**Latest List of 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 December.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

*Seven Hills of Rome* (1211) (C) (WS): Musical; Mario Lanza, Marisa Allasio.

*Raw Wind in Eden* (1212) (C) (WS): Drama; Esther Williams, Jeff Chandler.

*The Law and Jake Wade* (1213) (C) (WS): Western; Robert Taylor, Richard Widmark.

*Thundering Jets* (1214) (WS): Melodrama; Rex Reason, Dick Foran.

*Space Master X7* (1215) (WS): Melodrama; Bill Williams, Lyn Thomas.

*Indiscreet* (1216) (C): Comedy; Cary Grant, Ingrid Bergman.

*King Creole* (1217): Melodrama; Elvis Presley, Carolyn Jones.

*The Whole Truth* (1218): Drama Stewart Granger, Donna Reed.

*The Vikings* (1219) (C) (WS): Drama; Kirk Douglas, Tony Curtis.

*Naked Earth* (1220) (WS): Drama; Richard Todd, Juliette Greco.

*Sierra Baron* (1221) (C) (WS): Western; Brian Keith, Rick Jason.

*The Lone Ranger and the Lost City of Gold* (1222): Western; Clayton Moore, Jay Silverheels.

*The Badlanders* (1223) (C) (WS): Western; Alan Ladd, Ernest Borgnine.

F. Mercado, SKSN, USN



"Well, I can see your mind is not on your work."

## Procedures Set for Selecting Chief Petty Officers for Retention Beyond 20 Years

The future is considerably brighter for some competent PO1s who have been waiting for advancement to CPO. From now on, 20-year chiefs in 42 crowded rates will be selected to remain on active duty based on past and present performance.

BuPers Inst. 1133.12A provides that chief petty officers with more than 20 years' service in certain ratings will no longer be able to reenlist, or extend their present enlistment or active duty contracts without approval of the Chief of Naval Personnel.

The affected CPO ratings are: BM, QM, MN, GM, FT, ET, IM, OM, TE(YN), CT, YN, PN, SK, DK, CS, SH, LI, MM, MR, BT, SF(ME & FP), DC, PM, ML, CO(CD), CM, SW, AD, AL, GF, AO, AQ, AC, AB, AM, PR, TD, AK, PH, HM, DT, and SD.

All personnel, regardless of rate or rating, whose obligated service ends before, but near, the completion of 20 years' service will be permitted to reenlist or extend for two, three, four or six years, provided their contract does not extend beyond 22 years' service. They may also extend in yearly increments up to four years provided again that they stay below the 22-year mark.

For those who are not in the ratings listed above, but who will have completed 20 or more years' active duty at the end of their present obligated service, commanding officers will make sure the personnel concerned meet all stated requirements and are fully qualified professionally and physically for sea duty before extending or reenlisting.

For those who are in the 42 ratings listed, requests to remain on active duty must reach the Bureau of Naval Personnel before 15 February immediately preceding the fiscal year in which their service obligation ends. If, for example, their obligated service expires between 1 Jul 1959 and 30 Jun 1960, a request must reach the Bureau before 15 Feb 1959. If their enlistment expires before 1 Jul 1959, however, they will be permitted to extend their enlistment for one year while their request is being processed.

CPOs will be picked for reten-

F. Mercado, SKSN, USN



"You say your special sea detail is to open the Golden Gate Bridge?"

tion on active duty by a board of officers in the Bureau. The selection will be based on performance, qualifications, and the needs and best interests of the Navy. Men of outstanding performance may expect to be selected for continuation on active duty unless compelling reasons dictate otherwise.

When a CPO is granted approval to remain on active duty past 22 years, he must agree that if he requests and is transferred to the Fleet Reserve, he will remain on active duty as a Fleet Reservist until the expiration of his service contract.

This new instruction does not apply to men in the TAR program.

Conflicting instructions in the *BuPers Manual* and other Bureau directives are held in abeyance by BuPers Inst. 1133.12A. Detailed information may be found in that instruction on the subject.

## 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.

The following directives cover a two-month period.

### Alnavs

No. 43—Announced the convening of selection boards to recommend staff officers on active duty (except TARs) for temporary promotion to lieutenant commander and lieutenant.

No. 44—Announced approval by the President of a selection board which recommended male Marine Corps Reserve officers for temporary promotion to the grade of captain and women officers of the Regular Marine Corps for temporary promotion to the grade of lieutenant colonel.

No. 45—Cancels Alnav 23.

No. 46—In discussion of shipment of household goods, points out that shipment by air must be restricted.

No. 47—Announced approval by the President of selection board recommendations for temporary promotion of male USN and USNR line officers to the grade of lieutenant commander and permanent promotion of women USN officers to the grade of lieutenant commander.

No. 48—Announced approval by the Secretary of the Navy of the selection board that recommended Regular Marine Corps warrant officers for promotion to Chief Warrant Officer W-3 (Permanent); Chief Warrant Officer W-3 (Temporary) and Chief Warrant Officer W-2 (Permanent).

No. 49—Cautioned that great care in driving must be exercised during the holiday season.

No. 50—Stated that initial proficiency pay awards effected 16 Nov 1958 will remain effective until 15 Jan 1960 unless sooner revoked. Paragraph 7(A) of BuPers Inst. 1430.12 will govern all later proficiency pay awards.

No. 51—Extended seasons greetings from Secretary of the Navy.

No. 52—Concerned with details of payment of enlisted personnel transferred from permanent duty station to receiving station for discharge and who reenlist at the RecSta under continuous service provisions.

No. 53—Announced approval by the President of selection boards that recommended USN and USNR line and staff officers for promotion

to lieutenant (line); lieutenant commander Medical Corps, Supply Corps, Civil Engineer Corps, Dental Corps, Medical Service Corps and Nurse Corps; lieutenant Supply Corps, Engineer Corps, Medical Service Corps and Nurse Corps.

### Instructions

No. 1133.12A—Revises instructions for reenlistment or voluntary retention on active duty of personnel who are approaching, completing or exceeding 20 years or more of active service.

No. 1210.6A—Discusses procedures necessary for changing designator codes for USN and USNR officers.

No. 1500.46—Restates the objectives of naval correspondence courses and directs attention to the proper use and conduct of these courses.

No. 1520.16B—Provides information concerning courses of instruction in atomic, biological and chemical warfare defense and passive defense.

No. 1900.2A, Sup 1—Supplements instructions for the preparation and distribution of DD Form 214 (Report of Transfer or Discharge).

No. 1520.70—Announces communications courses conducted by the U. S. Naval School, Communications, Newport, R. I.

No. 2340.1—Provides commands authorized to issue orders a list of approved abbreviated equivalents for certain phrases or sentences.

No. 1000.15—Announces establishment of MIDPAC-WESTPAC Leadership Field Team.

No. 1088.4A—Reissues contents of BuPers Inst. 1088.4 (concerned with the two-telegram system to notify next of kin of death) with certain revisions.

No. 1300.15C—Prescribes length of overseas service for personnel permanently located ashore outside the United States.

No. 1306.58C—Describes procedures relative to the preparation of punch cards used in the assignment of enlisted personnel.

No. 1430.12—Implements proficiency pay program. Includes methods for determining eligibility, information regarding examinations and requalifications, and conditions under which proficiency pay may be revoked.

No. 1560.10B—Sets forth the details of the operation of the Navy's Tuition Aid Program.

No. 1611.6B—Announces instructions and procedures to be used for field naval aviator evaluation boards.

### Notices

No. 1050 (24 October)—Announced Change No. 1 to BuPers Inst. 1050.2B, which is concerned with authority for enlisted personnel of Philippine or Guamanian extraction to return to Guam or the Philippine Islands for reassignment or leave.

No. 1020 (28 October)—Summarized recent changes to *U. S. Navy Uniform Regulations*.

No. 1700 (28 October)—Announced fourth All-Navy comic cartoon contest.

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

No. 1418 (30 October)—Announced that servicewide examinations for advancement in rating to pay grades E-4 through E-9 would be conducted in February.

No. 1000 (6 November)—Forwarded revised lists of programs and opportunities available to naval personnel.

No. 1520 (20 November)—Solicited applications from commissioned officers and midshipmen for Navy sponsorship in the December 1959 Rhodes Scholarship competition.

No. 1700 (5 December)—Announced the 1959 All-Navy photography contest and eighth Inter-Service photography contest.

No. 1710 (8 December)—Announced Change No. 1 to BuPers Inst. 1710.1E, which is concerned with All-Navy and Inter-Service sports championships.

No. 1430 (10 December)—Discussed advancement opportunities for enlisted personnel.

No. 1120 (11 December)—Announced Change No. 2 to BuPers Inst. 1120.29, which is concerned with officer candidate school programs for enlisted personnel on active duty.

No. 1741 (23 December)—Announced the distribution of the *Armed Forces Life Insurance Handbook*, NavPers 15917.

No. 1050 (24 December)—Directed the use of the new Officer Leave Request and Authorization form NavPers 2644.

No. 1220 (24 December)—Made corrections to *Manual of Navy Enlisted Classifications*, NavPers 15105A.

No. 1430 (24 December)—Waived requirement for completion of certain Navy Training Courses.

No. 1430 (24 December)—Announced Change No. 1 to BuPers Inst. 1430.11 which is concerned with advancement to pay grades E-8 and E-9 of USN and USNR men on ACUDU, including TARs.

## Two More Correspondence Courses Off the Presses

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, your division officer will advise you whether the course for which you have applied is suitable to your rate and rating 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 for administration.

Two new Enlisted Correspondence Courses are now available:

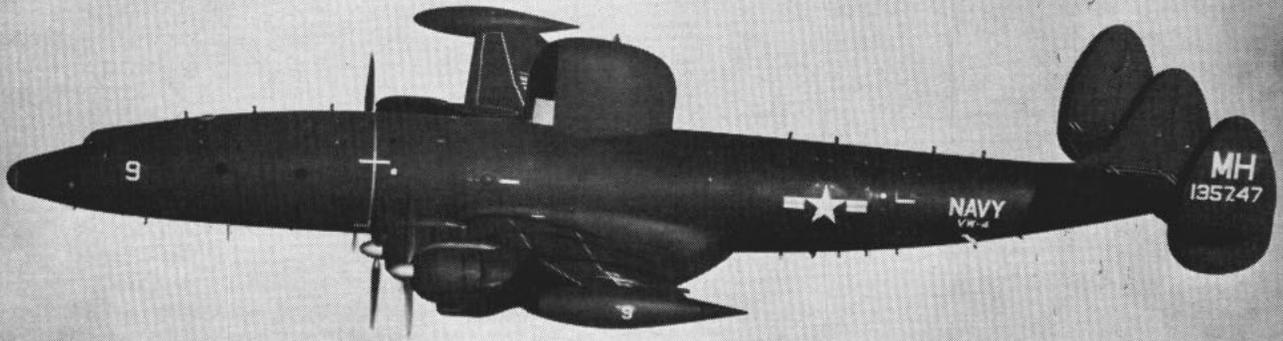
Course	NavPers No.
Military Requirements for PO 1 & C	91207
*Utilities Man 3 & 2	91594-1
* May be retaken for repeat Naval Reserve credit.	

### DISCONTINUED COURSES

Course	NavPers No.
Navy Mail, Vol. 1	91401-2B
General Training Course for Petty Officers	91203-E
Utilities Man 3	91593-D
Utilities Man 2	91594



"Cranch has some kind of notion that the chief is always jumping on him."



# THAR SHE BLOWS!

## NAVY HOUNDS HURRICANES

Hurricanes, like the poor (and the rich), we will always have with us. However, within recent years they have been causing less and less loss of life. Here is a report on the steps taken to harness one of Nature's violent manifestations.

*A hurricane has been informally defined as too much weather all in one spot. It (or baguio, typhoon, cyclone—they all mean the same—tropical cyclone is the general or scientific term) is the most destructive of all storms. For centuries, the skipper of almost any ship, no matter how large or seaworthy, has acted on the sound principle that he who sights and runs away will live to float another day. However, some Navymen do chase hurricanes.*

**S**TORMS have played an important part in the history of sea warfare when, on the day of battle, the ships couldn't run away.

The Greeks (and a storm) won an important victory over the Persians when the storm broke up the Persian fleet off the promontory of Mount Athos in 492 B. C. Dirty weather, as well as Drake, helped defeat the Spanish Armada and then, after the battle, helped destroy what was left of the Spaniards off the coast of Ireland. The Japanese homeland was saved from invasion in 1281 by a "Divine Wind" which shattered a powerful Mongol fleet of Kublai Khan.

Another "divine wind" almost, but not quite, again saved Japan when in December 1944 elements of the U.S. Third Fleet, preparing for the attack on the Philippines, were struck by a typhoon.

Although most of the Fleet was able to escape severe damage, three destroyers, USS *Spence* (DD 512), *Monaghan* (DD 354) and *Hull* (DD 350) were lost and four light carriers, three escort carriers, five destroyers, two escort destroyers, one light cruiser and one Fleet oiler were damaged. A total of 146 airplanes were lost, including eight blown overboard.

**T**HE POWER of the storm was indicated in Admiral Nimitz's report in which he said that the damage represented "a more crippling blow than might be expected in anything less than a major action."

Only those who have lived through such a storm can fully appreciate its strength. Nevertheless, the following remarks from survivors can give some indication: "At about 1130," reported LCDR James A. Marks, commanding officer of *Hull*, "the motor whaleboat was





**WHAT'S UP FRONT**—Flight weather officer checks chart with radar plot to warn pilot of weather ahead.

smashed in at the bow and finally torn clear. Several depth charges were ripped loose from the K guns and were lost overboard. Several of the metal covers of the ammunition ready boxes were ripped completely off the boxes by the wind. The bridge structure itself was under such great strain that I was greatly concerned that it might be torn off the ship.

"By this time, because of high-velocity wind gusts, the ship took several rolls of about 70 degrees. At one time the JOOD was catapulted from the port side of the pilothouse through the air to the upper portion of the starboard side of the pilothouse.

"Shortly after 1200 the ship withstood what I estimated to be the worst punishment any storm could offer. She had rolled about 70 degrees and righted herself just as soon as the wind gust reduced a bit. The wind velocity increased to a point which I estimated at 110 knots. The force laid the ship steadily over on her starboard side and held her down in the water until the seas came flowing into the pilothouse itself. The ship remained over on her starboard side at an angle of 80 degrees or more as the water flooded into her upper structures. I remained on the port wing of the bridge until the water flooded up to me, and I stepped off into the water as the ship rolled over on her way down.

"I could see only a few feet while in the water. The sea was whipped to a froth and the air was full of spray. I felt just like a pea in a pot of boiling water."

**S**PENCE, low on fuel, had been riding very poorly over the huge waves and mountainous swells. By 1100 so much water had seeped into the engine room and fire-rooms that in one lurch a miniature tidal wave doused

the engines. All power was immediately lost. Lights went out and men groped blindly as the ship, unable to move, rolled over 75 degrees.

She tried to right herself, then another wave struck and rolled her over on her side. She continued on over, trapping all the men below.

**J**OSEPH C. MCCRANE, Watertender 2/c, survived to tell how *Monaghan* met her fate.

"We must have taken about seven or eight rolls to the starboard before she went over on her side. When she did go over, some of the fellows tried to get the door open on the port side. It was a difficult job because the wind was holding it and the waves were beating up against it, but they did get it opened and we started out.

"A gunner's mate named Joe Guio, with no thought of his own safety, was standing outside the hatch pulling everybody out. I was about the tenth one.

"As soon as I was standing on the side of the ship I started to blow my life jacket up. I was so nervous I was barely able to do it. The waves were breaking over steadily and were carrying the fellows right off. Some of the men who had been knocked into the sea or who had jumped as soon as we heeled were being pounded to a pulp against the side of the ship.

"Finally a wave came along and knocked me off. When I landed in the water I lost all sense of direction and I was trying to beat my way to the surface. A swell took me up and placed me right on the side of the torpedo tubes. I tried to climb up to the highest point of the ship which, at the time, was the side of the 20mm shield.

"I just about reached it when another wave took me and wrapped me around the antenna. It must have spun me around four times before it threw me loose and out into the sea again."

**H**OW MUCH OF A ROLL can a destroyer take—and survive? Let LCDR Charles R. Calhoun, CO of USS *Dewey* (DD 349), give a little information on the subject:

"We were in constant danger of falling overboard into the sea almost every time the ship rolled to starboard. By this time (1210) our roll had increased to a consistent 65 degrees, and several officers personally witnessed the clinometer needle bang against the stop at 73 degrees, hang there for several seconds—while the ship continued to roll—and then, after a breathless eternity, come back. Competent engineering personnel, including the chief machinist's mate, later reported that the engine room clinometer also rested against its stop (about 75 degrees) on two or three occasions.

"The barometer was still going down—until finally it went completely off the scale, and still kept going.

"It was inconceivable that the ship could continue to take it. On several occasions the lee wing of the bridge dipped under and scooped up solid green water. None of us had ever heard of a ship righting herself from such a roll, but this one did."

The escort carrier USS *Altamaha* (CVE 6), running before the storm, yawed, rolled heavily and was in danger of being pooped by the following sea. Speed was increased in the hope that steering would be less difficult. This meant long surfing runs down the swells with tremendous rolls at the end when the ship was brought to a slight pause in the trough. The cycle would

then start again when the next swell picked up the carrier like a giant surfboard and pushed it forward. In the valley between the seas the ship would roll heavily, while the men topside could look *up* at the sea.

**T**HE ABOVE ACCOUNT should be sufficient to give some idea of the power of a hurricane.

Hurricanes form over all tropical oceans except the South Atlantic. West Indian hurricanes, which affect the Gulf and Atlantic coasts of the United States, for example, originate in two principal regions. One of these is the southeastern portion of the North Atlantic, near and south of the Cape Verde Islands; the other, the Caribbean Sea and Gulf of Mexico.

A fully developed hurricane consists of a well-defined area, more or less circular in shape, throughout which the atmospheric pressure diminishes rapidly on all sides toward the center. Within this area, winds blow with great force although the center itself—the "eye" and the point of lowest pressure—is a region seldom more than 10 or 20 miles in diameter in which calm or light airs prevail.

When hurricanes reach their full strength, winds of more than 150 miles per hour, and gusts as high as 186 mph, have been recorded. It has been estimated that velocities up to 250 mph have occurred. (It can only be estimated because any anemometer available has carried away long before this force has been reached.)

In spite of the high speed of the winds which rotate about the center, the forward movement of a hurricane is usually less than 12 miles an hour, especially during its early stages. As it moves northward out of the tropi-

cal waters, in which it originates, its forward speed usually increases.

The area of destructive winds varies considerably. The width may be as small as 25 miles, but has been known to extend as much as 500 miles.

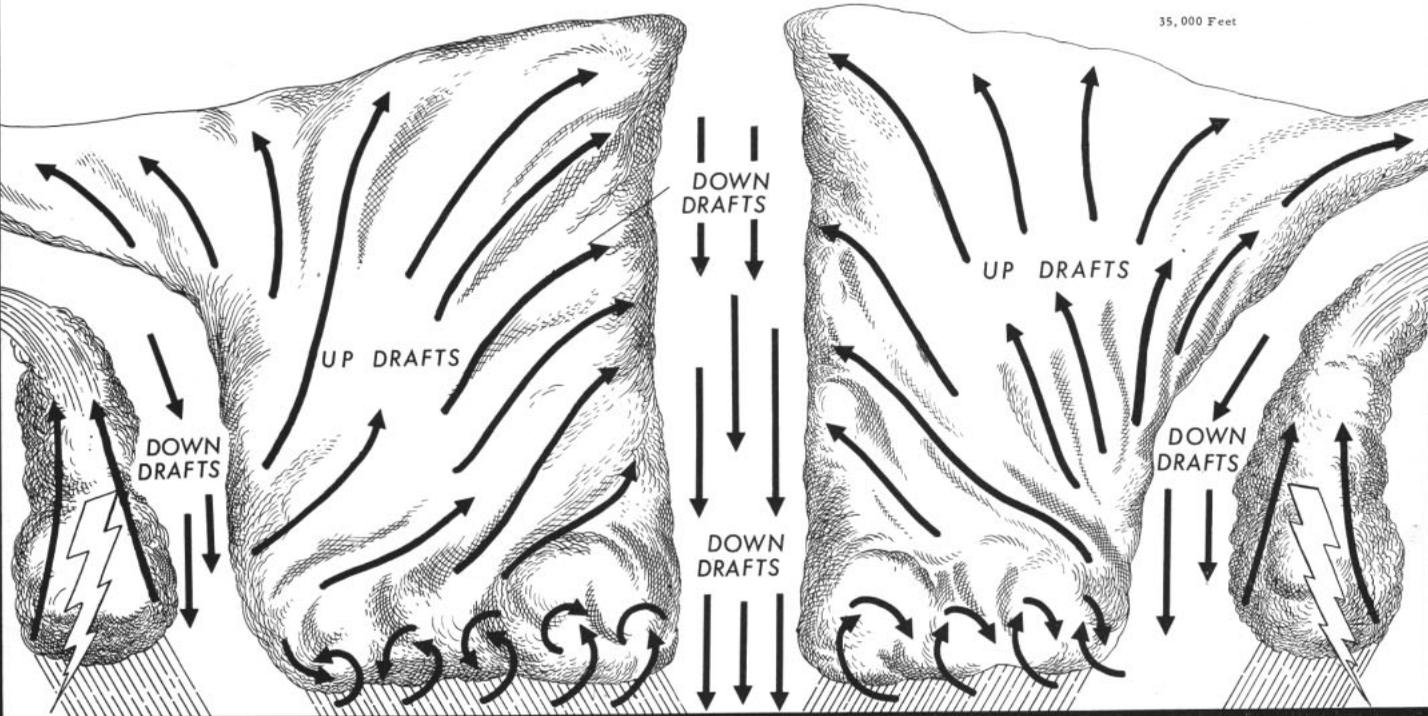
Heavy rains and clouds are present and there may be thunder and lightning. In the northern hemisphere, the winds blow counterclockwise; in the southern, clockwise.

As a hurricane moves at a relatively slow pace, it would seem that a ship should have little difficulty in avoiding it. This is quite true, of course, if the navigator is warned in sufficient time to run out of its path. (It might be well to mention here that the Third Fleet was caught in its disastrous storm because the typhoon zigged when it was reasonably assumed it would zag.)

**A**DEQUATE WARNING is the main reason for the existence of the Joint Hurricane Warning Service. Originally established in Miami, Fla., in 1943 by the Army, Navy and the Weather Bureau, it was then called the Miami Joint Hurricane Central. Army personnel worked at the Weather Bureau, while the Navy operated its Hurricane Weather Central at NAS Miami.

At the present time, the Service combines the efforts of the Weather Bureau, the Civil Aeronautics Administration, the Navy and the Air Force to provide advisories and warnings of hurricanes and tropical storms.

The Navy's contribution includes the Fleet Hurricane Forecast Facility at Miami, the weather reports of its ships at sea, and the Hurricane Hunter Squadron (VW-4), which is based at NAS Jacksonville. The Facility is charged with the direction of the activities



	25 miles	20 miles	50 Miles	30 miles	30 Miles
<b>CONVECTIVE RINGS</b>	<b>SUBSIDENCE AREA</b>	<b>STORM EDGE</b>	<b>AREA OF MODERATION</b>	<b>MOST TREACHEROUS REGION</b>	<b>"EYE"</b>
Bands of thunderstorms surrounding the body of the hurricane	Wind from 15 to 25 mph Scattered low clouds with overcast above	Sudden wind increase to 50 mph Little turbulence Intermittent rain Clouds lowering from 2000 to 500 ft.	Wind increasing from 50 mph Moderate turbulence Moderate rain Ceiling 800 ft. Inconsistent visibility Well defined sea swell	Wind over 100 mph Severe turbulence Horizontal sheets of heavy rain Ceiling zero Visibility zero Water appears flat owing to sheets of spray blown from whitecaps	Very light wind No rain Fewer clouds (often patches of clear sky) Very hot Very moist High and confused sea

**EACH HURRICANE IS AN INDIVIDUAL, THEREFORE THIS DIAGRAM CAN ONLY BE CONSIDERED A CONCEPTION OF THE AVERAGE CASE**

**NOTE:**  
**ALTITUDE SCALE IS EXTREMELY EXAGGERATED**



**PASSING THE WORD**—Plane commander of Hurricane Hunter has complex communications system at finger tips.

of the squadron's planes and with the analysis of data collected, forecasting, and warnings to Navy ships at sea and to Navy shore installations. The Facility also performs research on tropical storm phenomena.

**T**HROUGH THE Joint Hurricane Warning Service, information is gathered through communications networks from island stations, ships at sea, commercial aircraft and military weather reconnaissance units. Navy and Weather Bureau meteorologists produce a coordinated warning of the development of tropical storms, their intensity and movement.

Before the days of the Service, for every ten million dollars property damage caused by tropical cyclones in the United States, about 400 people lost their lives. Today, that figure has been reduced to about two to four lives for the same amount of damage.

The Hurricane Hunter Squadron has been performing aerial hurricane reconnaissance since 1943. Various Navy aircraft squadrons have been assigned to this job and

**HERE WE ARE**—A navigator on board a *Super Connie* on hurricane patrol checks plane's position by LORAN.



through the years many different types of aircraft have been used. Patrol bombers, seaplanes, radar reconnaissance planes, antisubmarine warfare aircraft, and even jet and propeller fighter planes have flown into hurricanes to collect weather information. Volumes of tropical weather information have been collected through these flights; but of more immediate concern, early warning of the approach of destructive storms has been provided.

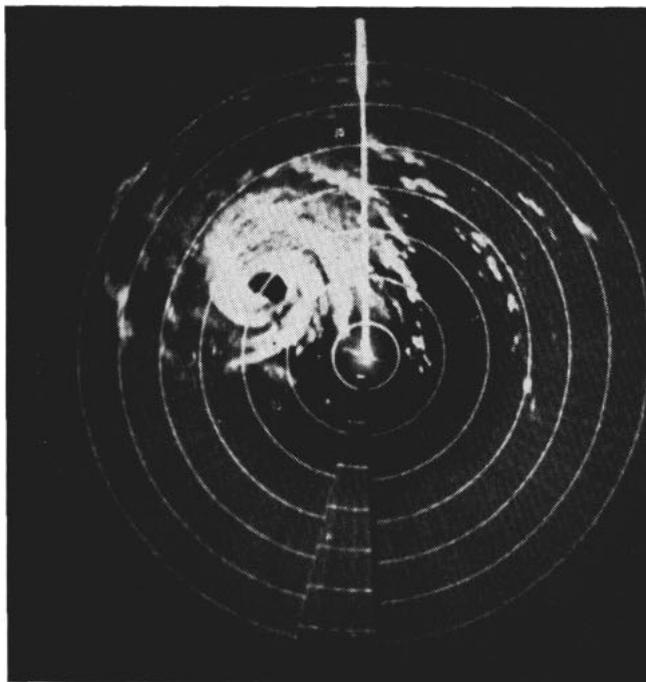
VW-4 provides early warning for the continental United States and for Navy Fleet units. This squadron has provided aerial hurricane reconnaissance since 1953 and is the seventh Navy aircraft squadron since 1943 to be assigned this mission.

**T**HE FORERUNNER of VW-4 was Navy Weather Squadron Two (VJ-2). This squadron was based at NAS Jacksonville during the 1952 hurricane season. Before 1952, the hurricane hunters operated out of Masters Field, Miami, as Patrol Squadron Twenty-three (VP-23). The first hurricane hunting squadron was Navy Patrol Bomber Squadron 114 (VPB-114). This was stationed in Miami and flew hurricane reconnaissance flights in 1945 in the World War II patrol bomber, the PB4Y *Privateer*. Before this time, the Navy used aircraft from various naval activities in the Caribbean and Gulf of Mexico areas. The first aircraft used were PBM *Mariner* flying boats.

Techniques have improved greatly during the years. To VP-23, which operated out of Miami from 1949 through 1951, must go the credit for the development of the low-level penetration technique begun in 1952.

Using this method, reconnaissance is performed at an altitude of 300 to 500 feet, and penetration into the eye of the hurricane is also made at this level. Although this is considered to be the most dangerous type of flying in the world, only one plane has been lost since the Service was founded. In 1955 one of VW-4 planes, a P2V *Neptune*, was lost with all hands in the Carib-

**CAUGHT**—Hurricane is photographed on radarscope of Navy WV *Super Constellation* during storm track-down.



bean Sea while penetrating the eye of a hurricane.

No formal training is conducted for prospective hurricane hunters. Pilots and other personnel are assigned to VW-4 just as they are to any other squadron. They are taught the techniques of storm reconnaissance within the unit.

**S**INCE 1957, when the Squadron's P2Vs were withdrawn, WV-3 *Super Constellations* have been used exclusively for reconnaissance. Adoption of the *Constellation* marks the beginning of a phase in which more emphasis is laid on electronics.

When the P2Vs were used, they could—and did—penetrate storms as low as 300 feet above the water. The size of the *Super Connie* makes such low-level penetration impractical, but the plane's greater operating range, superior radar and advanced weather equipment compensate for the difference.

The *Constellation*, with a crew of 25 officers and whitehats, is capable of flights as long as 18 hours with a cruising speed of 240 miles per hour.

The "Weather Station" of the aircraft is located in the rear portion of the radar spaces. This station is equipped with specially adapted airborne weather instruments as well as communications equipment, a wire recorder, and an installation for dropping meteorological instruments by parachute.

**A** RECONNAISSANCE CREW is divided into three distinct teams: *basic flight*, *weather* and *radar*.

The flight team includes the pilot, two co-pilots, a non-pilot navigator, two co-pilot navigators, two flight engineers, two radiomen and two electricians. The weather team is made up of the flight aerologist or weather officer and his assistant, and two aerographer's mates. The CIC officer, two assistant CIC officers, four air controllers and two electronic technicians form the radar team.

The flight aerologist is a qualified meteorological officer who has either received formal training in meteorology at the U. S. Naval Postgraduate School at Monterey, Calif., or he is an LDO aerology officer who has obtained a great deal of practical experience and training in meteorology as an aerographer's mate.

No matter what his origin, upon joining the squadron, an aerologist must complete a VW-4 syllabus based upon tropical meteorology and hurricanes.

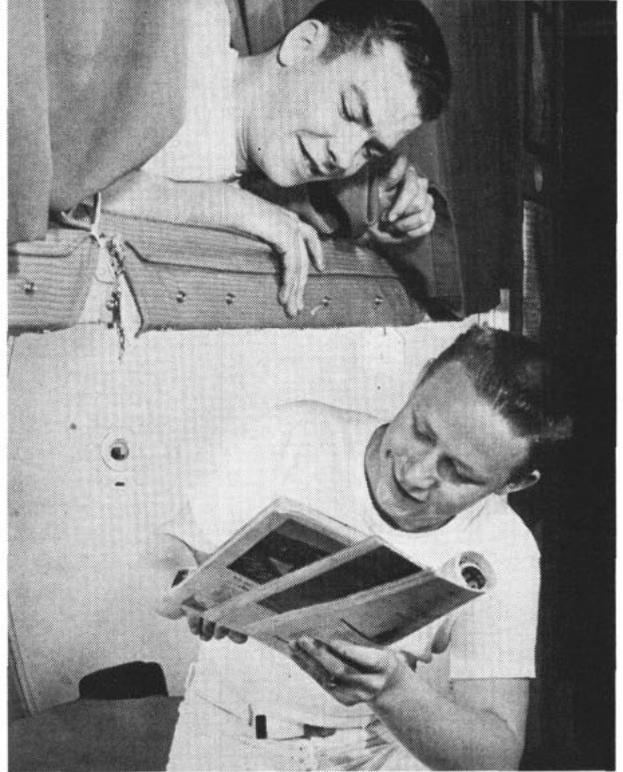
**R** ECONNAISSANCE of hurricane "Helene" in 1958 offers a good picture of the Squadron's routine.

Aircraft from the Squadron had the storm under surveillance during 123 of the 132 hours between the time it was first detected and at the time it no longer posed a threat to the United States land areas. While maintaining this vigil, 194 weather messages were sent out by radio, 103 storm center fixes were made and 28 dropsondes were released.

These facts provided the Joint Hurricane Center in Miami with data which permitted timely warnings to all areas threatened by Helene. The Squadron kept the hurricane under close surveillance as it spiraled up the Atlantic coast toward Cape Hatteras.

Squadron aircraft were meanwhile keeping an eye on yet another hurricane, Ilsa, which was born while Helene was still active. It was located some 1100 miles southeast of Helene's position and required the Squadron to divide its efforts to keep an eye on both.

FEBRUARY 1959



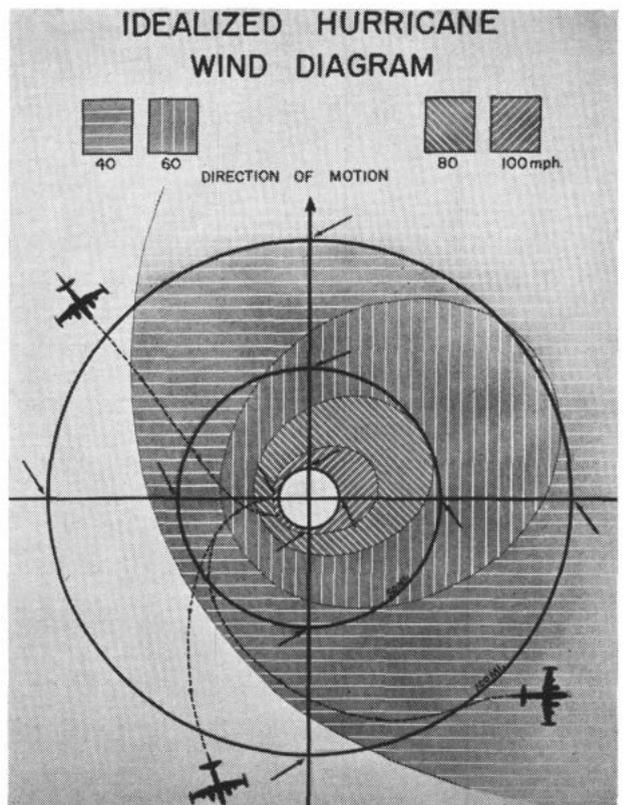
TIME OUT—Crew members on normal 14-to-18-hour recon flight relax in their airborne bunks while off duty.

During the afternoon and night of September 27, while Helene threatened the North Carolina coastline, a plane spent seven continuous hours in the eye of the storm, sending reports of the hurricane until it finally cleared Cape Hatteras and moved out to sea.

Informed that Ilsa presented no threat to the east coast of the U. S., the Squadron turned its attention to the season's tenth tropical storm, Janice.

The Hurricane Hunters, as you can see, really look out for the ladies, and they're quite adept at it.

LOOKING DOWN—Chart made through studies of hurricanes shows what makes nature's big wind storms.



# TAFFRAIL TALK

WE ARE PLEASED to announce that our respected and erudite opposite number in the Royal Canadian Navy, *The Crow- nest*, also has its problems. Seems that the editors finally confessed complete mystification as to the significance of a pennant—a black battle-axe on a yellow background—reported to be seen flying from *HMCS Ottawa*. They finally learned it was flown only when relatives, particularly wives, were embarked. In much the same category, we suspect, as our own Navy's What-the-Hell pennant.

★ ★ ★

We know better, but we like to live dangerously. Thus, we report with some trepidation, the claim of *uss Bryce Canyon* (AD 36) to have on board the youngest PO1 in the Navy. He's 20-year-old Bobby Bolen, an EM1, who, says *Bryce*, has risen just about as high as any enlisted man can on a minority cruise.

★ ★ ★

*uss Essex* (CVA 9) wants to know:

- What ship of recent era (within the last 50 years, say) holds the record for time at sea without returning to home port? This applies only to peacetime, not war periods.
- Does the *Essex's* mark of steaming 53,000 miles in seven and one-half months approach the peacetime record?
- Does *Essex's* mark of serving with three Fleets—Second, Sixth and Seventh—in an eight-month period, approach any peacetime record?

Frankly, we haven't the slightest idea.

★ ★ ★

Just as we were about to end this series of profound profundities on the above note, our Editor-in-Charge-of-Fascinating-Statistics ruined our day by a follow-up account on last month's report about *uss Roanoke* (CL 145):

She travelled 46,058.12 miles in a six-month period and, in doing so, consumed 5,103,901 gallons of fuel oil which, says our EICOFs, would be more than enough to make a stream of fuel one foot deep and one foot wide 129 miles long; consumed 8,487,019 gallons of water which, he says, is enough to flood a city street one foot deep for three miles. (These are his figures, not ours. Don't ask us how wide the street was. Ask him.)

He also insisted on telling us—as if we didn't have problems of our own—that 3423 pounds of soap powder was used, enough to scrub down 79 acres of bulkheads, overheads and decks; 2075 packages of paper towels, enough to supply a family of four for 25 years. (Not our family! Remind us to ask him someday how he comes up with these weird "enough to" figures.)

We left him whimpering with delight as he pored through the records of the ship's C&SS. He was trying to determine the significance of the sales of the 80,000 candy bars, 150,000 cokes, 50,000 milk shakes, 2500 rolls of film and 46,000 razor blades during the cruise. At last report, he was seen smoking cigars at a furious rate in an attempt to discover how long it would take to consume 40,000 of them. We'll let you know how he makes out.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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### • AT RIGHT: LUCE LAUNCHED—

► Navy's newest guided missile frigate, *Luce* (DLG 7), goes down the ways after launching ceremonies. She is equipped with the latest in missile fire power to provide antisubmarine and anti-aircraft protection.



# TRIBUTE



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