

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

APRIL 1949



WET WASH



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1949

Navpers-O

NUMBER 386

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN

The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

| | Page |
|--|------|
| Scientists Study Airstream's Effect on Man..... | 2 |
| Salt and Spice Flavor Sea Chanties..... | 5 |
| The Word | 6 |
| Exercises in Cold Weather..... | 8 |
| Ships, Planes and Men Tested in Maneuvers..... | 10 |
| Gunners Keep Up with the Technical Navy..... | 12 |
| Fitness and Fun..... | 16 |
| Navy Sports Roundup..... | 18 |
| Sea, Air and Land Transportation in Reserve..... | 20 |
| Volcano Sleuths | 24 |
| Hot Poppas Learn New Fire Fighting Methods.... | 27 |
| Letters to the Editor..... | 28 |
| The Battle of the Bubble..... | 31 |
| Today's Navy | 32 |
| Servicescope: Army and Air Force Affairs..... | 40 |
| Bulletin Board | 42 |
| How You Stand on SDEL..... | 42 |
| All-Navy Photo Contest..... | 44 |
| Legislative Roundup | 47 |
| Word on Recruiting Duty..... | 48 |
| Essay Contest for EMs..... | 52 |
| Precedence in Ratings..... | 54 |
| Directives in Brief..... | 55 |
| Decorations and Citations..... | 56 |
| Books: Characters, Locales Varied..... | 58 |
| Book Supplement: Arctic Ordeal | 59 |
| Taffrail Talk | 64 |

• FRONT COVER: Typical of Wave recruits at the Naval Training Center, Great Lakes, Ill., is this group of happy faces.—*All Hands* photo by Duke McEleny.

• AT LEFT: During operations the towing cable has been passed from the carrier USS *Leyte* (CV 32) to the destroyer USS *Massey* (DD 778) and along with other lines will help keep the ships close together to prevent parting of the fuel hose.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 10, upper, AP; pp. 12-15, by K. E. Rolph, PH3, USN; p. 23, *San Francisco Call-Bulletin*; p. 63, *Our Lost Explorers*.

AIRSTREAM:

JET aircraft, flying saucers and what have you hold little pre-eminence over the human race in matters of speed. For all practical purposes, man has gone sailing through the air at 457 miles an hour.

Man alone, that is—minus the customary accoutrement of a plane around him to protect his not-so-tender-as-you-might-think hide.

Although air streams of that velocity are strong enough to push any man's nose to one side and to flap his cheeks like a commission pennant in a March breeze, facial skin is known to withstand this force safely in carefully performed scientific studies at Langley Field, Va., in 1946.

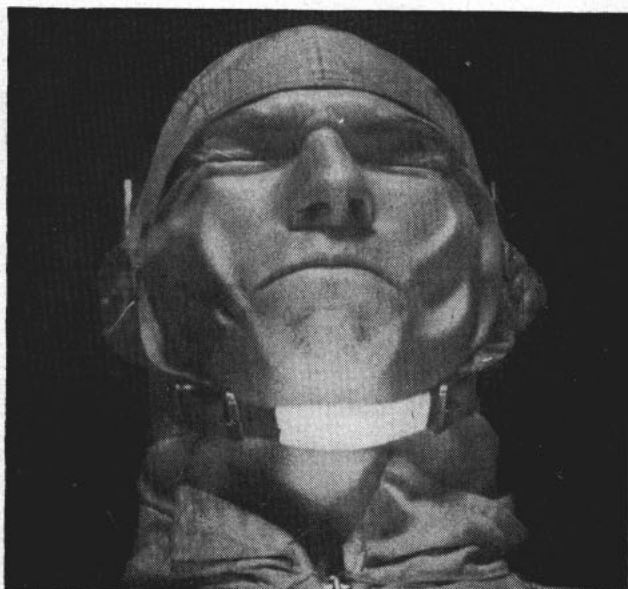
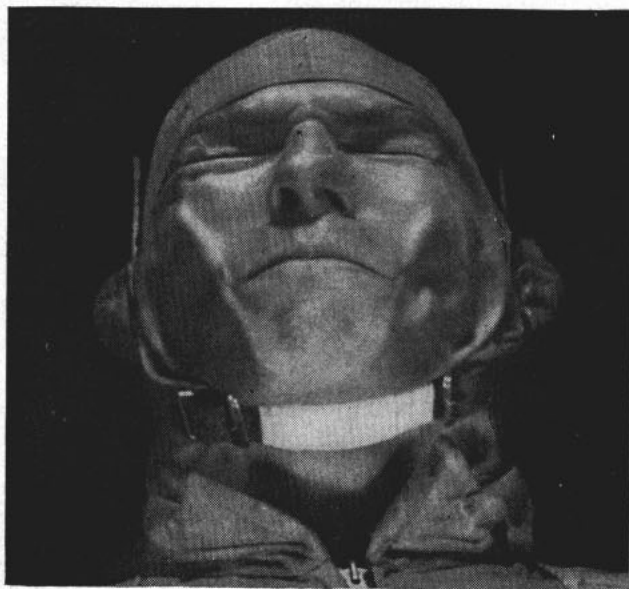
Such machine-made things as cloth helmets and dungaree clothing fared less well, however, for they were prone to tear at the seams and rip back.

Actually, the two men who volunteered as test subjects for the research were seated stationary in a wind tunnel while air streams of gradually increasing velocity moved at and around them. The findings of this research are contributing greatly toward solving one of aviation's most critical problems—the development of safe methods and equipment for bail-

Publications reprinting this article are requested to carry the following credit line: "Reprinted from ALL HANDS Magazine, the Bureau of Naval Personnel Information Bulletin."



CLAMPING eyes and mouth tightly shut, a volunteer is exposed to 196 mph airstream during carefully conducted scientific studies at Langley Field, Va.



MARKED flapping of skin at tunnel speeds of 338 mph (left) and 380 mph (right) was declared 'not uncomfortable.'

Scientists Study Its Varied Effects on Man

ing out of a plane traveling at near-supersonic speeds.

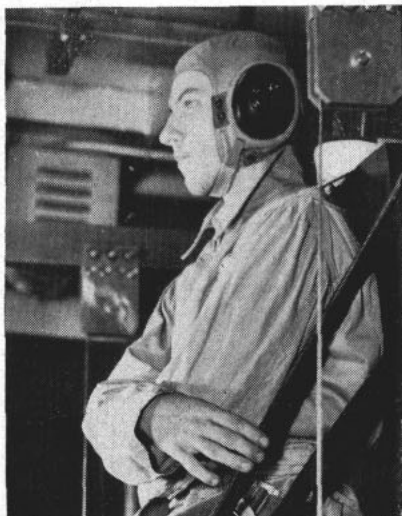
Scientific data was recorded by instruments of all kinds, the most spectacular of which were photos of the subject's faces. Recognizable features quickly lost their shape under wind pressures above 200 miles an hour—and just as quickly returned to normal out of the air stream.

Other data, collected in preliminary tests on wooden dummies, showed that wind velocities inside the tunnel were considerably less than "local velocities" of air streams playing across the face.

Studies of wind effects on humans occupied German scientists as early as 1940, when subjects were exposed to velocities of 89 to 157 miles an hour in a wind tunnel. Later investigations were performed by the same scientist at speeds up to 311 miles an hour by having the subject suddenly stand erect in a diving Junkers 87 aircraft.

Even at these low speeds bailing out difficulties were likely to be encountered, the Germans found. Wind velocities of 150 miles an hour swept goggles from the subject's face, at 217 the oxygen mask was whisked away, and at 249 the bailout oxygen mouthpiece was twisted out of the mouth and carried away.

All of this and subsequent German research information had been carefully studied by U. S. scientists of the National Advisory Commission for



FOLLOWING exposure, subject describes novel sensations to Navy and NACA scientists for their records.

Aeronautics at the Langley Field laboratory before they commenced their own studies in October, 1946 in collaboration with the Naval Medical Research Institute.

Special care was taken to eliminate all possible hazards. The wind tunnel's interior was wiped and cleaned as never before and an elaborate filter was installed to remove even the smallest dust particles. Preliminary tests on guinea pigs and a wooden dummy rigged with sensitive instruments showed the scientists what to expect

and how far they could carry their research in safety.

Langley Field's eight-foot, high-speed wind tunnel, driven by a 36-blade fan and requiring nearly 16,000 horsepower at high speeds, was used for the studies.

No special protective gear such as goggles or masks were worn by either of the two volunteers—O. E. Payne and G. L. Dillon, both seamen second class at the time.

Exposure to the wind stream was limited to two seconds at each speed except for the last two trials at 436 and 457 miles an hour, when exposure was lowered to one second. The tests covered three days, with the total time of actual exposure amounting to 76 seconds.

Flapping of the cheeks began for one subject at 131 miles an hour and at 165 for the second, thinner-faced volunteer. They declared the novel sensation was not uncomfortable.

Tunnel velocities began at 200 on the following day and increased to 414 miles an hour in a series of 25 exposures. At 270 miles an hour, flapping and folding of loose facial tissue heightened but neither subject found it painful.

When one volunteer had difficulty in keeping his eyelids closed at 338 miles an hour, the equipment was altered to allow tilting of the head slightly downward to close lids.

Only two tests were held on the



NOSE is pushed to one side by force of 414 mph airstream (left). Subject's cheeks distend at 457 mph (right).



VICKEY, mascot first class, was given a meritorious citation at captain's mast upon being detached from *Iowa* after almost six years' service.

Dog One of Last Plank-Owners to Leave Iowa

One of the last plank-owners to leave the battleship USS *Iowa* (BB 61), now being inactivated at the San Francisco Naval Shipyard, was Vickey—mascot, first class.

Vickey—for Victory—is a "Hawaiian poi dog." He reported aboard *Iowa* in February 1943 and served

aboard her continuously for almost six years. Upon being detached he was given a meritorious citation at captain's mast and was "piped over the side" in the best traditional manner.

While serving in the Navy, Vickey earned seven battle stars on his Asiatic-Pacific ribbon, two stars on his Philippine Liberation ribbon, a commendation for being the first American dog to set foot on Japanese soil, besides a plank-owner's trophy and a shellback certificate. On the negative side of the ledger, his record lists a deplorable number of misdemeanors, which have earned him a great deal of restriction and at least one reduction in rating.

Vickey's uniform consists of a blue jumper on which he wears all his decorations, as well as his rating badge—when he rates one.

Upon being detached from *Iowa*, Vickey was ordered to the destroyer USS *Rupertus* (DD 851) for duty with flag allowance, ComDesDiv 152. Destroyer duty will be for transportation only, after which he will serve ashore in Hawaii.



FAITHFUL mascot Vickey poses in all his glory on the special rack built for him by his shipmates.

third and last day, at exposures of 436 and 457 miles an hour. Scientists found that the air streams moving at those high speeds generated much heat inside the wind tunnel and caused light chafing of one volunteer's chin on his helmet strap. For these reasons the tests were concluded.

At the top speed of 457 miles an hour, scientists estimated, local wind velocities on the face were about 720 miles an hour. Instruments on the wooden dummy had acquainted them with the fact that high local velocities occur in any region where the wind stream must pass over a curved area of the face.

Effects of the wind stream on clothing and gear were in many ways more pronounced than on the subject. Even at low speeds, loose clothing flapped and fluttered violently. The helmet and chin strap needed constant readjustment, and the helmet's seams began to tear during exposures to 400-mile-an-hour winds.

The NACA scientists disagreed with the German assertion that the head and face can be exposed to forces of wind velocities of 500 miles an hour, pointing out that Langley Field test speeds up to 457 miles an hour were safely tolerated only through the extreme care and the advantageous conditions possible in the laboratory but not in practice.

Under actual conditions, such precautionary measures as tying down loose ends of the safety harness, firmly securing the chin strap and making sure to face only into the direct wind could be easily overlooked by pilots bailing out under an emergency.

Besides, there was the matter of increased local velocities. Perhaps the Germans were not aware of the fact, but the NACA scientists knew well enough from their wooden dummy tests that wind speeds of over 500 miles an hour would produce terrific local velocities over curved facial areas.

For instance, at 522 miles an hour tunnel speed, instruments recorded local speeds of 654, 716 and 869 miles an hour on the dummy's forehead.

Inadequate and inaccurate, the German information was the only available until the Langley Field tests were completed.

Meanwhile at Philadelphia, where the Navy's ejection seat for bailouts is being developed, aviation medical specialists are incorporating into their gear a special headrest and face covering, the necessity of which is confirmed by the Langley Field findings.

Salt and Spice Flavor Old Sea Chanteys

SEA chanteys, once a very important part of a sailing man's life, have drifted on over the horizon to take their place with other romantic memories of the nautical past.

It was the practice, in those early days when American sailing ships still plowed the seas, for sailors to add spirit to their work or leisure with a song. These songs, called chanteys (pronounced shanties), had in every line of verse and in every bar of music that distinctive flavor of seafaring.

These songs of the sea were sung often in the days of sail but are seldom heard now. They were used primarily by our sea-wise predecessors to lighten and unify work on board ship. Occasionally, instrumental accompaniment from a fiddle or accordion was played by one of the crew.

For work there used to be three kinds of chanteys—single pull (or drag), double pull, and capstan. The first was used where tremendous effort was required. Single drags—with a breathing spell now and then—were all that could be rightly expected of men hauling on a main sheet.

Hauling on the bowline had a single pull chantey called *Haul On The Bowline*. One of the oldest of the short-drag chanteys, it was a slow, dignified song that ended abruptly as the men fell back with the line. The pull came either on or directly after the word "haul."

Double pull chanteys were used for the longer pulls, like mastheading the topsails, or once in a while, the gallant sails. The chanteyman would sing a line of verse and the men would pull a couple of times on each bit of the chorus. For instance, in *Blow, Boys, Blow*, the chanteyman sang "A Yankee ship came down the river." The chorus would reply, "Blow, boys, blow." Then the chanteyman would sing, "A Yankee, ship with a Yankee skipper," and the chorus would finish off the verse with, "Blow my bully boys, blow," the emphasis and pull being on the words "blow" in the chorus.

Blow, Boys, Blow had many varied verses but the more fantastic ones often dealt with the bill of fare which is said to have consisted of mosquito's heart and sandfly's liver among other unpalatable ingredients.

Every group of singers had a chanteyman—or soloist—who was normally the physical leader of the group. As soloist, it was his prerogative to improvise whenever he desired. A good chanteyman made up his lines as he

went along but the choruses always remained the same.

The chanteyman with originality and a reputation to maintain never repeated the same line twice. If his chantey came to an end before the job was finished he would draw on a stock of reserve verses that would describe the work then under way. These verses were common property of chanteymen and were used constantly whenever the situation arose and it became necessary to piece out a chantey.

Capstan chanteys were timed to the rhythm of the steady tread around the capstan. They were sung when operating most shipboard mechanical aids and the structure of the verses was generally quite elaborate.

Away For Rio was the most popular and the tunes *Marching Through Georgia* and *John Brown's Body* are known to have contributed greatly to the hoisting of many an anchor. In a capstan chantey the chanteyman would start the chantey with one line of verse. Before he had sung the last word of the line, the other men would cut in with the chorus. Then before the chorus had come to an end, the chanteyman would interrupt and repeat the line of verse. This procedure would continue until the anchor was up.

Not all chanties dealt with work alone. Often they were just songs of leisure, story ballads that followed the pattern of the popular songs ashore. They were referred to as foc'sle songs as they were sung in the crews' quarters, located then in the forward part of the ship.

Foc'sle chanteys often deplored hard work, bad food and cruel treatment. Some were about women and some about ships. Others centered around battles and sobriety, or the lack of it. But for all their rowdiness and occasional use of profanity, the old chanteys aptly described the picturesque life of wooden-ship sailors.

Harbors no longer echo with *The Sacramento* while men march around capstans. No longer will yards rise flapping to the tune of *Reuben Ranzo*. Gone also are the times when the chantey *Paddy Doyle* would help bleeding hands to furl salt soaked canvas as a ship went plunging through a Hatteras night.

The chantey went out with the full-rigged sailing ship and the introduction of steam. There became little practical use for either as steam did most of the work. Occasionally, however, men still gather to sing one of those lusty songs of the sea.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **DESIGNATORS** — Enlisted personnel who have attained a special qualification or received special training will be identified in official records by an "enlisted designator."

The designator will be entered on each page 9 and 9Y of the service record, transfer orders and official correspondence concerning the person by name, prepared subsequent to assignment. It will follow the rate in parentheses. Examples: ENC (SS); AD1 (AP).

Designators approved for use by BuPers Circ. Ltr. 5-49 (NDB, 15 Jan 1949) are: Qualified in submarines

(SS); qualified in lighter-than-air (LA); qualified as aviation pilot (AP); qualified as diver (DV); qualified in submarines limited (SG); qualified for submarine instruction (SP). The latter two designators, (SG) and (SP), are limited to inactive Naval Reserve personnel.

● **REVISED FORM**—NavPers 339, the form used for acceptance and oath of office in the case of officers accepting new appointments, was revised by the Bureau of Naval Personnel and is now available for issue at all district publications and printing offices.

Ship Broadcasts Music, News from Its Own Studio

Something comparatively new in entertainment was introduced by USS *Boxer* (CV 21). It came in the form of music—originated from the ship's own broadcasting studio.

Station BOXR, as it is called, began regularly scheduled programs as the ship got under way to Alaska. Under the direction of Lieutenant Commander W. L. McBlain, ChC, USN, a good many man-hours of planning, procuring and work preceded the opening date.

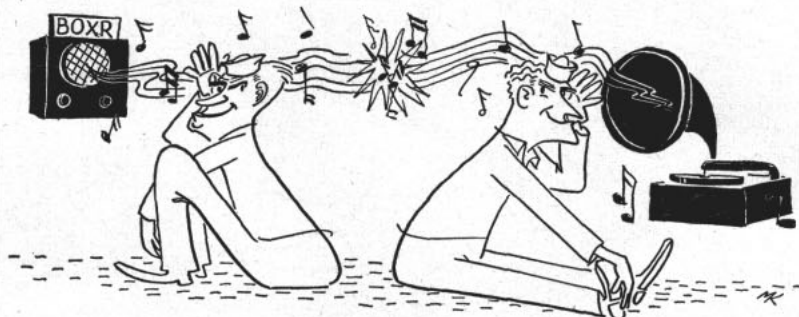
Tucked away in a small two-section compartment, the miniature station contains many of the facilities used in modern studios. With a sound-proof direct broadcast room, a control booth, turn-tables and a boastful assortment of records, the station can produce programs almost comparable to professional standards.

Regularly included in the reveille

to taps broadcasts are programs of the disc jockey variety to the classics. "Hillbilly tunes," says Dale Farfield, AA, USN, "are taking top billing on the BOXR hit parade." Top ranking radio personalities as Bob Hope and Jack Benny are heard on V-discs.

Although up and coming in popularity, the new station has met stiff opposition in gaining complete interest of the listening audience. A short time ago 40 record players were purchased through the Welfare Fund and installed in the crew's quarters. A neck-and-neck struggle now exists between the phonographs and BOXR for high points on the popularity poll.

"There is one pleasing quality that favors both outfits," says station manager Robert W. Larroque, SN, USN. "No commercials."—Robert F. Caskey, JOSN, USN.



● **OCEANOGRAPHY COURSE**—Permanently commissioned line officers of the Regular Navy originally commissioned between June 1940 and June 1944, inclusive, may apply for a postgraduate course in oceanography.

The course will be conducted at Scripps Institution of Oceanography, University of California, commencing in September 1949. It will be two semesters in length followed by three months' instruction at the Hydrographic Office, Washington, D. C.

Naval Academy graduates or officers who have completed a baccalaureate major in either physics, mathematics, meteorology, geology, chemistry, engineering, or the equivalent are eligible to apply. Officers desiring academic postgraduate credits toward a master's degree must have a reading knowledge of at least one foreign language.

All applications must be accompanied by signed agreements not to resign during the curriculum and to serve three years in the naval service after the completion of studies. Interested officers should submit applications via official channels to reach the Chief of Naval Personnel (Attn: Pers-311E2) prior to 1 May 1949.

● **NO TAX REFUND**—The Commissioner of Internal Revenue has ruled that enlisted personnel serving in temporary commissioned status under authority of Public Law 188, 77th Congress, between 31 Dec 1942 and 1 Jan 1949 were entitled to a Federal income tax exclusion of no more than \$1,500 of their annual service pay. They were not entitled to the total exclusion of service pay allowed enlisted men.

Several persons of this category are reported to have applied for refund of income taxes paid during war years on the belief that the law which allowed them to serve as temporary commissioned or commissioned warrant officers also provided that they were still eligible for tax exemption of total pay under the section which specified that their rights and benefits as enlisted men were not lost or abridged by their acceptance of commissions or warrants.

Under these circumstances, the Commissioner states, the person receives no pay as an enlisted man. Pay and allowances actually received relate solely to the commissioned rank or grade in which he was temporarily serving.

The ruling further states that "this

Guantanamo City Will Be Only Liberty Port in Area

Guantanamo City, Cuba, will be the sole foreign liberty area for personnel of the Naval Operating Base, Guantanamo Bay, and visiting ships of the Fleet due to inadequate recreational facilities in the smaller communities.

The announcement was made by Admiral Louis E. Denfeld, USN, Chief of Naval Operations. Admiral Denfeld stated, "We want men of the fleet to become acquainted with the people of our sister republic under the most favorable conditions to both visitor and hosts. The recreational facilities of the Naval Operating Base, Guantanamo Bay, are among the best. However, the men want to see something of the life of the country and the Navy, in cooperation with the Cuban Government, want to help them to do so."

law does not, as contended, specifically exempt 'enlisted men' as such from the payment of income taxes. The tax exemption is granted not on the basis of the individual's status as an enlisted man but according to the service for which the pay is received." The law prohibits payment for service as an enlisted man in cases where the individual accepts a temporary commission and serves thereunder, and therefore no right with respect to an enlisted man's exemption arises in such cases.

Accordingly, during the period from 31 Dec 1942 to 1 Jan 1949 persons in active service as commissioned officers or commissioned warrant officers were entitled to only \$1,500 exemption for the taxable year.

● **STRATEGY-TACTICS** — A booklet called the Naval War College Correspondence Course Strategy and Tactics Information Pamphlet is available upon request to the Naval War College.

This pamphlet gives detailed information about the revised Naval War College Correspondence Course in Strategy and Tactics.

Those wishing to obtain the pamphlet should get in touch with the Department of Correspondence Courses, Naval War College, Newport, R. I. BuPers Circ. Ltr. 19-49 (NDB, 15 Feb 1949) includes an outline of the course as organized 1 Feb 1949.

● **SALUTING UNCOVERED**—When to and when not to salute uncovered is one of the revised rules published in the 1948 revision of U. S. Navy Regulations.

Under the 1920 regulations a hand salute uncovered was prohibited. However, the 1948 regulations state (Article 2110, paragraph 3) that, "Persons uncovered shall not salute, *except when failure to do so would cause embarrassment or misunderstanding.*"

Navy Department officials say this means that an uncovered officer may return a salute, but not initiate it. As an example, if an uncovered Navy officer were standing in the passageway of an Army building and was saluted by Army officers or enlisted personnel, he would return the salute to avoid embarrassment to all concerned.

● **SCHOLARSHIP** — A full four-year tuition scholarship is being offered to the son of an officer, warrant officer, petty officer or non-commissioned officer on the active or retired list of the Navy or Marine Corps by Rensselaer Polytechnic Institute, Troy, N. Y. The student selected will be awarded free tuition amounting to \$600 per year and will enter the Institute with the September 1949 class.

Any person on active duty in the naval service who is eligible for the scholarship will be considered, provided he will be in an inactive status by 1 Sept 1949. Candidates will be considered on the basis of scholarship, class standing, leadership qualities, and participation in extra-curricular activities. Only exceptional students will be considered and will be required to maintain an average grade of 85 per cent.

Application forms must be filed by the applicant via the principal of the secondary school last attended. These forms may be obtained from the Dependents Services Branch, Bureau of Naval Personnel. Completed applications must reach the Chief of Naval Personnel on or before 20 June 1949. Further information on the scholarship may be found in BuPers Circ. Ltr. 28-49 (NDB, 15 Feb. 1949).

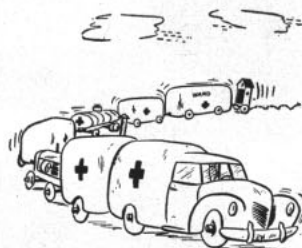
Museum Is in Newport News

In the item on page 10, February 1949 ALL HANDS, it was erroneously stated in the picture captions and the headline that the Mariners' Museum is located in Norfolk. As stated in the article proper, the museum is in Newport News, Va.

HERE'S YOUR NAVY



The Navy's medical profession has moved ahead during the postwar period, showing many accomplishments and advancements in technique. Work has gone forward in developing equipment to guard the health of personnel in snorkel-type submarines. Oxygen and carbon-dioxide proportions have been studied, as well as elimination of offensive odors and vapors. Fatigue in personnel of the new-type vessels is receiving intensive study.



As a result of experience gained in the Texas City disaster, completely equipped surgical trailers and accompanying electrical generators are now on hand in each naval district in the continental U. S. These are immediately available for use in emergencies. Other readily movable field medical facilities are planned.



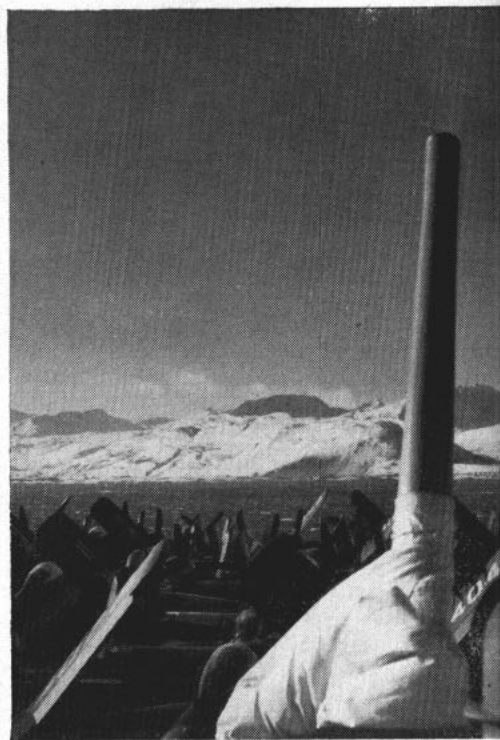
Insect control by DDT has shown advancement and great promise. During amphibious exercises on the island of Vieques (near Puerto Rico), a village was cleared of all mosquitoes and flies in one hour by means of a DDT machine mounted on a truck. A single-control system for destroying all insects within a plane in flight was tested.



FROZEN beach of Kodiak was subject of Marine practice attack during 'Micowex' (above). Center: USS Boxer rides at anchor off icebound coast.



RADIO equipment is set up on beach following Marine landings (above). Below: 'Frogmen' of UDT 3 are briefed prior to an icy reconnaissance swim.



An Exercise in

WHILE powerful units of the Atlantic Fleet maneuvered under the hot Caribbean sun, other units of the Pacific Fleet steamed through the icy waters of the Gulf of Alaska on "Operation Micowex (minor cold weather exercise)."

Involving some 40 ships and 18,000 Navy and Marine Corps personnel, the exercises were the largest ever conducted in the Alaskan area. Designed primarily to test equipment in sub-Arctic conditions, vessels of the First Task Fleet landed 2,000 Marines in amphibious "attacks" against several locations in the Kodiak area.

Weather conditions for the landings were good—too good, according to one official, to provide as rigorous a test as was desired. The unpredictable weather, which often unexpectedly whips up 100-mile-per-hour gales, high seas and biting cold that makes amphibious landings extremely difficult, was comparatively mild during the landing phase of the operation.

Navy demolition teams encased in rubber "frog" suits swam for two hours in the near-freezing water, planting and exploding charges to clear the landing area of underwater obstacles. Heavy woolen underwear was worn under the 10-pound rubber suits and hands and feet were rubbed with



FLIGHT deck personnel of *Boxer* skylark while clearing snow from *Avenger*. Snow, sleet and spray coated fleet's decks and equipment with heavy ice.



FIRE AND ICE make a strange contrast as Marines toast an 'enemy' pillbox (above). Below: Ice completely covers forward turret of *USS Brinkley Bass*.



Cold Weather

warm mineral oil prior to plunging in the icy waters, while faces were coated with heavy grease. Despite the fact air trapped in the suits, which could not be freed because of iced-over valves, made diving difficult the demolition personnel accomplished their job.

One problem confronting the Fleet was that of keeping carrier decks free of ice. Snow, sleet and high spray often coated the carriers' flight decks with ice, making plane operations impossible. The ice was cleared, for a short period of time, by using rock salt. Hot salt water and steam were used on other occasions.

Three carriers, *uss Boxer* (CV 21), *uss Bairoko* (CVE 115), and *uss Badoeng Strait* (CVE 116) and cruisers *uss Duluth* (CL 87) and *uss Topeka* (CL 67) were among the vessels taking part in the exercises. Interception of the task force was attempted by Navy planes from Alaskan-based naval units and bombers from Air Force bases in Alaska.

Commanding the First Task Fleet was Vice Admiral Gerald F. Bogan, USN, embarked in *uss Curtiss* (AV 4). Rear Admiral Peter K. Fischler, USN, in *uss Mt. McKinley* (AGC 7) commanded the amphibious forces involved in the exercises.



ANTI-SUBMARINE blimp hovers over ships and assault boats during Atlantic Command Exercises in the Caribbean.

Ships, Planes and Men Tested in Maneuvers

ALL along the U. S. Atlantic coast long lines of cruisers, carriers, destroyers and transports put to sea. From other bases snorkel-equipped submarines got under way. Navy planes and blimps loomed overhead. When assembled at rendezvous points they formed the largest fleet ever to

conduct peacetime training maneuvers.

Over 120 vessels, including USS *Missouri* (BB 63) and USS *Franklin D. Roosevelt* (CVB 42); 35,000 sailors, marines and soldiers, plus a cadre of the Canadian Army, and 300 shore-based aircraft took part in the "At-

lantic Command Exercises for 1949" held in the Caribbean Sea. Four phases of training — anti-submarine warfare; amphibious assault against an "enemy-held" island; hunter-killer submarine warfare "battles" and anti-aircraft, surface and torpedo firing practices were conducted. A simulated atomic bomb attack was made against surface units.

Principal phase of training was the amphibious assault against Vieques Island, a sparsely populated tropical island that lies to the east of Puerto Rico. About 13,000 Marines and Army troops were unloaded from Navy transports into landing craft and stormed ashore on the white sand beaches. Prior to this, surface craft and Navy planes unleashed a 100-minute bombardment against "enemy" constructed defenses, starting fires and smashing coconut trees.

Three hundred carrier and shore-based planes of the Second Marine Aircraft Wing provided air support for the operation. This wing also provided two squadrons of all-weather fighters as "enemy" aircraft that attacked surface and ground installations of the invaders. A coordinated "attack" was made on fleet units by "enemy" planes and submarines. At a cost of 37 planes and five submarines they "sunk" seven ships, including a light cruiser and small carrier plus disabling two destroyers.

A mock atomic bomb was dropped on the U. S. fleet by an "enemy" Navy P2V patrol plane that sneaked past the carrier air patrols and at 17,000 feet above the fleet dropped its lethal weapon—an explosive flare representing the bomb—which exploded in the air about 1,500 yards from USS *Franklin D. Roosevelt*. Umpires ruled the

Ship's Tailor Solves Civvie's Skivvies Problem

When USS *Taconic* (AGC 17) steamed as flagship of a joint expeditionary force of Atlantic Fleet vessels on maneuvers, a civilian newspaper correspondent of a mid-western publication was on board as an observer. This gentleman of the press became the first "casualty" of the operation.

The newspaper man, whose name is withheld for reasons which will become obvious, habitually wears "long-handled" underwear—woolens in the winter and linens in the summer.

As *Taconic* proceeded southward toward the Caribbean area and the weather became warmer, the reporter decided to change from his

woolen "longies" to the linen counterpart. Going to his stateroom and happily contemplating the comfort of wearing the lighter underclothing, he found he had failed to pack his linen drawers before leaving home! This constituted a major catastrophe, as the victim is allergic to short underwear.

Reluctant to put on the sticky woolens again, the reporter donned his pajamas in desperation and proceeded to carry on somehow. However, the word got around, finally reaching the ears of *Taconic's* commanding officer. The skipper sent for the ship's supply officer; the supply officer sent for the ship's storekeeper; the storekeeper sent for the ship's tailor.

A bolt of linen sheeting and six pairs of regulation sailor "skivvies" were quickly produced. Skillfully the tailor cut the sheeting to the desired length and affixed extensions to the Navy garments.

As a result, the correspondent is once again a happy man, satisfied the United States Navy can cope with any emergency that might arise. It is doubtful, however, that this particular phase of the operation will appear in a certain midwestern newspaper.—J. B. Smith, JOC, USN.



bomb to have sunk *FDR's* plane guard destroyer and put the giant carrier out of action temporarily. Other vessels were adjudged to have suffered minor damage from the effects of the "bomb."

At the same time the atom bomb plane attacked the fleet, four four-engine Privateer bombers carrying "bat" guided missiles made a low level attack. These planes were presumed to have been destroyed by the carrier air patrol.

A second simulated A-bomb was exploded underwater while the fleet anchored off Vieques Island. This time the "enemy" planes were not so successful, being detected by radar picket ships far enough in advance that friendly Phantom jets and Marine corsairs made several attacking runs before the bombers could make their drop. Although umpires ruled the bombers were destroyed before reaching the target area, it had been decided to allow the attack to be completed so that ships could profit by the training experience.

When the high-flying P2V2s were detected approaching the transport area the ships scattered like chickens avoiding a hawk. Crews worked furiously cutting out ventilation systems, sealing watertight doors and taking other precautionary measures to reduce the damaging effect of radioactivity.

The "bomb" exploded in the center of the great force of ships, somewhat resembling the Bikini explosion in miniature. A secretly arranged plan by the "enemy" had the destroyer *USS Johnston* (DD 821) steam through the geographic center of the fleet and drop a TNT charge over her stern to explode underwater. The innovation caught participants and observers by surprise, who had expected an air burst. Ships caught downwind threw helms over hard to clear the radioactive area.

Officials stated that, "there was no doubt that some of the ships were to be ruled out of action as a result of heavy damage or sinking, which those nearest to the blast would have sustained." In the interest of security these facts were not released for publication.

The exercises provided an opportunity to test the latest antisubmarine devices, effectiveness of jet planes operating from carrier decks and ships maneuvers against air attack by atomic bombs. Valuable experience was gained in all phases.



NEW WEAPON for fighting highly dangerous dock and pier fires, jet propelled 'creeper' is controlled by tiller lines from the mother fireboat.

Jet Propelled 'Creeper' Aids Navy Fire Fighters

Dock and pier fires are among the toughest and most dangerous type of conflagration to combat, Navy fire fighters have learned.

To be prepared for any type of fire that could possibly hit its waterfront—from where tons of cargo are shipped daily to the Pacific Ocean area—the Naval Supply Center in Oakland, Calif., has adopted a jet propelled buoyant "creeper" which is shot out from the mother fireboat. An egg-shaped craft about a yard long and two feet wide, the creeper is painted a brilliant red.

A nozzle is connected on the

creeper to a line of hose and a tiller to which two guide ropes are attached. When a fire occurs under docks, between piles or in other hard-to-get-at spots along piers and wharves, the creeper is launched from the fireboat. By means of the tiller lines in the hands of the fireman on the fireboat, the unique gadget is maneuvered about—under docks, between rows of piles or in any direction desired by the man handling the tiller—spreading water in spots that couldn't possibly be reached by the fireboat without the help of the "creeper."



CREEPER is launched from fireboat at NSC Oakland during demonstration. L-shaped jet nozzle which propels the craft protrudes from the bottom.

GUNNERS:

THE rating of gunner's mate, one of the oldest in Navy use, has developed through the years into a highly technical specialty. With the advent of push button warfare and remote controlled battles, there is little doubt that the rating will become increasingly more technical.

In the not so distant past it was possible for a gunner's mate to repair all the ordnance equipment aboard his particular ship with the familiar pair of pliers, screwdriver and hammer. Today with electricity and hydraulics playing the major role in the operation of guns, the picture has changed. A gunner's mate now is required to work with a set of tools nearly as complex as the guns he keeps.

Looking back into history, it is even quite probable that the Romans, in their hey-day, employed some sort of gunner's mates. The *catapultas* that the Romans used to throw darts, javelins and earthen jars (filled with deadly snakes) at the enemy probably were maintained by "gunna matas."

Since the day gun powder (black powder) was first used as a propellant in guns there has been a demand for men to take care of both powder and guns.

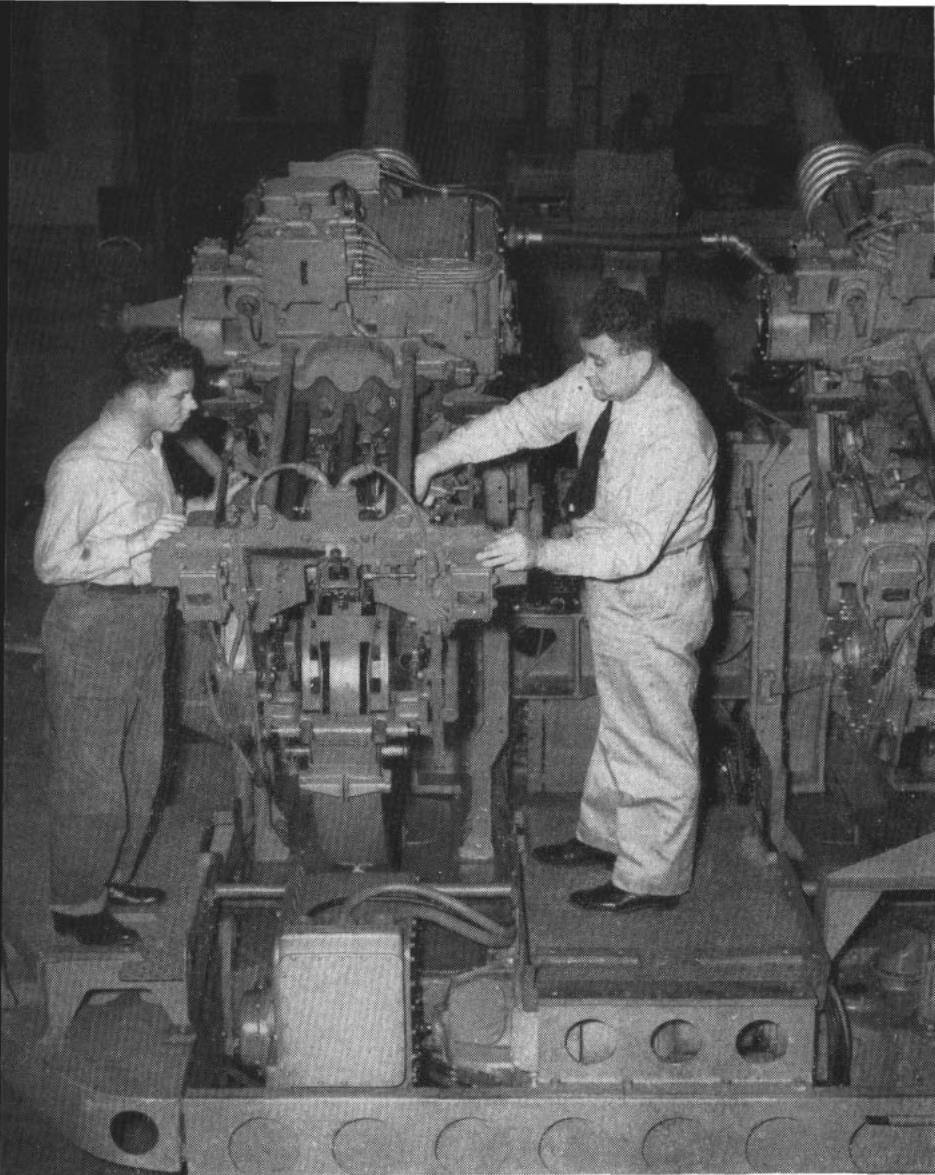
Until the middle 1800s naval ordnance throughout the world remained stereotyped, with the main armament consisting mostly of coronades—light, trunnionless cannons—and mortars.

Train or elevation required a good deal of physical labor and the use of block and tackle. But it was muscle work on the part of the hardy gunner's mates that played the prominent part.

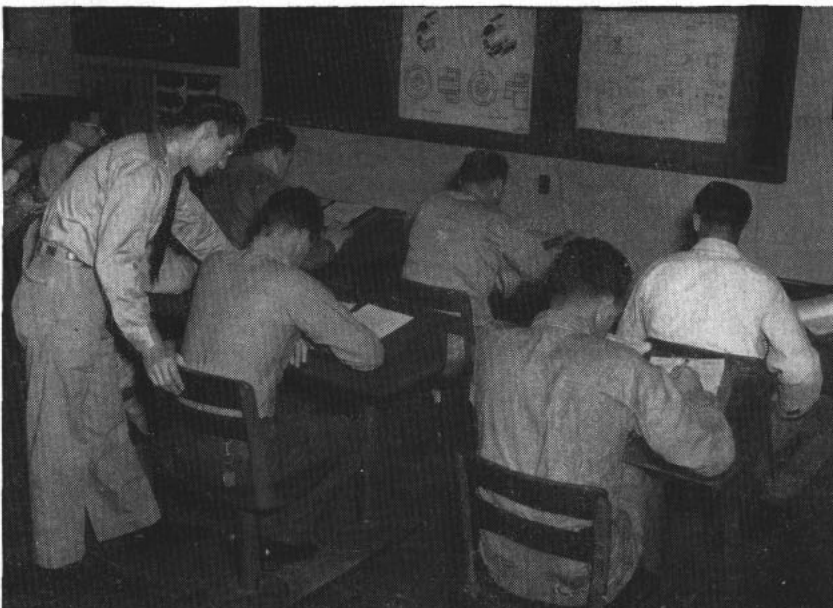
Early guns of the American Navy had an approximate elevation of but 30 degrees—accomplished only after a slow, difficult process of prizing up the breech with a hand spike. Compared to today's anti-aircraft guns with a maximum of 85 degrees' elevation—at a minimum of exertion—this seems fantastic.

Like their guns, gunner's mates have been continually undergoing development.

The first stage of radical development in guns began around 1850 when John A. Dahlgren, a famous American ordnance designer and naval officer, introduced 9-inch and



EXPERTS at the GM school explain the operation of new rapid fire 3-inch 50 caliber (above) and the use of schematic ordnance drawings (below).



They're Keeping Up with the Technical Navy

11-inch monoblock guns that fired shells instead of round shot. His contributions to naval ordnance extended further. It was through his studies and persuasion that rifling, breech loading, and practical gun-sights were brought into use in the Navy.

It was the beginning of a revolution in naval ordnance and resulted in the evolution of the modern gunner's mate.

A historian describes gunner's mates of the 18th Century as an unpredictable class of whimsies continually grumbling and growling about their batteries. Extremely proud of their profession and its high prestige on shipboard, they were forever running in and out among their guns driving other sailors away. They cursed and swore with a conscience that had been singed by powder and made callous by their calling. Above all others (in their own eyes) they were the Navy's true man'o'war's men.

Aside from their regular and military duties, many gunner's mates proved they were equal to any situation. From a diary in 1835 is this extraction: "This day the surgeon informed me that a woman on board had been laboring in child for twelve hours, and if I could see my way to permit the firing of a broadside to leeward, nature would be assisted by the shock. I complied with the request and she was delivered of a fine male child." Thus was born not only a squalling baby but a new phrase in naval terminology—"son of a gun."

Up to 1865 there were only two gunnery rates in use in the U. S. Navy, that of gunner's mate and quarter gunner. In 1865 the rating of chief gunner's mate and gunner's mate in charge were established.

The title "chief gunner's mate" was more or less an honorary title. From all aspects it seems to have been a designation for the more mature gunner's mates in charge. It was not until 1894 that chief gunner's mates, as we understand the rating today, became chief petty officers.

The rating of chief turret captain and turret captain first class were established in 1903 and remained in the Navy's rating structure until 2 Apr 1948 when they were abolished and absorbed by the new gunner's mate rating.

With the Navy replacing its manual driven mounts with electrically and hydraulically operated guns, it became mandatory to train its gunner's mates in the complexities of this new equipment.

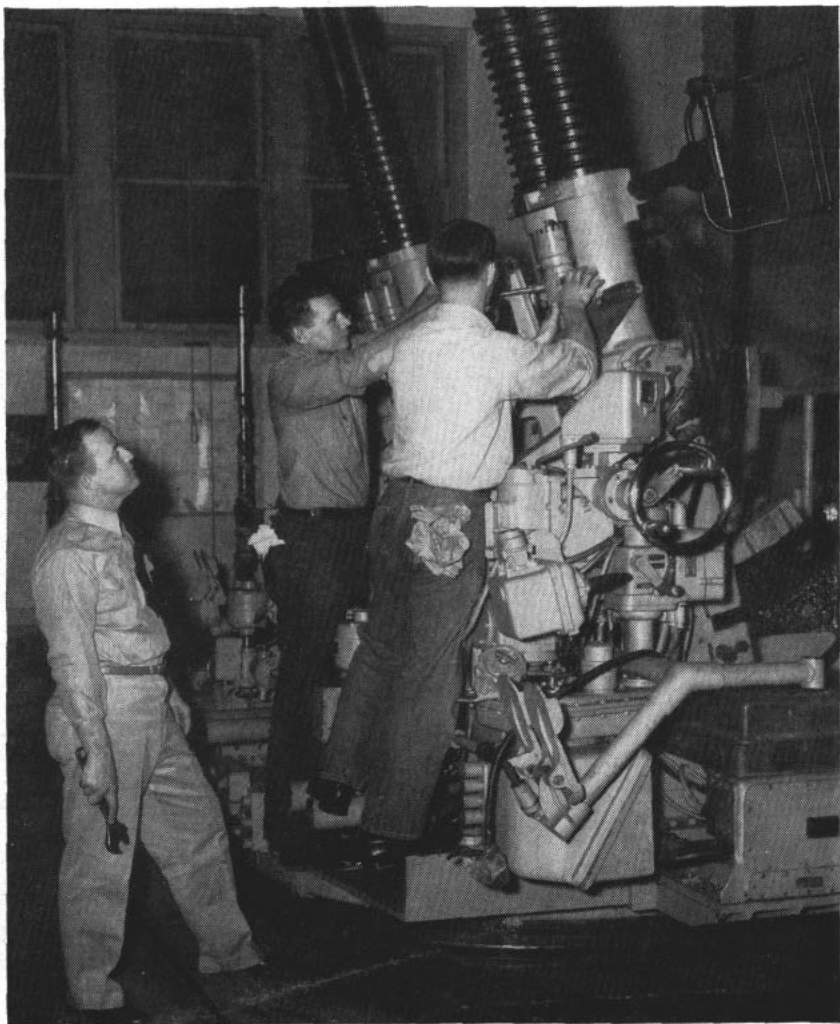
The Navy used hydraulics with its turret guns for some time before applying it to intermediate and minor caliber guns. Turret captains took care of these larger guns and knowledge of their operation was gained mostly through practical experience. With the arrival of the 5-inch 38 caliber gun, gunnery did a near metamorphosis.

To develop its surface ordnance technicians the Navy established its first gunner's mate and turret captain's school at the Naval Gun Factory, Washington, D.C. in 1941. The

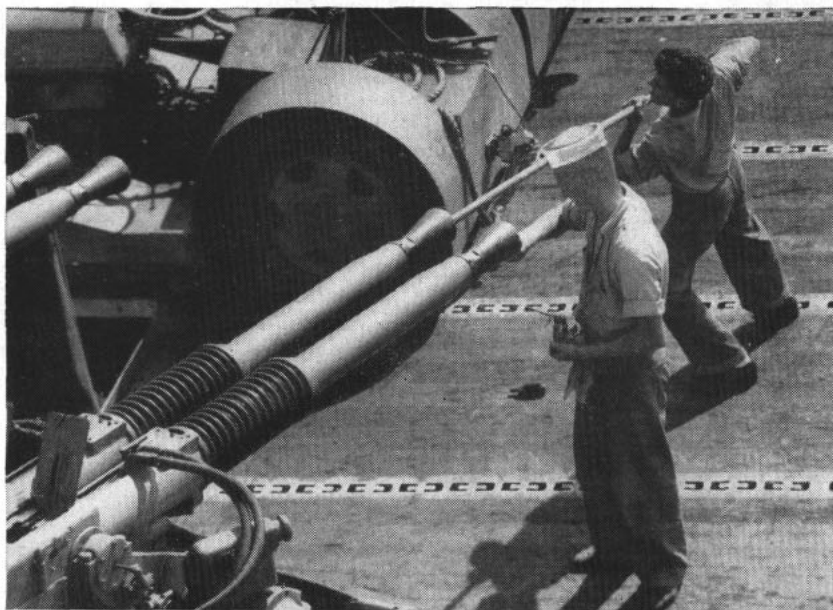
school was established in conjunction with the new construction expansion program of the Navy's, then in progress.

The prime objective of the school, now called U. S. Naval School, Gunner's Mates, Class "B" is to train gunner's mates in the constructional details, function, theory of operation, necessary to insure their competence to test and adjust modern ordnance equipment. An additional objective of equal importance was to familiarize gunner's mates with the normally experienced gun casualties, their causes and the methods of remedy.

The school is open to all rated gunner's mates who have not attended the school in the past three years. Applicants must have 18 months obligated service and students are sent



OVERHAUL and assembly of the recoil and counter recoil mechanism of the 40-mm. gun is studied by trainees at Advanced Gunner's Mates School.



CLEANING and lubricating is an important part of the GM's job of keeping the Navy's guns in perfect operating condition in peace and in war.

to the school on a returnable quota. In 1944 the school moved to the Receiving Station at Anacostia, D.C. where it is today.

Basically the curriculum of the school has changed little since it began. It has, of course, kept abreast of the modifications and improvements to naval surface ordnance.

Study of the 5-inch 38 caliber gun is the primary feature of the school. A knowledge of this gun and its associated equipment qualifies gunner's mates to operate and maintain all electric-hydraulic guns now used or contemplated for the immediate future.

With the rating of turret captain now incorporated into the gunner's mate rating it has become necessary to set up special courses in turret operation for gunner's mates with the job code group of turret captain, hydraulic. At the present the Navy has filled all its billets for gunner's mates with this classification and the course is now non-existent. The school is prepared, at a moment's notice, to convene this course. It has the equipment and instructors to do so.

The course begins with an initial introduction into the proper method for the preparation and submission of standard reports and requisition forms.

Seventeen hours is given to the study of the various types and calibers of ammunition and other pertinent ammunition information to enable students to recognize and handle it

safely, and to supervise others in its handling.

About four weeks is devoted to mathematics, hydraulics, electricity and ordnance drawings and sketches.

The remainder of the 16 weeks is devoted to the more practical study of the 5-inch 38 caliber and 40-mm mounts and their related equipment. Individual courses are given in the operation and repair of the Vickers and Waterbury 5-inch 38 lower powder hoist, Vickers 5-inch 38 upper powder hoist, and Ford 5-inch 38 training and elevating gears.

Another special course is provided for those who will be required to maintain the relatively new twin mount 3-inch 50 gun.

Recreation for the students at the gunner's mates school is shared with other personnel at the Anacostia Receiving Station, which includes personnel from the school of music, fire control, and electrical interior communication school. The station has a swimming pool, bowling alley, sizable theater, enlisted men's club and sports field.

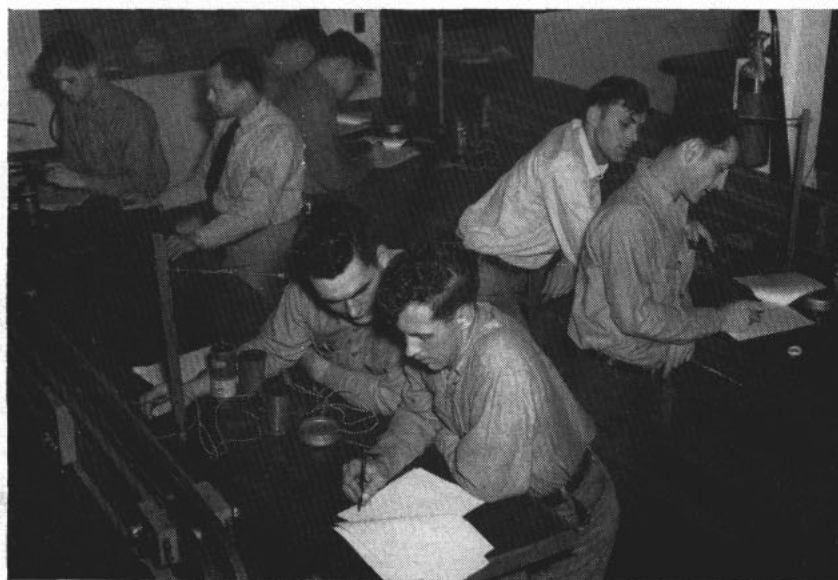
Classes begin at 0750 and run to 1205, begin at 1300 and are over at 1620. An hour every working day is allotted to participation in sports for the students at the gunner's mate school. The school is operated on a five day, seven hours a day schedule giving the students ample time off to visit the many scenic places around Washington, D.C.

Our Navy's latest combatant ships are in reality little more than floating gun platforms. A light cruiser, for instance, can fire over 150 rounds of 6-inch shells in one minute.

Because of the broad difference in the sizes and types of naval ordnance throughout the Navy, the rating of gunner's mates has been divided and sub-divided into many specialized job groups.

Under the present rating structure, put into effect 2 Apr 1948, the rating of gunner's mate has been divided into 10 separate and distinctive Navy job code groups:

- General ordnance repairmen, hy-



STUDY of electricity equips students with the fundamentals necessary to operate and maintain the electric-hydraulic guns now in service with the fleet.

draulic: Make responsible hydraulic and general repairs involving disassembly of such equipment as rammer drive units receiver regulators, variable speed gears and hydraulic pumps. (Job Code Group 141)

- Turret captain, hydraulic: Same basic knowledge of hydraulic of Ord-HydrRepGenl. Maintains and supervises operation of turrets. (Job Code Group 142)

- Gunnery maintenance man, hydraulic: Make hydraulic repairs to dual purpose guns and mounts and their related hydraulic equipment. (Job Code Group 143)

- Gunnery maintenance men: Perform routine maintenance duties like cleaning and lubricating guns, bore-sighting, marking and stowing ammunition. Under close supervision they can make simple adjustments to hydraulic systems. (Job Code Group 144)

- Ammunition stowage personnel: Primary duty on large combatant vessels and ammunition ships is to supervise stowage of powder and large caliber ammunition, seeing that safety precautions are observed. Supervise periodic checks on conditions of powder, sprinkling systems, flooding systems, and magazine cooling systems. In ammunition ships and at ammunition depots the problems of stowage, and the inspection of ammunition is the same but the problem of issuance becomes more complex. (Job Code Group 145)

- Small arms repairmen: Assigned to ship's armory as primary duty on



EXPLANATION is made to students of the train and elevation indicator-regulators on power drive test stand.

board ship. Maintain and lubricate small arms and small arms ammunition. Keep stock of ordnance parts and tools, pyrotechnics, line throwing guns, lubricants, recoil liquids. Maintain and repair small arms, including automatic pistols, rifles, shot guns, machine guns and submarine guns. (Job Code Group 146)

- Gunner's mates, basic: This classification is for rated and non-rated men, including strikers who perform routine or basic gunner's mates duties, but who are not fully qualified for a specialized classification. (Job Code Group 149)

Under the various job groups are

other numerical classifications. In one instance the Navy Job Code Group 145 has been subdivided to include magazine and shell deck supervisors, ammunition handler supervisor, ammunition handler and ammunition handler for chemical warfare.

Another specialist group includes a bomb disposal specialist who is responsible for the disposition of all types of explosives both allied and enemy which includes bombs, unexploded shells, fuses, booby traps, anti-tank mines, and anti-personnel devices. This group of men are assigned the Navy Job Code Group 187.

One of the outstanding developments in surface ordnance was that of the 3-inch 50 caliber rapid-fire mount. A power driven gun that will no doubt replace the 40-mm on some of the larger ships. With increased fire power and normally greater range the new 3-inch 50 out-classes the 40-mm.

What the future has in store for gunner's mates in the way of new equipment can mean but one thing—more and more ordnance specialists.

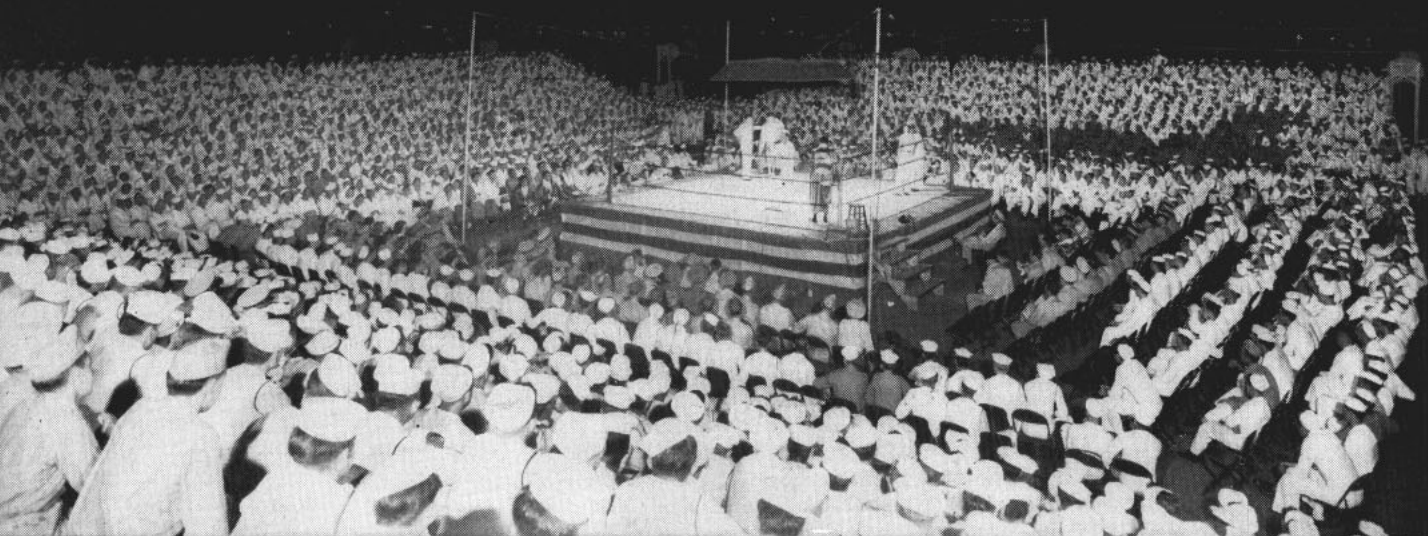
Gunner's mates have a great responsibility, especially during war. But in war or peace it is their job to see that their guns operate perfectly at all times.

There is no more obvious pride than watching a gunner's mate whose battery performs to perfection. Gunner's mates may be an unpredictable class of whimsies in many ways, but they are justified in their peculiarities. After all, guns are their business.—Fred Harden, JO1, USN.



TERRIFIC firepower of fleet can only be attained when properly trained gunner's mates keep guns in tip-top shape.

FITNESS AND FUN



SMOKERS at NATTC Memphis prove that boxing ranks near-tops in popularity as a Navy man's spectator sport.

IF YOU feel like heaving a pass, swishing a few baskets, poling a homer, leading with a right cross, trying out your breaststroke or batting a ping pong ball around, Naval Air Technical Training Command, Memphis, Tenn., is a fine place to do it.

The athletic-minded activity has a

sports-for-all program under way that is gathering momentum as it rolls along. Sailors who desire to try their hand at almost any sport are provided with facilities, competent coaches and encouragement. NATTC has adopted a slogan of the "station of champions" and is trying hard to

train men and teams to live up to it.

Outstanding among the station's teams during the past year was the swimming squad. Defeated only once during the past two years, NATTC swimmers were outstanding in 1948 All-Navy competition. Two members of the station's team were on the All-Navy champion South Central Group team that swept through the All-Navy finals.

This season NATTC expects to come up with an even more powerful aquamen aggregation, with many of last year's stars and several outstanding new swimmers added to the squad. Outstanding tankman returning from last season is Albert Machael, SN, who won the 100-meters freestyle, 100-meters backstroke and was a member of the winning medley and freestyle relay teams at the 1948 All-Navy swimming finals. Promising new splashers on the team is LCDR Gordon Wiley, USN, former high-speed swimmer at the Naval Academy.

In wrestling and boxing NATTC has turned out squads of pugilists and matmen that compiled good records. This year the wrestling team is batting over .500 against top col-



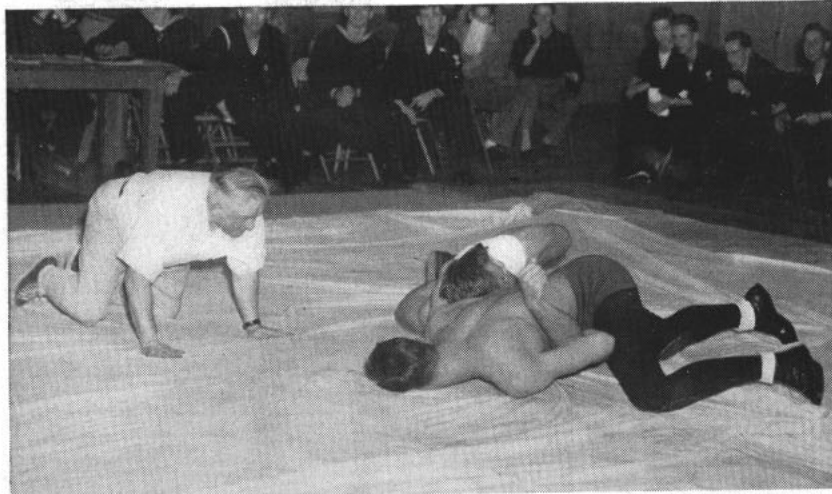
LOOMING large in Hellcat plans for the coming year, baseball games have been scheduled with top service and college teams in the Memphis area.

lege and service competition in the area. Some of the center's bone-benders show definite promise of reaching the upper level of All-Navy competition.

Boxing is one of the most popular sports on the station. Excellent records have been made in Golden Glove tournaments and several ringmen have demonstrated above average skill. While not reaching the upper brackets of All-Navy football competition last season, the NATTC Hellcat football team lost only to a powerful Jacksonville gridiron machine and tied with the Pensacola Goslings. They won six games, including a victory over a pre-favored Memphis State College eleven.

Lack of basketball players with college experience has hampered the hoop squad somewhat, although a fair record has been made the past season. Big plans are being made for softball and baseball this year, with the top service and college competition in the area scheduled. Although the center has no facilities for indoor track, plans have been made for an outdoor track team this spring. Several intramural softball leagues involving dozens of teams are preparing to swing into action this spring.

All station and intramural sports activity is coordinated and sponsored by the physical education department. This organization consists of five officer physical education specialists and three civilian physical training experts. All teams are furnished the best of uniforms and equipment. Intramural games bear no resemblance



BONE-BENDERS from Memphis are batting over .500 against tough local teams and show definite promise of giving stiff All-Navy competition.

to the sandlot variety; the players are in uniform and games are adequately controlled by officials.

The accelerated program of athletics at NATTC has a goal of making every sailor an athlete. The enthusiastic response by station personnel seems to indicate the goal will be reached.—C. Silverman, JO1, USN (w).

All-Navy Basketball

Here are the basketball teams that won the eight sports group championships. Four of these teams were later eliminated in inter-group playoffs. The other four teams, augmented by outstanding players from other teams within their sports group, appeared

in the All-Navy championship tournament.

- *West Coast Group*—Won by MCAS, El Toro, San Diego, Calif.

- *Pacific Fleet Group*—Won by the Fleet Air Pacific team, composed mostly of personnel stationed at NAS San Diego, Calif.

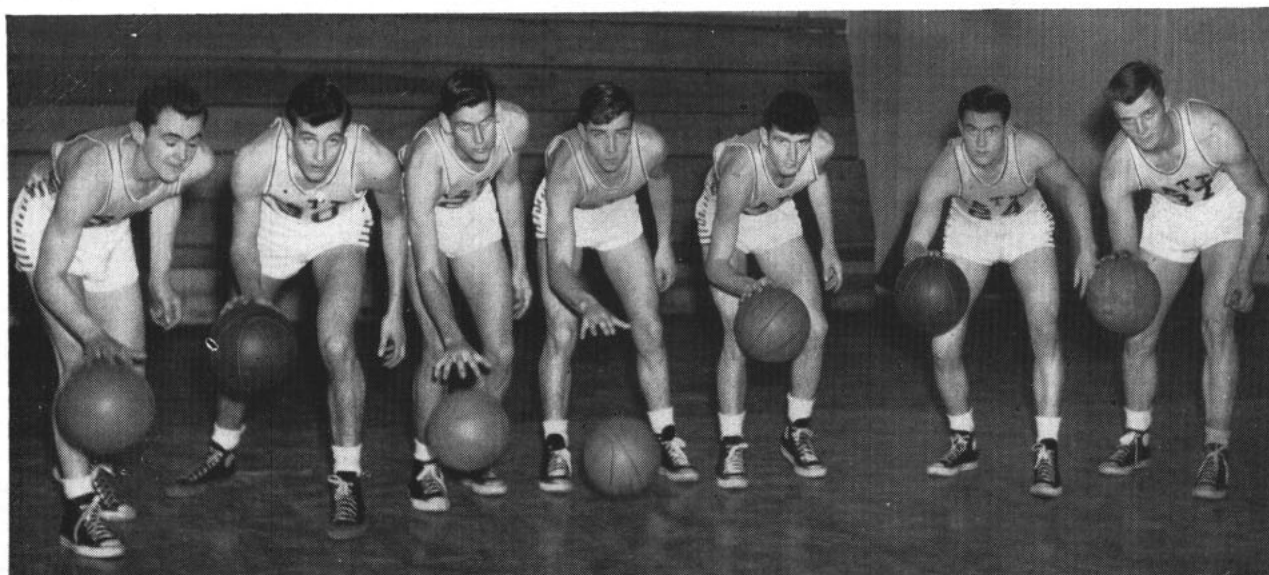
- *Hawaiian Group*—Won by the SubPac team, composed mostly of personnel stationed at SubBase, PH, TH.

- *Far East Group*—Won by the First Provisional Marine Brigade, stationed at Guam.

- *South Central Group*—Won by Camp Lejeune Marines.

- *Northeastern Group*—Won by NSD Bayonne, N. J.

- *Middle Atlantic Group*—Won by Quantico Marines.



HOOPSTERS, although lacking in college experience, turned in a creditable record, have high hopes for future.



WILD ENTHUSIASM marked the 72-46 triumph of the hot-shot SubPac basketball team in their game with Naval Base at Bloch Arena, Pearl Harbor.

Marines Are 11th ND Champs

In a near photo-finish race for the Athletic Excellency Trophy of the 11th Naval District for 1948, the El Toro Marines won by a fraction—7/30 of one point, to be exact.

The final tabulation of points gave the Marines a razor-edge victory over the Naval Training Center, San Diego, athletes in a competition which ran neck and neck for several months. The final score was El Toro 437½ points, NTC 437 4/15 points.

In the minor activities competition (those with an on-board count of less than 1,500 personnel) the Naval Hospital, San Diego, won easily, leading its nearest competitor by over 70 points.

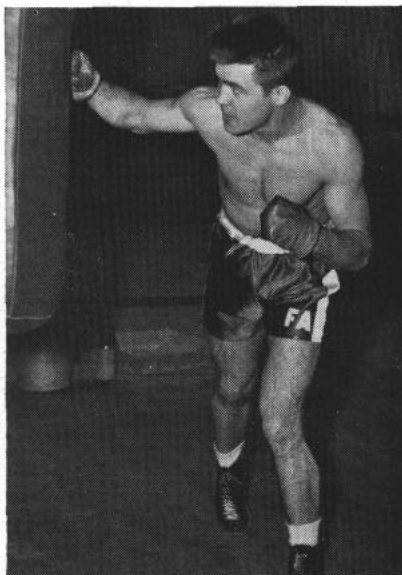
All-Navy Football

The gridiron duel between the two top teams of the Navy to decide the All-Navy football champions for 1949 will be held on 10 Dec 1949 at a West Coast activity selected by Commander, Western Sea Frontier.

Five commands have been designated by BuPers to select the outstanding teams in the Navy and Marine Corps that will appear in semi-final competition. Commander Service Force, Pacific Fleet, will select one team to represent the Hawaiian and Far East sports group. Commander, Western Sea Frontier, will pick one team to represent the West Coast

group and the Pacific Fleet group. These two selected teams will play a semi-final game to select the team that will represent the Pacific Ocean Area in the All-Navy finals. Commander, Western Sea Frontier, will serve as host for this contest.

Three teams will be selected for the semi-final competition that determines the team to represent the Atlantic Ocean Area in the All-Navy finals. Com 5 will pick the champion team



TRAINING for All-Navy boxing competition is Rod Jenkins, PH2, of Com-Fair West Coast. He's a light-heavy.

of the Middle Atlantic sports group; Commander, Service Force, Atlantic Fleet, will select one team representing the Atlantic Fleet Group. Com 6 will pick a team to represent the South Central and Northeastern groups. Host for the semi-final game in the East will be ComServLant, who will also decide which two of the three top Atlantic teams will tangle in this contest. This will be accomplished either on a comparative record basis or by a quarter-final contest.

Elimination games must be conducted in time for the names, rates, ranks and duty stations of group champions to reach BuPers prior to 3 Dec 1949. Size of playing squads may not exceed 45 playing members.

Augmentation from other teams within the sports group by the group champion may not take place prior to 19 Nov 1949. Fleet units may combine with shore-based activities at the beginning of the season to form a team, but such combined teams will not be eligible to compete in the Fleet eliminations.

Each Navy and Marine Corps football team has been requested to send a complete roster of its squad for their opening game to the Chief of Naval Personnel (Attn: Pers 502). This roster will include the date of expiration of enlistment of each player.

Inter-Service Golf

Navy, Army and Air Force golfers will tee off in the annual battle for possession of the Forrestal Inter-Service Golf Championship Trophy on 17 to 20 Aug 1949.

The tournament will be held on the course at USAF Base, Maxwell Field, Ala., with the Air Force acting as host.

Currently holding the Forrestal Trophy is the Air Force, which defeated Navy and Army entries in last season's contest held at Pebble Beach, Calif.

Inter-Service Tennis

The Navy will defend its title of Inter-Service tennis champions and holder of the Leech Trophy against Army and Air Force net stars on 30-31 July 1949.

The championship matches will be held at the Army-Navy Country Club, Arlington, Va., with the Navy acting as host.

Navy captured the Leech Cup last year for the 13th time since the competition began in 1924.

All-Marine Track Meet

The Marine Corps will hold its second annual All-Marine Corps track meet on 10-11 June 1949 at Marine Corps Schools, Quantico, Va.

Competition for 1949 will include 18 track and field events and will be conducted under current U. S. official NCAA rules. The meet is one of individual scoring and points will not be computed for the purpose of designating a post or station as All-Marine Corps champion.

Marine activities may enter as many men as practicable, providing each contestant qualifies by equaling a minimum performance established for each event. Naval personnel permanently assigned to Marine activities are eligible to participate. Members of platoon leaders classes and Marine Reserve units on active duty for training are ineligible.

All-Navy Sports Calendar

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



Boxing

Week of 22 May 1949
Civic Auditorium
Oakland, Calif.



Tennis

Week of 17 July 1949
USNA, Annapolis, Md.



Golf

Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming

Week of 21 Aug 1949
Unassigned



Shooting (Pistol)

Week of 28 Aug 1949
Unassigned



Softball

Week of 4 Sept 1949
Unassigned



Baseball

Week of 11 Sept 1949
West Coast or Hawaii



Football

Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

When Lieutenant A. G. Getas, USN, sports editor of the *Border Review*, station paper of NAAS Ream Field, needs sports news he goes out and makes it. Lieutenant Getas (who is also a station athletic officer) recently set new local records in weight lifting by hoisting a total of 1,420 pounds in successive lifts by the two-arm curl, supine press, deep



knee bend, sit-up and dead lift methods. The muscular sports scribe casually elevated a 500-pound weight in the dead lift event.

★ ★ ★

Rudy Garcia, JO3, USN, sports editor of the *Gosport*, NAS Pensacola's station paper, informs this department that an inference in this column in the January 1949 issue is slightly misleading. It was pointed out in that column the Naval Academy JV football team romped over two of the better service teams, El Toro Marines and LantFt Amphibs. The JV team didn't fare so well against Pensacola, getting knocked off by a 20-13 score.

★ ★ ★

The South Central Sports Group should turn up at the All-



Navy splash finals with a more powerful squad of aquamen than rolled over most of the opposition at last season's title

contests. There will be fierce competition between NATTC Memphis and NAS Jacksonville for first place positions on the SC Group team. However, the current swim champs will probably have to turn in even better performances this year to hang on to their crowns. The group of top-notch swimmers who formed the Navy's Olympic squad last season will be back in All-Navy competition.

★ ★ ★

Plans are being made for a colorful show at the All-Navy Boxing Tournament. It will be televised, broadcast, receive extensive newspaper coverage and be filmed for newsreels. The Captain Jack Kennedy Trophy will be awarded for the first time.

★ ★ ★

One of the reasons the sharpshooting basketball team of USS *Kearsarge* (CV 33) compiled such a fine record this year is Lieutenant (junior grade) Ken



Shugart, USN. The former academy star sparkplugged the team all season. Another ship basketball team, the "Gallopings Ghosts" of USS *Shelton* (DD 790) looked good earlier in the season and although they compiled an excellent record they could not match the more powerful shore-based teams in the Far East area. Ship-based athletes hold their own in the individual sports (notably boxing) but when it comes to team sports the lads who inhabit terra firma have been consistently successful in post-war competition.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



PORT directors are concerned with all problems related to the control of shipping in and around ports. The Reserve trains men to fill these offices.



FUTURE threats to national security will find Navy's air transportation system,

Naval Sea, Air and Land Transportation

GETTING there "fustest with the mostest" is the answer to the number one logistics problem in *How to Win Wars*.

Transportation has long been recognized as one of the most important factors to the success of any combat force. World War II saw this service developed to a high point of efficiency.

During the war years there was a massive temporary migration of men on a larger scale and over greater distances than had ever occurred before in the history of the world. Millions of tons of supplies had to be hauled across continents and oceans before victory became possible.

In any future emergency the Navy will again play one of the preponderant roles in this field as a transport agency. Its job ranges from truck movements at advanced bases to aviation logistic support and overseas transportation.

Military transportation involves not merely the actual physical movement of personnel and cargoes from one point to another. Its knottiest problems occur in coordinating transportation movements, avoiding or breaking bottlenecks, which usually occur at the loading or unloading points.

The Navy's experience in the early phases of World War II made it clear that a primary requirement of the preparedness program would be a trained body of transportation experts, as well as transport operators. Accordingly it has developed a training program in the Naval Reserve, including:

- *Naval Transportation Service Component*—a Reserve force trained to fill the requirements of the office of the Chief of NTS and the various continental and overseas port director offices.

- *Automotive Transportation Reserve*—a group of officers and enlisted men qualified to cope with the job of overland hauls from ships to supply depots and transportation at overseas bases.

- *Transport Squadrons of the Organized Naval Air Reserve*—to be assigned in time of mobilization to the Military Air Transport Service (MATS) for duty in passenger and cargo movements for the joint armed forces, or to the Fleet Logistic Support Wings directly under the Navy.

Naval Transportation Service Reserve. In December 1948 Secretary of Defense James Forrestal announced that all military sea transport, approx-

imately 260 Army ships, would be consolidated under Navy command as another major step in military unification.

When the Navy takes over these Army ships, NTS will be the largest peacetime agency in history operating transport and cargo-type ships.

NTS has numerous jobs. It functions like a steamship company, operating some of its naval transport and cargo ships in a logistic support capacity, while assigning others to fleet or frontier commanders, or shipping agencies. It coordinates plans for arming and providing trained Armed Guard crews for merchant ships in time of war.

It also maintains technical and management control of the many offices of port directors in continental U. S. and at advanced bases.

At the close of World War II the real strength of NTS lay in its network of port director offices in every theater. NTS entered the war almost without identity, but it concluded its wartime mission with a strong officer corps that had played an important role in shipping operations throughout the globe.

The port director emerged from the



now part of MATS, better prepared than ever due to the training of the Reserve.

in Reserve

war as an essential and vital factor in overseas transportation. The Reserve training program of the Naval Transportation Service Component is devoted primarily to this activity, building up a force to man the offices of the port director.

The Reserve deck and engineering personnel who would be required for the actual operation of ships under NTS receive their training as members of the organized surface divisions of the Naval Reserve. The 600-odd surface divisions of the Organized Reserve provide facilities for instructing personnel who will be required to man every type of Navy ship.

The port director, however, is concerned with such problems as berthing, anchorages, and the various facilities vital to ships arriving or leaving a port. He sees to it that necessary lighters, boats and other equipment are provided. He arranges for stevedores to handle cargo, the details of unloading and loading passengers, fueling and handling of ammunition.

Approximately 2,400 Reserve Officers are learning these jobs in the Organized and Volunteer Naval Reserve.

At the present time there are 16



WAR-LEARNED transportation techniques are taught Reservists so that in times of trouble the Navy will be ready for operation at peak efficiency.

organized companies in the NTS Reserve with a full complement of 286 transportation experts, plus 86 volunteer companies with a membership of 2,171 officers.

These Reservists are being prepared for jobs in the offices of the Assistant Chief of Naval Operations (Transportation), assisting the chief of NTS, the Navy Petroleum and Tankers branch, as well as for billets in various port directors' offices.

The NTS Reserve companies are set up like a port director's establishment. They include administration and operations divisions, overseas shipping (cargo and passengers), the highly classified job of a CARO (convoy and routing officer), and material and inspection divisions.

One of the best examples of the role played by transportation personnel is in the story of The Magic Carpet.

In the sudden period of demobilization following the Japanese surrender, the NTS was designated as controlling authority in the Pacific for Navy block passenger movements.

The achievements of the Navy's Magic Carpet and the Army Transport Pool were prodigious. From 1 Oct 1945 to 1 Apr 1946 a total of 1,980,000 Army and Navy personnel were returned to the United States. An additional 45,000 Army and 213,000 Navy personnel were returned in ships not assigned to troop lift duty. At the same time 397,000 Navy men were returned in their own ships.

The Magic Carpet provided the desired results through original and imaginative planning, unprecedented administrative methods, and cooperation of all the units concerned.

Automotive Transportation Reserve. Of all the methods of transportation



IN PEACE, NTS, run much like a steamship company, trains men to operate a military transport agency at maximum effectiveness in event of an emergency.

during war, none is more important or flexible than the truck. Whether for a long haul from factory to pier or the short jump from LST to the ammo dump it is the truck and related types of automotive transport that deliver the goods to the spot where it is needed.

In World War II the record of naval automotive transportation in all theaters was outstanding. During the final month of the campaign against Japan, Seabee trucking units and stevedore battalions landed and delivered more than a million tons of supplies on Okinawa. This record climaxed 27 months of efforts since the early spring of 1943 when the special naval construction battalions started to break the critical bottleneck in cargo unloading at South Pacific ports.

Developing a system of control whereby a single authority was responsible for handling all cargo between ship's holds and depots ashore, CEC officers at Okinawa were able to double unloading schedules. The original base development plan called for the handling of 550,000 measured tons per month over completed piers and permanent installations. In July

1945, trucking and stevedore units at Okinawa discharged and delivered a total of 1,015,374 tons of freight—not over completed piers and permanent installations but over the beaches. Moreover, all this freight was handled twice, from ships to lighters and from lighters to trucks on the beaches.

Once a truck is loaded, the problem of an automotive transport unit is just begun. The truck drivers may have to dodge enemy attacks on the beaches and watch for snipers along the jungle trails. They have to fight heat and insects and mud—or else sub-zero weather, frozen fingers and sluggish engines.

In time of war the Navy goes into the trucking business in a large way. By February 1943, for example, the Navy possessed 95,000 vehicles. Under the pre-war peacetime setup responsibility for the procurement, assignment, operation and maintenance

**Reserve Transportation Units
Learn to Get There
'Fustest with the Mostest'**

nance of vehicles was divided—and this system was staggering under the load of emergency war requirements.

What was needed was a new plan to centralize and tie together all parts of the Navy's automotive transportation program. To solve its problems on the domestic front the Navy established the Transportation Branch to provide centralized control and direction.

Field officers in the various naval districts were staffed by qualified personnel drawn largely from civilian industry and embarked on a program to control and centralize vehicle procurement on an economical and efficient basis, to establish a sound maintenance system for both vehicles and tires, to control vehicle mileage by approved commercial practices and to control and centralize spare parts and tire supply.

The purpose of the postwar training program of the Reserve's Automotive Transportation component, which was established on 8 Sept 1948, is to continue the work which was begun in the war and build up a highly efficient body of transportation experts.

A minimum quota of 2,000 automotive transportation personnel is called for in the Naval Reserve. Volunteer units have been activated in 13 cities from Boston to Pearl Harbor, and others are in the process of organization.

All Reserve officers and enlisted men with automotive experience are eligible to participate in the program. This will cover all transport management, including administration, maintenance and operation. Training courses developed by the Bureau of Yards and Docks are provided for group study, and in cases where members are unable to attend regular meetings because of the location of their homes, they may be obtained as a correspondence course.

Reservists study shop management, long distance hauling, spare parts, inspection policies, and safety. Their training also covers cold weather and tropical operations, disaster measures, procurement and delivery of vehicles.

Under major repair and overhaul programs they study problems of upkeep: weekly steam cleaning of a truck's undercarriage, grease and lubrication schedules, valve grinding, brake realigning, and the 5,000-mile check.

Annual two weeks' training courses at naval shore establishments, at au-

tomotive factories and at approved industrial training schools will be organized to fill the needs of members at points convenient to their homes.

Organized Air Transport Squadrons. The excellent records achieved by the Army's Air Transport Command (ATC) and Naval Air Transport Service (NATS) during World War II resulted in a continuation of the programs in the postwar military organization. The two services are now merged into MATS.

To help supply the personnel pool for mobilization requirements in air transportation, the Naval Air Reserve's organized component trains transport squadrons, as well as squadrons in all phases of combat aviation.

The Navy's week-end warriors now drill in 25 transport squadrons at naval air stations and NARTUs all over the country.

The average naval transport squadron in reserve has a total of 62 officers and men, who train primarily in R4Ds. Capable of operating 150 transport planes in the event of emergency, the 25 transport squadrons could move at short notice a force of approximately 5,000 men at one time.

The Reservist pilots are trained in passenger and cargo handling on schedule. Their 100-hour flight syllabus emphasizes comprehensive cross-country flights and instrument flying.

Miniature transport airlines are now in operation at a number of Reserve air stations. The transport squadron at NAS Glenview, Ill., for example, operates a military cargo-passenger schedule—on week-ends—between the naval air stations located within the 9th Naval District.

The Reservist pilots train also in special cargo handling. Some of them participated in Operation Hay-Lift to feed the cattle in the western states during the winter's big freeze. During the Marine Corps' war practice maneuvers, they ferry Marine units to the areas where the exercises are to be held.

Transport pilots who are unable to join organized units may train in Associated Volunteer Units, Aviation, on a similar but smaller scale.

In the event of a future emergency the Navy will be better prepared than ever before to handle the immediate problems of transportation, both on domestic and foreign fronts, with its competently trained nucleus of experts, capable of operating in key positions or instructing new personnel in an expanding naval organization.



MENACING cooks John Soderstrom, CS1, and Mrs. Eleanor Black threaten the complacent contest judges Hall, McDowell and DuBois.

Pie-Baking Contest Proves Ladies Still Champs

Of all the good cooks in the Navy, submarine cooks are traditionally the best. But what about the bakers?

They're probably among the best, too, but wives of personnel serving aboard the submarine USS *Chopper* (SS 342) thought the undersea pie-makers could be beat. The upshot of it all was a pie-baking contest, with the Navy wives pitting their skill against the male dough-mixers.

A total of 21 pies constituted the field of competitors. A radioman second class and a chief engineman were the official judges, with a San Francisco newspaper writer matching them, slice for slice. Some thought that an air of tenseness hung over the entire Hunter's Point shipyard as the hours went by. The identity of each pie's creator was shrouded in secrecy, but competitive fever ran high. What would carry off top honors—the official-looking apple pie with the golden brown crust? The open-work rhubarb job? The frothy lemon-meringue entry? The three forks rose and fell rhythmically as pie after pie passed before the judges.

Even with the pie samples becoming smaller as time went by, the judges were hard put to contain their last few hundred bites of the des-

serts. At last, however, the ultimate pie was duly sampled.

The winner was a drool-inducing banana cream masterpiece created by Mrs. Edna Olsen, wife of Chief Electrician John Olsen of Port Orchard, Wash. Second prize, too, went to a shore-side cook. Mrs. Joan Kelly, wife of Jim Kelly, EN 2, walked away with that honor, winning it with a lattice-work-covered apple creation. Mrs. Olsen was given a plaque as a token of honor.

Now, as a fitting conclusion to such a momentous event, the judges were asked to choose the "lousiest" pie in the contest. The decision here, as in the case of the winning pies, was unanimous. It was a certain lemon pie in this case. Matching the code number with its corresponding name, the judges learned a truly shocking thing. The lousiest pie was baked by the sub's skipper—CDR J. M. Bowers, USN. He was given a box of lemons as a suitable award.

The ladies returned to their kitchenettes, saying, "That only goes to prove what we've always said. Pie-baking is a woman's job."

The nautical bakers said, "We was robbed."

The judges, with pie-filling dripping from their ears, said not a word.

VOLCANO SLEUTHS



PERPETUAL SMOKE is ominous evidence of the volcano's latent power of destruction which scientists seek to predict.

VOLCANOES, like women, are difficult to predict. But unlike the ordinary male, the Navy is doing something about them.

Armed with previous geologic knowledge, Navy scientists today believe they're on their way to a better understanding of the whys and wherefores of volcanism. While reticent to make rash guesses, they feel they'll eventually be able to develop techniques to predict the nature, location and time of volcanic eruptions near naval and military installations.

Volcanic eruptions in the future—so say scientists—definitely will affect military operations. Naval and military activities can seriously be hindered or even stopped completely by the earth's eruptions—as during the war when it almost became necessary to abandon at least one important base.

The Navy is directly and vitally concerned with volcanic studies because of far-flung shore based activities established during and since the war. These bases might conceivably be destroyed—or at best severely hindered—by unexpected crustal movements. It is for this reason that

efforts are made to understand—and predict—volcanic eruptions.

In 1944 when Mt. Cleveland erupted on Chuginadak Island in the Aleutians, one enlisted man was killed. Fort Glenn on Umnak Island, in 1945 a large air base, almost was evacuated during hostilities as the result of a spectacular eruption of Mt. Okmok. As late as 1947 a Navy range station at the native village of Akutan was in the path of a lava flow from Akutan volcano which had become active.

What little is known of volcanic eruptions and other crustal movements is based principally on scientific speculation. Who, for instance, has been below the earth's surface to view at first hand an earthquake focal point? And who knows without a doubt what creates a devastating tidal wave—or tsunami, as the scientists call it? Or

who is there alive today who has penetrated the bowels of an extinct—much less an active—volcano to learn just *why* it erupts?

Scientists for hundreds of years have been seeking answers to questions about volcanoes, earthquakes and tidal waves. They have pretty good notions as to what they are, but no one knows with absolute certainty.

A continuing, meticulous study is pursued to understand the earth's history as recorded by its rocks—which is the science of geology. Utilizing the principles of physics, astronomy, chemistry, mineralogy, zoology and botany, geologic studies open new vistas for naval authorities especially in their logistic planning.

Volcanic eruptions, coupled with attendant earthquakes, lava flows and falls of ash are definite menaces to naval installations. The Navy's civilian geophysicists are engaging in a basic research program to protect naval installations from this destruction. This is taking place principally in the Aleutians where important bases are located.

The Navy fueling station at Sand

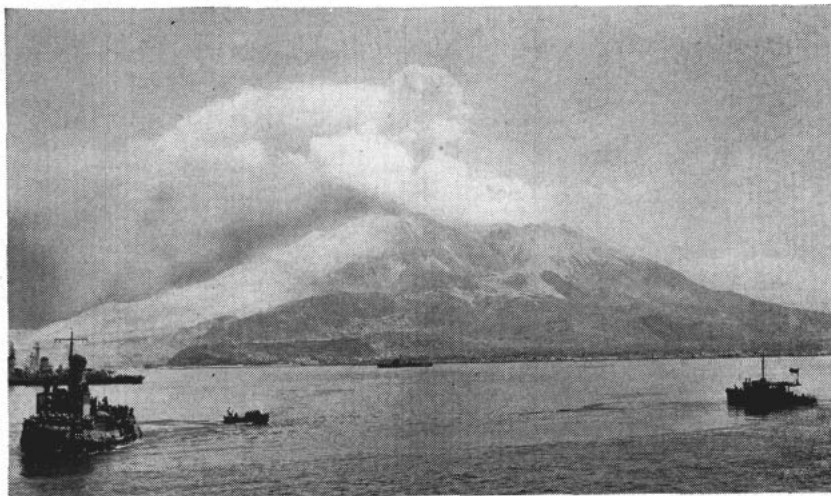
Seek Techniques to Predict Eruptions by the Earth Near Naval Installations

Bay and installations on Adak, for example, are in the unfortunate position of being within range of ash eruptions. Sand Bay conceivably would be in the worst location being on the island on which Great Sitkin volcano is bound to vent its wrath again some day. While presumably there would be little danger to life on Adak because of its distance from Great Sitkin, prevailing winds might carry the finer ash to that island. Serious impairment to the water supplies, damage to machinery and hampering of transportation could thus result.

Now, for the first time scientists have taken to the air to collect geological information for later interpretation.

This airborne study intends to test the application of aeromagnetism to military and geological problems in volcanic areas. It consists of measurement by a delicate instrument of the varying intensities of the earth's total magnetic field. Experts then translate this information into magnetic contour maps (ALL HANDS, September 1948, p. 40). These maps provide data concerning the structure of the earth's composition hundreds or thousands of feet beneath the earth's surface.

This delicate measuring instrument—a magnetometer—is housed in a bomblike structure in the tail of a specially modified PBY5A airplane. It first was used in volcanic work in 1947 when a Navy flight crew carried



ERUPTIONS such as these which occurred in 1946 during the occupation of Kagoshima, Japan, have proved definite menaces to naval installations.

three civilian Navy scientists on a survey trip throughout the Aleutian arc and mid-Pacific islands.

The magnetometer—a rich man's "divining rod"—is a modification of equipment used in airplanes during the war to detect submarines that were submerged.

"Project Volcano" is the term applied to the air expedition. The actual survey crew consisted of three officer pilots-navigators, six enlisted men and the three civilian scientists.

In less than three months the airborne survey team logged more than 245 flying hours under strenuous conditions, all without serious incident.

Checks and repairs always were made by the enlisted crew despite freezing temperatures, rain or tropical heat. As a result the plane never missed a scheduled hop.

Adding to hazards encountered during the missions were fog banks, downdrafts over volcanoes, strong winds, rain and generally poor visibility which characterize the treacherous weather conditions of the Arctic regions.

Generally, the idea involved in the survey is this:

The earth's magnetic field varies both in intensity and direction from point to point along the earth's sur-

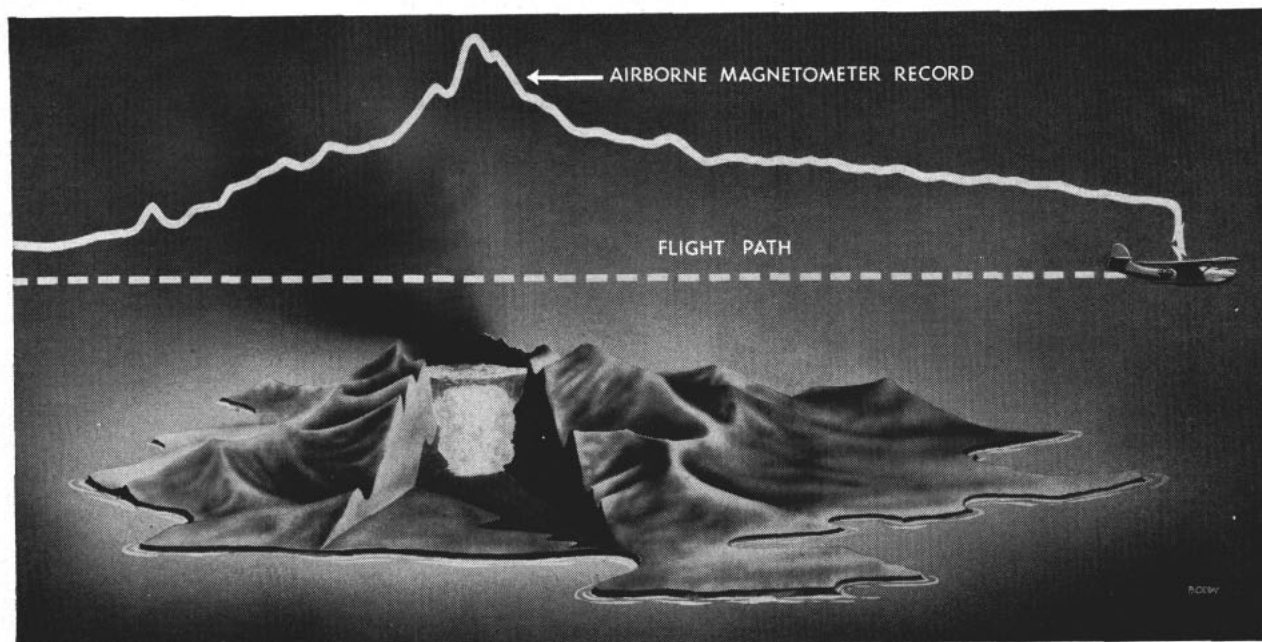
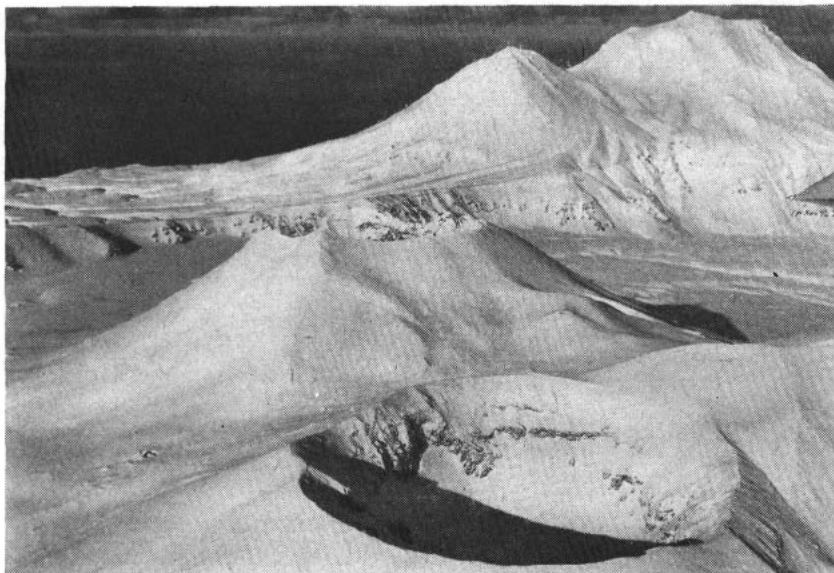


ILLUSTRATION shows cone-like volcanic plug and graph of its general contour as made by airborne magnetometer.



TWIN CRATERS on Semisopchnoi Island near tip of Aleutian chain will be studied by Navy geophysicists in their program of volcanic research.

face. Intensities of the magnetic field are measured by the magnetometer.

Values of the total intensity are recorded on a continuous paper tape. This graph resembles any dull business index—with its mountains and valleys.

The earth's magnetic field is measured over areas where various mineral deposits or other under-surface magnetic bodies are located. Such underground formations are indicated by changes in the magnetic field at the surface.

Magnetic contour maps are drawn from these measurements. Information as to the location of uplifts in the basement rocks thus are provided from these maps. This in turn serves as a clue to volcanic action.

If you were looking at a cross section of a volcano, you'd see various layers of different kinds of sub-surface material—shale, sandstone, limestone, granite or basalt, for example. Protruding somewhere beneath the center of the volcanic mountain like a giant inverted cornucopia is found a semi-molten body of igneous rock called a magmatic body.

This cone-like formation, which once was one of the layers of the earth, became so disfigured because of an underground pressure. As subsequent molten lava is ejected to the surface, portions of it settle back on top of the original magmatic body. When this molten lava has hardened in this position it is called a volcanic plug.

Magnetometer readings show in general the contour of the magmatic body. From comparisons with previous geologic information, additional data as to the volcanic action can be learned.

In order to traverse the thousands of miles necessary in the aerial survey, the actual areas to be covered were plotted into sections. The flying laboratory would travel in one direction for a hundred miles or more, repeating the process at intervals of 10 miles. This would be continued until the desired area was covered.

Included in the volcanic survey were flights over the Aleutian Trench—an undersea center of earthquake activity. From data learned in read-

ings over this trough scientists hope to learn more about submarine earthquakes and resultant tidal waves.

As recent as April of 1946 so-called tidal waves swept the Pacific from the Aleutians to the Hawaiian Islands. Across the Pacific the amplitude of the waves was only about one or two feet with the wave lengths averaging several miles. Some waves, however, towered 100 feet when they reached Hawaii where as a result 113 persons lost their lives. It is believed that this devastation was created by a shift in the Aleutian Trench.

In flying over the trench, instruments were used exclusively for navigation. The extremes of frigid weather encountered on numerous occasions caused the breaking off of radio and radar antennae.

Experienced personnel — enlisted and officer—were specially selected for the aerial expedition from the Naval Aircraft Modification Unit at Johnsville, Pa.

The project itself was a joint venture of the Office of Naval Research and the U. S. Geological Survey assisted by the Naval Ordnance Laboratory.

The Navy's contribution to the understanding of volcanoes is an outgrowth of a study begun a number of years ago by governmental scientists. The Navy in 1946 assumed certain military aspects previously handled by the Army.

Future studies and location and construction of new naval installations will depend on results obtained from the series of expeditions—land and airborne.—Ed Velarde, JO1, USN.



WALL OF FIRE cascades from Mokuaweoweo Crater down slopes of renowned Mauna Loa, one of the most active volcanoes on island of Hawaii.



MAXIMUM protection is provided aircraft personnel by blasting flames from cockpit with a 'Paradise' foam nozzle.

Hot Poppas Get New Fire-Fighting Methods

SPECIALLY trained fire-fighting teams at Pacific naval air stations require only a half a minute to rescue personnel from the wreckage of a crashed plane.

The speed with which the fire-fighting and rescue units operate is due mainly to the efforts of a training team of Commander, Air Force, Pacific Fleet, Pearl Harbor, which travels to all air stations in the Pacific area,

instructing and demonstrating the latest methods to combat aircraft fires.

The eight-man team moves onto a station and begins an immediate survey of the installation's fire-fighting needs. A team is organized from station personnel and surveyed aircraft are collected for demonstration purposes.

In 10 days, the station's new fire-

fighting crew is ready to go into action. Their training has taught them how to approach a fire, how to carry out protective measures to insure the rescue of the plane's personnel as quickly as possible, the types and amount of equipment needed to combat successfully the various kinds of aircraft fires, and the employment of mechanical foam.



FIRE-FIGHTING team approaches simulated crash on the run (left) in demonstration of rescue techniques (right).

LETTERS TO THE EDITOR

VA Medical Aid for Old Timers

SIR: I served in the Navy from 20 May 1904 until 30 June 1914 and I would like to know if I am entitled to medical assistance by the Veterans Administration? I served on board *Marblehead*, *Yorktown* and *Buffalo* during that time and I believe I am eligible for the Nicaraguan and Mexican Campaign Medals. How do I go about finding out about this?—V.C.P., ex-GM3, USN.

• Persons discharged from the Navy for disabilities incurred in line of duty, or those in receipt of compensation for service-connected disability, and veterans of any war (discharged under other than dishonorable conditions and unable to defray the costs of such care) are eligible for VA domiciliary care while they are suffering with permanent disabilities, tuberculosis, or neuropsychiatric ailments, and medical and hospital treatment for diseases or injury.

Applications regarding individual eligibility for Navy awards should be addressed to Chief of Naval Personnel, Navy Department, Washington 25, D. C. (Attn: Pers 10).—Ed.

Ex-POWs and Medals

SIR: As an ex-POW held by the Japanese in China from 11 Nov 1942 to September 1945 I would like to know if I am eligible for the China Service Medal?—S. S. C., ADC, USN.

• In order to be eligible for the China Service Medal and Navy Occupation Service Medal a member of the naval service must have served on permanent active duty with a unit credited with service entitling such unit to these awards. POWs are entitled if their service meets the above requirements.—Ed.

Gold Hashmarks

SIR: In January 1949 ALL HANDS the story "All Hands Supplies Clinchers for Hashmark Arguments" says that good conduct must be maintained for enlisted personnel to continue the wearing of gold hashmarks and rating badges. Would you please quote me the directive upon which this statement is based? I was under the impression that once gold hashmarks were earned they could not be revoked regardless of conduct afterwards.—R. M. K., CHRELE, USN.

• Change No. 1 to U. S. Navy Uniform Regulations, dated 24 Feb 1948, provided that the standards of good conduct must be maintained in order to wear gold rating badge and hashmarks.—Ed.

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

Travel Allowance

SIR: If a man was discharged in Boston, Mass., at the receiving station and had reported there for discharge from a ship with a home port in Boston, Mass., would he rate travel allowance for his wife and transportation of household effects if he reenlists on board another ship with a home port of Key West, Fla.?—J. N., ICI, USN.

• Under existing instructions, a man (pay grade 3 or above) who is discharged and reenlisted at the same place (geographical location) within the continuous service period, is entitled to transportation of dependents and household effects from the last permanent duty station prior to discharge to the new permanent duty station after reenlistment. This includes home yards and home ports when the old and new duty stations were vessels.—Ed.

Who Goes to IC School

SIR: (1) Is there a school for FAs or FNs who wish to have IC rates? (2) If so, what are the qualifications? (3) Can a man be broken in rating if he flunks out of EIC school and for that reason alone?—R. A. S., ICI, USN.

• (1) Naval Schools, Interior Communications Electronics, Class A, have been established at the Naval Training Centers, Great Lakes, Ill., and San Diego, Calif. (2) FNs, FAs, SNs, SAs and IC3s who have not attended these schools are eligible for admission provided they have a minimum combined score of 110 on ARI and MECH (or MKELECT) and 18 months obligated service upon date of entry into school. Completion of high school courses in physics and mathematics is desirable. Graduation from any Class A school eliminates personnel from attending another Class A school. (3) Any man may be reduced in rating for proven incompetency in accordance with the provisions of Article D-5113, BuPers Manual, but such reduction in rating should be made only in accordance with the Navy's policy. The fact that a man fails a course of instruction in itself does not serve as a reason for reduction in rating for incompetency.—Ed.

Airman Apprentice

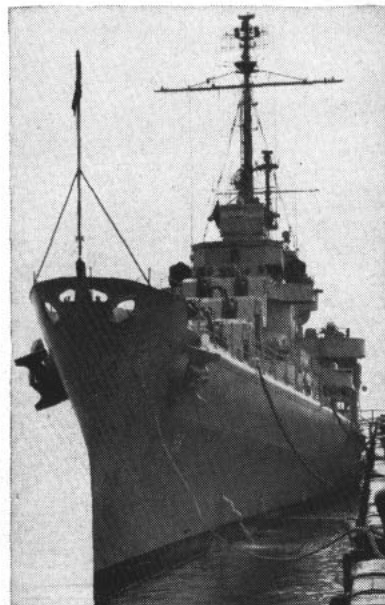
SIR: I notice that in February 1949 ALL HANDS, p. 48, in the list of Navy enlisted ratings you have "aviation apprentice" instead of "airman apprentice." It is not often that I notice an error in ALL HANDS and I would not have brought it to your attention if it was not for the fact that ALL HANDS is used for reference so much.—I. R. E., YN3, USN.

• ALL HANDS makes every effort to give the straight dope to personnel of the Navy. Where "aviation apprentice" appeared (February 1949, p. 48) it should have been "airman apprentice." ALL HANDS appreciates such interest and as long as people continue to write letters, whether they consist of constructive criticism or praise, ALL HANDS will know that it is being read and appreciated by those it endeavors to serve.—Ed.

The Story on Astoria

SIR: I am an ex-crew member of *Astoria*. Can you tell me what has become of her?—L. F. D., BMC, USN.

• The information contained in your letter does not specify what *Astoria* you are referring to. USS *Astoria* (CA 34) was lost in action off Savo Island, Solomons, 9 Aug 1942. USS *Astoria* (CL 90) is still on active duty with the Navy, although scheduled to be inactivated in the near future. Her present home port is San Pedro, Calif.—Ed.



USS *Astoria*—Fighting cruiser (CA 34) sunk in a fierce surface battle off the Solomons.

The Word on Uniforms

SIR: What is the history behind (1) black neckerchief (2) square knot on the neckerchief (3) four stripes on the neckerchief (4) two stars on the collar (5) and three stripes on the collar.—G. S. D., QMC, USN.

• (1) In the early days of the Navy enlisted men oftentimes wore their hair clubbed and tarred. In order to protect the uniform they were permitted to wear bandannas. Early in the nineteenth century black handkerchiefs or neckerchiefs were prescribed, possibly because tar stains would not be so noticeable on them.

(2) The specific reason for tying the neckerchief with a square knot is not known. It is reasonable to believe, however, that it was done because the square knot was a knot not easily given to slipping and easy to fashion.

(3) There is no significance to the pattern of the neckerchief.

(4) Prior to 1866 enlisted men wore various designs of stars and anchors on their collars for decorative purposes—no insignia being officially authorized.

Ship Reunions

News of ship reunions 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 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• USS *Hornet* (CV 12): reunion over the last weekend in April or the first in May 1949 in Washington, D.C. for crewmembers and air group members with their families. Over 700 have already indicated their interest. Arrangements are under way to provide Navy quarters for Reserve male personnel who want them, and hotel reservations can be made through the committee. Write to: Captain C. H. Duerfeldt, Telegraph Road, Alexandria, Va.

• USS YMS 47: annual reunion from Friday, 3 June 1949 to Sunday, 5 June 1949, at "The Alpine," RFD 3, Box 195, Kingston, N.Y. Contact Hans Olaf Thummel at that address.

• USS *Massachusetts* (BB 59): reunion in Boston during the month of May, 1949. Contact James L. Harrington, 158 Salem St., Reading, Mass. For details of a new organization known as the USS *Massachusetts* Associates, write to J. E. Shiels, YNC, c/o USNAS, Squantum, Mass.

• USS *Phoenix* (CL 46): reunion planned for the summer of 1949 in Philadelphia, Pa. Former personnel or surviving parents and wives should contact E. R. C. Garvin, Box 284, Mechanicsburg, Pa.

Retainer Pay

SIR: What happens to the retainer pay of a Fleet Reservist when he dies? Does it revert to his widow or immediate dependents?—J. M., MMC, USN.

• Retired and retainer pay ceases upon the death of any retired or Fleet Reserve personnel.—Ed.

The Uniform Regulations of 1866 provided for stripes to be worn on the collar and two stars—one in each corner. From 14 July 1869 to 20 Jan 1876 only the stars appeared, the stripes having been abolished. Following 20 Jan 1876 the stripes were again authorized and the stars have been worn ever since.

(5) Stripes were first authorized in 1 Dec 1866 uniform regs which prescribed that petty officers, seamen and 1st class firemen should wear three rows of white tape; ordinary seamen and 2nd class firemen, two rows; and landsmen, coal-heavers and boys, one row. These stripes were abolished by regulations of 14 July 1869. General Order No. 202 of 20 Jan 1876 again directed that stripes be worn—all enlisted men to wear three. This order has continued as such until the present day. They are purely decorative.—Ed.

Duty on Board Super-Carrier

SIR: In your November ALL HANDS 1948 you made mention of the Navy new super-carrier. There are some of us aboard ship that would gladly ship over to have duty aboard such a ship. Is there any way that we can submit a request for this duty?—J. F. A., RD3, USN.

• The crew for this ship will not be assembled until 10 weeks in advance of commissioning. That will be a number of years from now. Request for this ship are not desired and will not be acknowledged.—Ed.

Sea Pay for Stateside Duty

SIR: A group of men attached to a utility squadron at Guantanamo Bay, Cuba, were sent under TAD orders to Key West, Fla., and another group to Quonset Point, R. I. These men were in a flight status. On their return to home base they were not paid sea pay for the time spent in the states. Shouldn't they be entitled to sea pay?—W. T. S., ADC, USN.

• According to paragraph 3(d), Sec-Nav Ltr., Article 45-530 (NDB, AS & SL January-June 1945) as amended, personnel under flight orders attached to a utility squadron are entitled to the percentage increase in pay for sea duty regardless of the geographical location of the squadron or the issuance of orders to temporary additional duty elsewhere.—Ed.

Summary and Gold Hashmarks

SIR: I was given a summary court in February 1942. How long must I wait before I can wear gold hashmarks?—A. E. M., USN.

• Probably January 1954. Under current uniform regulations you must maintain the necessary marks and qualifications equivalent to those necessary for the receipt of Navy Good Conduct Medals for 12 years to be entitled to gold hashmarks.—Ed.

About Melville

SIR: I would like to know what happened to USS *Melville* after the war? Was she scrapped or put into one of the reserve fleets?—R. L. C., SK2, USNR.

• USS *Melville* (AD 2) was transferred to War Shipping Administration for disposal by the Maritime Commission in March 1948.—Ed.



Bearing Circle.



Azimuth Circle.

Going in Circles

SIR: In the September 1948 ALL HANDS you pictured a bearing circle and made reference to it as an azimuth circle. In the January 1949 ALL HANDS an observing QMC called attention to this error but in the editor's reply there was nothing confirming or denying the chief's question. Instead, the editor quoted Bradford's Glossary of Sea Terms and gave the impression that the chief wasn't quite up to date on the instruments he uses daily.

The bearing circle shown in ALL HANDS is an instrument in itself. It is used for determining both bearings of terrestrial objects and azimuths of celestial objects. It becomes an azimuth circle only when fitted with an additional prism-mirror appliance designed especially for obtaining the compass azimuth of the sun.—C. M. L., CHMACH, USN.

• In response to numerous inquiries ALL HANDS has done additional research and it is now quite evident that the instrument mentioned in the Quiz Aweigh is a bearing circle.—Ed.

Who Salutes Whom

SIR: If an enlisted man is walking alongside a commander and a lieutenant approaches does the enlisted man return the salute with the commander?—R. H. E., BMC, USN, and R. O. B., YN1, USN.

• There is no authoritative source which answers this specific question. However, on the basis of other hypothetical cases which have been given in the past it would appear to be affirmative.

In the case of an ensign and a commander walking along together and approached by a lieutenant, the situation is clear. A junior in the company of a senior officer and approached by an officer whose rank is intermediate, the approaching intermediate ranking officer must salute first and his salute is returned simultaneously by the other officers. This rule is substantiated in *Naval Orientation* (NavPers 16138, Revised, June 1945) and in *ALL HANDS*, January 1944.

Considering this it would seem only proper for the commander and enlisted man to return their salutes simultaneously in the above situation.—Ed.

Serving Probation Period

SIR: On page 29, January 1949 *ALL HANDS* in the Letters section under the title, "Must Serve Probation Period," it seems to me that your reply to G.S.M.'s query is in error. My interpretation of *Alnav* 436-46 is that unless a man has been restored to active duty after a re-training period he should be discharged on his expiration of enlistment date, regardless of probationary time remaining to be served. I use as the basis for this opinion Article 476 of *Naval Courts and Boards*.—L. L. H., YNC, USN.

• Paragraph 3 of *Alnav* 436-46, which modified *Alnav* 155-41, permitted discharge of naval personnel upon expiration of enlistment with certain specific exceptions including, among others, enlisted personnel restored to active duty on probation if violation of the probation would result in a bad conduct or dishonorable discharge. *Alnav* 436-46 authorized their retention until expiration of the prescribed probationary period (if less than six months) or until the expiration of six months of the prescribed probationary period (if more than six months). *Alnav* 436-46 was cancelled by BuPers Circ. Ltr. 6-49 but the above was incorporated in BuPers Circ. Ltr. 6-49 and remains in full force and effect.

That part of Section 476, *Naval Courts and Boards*, which states "Probationary periods cannot extend beyond the current enlistment of the man concerned" is not applicable during the period of national emergency. For certain purposes, including the foregoing, the national emergency has not yet been terminated.—Ed.

Overseas Shore Duty

SIR: I am interested in putting in for overseas shore duty but I am not familiar with the reference to use. Also I would like to know where I can get information on the living conditions at the various overseas activities.—N. D., FN, USN.

• Overseas shore activities are under the jurisdiction of fleet commanders, and requests for duty there-in should be addressed to them.

Your request should be submitted in accordance with fleet directives to the cognizant fleet commander for approval.

In December 1948 *ALL HANDS*, pp. 36 to 41, there appeared a list of overseas stations and pertinent information concerning living conditions there.—Ed.

Ship's Name on Hat

SIR: Before the war enlisted men wore bands on their flat hats that carried their ship's name. Will this ever be put into practice again? Also, I don't see why the Navy doesn't authorize shoulder patches carrying the ship's insignia. It would serve to build additional pride in a particular ship or unit the man is attached to.—E. H. H., LI3, USN.

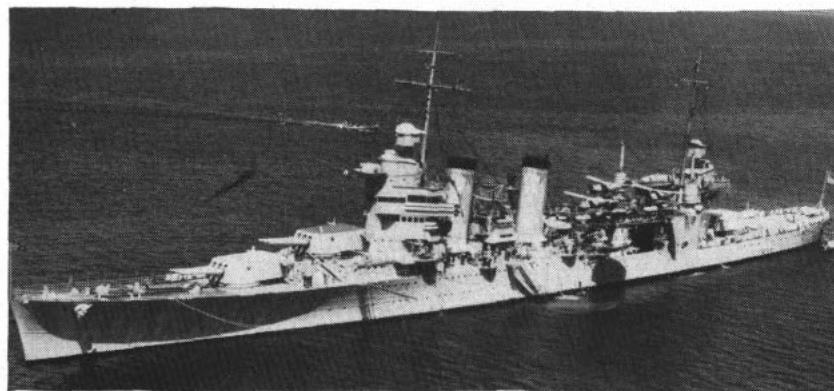
• The Navy Department does not contemplate authorizing cap bands with ship's names thereon at any time in the near future.

In view of the mobility of naval personnel and their availability for assignment to any type of duty, shoulder patches to indicate type of duty would be subject to constant change. They are not considered desirable for the Navy and it is not foreseen that any will be authorized in the immediate future.—Ed.

Cruiser Inactivated

SIR: I served on board USS *Tucson* (CL 98) while she was with Task Force 38. I would like to know what has happened to her now?—C. E. O., QM1, USN.

• USS *Tucson* was recently selected for inactivation at San Francisco, Calif.—Ed.



USS *Tucson*—To be inactivated along with USS *Oakland* (CL 95) and USS *Fresno* (CL 121).

Shore Duty Billets

SIR: Are there any Regular Navy billets available at NAS Dallas, Tex.? I am interested in getting shore duty in that area as I only have a couple of years left before I retire.—C. C. B., ADC, USN.

• There are a few Regular Navy billets at the Naval Air Station, Dallas, Tex. If you desire to be placed on the SDEL, it is suggested that you submit an application for shore duty in accordance with BuPers Circ. Ltr. 101-48 (NDB, AS&SL, January-June 1948).

When the effective date for transfer to the Fleet Reserve is set, and should you still desire duty at NAS Dallas, special consideration will be given your request submitted at that time.—Ed.

Civvies on Board Ship

SIR: Are enlisted men allowed to have civilian clothes on board any U. S. naval vessel?—P. P. B., YN2, USN.

• Article 1-3(b) *Uniform Regulations*, 1947 states that enlisted personnel are not permitted to have civilian clothing in their possession on board ship.—Ed.

Disposition of Alcor and LST 387

SIR: During the war I served on board USS *Alcor* (AD 34) and USS LST 387. I wonder if you can tell me their present locations?—J. E. W., ex-MM2, Retired.

• USS *Alcor* (AD 34) and USS LST 387 were both transferred to the War Shipping Administration and disposed of through the Maritime Commission.—Ed.

Pensions for Widows

SIR: When officers or enlisted men die while on the retired list, does their retired pay go to their widows?—O. R., USNR.

• There is no provision of law whereby the widows of retired naval personnel are entitled to pensions from the Navy Department. Widows (who have not remarried) of veterans of most wars are usually eligible, however, for some type of pension from the Veterans Administration or Social Security Administration.—Ed.

The Battle of the Bubbles

LITTLE things are mighty important to the Navy. Take bubbles, for instance. Have you ever wondered about bubbles—how they're formed, or what happens when they burst? Probably not. But the Navy has.

The question concerning bubbles may seem academic. It may seem small. It may even sound silly. The Navy doesn't think so, however. As a matter of fact the Navy believes that finding the answer to this query may change a lot of things about ships and water-borne missiles.

The cause of pitted propellers and trouble with sound interferences on submarine detection devices may lie in one phenomenon—bubbles.

More accurately, the cause may be cavitation. This is an underwater condition involving the bursting of bubbles and the formation of vacuums around propellers revolving at speeds above certain critical values.

Just exactly what cavitation is even top scientists aren't sure. That's why they're conducting experiments at the California Institute of Technology in Pasadena, Calif. It's part of a research project sponsored by the Research and Development Division of the Bureau of Ordnance and the Fluid Mechanics Branch of the Office of Naval Research.

Of one thing the scientists are certain. Bursting of bubbles around a ship's propeller or a torpedo noticeably affect their operation. Cavitation bubbles are known to erode and damage propellers and to result in considerable reduction in their efficiency.

These cavitation bubbles, moreover, create noise which when measured in terms of common occurrences approximate the clatter of thunder or the deafening roar of an artillery barrage. This obviously is a dead give-away to an enemy's sound detection devices.

Pictures taken at the rate of 20,000 per second show that bubbles form, collapse, rebound, and reform again.

When the walls of these cavities crash together, a burst of energy is released. When this energy is re-

leased near a ship's propeller, it bites into the metal. Sound made by the released energy is great enough to disturb submarine detection instruments.

Previously it had been believed that chemical action primarily caused destruction to metals during the cavitation process. Experiments subsequently show that the trouble is a mechanical one. The erosive effects now are reasoned to be caused by the violent impact of the bubbles against the face of the metal. That's how pits develop.

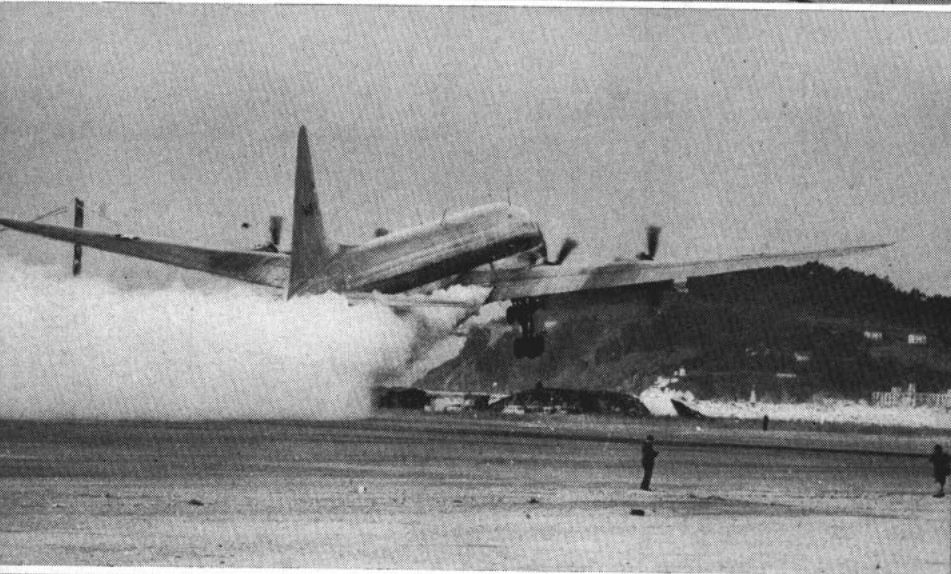
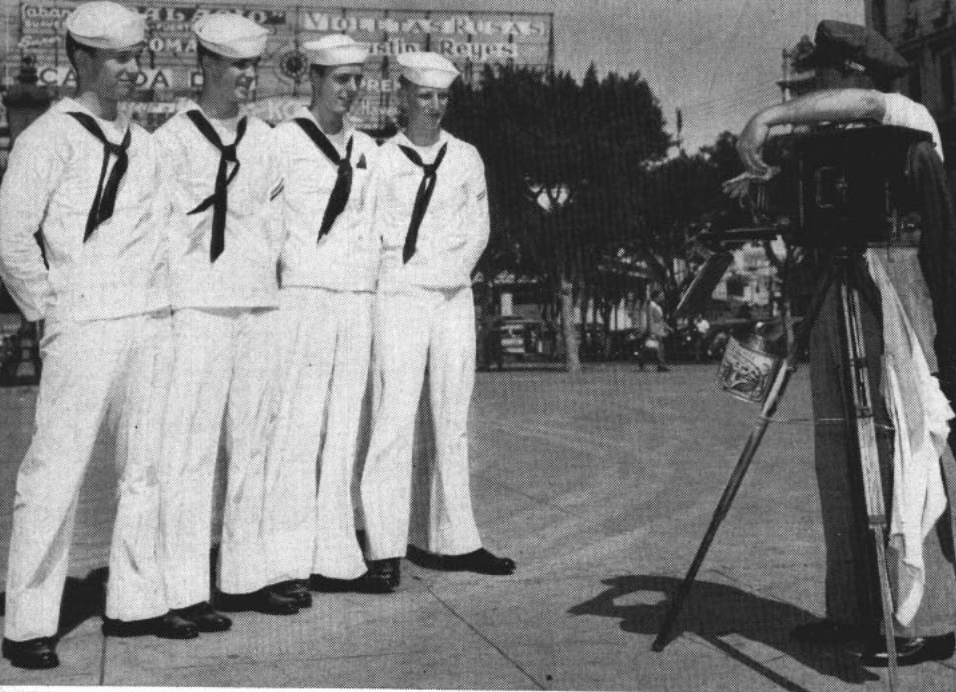
One of the major problems confronting the Navy's scientists today is in the field of noises generated by cavitation bubbles. A ship under way is not the most silent thing in the world. Machinery sounds, the swish of water against the hull and the churning of propellers are but three of innumerable noises. Of underwater sounds from moving ships, the greater part comes from the propellers. And the predominant sound generated by propellers is associated with propeller cavitation.

If you think little bubbles can't make a lot of noise, lend an ear, as it were. The unit of measurement for loudness of sounds is the decibel. The scale of measurement ranges from a very faint with a unit of 10 decibels as in a soundproof room, increasing to 120 and above for sounds equivalent to thunder or an artillery bombardment.

For an idea as to the loudness bubbles can create, tests were made of a torpedo traveling 6.5 knots under simulated conditions. Measurements were taken at a distance of eight feet from the propellers. Cavitation noises created were recorded up to 112 decibels—or approximately equaling the roar of firing artillery and greater than the racket you'd hear standing near a riveter working to beat the 5 o'clock whistle.

Cal Tech's experiments are in the field of pure research. The aim is to gain more physical knowledge concerning the mechanism of cavitation.





TODAY'S NAVY



Kimball Replaces Brown as Assistant SecNav for Air Koehler Succeeds Andrews as Assistant SecNav

Changes in Department of the Navy top positions usher in Dan A. Kimball as Assistant Secretary of the Navy for Air, and John T. Koehler as Assistant Secretary of the Navy.

Mr. Kimball was nominated for the Assistant Secretary for Air position following the resignation of John Nicholas Brown who had held the post since 12 Nov 1946. Mr. Koehler succeeds Mark Edwin Andrews.

A veteran of World War I, Mr. Kimball received his training as a pilot in the same group as General James H. Doolittle. He was commissioned a second lieutenant in the Army Air Forces on 1 Mar 1918, mustering out at the end of the war as a first lieutenant.

More recently, Mr. Kimball served as executive vice president of the

Aerojet Engineering Corporation of Azusa, Calif., and as vice president of the General Tire and Rubber Co.

Newly appointed Assistant Secretary Koehler was a naval officer during World War II, commanding the first underwater demolition team to engage in combat. He was awarded the Silver Star Medal for his gallantry with pre-assault demolition teams on the beaches of Roi-Namur in the Marshalls. Before being assigned to the Pacific he was executive officer of a naval advanced base in the Mediterranean. He participated in the invasion of Sicily, landing on D-Day at Gela where he served as beachmaster during the assault phase of the operation.

A lawyer, Mr. Koehler served in the Office of the General Counsel for the Navy Department since 1945, recently as assistant general counsel.

← The Navy in Pictures

CORONATION of Able Seaman Murray as King of the Ball highlighted festivities held at Pensacola Yacht Club for the crewman of the frigate HMS *Bigbury Bay* (top right). Top left: Four airman apprentices pose for a street photographer while on liberty in Havana during a Reserve training cruise aboard USS *Cabot* (CVL 28). Center left: 92-ton *Constitution* roars aloft from NAS Alameda with boost from her jato units. Bottom left: Claire Dennis, 'Miss Photo-Flash of 1949,' turns tables on Herb Outten, PH3. Lower right: CAPT J. A. Connolly, Commander NTC San Diego, cuts birthday cake given Dale Schaefer, EMFA, by San Diego Chamber of Commerce.

Johnson Succeeds Forrestal

Succeeding James Forrestal as Secretary of Defense is Louis A. Johnson, 58-year-old Washington, D. C., and Clarksburg, W. Va., attorney.

Mr. Forrestal, last remaining member of President Truman's cabinet appointed by former President Roosevelt, will return to private business.

Mr. Johnson is a former Assistant Secretary of War, serving in that position during World War II. He is noted as a specialist in industrial mobilization planning. At one time he was National Commander of the American Legion.

YESTERDAY'S NAVY



Carrier USS *Lexington* sunk by Japanese during Battle of Coral Sea which began on 4 May 1942. British ship *Lusitania* torpedoed and sunk without warning 7 May 1915. Navy NC-4 completed trans-Atlantic flight on 27 May 1919.

MAY 1949

| SUN | MON | TUE | WED | THU | FRI | SAT |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |



TRAPPED by winter at Point Barrow, Alaska, LCM is tossed among the Arctic ice-floes. Sea route is considered the tough way to join the order.

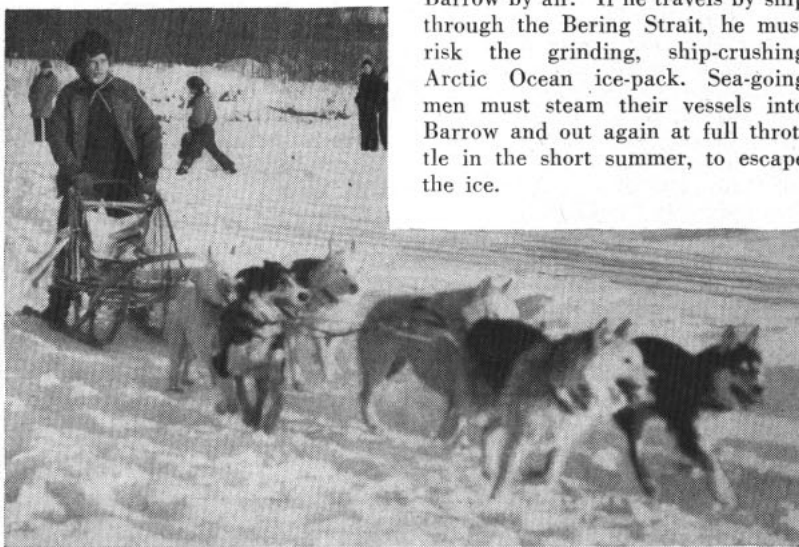
Exclusive 'Top of the World' Club Growing Fast

The exclusive brotherhood known as "The Order of the Top of the World" was swelled by more than 60 members when Patrol Squadron 61 (VP-61) touched at Barrow, Alaska, during an aerial survey operation.

The Order of the Top of the World is considered by the Navy men at Barrow to be more exclusive than the Royal Order of the Polar Bears or the Order of the Blue Noses—two other Arctic fraternities. Top-

of-the-worlders claim that one has merely to cross the Arctic Circle at sea in the comfortable quarters of a ship to qualify for the two rival orders.

Membership in The Order of the Top of the World is based solely on the experience of traveling to Barrow—latitude 71° 20' N. This is as far north as a person can get and still be on U. S. soil. The voyager may have to contend with blizzards or pea-soup fogs if he goes up to Barrow by air. If he travels by ship through the Bering Strait, he must risk the grinding, ship-crushing Arctic Ocean ice-pack. Sea-going men must steam their vessels into Barrow and out again at full throttle in the short summer, to escape the ice.



DOG TEAM trip across vast tundra wilderness is another way of earning membership. Founders of the exclusive brotherhood used this method.

The Navy Relief Society

The period 4 May to 6 June 1949—commemorating the Navy-Air-Marine battles of the Coral Sea and Midway—has been designated by the Navy Relief Society for its "annual call for contributions."

During this period voluntary contributions to the Society, and through it, to naval and marine personnel in financial or family distress, will be gratefully received.

With the cooperation of naval authorities everywhere, during the past year efforts have been made to bring home to all naval personnel and their families the purposes and practices of the Society and its availability and willingness to assist naval and marine personnel and their families in times of real need. A total of some 92,339 cases were assisted during 1948.

Currently being distributed are "Question and Answer" pamphlets for the purpose of informing everyone in the Navy and Marine Corps as to what the Society does and does not do, and why and how it does it. There are included, also, summaries of its financial operations.

The Society does not desire to impose hardship upon anyone in the support of its activities. It does not utilize nor endorse pressure methods in the collection of funds; neither does it solicit contributions from civilian sources although it does most gratefully receive and acknowledge any donations from civilian friends of the Navy. It is the belief of the Society that, if the true nature of its operations are sufficiently well known, sufficient support from the naval service will be forthcoming to enable it to continue or even expand its present scale of operations.

Based on present trends and on an increase of over 25 per cent in its financial operations for the last six months of 1948, the Society will need about \$600,000 from contributions, in addition to the income it receives from investments, to carry on its present program. These contributions must come largely from naval sources.

In the past, financial support from the shore establishments, where the work of the Society is well known, and where the families of naval personnel reside, has been generous. Contributions from ships, however, have been generally disappointing. It is hoped that a better understanding of the purpose and work of the Society will remedy this situation.

The Society does not set any stand-

ard as a basis for individual contributions, believing that an individual's own situation should dictate the amount of his or her contribution. It may be pointed out, however, that if each officer and man in the Navy made a voluntary contribution even as little as one-third of one day's pay the Society's needs could be reasonably well met.

Admiral Louis E. Denfeld, Chief of Naval Operations, has stated, "I commend the Navy Relief Society to you as most worthy of your support."

It may be anticipated that individual commands will announce arrangements for the collection and handling of contributions during the period of the "call"—4 May to 6 June 1949. Individual receipts will be furnished if requested.

CPO Club Popular Place

The chiefs' club at the U. S. Naval School, General Line, Monterey, Calif., is an unusual leisure-hour rendezvous with a novel type of interior decorations.

Seven of the club's founding CPOs began with barren rooms and ended with a plush establishment rivaling the best civilian clubs "ashore." They altered partitions, added draperies and furniture, and installed pool tables and other games.

Five of the club's outstanding figures were caricatured by a local artist in a large mural. Four of them were depicted as a lion, an elephant,



MASK developed under Navy contract will conserve body heat and moisture, make Arctic living easier.



MO' SHMOOS IS GOOD SHMOOS—In front of SecNav John L. Sullivan, Al Capp autographs poster he created to help Navy Savings Bond Campaign.

a pig and an alligator—in the familiar stance of customers at a refreshment counter—while the fifth, as a dog, is shown as a refreshment dispenser. Animals chosen to represent the various chiefs follow in general the physical characteristics of their "models."

The club has proven to be a popular spot for off-duty chiefs at the school.

Preparation of Candidates

Recommendations urging all commanding officers to stress adequate preparation of interested and eligible candidates for the Naval School, Academy and College Preparatory, Bainbridge, Md., are contained in BuPers Circ. Ltr. 14-49 (NDB, 31 Jan 1949).

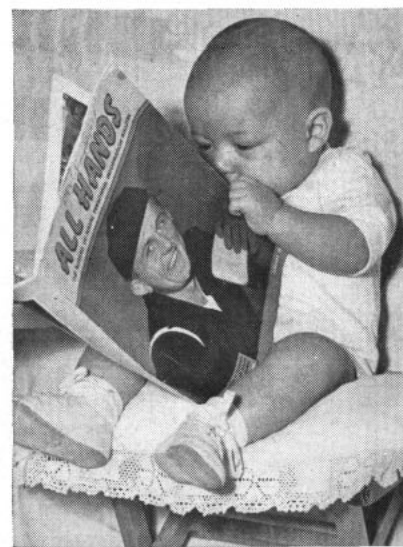
Examinations screening candidates for entrance will be held 20 July throughout the naval establishment, in accordance with procedures outlined in BuPers Manual. Specific instructions on nomination of candidates will be forthcoming at a later date.

Information regarding amount and nature of preparation required may be obtained from educational services officers, who are asked to make available textbooks and materials recommended in BuPers Circ. Ltr. 107-48 (NDB, 15 June 1948) (See **ALL HANDS**, August 1948, p. 52). Suggested manuals and correspondence courses are listed in the fields of algebra, plane geometry and plane trigonometry, English, physics and American history.

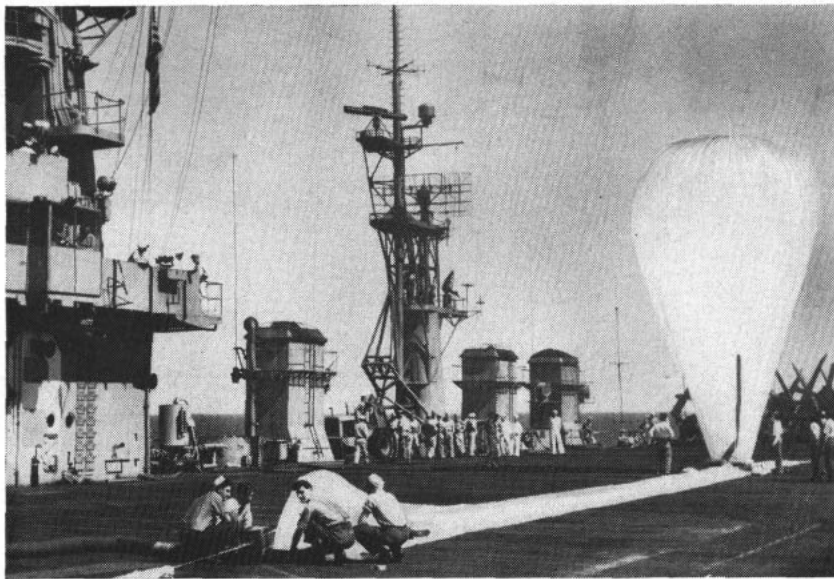
Pacific War Memorials

Membership in the Pacific War Memorial, Inc., an organization seeking to establish scientific research field stations on selected Pacific islands, is open to servicemen and veterans upon payment of yearly dues of two dollars.

Incorporated in 1946 by former Secretary of War Henry L. Stimson, the foundation was originated by a group of veterans whose belief was that an organization to study native peoples and problems would be of more value to this country and the Pacific area than war monuments tra-



STUDENT of the classics, Geoffrey, son of LTJG and Mrs. C. Daughtry of Portsmouth, Va., gets the word early.



ALTITUDES over 90,000 feet were reached by plastic balloons launched from USS Saipan (CVL 48) for purposes of cosmic ray research in Caribbean area.

ditionally founded to commemorate U. S. war services.

As a living memorial to men of the U. S. armed forces who served in the Pacific, the organization has the endorsement of the Pacific Science Board of the National Research Council, scientific groups and the Navy which has responsibility for island government of the Pacific Trust Territory.

With a future goal of a \$10,000,000 endowment fund, directors of the Pacific War Memorial are seeking new members and contributions. Its president is Lieutenant General Robert C. Richardson, Jr., USA (Ret).

In the foundation's program are plans to:

- Establish and maintain a series of memorial field stations on Pacific islands offering opportunities for research in the natural, physical and social sciences, in tropical diseases and in new sources of food. The stations will be available to accredited scientists from universities, museums and other scientific organizations. Acquired from the Navy is the Memorial's first field station, a former Japanese research building on the island of Koror in the Palau group.

- Set aside memorial conservation areas and sanctuaries where Pacific wild life can be preserved. A section of Saipan is the first of these areas.

- Provide memorial fellowships to enable qualified scientists to study various Pacific problems.

- Facilitate and coordinate Pacific research. Results will be turned over

to the scientific world through the foundation. A Memorial headquarters will be established in Honolulu in the future for evaluating and distributing results of the field station studies.

More specifically, foundation studies will include new sources of food and edible fish, development of climate patterns, eradication and control of pests, prevalence of tropical diseases and other scientific studies.

The Memorial, of course, will depend largely on veterans and servicemen for its support. For additional

information, those interested may write the Pacific War Memorial, Inc., 44 West 56th Street, New York 19, N. Y.

Underwater Sound Laboratory

Construction of a permanent \$1,120,000 Navy underwater sound reference laboratory, the only one of its kind in the world, is being planned for an Orlando, Fla., site.

The new lab, to be used for testing and evaluating submarine and anti-submarine underwater sound equipment, will be constructed adjacent to Lake Gem Mary at Orlando. It will replace the present temporary structure across the lake which stands on leased land.

The new installation will provide complete year-round facilities for solving underwater sound measuring and calibration problems. Another function will be the development of apparatus and techniques for the quantitative measurement of underwater sound transducers and certain electronic equipment. The laboratory will make measurements on transducers and hydroplanes submitted to it, since its basic purpose is to provide an independent authority to which sonar equipment may be referred for evaluation.

The laboratory will be a two-story building containing a number of specially fitted rooms for technical use. This will include high, intermediate and low frequency laboratories, high pressure laboratories, elec-



TSINGTAO SHRINE of China's greatest carpenter, Lu-Ban, is visited by Eugene Fusting, DC1, and his CO, CAPT W. B. Davidson, USN, of USS Estes.

tronic development and instrument development shops, plant, machine, foundry and plating shops and various types of storage rooms. Three rooms will be completely shielded against electronic interference.

Connecting the main building to the water will be a fixed pier with a pontoon ramp running out to an offshore floating pier. A frame building will be built on the fixed test pier and will contain an intermediate frequency system room with two operators' consoles, viewing boxes and a storage room. The entire facility will be connected by an intercommunication system. Equipment will be transported by monorails to reduce manual labor and conserve floors.

The lake near Orlando was chosen as the site of the laboratory because stable weather at that location keeps the lake water at uniform temperature the year around. Also, the sound-absorbent black muck bottom of the lake is a perfectly shaped inverted cone. To obtain uniform results in tests it is necessary to regulate the level of the lake to within one-half inch. This is accomplished by pumping water to and from a second lake nearby.

The problem of keeping fish away from the laboratory area was solved by slight charges of electricity in the water. This frightens them away without inflicting injury.

The laboratory will be constructed under contracts issued by the Bureau of Yards and Docks and will operate under the direction of the Office of Naval Research.

Five Selected for Promotion

Five Marine Corps colonels have been selected for promotion to brigadier general, with promotions to take effect individually as vacancies occur. Selections were based on the expected number of vacancies during the present calendar year.

The five selected are Colonel William J. Whaling, CO, Marine Barracks, Naval Base, Philadelphia, Pa.; Colonel William S. Fellers, chief of staff, Troop Training Unit, Amphibious Training Command, Pacific Fleet, Coronado, Calif.; Colonel James H. Strother, executive officer, Depot of Supplies, Philadelphia, Pa.; Colonel Edwin A. Pollock, military secretary to the Commandant of the Marine Corps, Washington, D. C.; and Colonel Randolph M. Pate, director of instruction, Academic Headquarters, Marine Corps Schools, Quantico, Va.



NEW COURSE will acquaint MarCor Regulars and Reserves with basic principles and the latest developments in the field of jet propulsion.

Marine Corps Offers Course in Jet Propulsion

Aviation personnel in both regular Marine squadrons and Marine Air Organized Reserve squadrons may apply for a new correspondence extension course covering the basic principles and developments in jet propulsion being offered by the Marine Corps Institute.

The course is designed to help keep pace with the shift of military aircraft to jet type planes and is being utilized by the Marine Corps as an auxiliary means of indoctrinating personnel in the construction, operation and maintenance of jet reaction engines and to prepare them for further study in resident jet schools.

Since, in time, all Marine fighter squadrons will have some jet planes, the inclusion of Organized Reserve personnel in the program is considered a step forward in improving the level of operational efficiency of Reserve units.

Although transition from conventional to jet flying by Marine pilots is being accomplished with little difficulty, ground crews — mechs, plane captains, line chiefs, etc. — are in great demand. Being in a comparatively new field, even veteran jet ground crews have, as a rule, had little more than a year's experience.

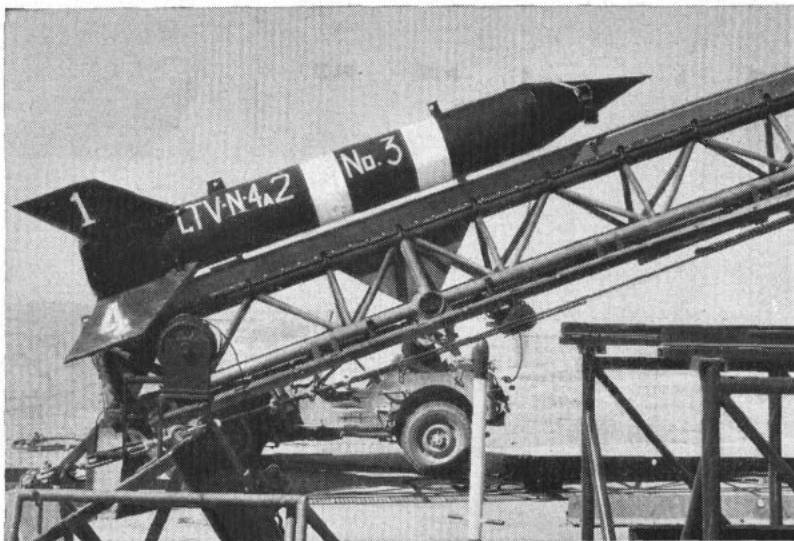
The course, "Gas Turbines and

Jet Propulsion for Aircraft" covers the history and development of various jet propulsion theories and describes the major components of the gas turbine jet unit. British and German turbo-jets are discussed. Current American jet engines, including axial and centrifugal type turbo-jets and turboprops, are treated in detail. The basic aspects of high-speed aerodynamics are considered, and the relative merits of jet and propeller drives evaluated. Also analyzed in the course are the ram-jet, pulse-jet and rocket.

Due to the specialized and technical nature of the course, only aviation personnel of the regular Marine Corps and Organized Reserve, certified by their commanding officers, are eligible for enrollment.

Anticipating a variety of education backgrounds in students enrolling for the course, preparatory material was added for those with a meager engineering background. Marines with a basic grasp of the laws of physics, and a rudimentary knowledge of conventional engines should experience little difficulty with the course.

Eligible personnel may apply for the course, via their CO, to the Marine Corps Institute, Washington, 25, D. C., or enroll in MCI through their educational officer.



POWERFUL new rocket with ground level thrust in excess of famed German V-2 was specially designed for use in launching supersonic missiles.

Rocket Developed to Boost Supersonic Missiles

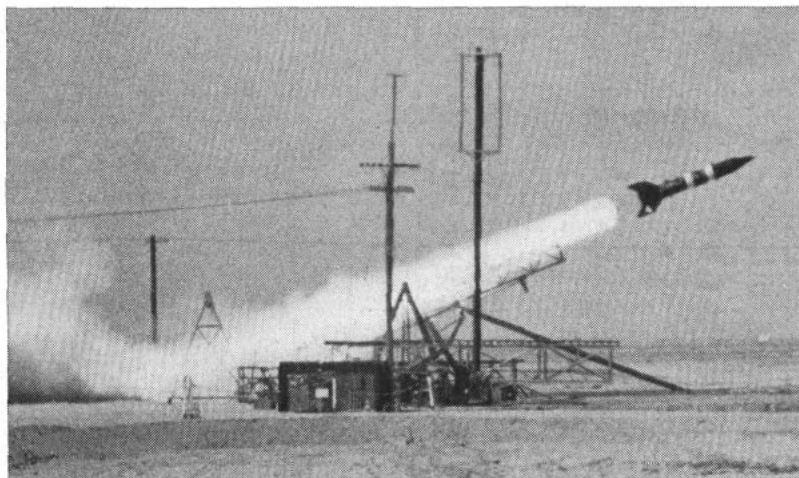
A new booster rocket utilizing a solid-type fuel and believed to be the largest solid propulsion rocket ever flown is being tested by the Navy.

The powerful rocket has a ground-level thrust greater than that developed by the German V-2 rocket. Its velocity is high in the supersonic range.

Although the rocket may be utilized with other guided missiles, it was particularly designed for use with the Bumblebee (one of a class of guided missiles) Guided Missile Program of the Bureau of Ordnance. Tests of the new type propulsion

unit were conducted at the Naval Ordnance Test Station, Inyokern, Calif. Bumblebee and other types of ram-jet powered guided missiles differ from the V-2 type missile in that they require an additional power boost to launch them and to attain sufficient velocity for the ram-jet to operate.

Unnamed as yet, the rocket was designed and built for the Bureau of Ordnance by a private firm under a Navy contract. Technical direction of the guided missile program is by the Applied Physics Laboratory of Johns Hopkins University, Silver Spring, Md.



HIGH-SPEED photographs show flame gap of non-luminous gas in jet aft of rocket nozzle caused by shock wave formation due to supersonic flow.

Navy's Giant Constitution

The Navy's giant Lockheed *Constitution*, largest commercial type landplane in the world, went into operation in February with an initial non-stop nine-hour, 34-minute flight from Moffet Field, Calif., to Washington, D. C.

The 92-ton monster will operate on the coast-to-coast route until this summer, after which it is ticketed for overseas flights.

One of two such planes ordered by the Navy, *Constitution* on its first trip set a record for passengers carried non-stop across the continent with 90 newsmen, radiomen and crew. This number, however, was only half the capacity of the plane, which is so big that three railroad cars and a bus could be crammed into its sleek double-decked hull.

On the top deck forward are the flight station, the flight engineer's complex panels, navigator's booth, radio shack, crew's quarters, and a galley equipped to serve 300 hot meals per flight. Air-conditioning, pressurized cabins, sound-proofing, spiral staircases between decks, and a lounge and powder room contribute to the comfort of personnel. Life rafts are carried for passengers' safety at sea.

As a cargo plane the *Constitution* can carry more jeeps than a railroad freight car. Floor fitting and tie-downs make 3,300 cubic feet of space available to receive cargo lifted aboard by two electrically powered hoists.

Jet-assisted takeoffs send the plane into the air well under CAA requirements, and aloft its four 3,500 hp Pratt and Whitney Wasp Major engines send it hurtling along at speeds in the 300 mph. range. Its stalling speed, however, is a surprisingly low 80 mph.

According to its builders the *Constitution*, operating commercially, can fly at the lowest cost per ton mile or per seat mile of any airplane ever manufactured. From the Navy's angle, further savings are effected in time and pay inasmuch as five per cent of the peacetime Navy is continually in travel status.

Flights of the *Constitution* represent culmination of work which has been in progress since the fall of 1942. Construction of the planes did not start until a year later, and three years of work and 2,000,000 engineering man-hours were required before the first giant left the ground 9 Nov 1946 at Burbank, Calif.



FIRST U. S. Navy woman officer in Germany, LT Margaret E. Carver, USN, serves with NATSRon Eight.

First Wave Officer in Europe Has Duty with Berlin Airlift

First Wave officer to be stationed in Europe is Lieutenant Margaret E. Carver, USN, who is on duty at an air base near Frankfurt, Germany.

Lieutenant Carver is personnel officer for Navy Air Transport Squadron Eight, which is being utilized in Berlin airlift operations in conjunction with the USAF.

Navy Trains Air Force Personnel

The Navy is training Air Force personnel as GCA (Ground Control Approach) controllers for assignment to "Operation Vittles," the Berlin airlift. They are being trained at the Naval Air Technical Training Unit, Naval Air Station, Olathe, Kansas, where Navy GCA teams are trained.

Classes of 14 Air Force officers and men began training each month at the naval activity. They will be trained as the final controllers for GCA teams, which direct safe aircraft separation in the airlift corridor in addition to their primary function of controlling the landing of planes during closed-in weather conditions.

As part of the program to facilitate the training of new and replacement personnel for the airlift, the Air Force is also training experienced Navy transport pilots and crews as replacements for approximately 70 Navy flight crews assigned to MATS on the Berlin airlift.

Cold Weather Tests

If an ordinary diesel engine is subjected to 85 degrees below zero temperature, will it run?

Not with presently used fuels and lubricants, according to the results of an attempt to use military equipment during the construction of the Alcan Highway, where the temperature dropped to only 65 below zero. When subjected to the bitter cold of 85 degrees below zero gasoline and diesel and lubricating oils become stiff.

Yet naval experts believe that in the event of a future national emergency it will be necessary for ships to operate in the 20-below-zero waters of the Arctic and Antarctic Circles, and Seabees and Marines to operate mechanized equipment in areas where the temperature may drop to 85 degrees below zero. To meet these needs the Navy has established a new facility for testing internal combustion engines, their parts, accessories, fuels and lubricants at the U. S. Naval Engineering Experiment Station, Annapolis, Md.

It is believed this new testing facility is the first of its kind capable of testing a full scale diesel engine for the purpose of determining its starting and operating characteristics at temperatures all the way down to 85 degrees below zero. Composed of two rooms, the refrigeration unit is lined with aluminum and floored with stainless steel. The amount of refrigeration supplied by the equipment would be sufficient to manufacture 400 tons of ice daily.

The Navy Department expects to advance greatly its knowledge of fuels and lubricants that will function properly in sub-zero temperatures from tests conducted at the new facility.

Philatelic Society Open

Active duty, retired and Reserve personnel of all the armed services are eligible for membership in the Pentagon Philatelic Society. Two classes of membership are available: Active for those in the metropolitan area of Washington, D. C., and associate for all residing elsewhere.

Besides holding twice-monthly meetings in the Pentagon building, the stamp collectors publish a monthly periodical which members receive. Additional information may be obtained by writing Mr. James H. Bower, 1320 Fort Stevens Drive NW, Washington 11, D. C.

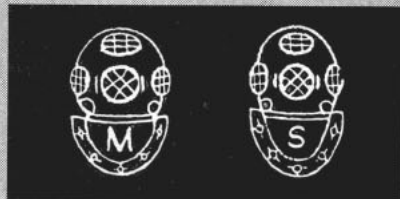
QUIZ AWEIGH

This month's Quiz will not be difficult for the old timer who has been around.



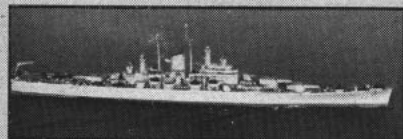
1. A quartermaster taking a sharp look at the instrument on the carrier above would know immediately that it is (a) compensating binnacle (b) gyro compass (c) direction finder.

2. Rumors abound concerning the nature of the liquid content of the above instrument but few persons know that besides carrying 45 per cent alcohol it also contains (a) 55 per cent distilled mercury (b) 55 per cent distilled water (c) 55 per cent distilled arrack.



3. The designators above distinguish two types of Navy divers, the one on the left is (a) maintenance diver (b) master diver (c) underwater mechanic.

4. The one on the right is (a) submarine diver (b) salvage diver (c) shallow water diver.



5. This super heavy cruiser recently joined the fleet. She is (a) Salem (b) Des Moines (c) Newport News.

6. Her main battery consists of (a) 6-inch rifles (b) 12-inch rifles, (c) 8-inch rifles.

ANSWERS ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

Thin, swept-back wings and a huge tail end to accommodate jet exhausts are the features of the Air Force's new jet fighter, the Republic XF-91, designed as a local defense weapon for intercepting enemy bombers and missiles.

Its turbo-jet engine is bolstered during takeoff and climbs, and in high altitude flight by specially incorporated rocket motors.

A pilot ejection seat, cabin pressurization and refrigeration for the pilot at high speeds are included in the plane. Length of the fuselage is 45 feet—longer by 15 feet than its wing span.

Still in the testing stage, the plane was scheduled for flight studies at the Air Force base in Muroc, Calif.

* * *

Army heraldic experts and statisticians have no fear of running out of color combinations for military ribbon designs.

Taking a count of its existing ribbons, the Army Quartermaster Corps finds that only 19 out of a possible 1,307,606,368,000 color combinations are in use.

This does not take into account the different color shades, which could turn out to be somewhat of a tedious job. The color of blue, for example, has been broken down into 450 different shades.

The study was made to prevent duplication of ribbon color combinations with those employed by other nations.

Orders, decorations and medals used by all the countries of the world come to a total of some 28,000 known items.

The roundup of all nations' ribbons revealed that 15 colors are employed in 105 combinations.

* * *

Advantages of a "prone position pilot bed" which permits jet aircraft controls to be manned while lying down, are being studied by the Air Force.

Installed for preliminary tests in a B-17 *Flying Fortress*, the device reduces possibilities of blackout and lessens fatigue normally experienced during long flights.

Pilots in a conventional aircraft seat have been found to black out at a force of about five Gs (gravity pull five



PRONE position pilot bed will increase blackout resistance and lessen pilot fatigue during strenuous flights.



ROCKET exhausts are unusual feature of the Air Force's new XF-91, designed for high-altitude interceptor work.

times the force of their own weight). During centrifuge tests, pilots lying prone in the new device have withstood about 12 Gs.

Strong nylon netting which will support 3,400 pounds per square foot supported by specially cured sides to conform with body contours makes up the device.

Special controls include two movable pans with adjustable handgrips for steering the plane. An adjustable jaw rest supports the head, and neck strain is relieved by a counter-weighted support which permits the pilot to move his head even at high forces of gravity pull. The pilot's feet are braced against pedals which serve as rudder or brake controls.

Main complaint of pilots during eight-hour tests in the B-17 was that they were bored.

* * *

Pilots of civilian airlines planes may determine what speeds are safest for his plane while flying thunderstorm areas by glancing at the Air Force's "Thunderstorm Safe-Speed Chart," which has been turned over to the Civil Aeronautics Administration for distribution.

Developed from data gathered in 2,000 experimental flights in all types of thunderstorms, the chart indicates maximum and minimum speeds for each type of Air Force aircraft flying through thunderstorms.

Flying at lower than minimum speed in the storm area might cause the plane to stall, while speeds over the top of the safety range might cause structural failing during vertical wind gusts.

Flying in the worst possible conditions was tested—under ice formations, precipitation, lightning and other turbulent hazards. Other studies determined the most correct methods of flying directly through giant cumulo nimbus—thunderstorm—clouds. Altitudes ranged from 6,000 to 25,000 feet in penetrating the storm areas.

* * *

Snow removal is not one of the uses of flame throwers, the Army Corps of Engineers says in response to suggestions of such employment received during the winter's battle against midwestern snow and ice.

Even when used with snow plows and earth movers, the use of flame throwers would be impracticable as shown in extensive tests conducted by research and development experts.

A hand flame thrower's fuel lasts only a few seconds

and tank throwers consume 300 gallons of fuel in a two-minute burst of flame, they pointed out.

In addition, water from the melted snow and ice would be difficult to dispose of and might even cause soil erosion—and the sub-freezing temperatures would quickly convert it back to ice.

★ ★ ★

A radically designed triangular-wing research plane, designated as Consolidated-Vultee Model 7002, is being tested at the USAF Base, Muroc, Calif.

First aircraft of its type, the three-way delta wing of the plane sweeps back at an angle of 60 degrees compared to the 35 degrees which is the maximum presently used on Air Force aircraft. Elevons are incorporated in the trailing edge for aileron and elevator action, thus eliminating the need for a tail section. A vertical stabilizer and rudder are provided to give added directional control and stability.

The plane is powered by a J-33 turbo-jet engine rated at 5,200 pounds thrust with water injection. It has tri-cycle landing gear and a jettisonable bubble-type pilot's canopy.

★ ★ ★

Funds totaling \$26,500,000 have been made available to the Air Force for the procurement of guided missiles and the training of guided missiles launching crews.

Two guided missiles have been successfully tested by the Air Force. One is the Consolidated Vultee 774 whose 32 feet in length approaches the size of the German V-2. A smaller 13-foot missile called the NATIV has been fired at a New Mexico testing ground.

Both have long, needle-sharp noses and four movable control fins. They are powered by liquid fuel rocket motors.

Use in tests of the two rockets differs. The 774 will provide information on new launching techniques, handling devices, fuels and rocket propulsion motors. Capable of reaching more than 100 miles in altitude, it is also to be used for upper atmosphere research.

The NATIV—North American Test Instrument Vehicle—will be utilized to provide data on aerodynamic research, control systems, and training of launching crews. It is fired from a tall metal tower, from which it is launched along guide rails inside.

★ ★ ★

A lightweight, portable teletypewriter with which paratroopers can jump from a plane has been developed by the Army Signal Corps.

Capable of transmitting and receiving messages 66 per cent faster than existing types, the new teletypewriter weighs but 45 pounds, compared with the 225-pound weight of current equipment. It is water proofed and could be floated onto a beach if used in amphibious operations. The unit will operate on both wire and radio circuits.

The new teletypewriter has 300 less parts than field units currently in use, is considerably stronger and will require less maintenance. Because of its light weight it can be operated much closer to front lines than the equipment used during World War II.

The new teletypewriter is composed of three units; the teletypewriter weighing 45 pounds, a power unit and a



RADICAL research plane, USAF's Model 7002 was designed to test control characteristics of true delta wing.

case of accessories. The combined weight of the unit is 116 pounds and three paratroopers are required to parachute the entire assembly to earth.

The currently used teletypewriter and its necessary field accessories weigh a total of 400 pounds and require seven men to carry it.

★ ★ ★

Armed forces personnel are eating the finest foods ever known to any military organization in world history, says the Army Quartermaster Corps which makes food purchases through its Market Center System.

Coordinated buying of fresh foods for all the armed services has many advantages, the greatest of which is the opportunity of providing personnel with an abundance and variety of fresh foods—and delivering the supplies with greatest possible speed.

The Market Center System provides nearly 100 different kinds of food items—fresh meats, dairy products, vegetables, fruits, frozen fruits, fish and other water foods, and so forth—weighing about 150,000,000 pounds per month and costing \$31,000,000 monthly.

The food goes to Army, Navy, Air Force and Marine Corps personnel.



PORTABLE teletypewriter that can be jumped with by a paratrooper has been developed by Army Signal Corps.

THE BULLETIN BOARD

Requests for Shore Duty Tours Are Based on Continuous Sea Service

Here is the latest information on the shore duty situation. Presented on these pages is a clear, readable picture of the present status of BuPers' Shore Duty Eligibility List.

By consulting this list, men who have submitted requests for shore duty can tell at a glance where they stand on a comparative basis with the top man on the list. See facing page.

Appearing below under Table I is the continuous sea service of the top man on the list, now at sea—the next man who will be ordered ashore in that particular rating—who has requested he be assigned to shore duty at only a *specific location*. Listed under Table II is the continuous sea service of the top man on the SDEL who, after listing a specific first and second choice of locations where he would like to be stationed ashore, gave a third choice of “*Anywhere U. S.*”

It can be readily seen from the figures below that men who list “*Anywhere U. S.*” as a choice stand a much better chance of being ordered ashore earlier than the man who insists on a specific location.

The information contained in the tables should be considered only as a general guide, because the situation changes constantly as new requests

BuPers Circular Letters Still in Effect Listed

Circular letters of the Bureau of Naval Personnel which were in effect as of 31 Jan 1949 were listed in enclosures to BuPers Circ. Ltr. 26-49 (NDB, 15 Feb 1949).

The directive pointed out that other BuPers circular letters issued before that date which are not included in this listing are cancelled because of having become obsolescent or because pertinent provisions have been included in the BuPers Manual or other publications.

are received by BuPers. Requests for normal tours of shore duty are based upon continuous sea service and therefore any request takes its place on the SDEL in the order of its continuous sea service seniority.

There is on file in the Shore Duty Eligibility Section of BuPers requests for shore duty from some men who have a greater amount of continuous duty than that listed for the top man in the table below. No action has been taken on requests of these personnel for one of the following reasons:

- Discharged; no information on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Occupying public quarters outside continental USA.
- Less than six months on board since returning from school.
- Less than three months on board new construction.
- At receiving station when request was submitted and no information on present location.
- Being held by BuPers for screening of jackets pending assignment.

Personnel who have submitted requests for shore duty and have had a change of address since that time are requested to send their new address to the Chief of Naval Personnel (attn: Pers 6305) immediately.

It is presently intended to publish a tabulation of the shore duty situation every six months in ALL HANDS. The current directive concerning sea-shore rotation is BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948). Because the personnel available to staff the Shore Duty Eligibility Section of BuPers is limited, it is not practicable to undertake answering a large volume of inquiries concerning the SDEL. Requests to be placed on the SDEL will, of course, be processed and if in order placed in their proper place on the list.

New Observatory Location Near Charlottesville, Va.

A new location for the U. S. Naval Observatory, Washington, D. C., has been selected. It will be situated 10 miles north-northeast of Charlottesville, Va.

Plans for making the transfer is now dependent upon an appropriation from Congress. Congress has already approved, with the consent of the Secretary of the Navy, the building of a new hospital on the grounds now occupied by the Observatory.

But even with an approved appropriation the Observatory would not move until 1953.

Party with Cake Makes Birthday Really Happy

It was to be Dale E. Schaefer's 21st birthday, and Schaefer was away from home. He was in the electrician's mates' school at NTC San Diego, Calif., in fact—a long way from Omaha, Nebr., where D. E. Schaefer, EMFA, came from.

Dale Schaefer's mother, Mrs. Melva T. Schaefer, wrote to the San Diego Chamber of Commerce and asked the organization to have a cake baked and sent to her son at NTC. She sent along a check to defray expenses.

The baker engaged by the chamber of commerce turned out a cake big enough for Schaefer's entire class—195 men. The naval training center was in on the party by that

time, and agreed to furnish the ice cream, and some flowers from its own grounds. It was a surprise party, and Dale Schaefer was surprised—to say the least—when called out of ranks to face an array of NTC officers and San Diego dignitaries: The class rendered the traditional “Happy Birthday to You” when the candle-light cake was displayed. (See pp. 32-33).

The happy hour had an even happier ending for D. E. Schaefer. As a closing shot it was announced that the baker had endorsed Mrs. Schaefer's check over to D. E. as a birthday present. That, someone remarked, was what one would call “having his cake and eating it, too.”

This Shows Men Who Have Requested Shore Duty How They Stand on SDEL

| I. | | | | II. | | | | I. | | | | II. | | | |
|---|-------|--------|--|---|--------|--|--|---|-------|--------|--|--|--------|--|--|
| Total Continuous Sea Service of Top Man on SDEL, <i>Now at Sea</i> , request-duty at specific location. | | | | Total Continuous Sea Service of Top Man on SDEL <i>Now at sea</i> , Who Requests "Any-where U.S." | | | | Total Continuous Sea Service of Top Man on SDEL, <i>Now at Sea</i> , request-duty at specific location. | | | | Total Continuous Sea Service of Top Man on SDEL, <i>Now at sea</i> , Who Requests "Any-where U.S." | | | |
| Rate | Years | Months | | Years | Months | | | Rate | Years | Months | | Years | Months | | |
| ABC | 4 | 4 | | No requests | | | | FP1 | 8 | 7 | | No requests | | | |
| AB1 | 5 | 6 | | No requests | | | | FP2 | 8 | 2 | | No requests | | | |
| AB2 | 5 | 4 | | 5 | 4 | | | FP3 | 6 | 8 | | No requests | | | |
| AB3 | 7 | 6 | | 7 | 6 | | | FTC | 12 | 7 | | 12 | 7 | | |
| AC1 | 3 | 1 | | 3 | 1 | | | ICC | 11 | 10 | | 11 | 10 | | |
| ADC | 13 | 1 | | 8 | 6 | | | IC1 | 8 | 6 | | 8 | 2 | | |
| AD1 | 6 | 6 | | 5 | 6 | | | IC2 | 6 | 1 | | 6 | 1 | | |
| AD2 | 7 | 6 | | 7 | 6 | | | LI2 | 3 | 6 | | No requests | | | |
| AD3 | 3 | 8 | | 3 | 8 | | | LI3 | 2 | 9 | | No requests | | | |
| AEC | 8 | 6 | | 6 | 0 | | | MEC | 15 | 0 | | 12 | 9 | | |
| AE2 | 5 | 6 | | 2 | 8 | | | ME1 | 10 | 5 | | 8 | 5 | | |
| AE3 | 6 | 7 | | 6 | 7 | | | ME2 | 8 | 2 | | 8 | 2 | | |
| AFC | 7 | 6 | | No requests | | | | ME3 | 6 | 0 | | 5 | 1 | | |
| AF1 | 5 | 6 | | No requests | | | | MLC | 14 | 0 | | 13 | 0 | | |
| AKC | 6 | 6 | | No requests | | | | ML1 | 7 | 4 | | 7 | 4 | | |
| AK2 | 4 | 6 | | 2 | 7 | | | MMC | 19 | 2 | | 12 | 8 | | |
| AK3 | 4 | 10 | | 3 | 1 | | | MM1 | 7 | 7 | | 7 | 7 | | |
| ALC | 11 | 1 | | 7 | 10 | | | MM2 | 15 | 8 | | 15 | 8 | | |
| AL1 | 2 | 11 | | 2 | 11 | | | MM3 | 9 | 3 | | 6 | 4 | | |
| AL2 | 5 | 8 | | 5 | 8 | | | MNC | 14 | 5 | | No requests | | | |
| AL3 | 2 | 11 | | No requests | | | | MRC | 9 | 5 | | No requests | | | |
| AN | 3 | 4 | | 2 | 5 | | | OMC | 18 | 0 | | 14 | 9 | | |
| AMC | 9 | 1 | | 8 | 11 | | | OM1 | 6 | 4 | | No requests | | | |
| AM1 | 6 | 7 | | 3 | 4 | | | PI1 | 10 | 2 | | No requests | | | |
| AM2 | 5 | 1 | | 3 | 5 | | | PMC | 10 | 5 | | No requests | | | |
| AOC | 9 | 4 | | 8 | 1 | | | PM1 | 7 | 10 | | No requests | | | |
| AO1 | 7 | 5 | | 7 | 5 | | | QMC | 14 | 0 | | 12 | 7 | | |
| AO2 | 8 | 2 | | 7 | 4 | | | QM1 | 10 | 3 | | 7 | 10 | | |
| AO3 | 6 | 1 | | No requests | | | | QM2 | 8 | 8 | | 8 | 3 | | |
| ATC | 2 | 7 | | No requests | | | | QM3 | 7 | 1 | | 7 | 1 | | |
| BMC | 16 | 10 | | 10 | 0 | | | RD1 | 8 | 8 | | No requests | | | |
| BM1 | 8 | 8 | | No requests | | | | RD2 | 6 | 0 | | No requests | | | |
| BM2 | 8 | 2 | | 5 | 8 | | | RD3 | 2 | 7 | | No requests | | | |
| BM3 | 9 | 10 | | No requests | | | | RMC | 16 | 9 | | 4 | 10 | | |
| BTC | 17 | 7 | | 14 | 3 | | | RM1 | 8 | 8 | | No requests | | | |
| BT1 | 17 | 0 | | 9 | 11 | | | RM2 | 5 | 3 | | No requests | | | |
| BT2 | 11 | 2 | | 11 | 2 | | | RM3 | 5 | 3 | | No requests | | | |
| BT3 | 8 | 5 | | 8 | 5 | | | SDC | 13 | 4 | | No requests | | | |
| BUC | 19 | 2 | | 19 | 2 | | | SD1 | 19 | 6 | | No requests | | | |
| CDC | 7 | 11 | | No requests | | | | SD2 | 14 | 0 | | No requests | | | |
| CMC | 17 | 11 | | 9 | 0 | | | SD3 | 13 | 11 | | 5 | 6 | | |
| CM1 | 13 | 5 | | 13 | 5 | | | SH1 | 7 | 10 | | No requests | | | |
| CM2 | 9 | 0 | | 8 | 4 | | | SH2 | 6 | 9 | | No requests | | | |
| CM3 | 10 | 0 | | 7 | 7 | | | SH3 | 8 | 7 | | 6 | 0 | | |
| CSC | 8 | 8 | | 4 | 8 | | | SKC | 8 | 8 | | No requests | | | |
| CS3 | 3 | 10 | | No requests | | | | SK1 | 5 | 2 | | No requests | | | |
| DCC | 13 | 8 | | No requests | | | | SK2 | 4 | 11 | | No requests | | | |
| DK1 | 2 | 8 | | No requests | | | | SK3 | 4 | 3 | | No requests | | | |
| DK2 | 4 | 1 | | No requests | | | | SO3 | 5 | 3 | | No requests | | | |
| DK3 | 3 | 2 | | No requests | | | | TN | 5 | 4 | | No requests | | | |
| EMC | 10 | 2 | | 8 | 3 | | | TEC | 10 | 10 | | No requests | | | |
| EM3 | 4 | 4 | | No requests | | | | TE1 | 5 | 11 | | No requests | | | |
| ENC | 14 | 5 | | 6 | 5 | | | TE2 | 4 | 5 | | No requests | | | |
| EN1 | 9 | 7 | | No requests | | | | TE3 | 3 | 8 | | No requests | | | |
| EN2 | 10 | 10 | | No requests | | | | TMC | 12 | 9 | | 10 | 11 | | |
| ETC | 2 | 8 | | No requests | | | | TM1 | 10 | 1 | | No requests | | | |
| FCC | 14 | 4 | | 11 | 8 | | | TM2 | 7 | 9 | | No requests | | | |
| FC1 | 12 | 9 | | 6 | 7 | | | YN2 | 4 | 2 | | No requests | | | |
| FC2 | 8 | 3 | | 7 | 7 | | | YN3 | 5 | 11 | | No requests | | | |
| FC3 | 4 | 6 | | 4 | 6 | | | | | | | | | | |
| FPC | 12 | 7 | | No requests | | | | | | | | | | | |

NOTE—In case any rate is not listed, no names were on SDEL on 1 Mar 1949.

Winners Announced for 26 Awards in the All-Navy Photography Contest

Fifteen amateur photographers representing entries from the Navy, Marine Corps and Coast Guard walked off with the 26 awards in the All-Navy photography contest.

Although the number of photographs entered was substantial, many fine entries were received after the deadline date of 15 Feb 1949 and had to be withheld from contest consideration.

Of the 15 first and second place and honorable mention winners, one person—Commander Quentell Violet, USN of ComServLant—entered six prize photos: one first place and five honorable mention.

Other first place winners were Lieutenant (junior grade) Carl V. Ragsdale, USNR; Commander George P. Huff, USN; Lieutenant Grace S. Person, USN (w); and Cadet H. G. Hayes, USCG.

The prize for each first place was a small camera.

Second place winners were Lieutenant Colonel Richard W. Wallace, USMC (two awards); Lieutenant (junior grade) Charles Wayne, USCG; Lieutenant (junior grade) Ragsdale, and Captain C. J. Stadler, USMCR.

Light meters were awarded to second place winners.

Arranged into five different categories, the contest was judged on appeal of subject matter, composition and general technical excellence.

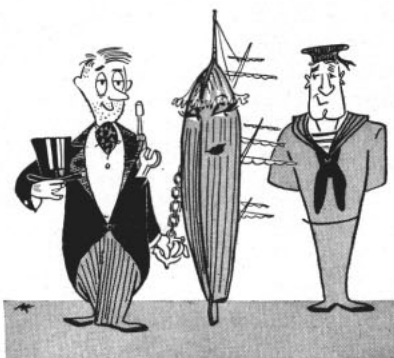
Prize winners by category and title of entry are as follows:

Category I—Personnel on and off duty (Daily life afloat or ashore, recreational activities, missions and duties, etc.)

First: "Seaman at Work" by Lieutenant (junior grade) Carl V. Ragsdale, USNR; ComServLant. **Second:** "Night Watch—CGC Eagle" by Lieutenant (junior grade) Charles Wayne, USCG, Coast Guard Academy, New London, Conn.

Honorable mention: "Midnight Sun" by Commander Quentell Violet, USN, ComServLant.

WHAT'S IN A NAME



Ship's Husband

Down through the years many a nautical term or phrase from the past has grown in popularity as the years roll by. Others, for one reason or another, have dropped from use and been forgotten. One of the forgotten ones is the once-familiar term, "ship's husband."

Its actual origin is not known but it was used as early as the 18th century. It was not uncommon to hear a sailor say, "She's a fine ship, lads, but she's needing her husband now."

A "ship's husband" was a title bestowed upon the man in charge of a shipyard who supervised the overhaul or repair of a particular ship.

A ship sometimes had more than one husband but this had little bearing upon her true love, which—tradition had it, was saved for her sailors alone.

Category I—Personnel on and off duty (Daily life afloat or ashore, recreational activities, missions and duties, etc.)

First: "Seaman at Work" by Lieutenant (junior grade) Carl V. Ragsdale, USNR; ComServLant. **Second:** "Night Watch—CGC Eagle" by Lieutenant (junior grade) Charles Wayne, USCG, Coast Guard Academy, New London, Conn.

Honorable mention: "Midnight Sun" by Commander Quentell Violet, USN, ComServLant.

Category II—Landscapes and Architecture (U. S. and foreign).

First: "Snow Haze" by Commander George P. Huff, USN, Stockton Grp. PacResFlt. **Second:** "Chinese Shrine"

by Lieutenant (junior grade) Carl V. Ragsdale.

Honorable mention: "Light in the Night" by Lieutenant (junior grade) Carl V. Ragsdale; "Fortress" by Major Marshall R. Graham, USAF officer on duty with ComServLant; "Bavarian Baroque" and "Polar Glacier" by Commander Quentell Violet.

Category III—People and Customs (around the world).

First: "Beggars of Damascus" by Commander Quentell Violet. **Second:** "Small Fry" by Lieutenant Colonel Richard W. Wallace, USMC, Marine Corps Schools, Quantico, Va.

Honorable mention: "Towards the Sun" and "Persian Ford" by Commander Quentell Violet; "Border Man" by Edward J. Peterson, HMC, USN, U. S. Naval Hospital, San Diego, Calif.; "Brazilian Fishing Fleet" by Commander George P. Huff.

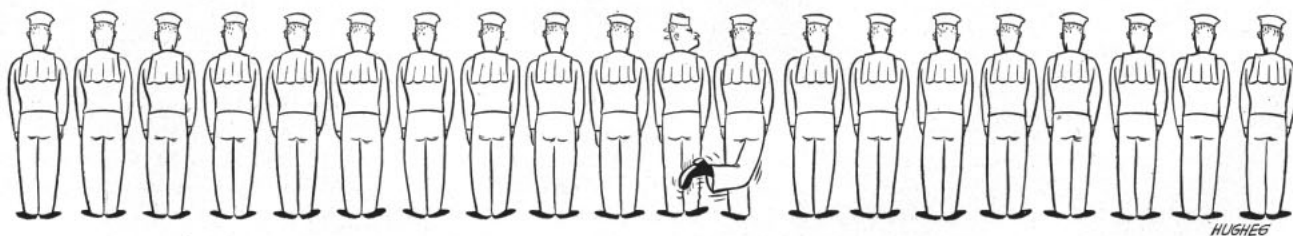
Category IV—General Pictorial (story-telling photographs, still lifes, animals, humorous and miscellaneous subjects)

First: "Sunlight and Sea" by Lieutenant Grace N. Person, USN (w), Office of Chief of Naval Operations, Washington, D. C. **Second:** "Fluff" by Lieutenant Colonel Richard W. Wallace.

Honorable mention: "First Catch" by Lieutenant Commander E. P. Cochran, Jr., USN, U. S. Naval Shipyard, Portsmouth, N. H.; "Candlelight" by Lieutenant Colonel Richard W. Wallace; "Personal Pedigree" by W. R. Claborn, Y1c, USCG, 2nd Coast Guard District, St. Louis, Mo.; "Red Roses in Monochrome" by Captain C. J. Stadler.

Category V—Color Photographs (Prints and transparencies, unrestricted as to subject matter).

First: "The Surfmens" by Cadet H. J. Hayes, USCG, Coast Guard Academy, New London, Conn. **Second:** "A Summer Sunday Amphibious Operation" by Captain C. J. Stadler.



Deadline Is 30 May for Navy Literary Contest; Rules for Entries Listed

Closing date for the 1949 Navy Literary Contest is 30 May 1949.

Personnel must be on active duty at the time of submitting their manuscripts, any number of which may be entered.

The two prizes are fellowships to the Breadloaf Writers Conference in Middlebury, Vt., from 15 August to 2 Sept 1949. The judges will pick at least one enlisted man's entry as a winner and may award the other prize to an enlisted man at their discretion.

All types of writing will be considered on an equal basis, with no limitations as to length or subject matter. Manuscripts which have been published since May 1948, may be entered, but no prize winner in other competition will be considered.

Entries must be typed double-spaced on one side of 8 x 10 $\frac{1}{2}$ paper, with a covering page stating "U. S. Navy Literary Contest," and showing the title, full name, rank or rate, and serial number of the writer with both duty station and permanent home address.

If the entry has been previously published, a statement to that effect must be noted with the date and name of publication. Previously unpublished entries must be accompanied by that information.

Manuscripts will be returned, although the Navy Department reserves the right to retain, temporarily, the two prize winning entries for possible publicity.

Winning authors will be given temporary duty orders to Middlebury College, Vt., for the period of 15 August to 2 Sept 1949 plus travel time from their duty stations and return.

Manuscripts must be mailed on or before 30 May 1949 to the Magazine and Book Section, Office of Public Information, Navy Department, Washington 25, D. C. In accordance with authors' wishes, this section will negotiate with book and magazine editors for possible sale of the winning manuscripts and others not previously published which appear to be of salable value.

Winners of last year's contest were Lieutenant (junior grade) Arnold S. Lott, USN, executive officer of LST 1146, and H. O. Austin, MEC, USN,

Canadian Ships Visit U. S. During Training Exercises

A flotilla of Canadian warships consisting of the light cruiser *Ontario*, destroyer *Athabaskan* and frigate *Antigonish* visited San Diego while enroute to the Caribbean for three-months training exercises from Esquimaux, B. C.

The group conducted training exercises at Magdalena Bay before putting in at San Diego and proceeded through the Panama Canal, joining the new Canadian aircraft carrier *Magnificent* and other units of the Canadian Navy's Atlantic forces for training maneuvers.

Athabaskan is a 1,927-ton destroyer of the *Tribal* class. The frigate *Antigonish* is a 1,445-ton vessel corresponding roughly to the U. S. destroyer escort type. Commanding the flotilla is Captain J. C. Hibbard, RCN.

a staff writer on ALL HANDS. Lieutenant Lott's winning entry was a collection of humorous sketches and short stories entitled "Spoofers." A full-length regional-psychological novel entitled "Thunder In January" was Chief Austin's prize winning entry.

Leave Regulations Concerning Filipino Enlistees Changed With Regard to Reenlistment

When reenlisting on board immediately, enlisted personnel of Philippine extraction and citizens of the Philippines serving in the Navy may be transferred to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment by Commander Service Force, Pacific.

This information was announced by BuPers Circ. Ltr. 32-49, (NDB, 28 Feb 1949), which stated such transfers could take place only at the time of reenlistment.

Filipino personnel serving in activities under the administrative control of Commander Marianas (Kwajalein excepted), Commander U. S. Naval Forces Far East and Commander U. S. Naval Forces Western Pacific may, upon completing a tour of duty in those areas, be transferred via government conveyance to report to Commander U. S. Naval Forces Philippines for leave. After completion of leave ComNavForPhil will further transfer these personnel to Commander Western Sea Frontier for reassignment.

Reservists Must Submit Requests for Retention

Many Naval Reserve and temporary officers on active duty must submit requests for retention in that status, according to Alnav 10-49 (NDB, 15 Feb 1949).

In line with budget cuts for the 1950 fiscal year as announced by Secretary of the Navy John L. Sullivan in a letter to various Congressional committee chairmen, the number of Navy and Marine Corps officers on active duty must be cut 1,195.

Reserve officers on active duty except officers of the Medical, Dental and Nurse Corps who desire retention beyond their current contractual period of active duty must request retention via their commanding officers as soon as practicable and not later than 1 May 1949. They should be addressed to the Chief of Naval Personnel (Attn: Pers-311).

Those who do not request retention or who are not approved for such retention may expect separation upon

completion of their current contractual period as established by previous directives or in their orders to active duty.

Temporary officers, ensign and above, of the Supply and Medical Service Corps, pay clerks and chief pay clerks who wish to be retained on active duty beyond 30 June 1949 must submit requests for retention via their commanding officers to reach BuPers (Attn: Pers-311) by 1 May 1949 at the latest.

All other temporary officers, warrant and above, need not submit retention requests. Those who do not wish to be retained beyond 30 June 1949 must submit requests for termination of present status by 1 May.

Medical officers retained under the provisions of Alnav 281-46 (AS&SL, July-Dec 1946) need not submit requests for release, since they will be released automatically upon completion of obligated service.

Congressional Hearings Begin on Bill Based on Hook Commission Report

Hearings on the all-important H.R. 2553—the Kilday Bill, based on recommendations of the Hook Advisory Commission on Service Pay—began on 8 March before a sub-committee of the House Armed Services Committee.

Previously, Congressional committeemen had listened while the Secretary of Defense and several members of the board which drafted the pay bill testified as to its need.

"No comprehensive study of the pay of the uniformed services has been undertaken since 1908," Secretary of Defense Forrestal pointed out. "During the period which has intervened, approximately a dozen revisions have been made in the pay scales but fundamental inequities have continued to exist, and the structure has been further distorted by piecemeal changes and a general failure to regard the problem as a whole—a failure to approach it from the standpoint of stimulating incentive to advancement throughout the services."

The committee appointed by the Secretary of Defense took a whole year to work out an equitable system of pay increases and related matters. Their report has been slightly altered by the Secretary of Defense in regard to retirement provisions, a section in which the Bureau of the Budget has put considerable study.

Although many Congressmen were known to favor an early report out of committee, the bill still will have

a long route before it is laid before the President for signing into law. If and when it does reach that stage, the bill as now written may undergo several revisions before it leaves Congress.

In stressing the career aspect of naval and military service, H.R. 2553 makes promotion and responsibility the most important factors in pay increases, with longevity receiving less emphasis. Higher relative increases are recommended for executive and leadership positions in both officer and enlisted categories.

Briefly, the features of the bill are:

- Increases in basic pay and allowances for all ranks and rates, except pay grade 7 personnel. On a percentage basis of increase over present pay, this comes to 3.03 per cent increase for pay grade 6 personnel, 8.33 for PG 5, 28.57 for PG 4, 38.63 for PG 3, 33.77 for PG 2 and 30.16 for PG 1. For warrants, the percentage of increase is 15.57 for grade 4, 12.65 for grade 3, 15.25 for grade 2 and 11.82 for grade 1. Navy ensigns' pay would be increased 22.34 per cent, lieutenant (junior grade) 28.44, lieutenant 32.41, lieutenant commander 23.11, commander 21.73, captain 25.42 and admirals 49.58 and 34.03 for lower and upper half, respectively.

- Retirement under an optional plan providing for personnel now in service to retire under existing law at existing rates of retirement if such is desired. At the same time, he would also have the option of retiring at the increased rate of pay provided he qualifies under the new retirement rules set forth in the bill.

- A stepped-up system of longevity, providing fogsies every two years (instead of the present three) for the first 18 years of service for most ranks, after which time the longevity period would be four years for the remainder of time in service. Instead of being computed on a percentage basis as at present, longevity under the Act's provisions would be figured on a flat rate which varies with rank or rate and time in pay grade.

- Subsistence allowances to officer and warrants at all times and to enlisted personnel if rations in kind are not furnished (\$2.25 per day) or if permission is granted to mess separately, computed on the basis of the

cost of government-provided rations (\$1.05 per day). Subsistence allowances would be granted only to servicemen—not to any of his dependents.

- In addition to quarters allowances recommended for officers and warrants, the bill proposes that enlisted personnel of the first three pay grades should receive \$67.50 per month if they have dependents. Pay grade 4 personnel with seven years in service would receive the same amount if they have dependents, but all other enlisted personnel would receive \$45 per month for quarters whether or not they have dependents.

- All but three of the 50 current types of special pay would be eliminated. The three recommended in the bill for retention are hazardous duty pay, the \$100-per month inducement pay for professional medical specialists, and sea and foreign duty pay, which only enlisted personnel would receive. Officers would not be eligible for sea and foreign duty pay.

- Severance pay in lump sum payments or short term benefits to be paid to personnel involuntarily separated from the service who do not qualify for—or do not elect to receive—continuing retirement benefits.

- A free death benefit not to exceed \$10,000 for all personnel on active duty or retired rolls to replace the present death gratuity of six months' pay and National Service Life Insurance policies. Present policies would remain in force.

- Disability retirement pay, in which 30 per cent disability under Veterans Administration standards must be evident and, if under 15 years' service, must have been incurred in the direct performance of duty.

The bill also provides for a reenlistment bonus computed on a basis of the number of years for which an individual reenlists, with payments to be made in a lump sum upon reenlistment for a definite period of service. These amounts vary from \$20 for a two-year enlistment up to \$60 for a six-year enlistment. Thus, a man enlisting for two years will collect \$40 in all, while a man enlisting for six years will receive \$360 bonus.

This change from the present system is based on service promised rather than service performed, as at present.

These Are Last Month's Flag Rank Orders

Flag rank orders for last month:

Rear Admiral John F. Shafroth, Jr., USN, retired 1 April.

Rear Admiral Ernest H. von Heimburg, USN, ComPhibGrp 2, ordered as Chief, U. S. Naval Mission, Brazil, Rio de Janeiro, Brazil.

Rear Admiral Homer N. Wallin, EDO, USN, Commander Naval Shipyard, Philadelphia, Pa., reported as Commander Naval Shipyard, Norfolk, Va.

Rear Admiral William S. Parsons, USN, Director of Atomic Energy, ordered to duty with Weapons Systems Evaluation Group.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

Congressional committees reported on several bills of interest to the naval establishment and many others were introduced for consideration.

Listed below are new bills or those which have been reported out of Committee.

ALL HANDS will continue to follow developments for this summary, which appears every month.

Medical Care—S. 820: Introduced; to provide dispensary treatment and hospitalization in Army, Navy and Air Force hospitals for retired personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard.

Equivalent Treatment—H.R. 2493: Introduced; to provide equal treatment to disabled enlisted men of the Navy, Marine Corps and Coast Guard on parity with existing law pertaining to disabled enlisted men of the Army.

Justice Code—H.R. 2498: Introduced; to unify, consolidate, revise and codify the Articles of War, the Articles for the Government of the Navy, and the disciplinary laws of the Coast Guard and to enact and establish a Uniform Code of Military Justice.

Retirement Benefits—H.R. 2542: Introduced; to extend Veterans Administration benefits to disabled retired personnel of the Army, Navy, Marine Corps and Coast Guard, without impairment of their right to receive retired pay which they had earned for stipulated service prior to reentry into the service in World War II.

Pay Increases—H.R. 2553: Introduced; to provide pay, allowances, retirement and survivor benefits for members of the Army, Navy, Air Force, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, and Reserve components. (See p. 46.)

Total Tax Exemption—H.R. 2582: Introduced; to exempt from income tax compensation received for service in the military or naval forces of the United States.

Museum Submarine—S. 902: Introduced; to authorize the Secretary of the Navy to transfer a captured submarine to the Museum of Science and Industry in the city of Chicago.

Retirement Increase—S. 910: Introduced; to provide increased retired pay for certain persons who per-

formed active military or naval service during World War I.

Survivor Compensation—H.R. 2615: Introduced; to amend the Armed Forces Leave Act of 1946 to provide that payments be made to survivors for unused leave accumulated by members of the armed forces before their death in service.

Security Council Member—H.R. 1945: Reported; to amend the National Security Act of 1947 by providing that the Vice President shall be a member of the National Security Council.

Rental Allowances—S. 957: Introduced; to permit members of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service who have dependents to occupy on a rental basis and without loss of rental allowances temporary housing facilities under the jurisdiction of any such service.

Transportation to Graves—H.R. 2750: Introduced; to provide free transportation for persons or wives on Government-owned ships to the graves of veterans buried abroad.

Age Limits—S. 630: Approved by Congress; to remove the upper age limit for appointment in the Supply Corps of the Navy.

Foreign Awards—S. 632: Reported; to authorize the receipt of certain awards and decorations from foreign governments.

Benefit Eligibility—H.R. 2782: Introduced; to permit any veteran of both World Wars to have his service in World War I counted as service in World War II for the purpose of determining eligibility for certain benefits.

Defense Official—H.R. 2216: Reported; to provide for an Under Secretary of Defense.

Proving Ground—H.R. 1741: Reported; to establish a long-range guided missiles proving ground.

Unused Leave—H.R. 2977: Introduced; to further amend Section 5 of the Armed Forces Leave Act of 1946 by extending the time for making application for unused leave to 1 Sept 1950.

Tax Exemptions—H.R. 2979: Introduced; to authorize use of rental and operating income from defense housing facilities of the National Military Establishment for payments in lieu of taxes.

Record Review—H.R. 3002: Introduced; to provide for review of military and naval records in World War I, and issue of decorations, medals and awards in deserving cases.

HOW DID IT START

Holystones

Holystones, as old an instrument of labor as ever used by seamen, is gradually becoming a rarity in the modern American Navy. With the arrival of iron ships the holystone is being replaced by the chipping hammer and wire brush.

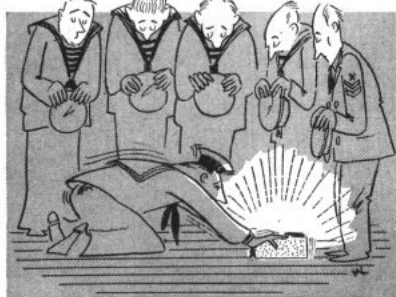
Holystones received their names from

the fragments of broken monuments from Saint Nicholas church of Great Yarmouth, England. They were used to scrub the decks of the wooden ships of the British Navy. It was believed that this method of cleansing not only cleaned the ship physically but contributed to spiritual cleanliness too.

Some people have attributed the origin to the fact that at first men had to do their holystoning on their knees. Like many other rumors there is little basis for this belief.

In 1931 the Navy issued a general order that limited the use of holystones throughout the Navy. Holystones wear down the decks too rapidly and the consequent repair becomes a burden of expense.

Holystones used now are square blocks of sandstone with a handle placed in a depression of the stone.



Here's the Word on Recruiting Duty — A Tough, Competitive Assignment

(Editor's note—Here's the latest there is to know about recruiting duty, from the man best prepared to tell it—the Officer-in-Charge of the Recruit Procurement School, San Diego, Calif.)

Recruiting service is no "snug harbor" in which old sea dogs can spend their reclining years in shore-side ease, nor is its training school to be taken lightly.

During the last three months of 1948, a number of men were dropped from the Recruiter's School as scholastic failures. This, of course, represented only a small percentage of the total number enrolled but some of them had reported from stations as far away as China.

Their services were lost for several months while in a transient status and the men were caused considerable embarrassment. Several stated they would not have requested recruiting in the first place had they known the nature of the duties required.

Assignment to recruiting duty is not a reward for long and faithful service. Instead it is a hard-working

organization engaged in a highly competitive business—that of obtaining desirable men for the Navy in competition with other branches of the armed forces and with civilian industry.

It follows that men thus engaged must reflect in themselves the best example of what the Navy has to offer.

A neat, clean-cut appearance is paramount in importance, since the primary duty of the recruiter is to represent the Navy to the public.

Recruiters are respected members of the communities in which they serve. They are looked upon as public servants and must conduct their business in a straightforward manner. Their private lives must be exemplary.

Recruiters must avail themselves of every opportunity to talk before schools, patriotic organizations and civic groups to spread the gospel of the Navy.

It would be well for men who contemplate requesting recruiting duty to conduct a self-analysis to determine if they really want this type of

duty. Serious consideration must be given the following questions:

- Do you believe in the Navy as a career? Can you conscientiously say that you are satisfied and willing to recommend it as a career for any young man?

- Do you like people? Do you have a wide circle of friends? Do you enjoy talking to strangers? Are you bashful? Do you make friends easily?

- Do you want to be recognized as a successful man in your community?

- Are you willing to take an active interest in community affairs?

- Will you go to the mayor, chief of police, political leaders, newspaper men, radio station personnel and officials of all local patriotic and civic organizations to introduce yourself, request their assistance and in turn render assistance?

- Are you prejudiced or biased in regard to racial or religious groups?

- Will your home life, personal affairs and associates reflect credit to the Navy?

Before going to recruiting duty, men are sent to school. Officially known as the U. S. Naval School Personnel Men, Recruit Procurement, the school is located at the U. S. Naval Training Center, San Diego, Calif.

At present, the length of the course is five weeks. The curriculum is divided into two phases, administration and publicity, of two and a half weeks each.

The administration phase covers enlistment papers, correspondence, office management, finger printing and general recruiting information. Publicity includes public speaking, radio scripts, news writing, window displays, publicity and advertising, and public relations.

The school also acts as a screening station to weed out those men not considered qualified to represent the Navy on independent duty. The course is not an easy one and students burn plenty of midnight oil. The consensus is: "I never thought I could learn so much in so short a time."

Requests for recruiting duty should be addressed via official channels to the Chief of Naval Personnel (Attn: Pers-6241), in accordance with Article C-5208 in the 1948 BuPers Man-

List of Stations at Which You May Request Duty

Here is a list of Navy recruiting and inspection stations at which you may request duty.

The recruiting stations are:

- *First Recruiting Area*—Albany, N.Y.; Boston, Mass.; Buffalo, N.Y.; New York City, N.Y.; Portland, Me.; Springfield, Mass.

- *Second Recruiting Area*—Baltimore, Md.; Huntington, W.Va.; Philadelphia, Pa.; Pittsburgh, Pa.; Richmond, Va.; Washington, D.C.

- *Third Recruiting Area*—Birmingham, Ala.; Columbia, S.C.; Jacksonville, Fla.; Macon, Ga.; Nashville, Tenn.; Raleigh, N.C.

- *Fourth Recruiting Area*—Cincinnati, Ohio; Columbus, Ohio; Indianapolis, Ind.; Louisville, Ky.; St. Louis, Mo.

- *Fifth Recruiting Area*—Bismarck, N.D.; Chicago, Ill.; Detroit, Mich.; Minneapolis, Minn.

- *Sixth Recruiting Area*—Denver, Colo.; Des Moines, Iowa; Kansas City, Mo.; Omaha, Nebr.

- *Seventh Recruiting Area*—Lit-

tle Rock, Ark.; New Orleans, La.; Oklahoma City, Okla.; Albuquerque, N.M.; Dallas, Tex.; Houston, Tex.

- *Eighth Recruiting Area*—Helena, Mont.; Los Angeles, Calif.; Portland, Ore.; Salt Lake City, Utah; San Francisco, Calif.; Seattle, Wash.

The recruiting inspection stations are:

- Office of Inspector of Navy Recruiting, Baltimore, Md.

- Office of Inspector of Navy Recruiting, New York City, N.Y.

- Office of Inspector of Navy Recruiting, Atlanta, Ga.

- Office of Inspector of Navy Recruiting, Columbus, Ohio.

- Office of Inspector of Navy Recruiting, Chicago, Ill.

- Office of Inspector of Navy Recruiting, Omaha, Nebr.

- Office of Inspector of Navy Recruiting, Dallas, Tex.

- Office of Inspector of Navy Recruiting, Salt Lake City, Utah.

ual and BuPers Circ. Ltr. 101-48 (AS & SL, January-May 1948).

Assignment to recruiting duty is available only to chief petty officers and petty officers first class, based on eligibility of the same length of sea service as is normally required for shore duty.

Applications will be examined first by the commanding officer to determine fitness for recruiting duty. The CO's endorsement as to whether he considers the man suitable for this duty will also contain answers and marks on a basis of 4.0 in regard to several pertinent questions listed in the article in the 1948 BuPers Manual.

Yeomen and storekeepers are also used in recruiting, and are sent to recruiting school for a five-week period of instruction prior to being assigned to a recruiting billet. Storekeepers are assigned duties only at main recruiting stations. Yeomen are assigned to main stations and recruiting inspectors' offices subsequent to their training.

Choice of locations should be expressed by main stations rather than by naval districts. List at least three preferences as widely dispersed as possible. (For the complete list of main recruiting stations, see adjoining story.)

Time may be advantageously spent while waiting for orders. Learn to touch a typewriter without breaking it. Recruiters are not required to be accomplished typists; about 20 words per minute "hunt and peck" will see you through.

Brush up on your grammar. The USAFI self-study course, "Basic Grammar," is excellent for this purpose. Also try to improve your spelling and composition.

Review naval history, customs and traditions. If possible, qualify as a Navy driver and obtain a license (NavGen 53). This can be accomplished at the Training Center. Also have a dentist check your teeth and complete all dental work before transfer.

In spite of all you have been told by now—and if you meet the requirements as outlined in the BuPers Manual, pass the "self-analysis" test and have an earnest desire to go on recruiting duty—you may expect to complete the school and have a successful tour in one of the most interesting billets in the Navy.—CHSCLK M. F. Materne, USN.

WAY BACK WHEN



Bully Boys

Prominent in many of the chancies and poems about the old Navy was the reference to "bully boys." Bully boys were, in the strictest sense of the word, beef-eating sailors.

Like spam in the last war a substance called "bully beef" played a conspicuous part in the daily menu of sailors of colonial days. So much so that the men referred to themselves as bully boys.

The item of beef appeared so many times and in so many ways that it was only natural for it to acquire nicknames. It was also called "salt junk" after the rope yarn used for caulking the ships seams. This rope yarn or junk had a reputation for amazing elasticity.

Naval Air Cadets Must Have Two Years College Training

Navy men having less than two years of college education are no longer eligible to apply for training as naval aviation cadets. Under an earlier modification of entrance requirements, a high school education was sufficient.

Alnav 8-49 (NDB, 31 Jan 1949) states that effective 15 Feb 1949 applications from enlisted men with high school education only are suspended until further notice. Approximately 50 per cent more applications for NavCad training than can be approved in fiscal 1949 have been received from service sources. For a summary of basic requirements for NavCad eligibility see ALL HANDS, September 1948, p. 50. It is anticipated that a new directive concerning eligibility for NavCad training will be promulgated in the near future.

Reserve Officers Needed For Extended Duty as ROC Program Instructors

Approximately 100 officers of the Organized or Volunteer Reserve may request extended duty as instructors in the Reserve Officers Candidate Schools in session this summer from 20 June to 22 August at Newport, R. I., and San Diego, Calif.

Lieutenant commanders, lieutenants and lieutenants (junior grade) well equipped to teach navigation, gunnery, communications, seamanship or naval orientation may apply by letter to the Chief of Naval Personnel (Attn: Pers 4) via the commandant of their naval district. The letter should include a brief outline of qualifications.

Two Reserve medical, dental and supply officers will also be needed. Candidates should apply in the same manner.

Extended training duty in the same ROC program will be open to enlisted personnel from 1 June to 22 August. Men from 1st and 3d naval districts are desired for duty at Newport, with San Diego duty going to men from 11th and 12th NDs.

Enlisted men will serve in the duties of their rates, not as instructors. The following ratings are eligible to apply: BM2, YNSN, GM1, PNC, YN1, HM3, SKSN, DK2, YN2, QM1, PN1, HM2, SK2, EM3 and SDG1. Application procedure is the same as for officers except that no outline of qualifications is required.

Applications must reach BuPers by 15 May. Duty will be limited to the full prescribed periods only; no consideration will be given to requests for shorter assignments.

Stockpile of Materials Still Short of Needs, Report Says

The U. S. stockpile of munitions has improved greatly, a report to Congress states. It added, however, that the supply of strategic materials still is not up to par.

Stockpiling has gained momentum rapidly since industry finished reconverting to peacetime production. By the end of fiscal 1949, the Munition Board states, the situation will be much better. Many contracts made as much as 18 months earlier will have been filled by that time.

Exams Will Start in June For Promotion of Officers To LTJG, LT and LCDR Ranks

Examinations for promotion of officers to ranks of lieutenant (junior grade), lieutenant and lieutenant commander are scheduled to begin in June as part of an interim plan outlined in BuPers Circ. Ltr. 18-49 (NDB, 31 Jan 1949), superseding earlier directives contained in Circ. Ltrs. 17-48, 102-48, 180-48, 193-48, and BuSandA Ltr. of 21 July 1948.

Other grades will be examined as soon as practicable after officers make their number.

The interim period will extend through calendar 1949. Long range plans for examinations which will require a much broader scope of knowledge are under study and will be published with complete bibliographies as soon as practicable.

Specific dates of tests for the three junior grades, consisting of objective type questions, will be announced later. Essay type questions will be given for candidates for higher ranks. Captains selected for the grade of rear admiral will be examined on their records only.

Also eligible for advancement on the basis of examination of records will be temporary USN officers, Naval Reserve officers and officers who reverted in grade only because of limitations on authorized numbers established by the 1947 Officer Personnel Act. Officers who held or now hold spot promotions are not exempt from

Officers of Research Reserve Offered Scientific Seminar

The second annual scientific seminar for officers of the Volunteer Research Reserve, sponsored by the Office of Naval Research for 100 selected candidates, will be held from 8 to 22 June in Washington, D. C. Applications for the course must be submitted to the commandant in time to be forwarded to ONR's branch offices by 15 April.

Members of Research Reserve units will be given priority in selection of applicants.

The seminar will provide opportunity to study plans and functions of ONR, and to observe activities conducted by that office in the Washington area and at Annapolis, Md.

101 Appointed to LTJG, 4 Make Permanent CWO

Permanent or temporary promotions for 105 Regular Navy and Naval Reserve officers on active duty were announced in BuPers Circ. Ltr. 11-49 (NDB, 15 Jan 1949).

All were appointed to the rank of lieutenant (junior grade) except four, who received permanent appointments to chief warrant grades.

The directive called for the officers to execute and forward to the Chief of Naval Personnel (Attn Pers-32152) their acceptance and oath of office.

prescribed examination for regular promotion to the spotted or intermediate grade.

Officers in the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps will, as in the past, be examined as provided for in the manual of the Medical Department.

Data on warrant officer examinations, if given during this calendar year, will be announced separately. Also handled by separate correspondence will be examination for the rank of commissioned warrant officer, for which only one officer will be eligible during 1949.

Officer candidates taking written examinations will be tested in administration, including armed forces organization, naval administration and leadership, and military law. In addition, unrestricted line officers seeking grades of commander and captain will be examined in international law. A bibliography for these fields is provided in an enclosure to the directive.

Officers failing in examinations on the subjects listed above which were given in December 1948, will be re-examined with the next group of ensigns, probably in June 1949. Such men will be notified individually by letter.

Group Life Insurance Open To Officers on Overseas Duty

Membership in the Armed Forces Mutual Benefit Association, formerly extended only to Army officers, is now open to commissioned and warrant officers of all the armed services.

Primary purpose of the Association

is to enable officers serving beyond the continental limits of the United States, or on sea duty, to procure group life insurance.

The directive announcing the plan to the Navy, BuPers Circ. Ltr. 10-49 (NDB, 15 Jan 1949), points out that "insurance protection of the group type afforded by membership in the Association might be utilized by eligible officers desiring additional protection. However, group life insurance should not be misconstrued or considered as a substitute for government or permanent commercial life insurance nor as the basis for a sound personal life insurance program."

Organized in 1947, membership in the Association now totals approximately 4,000.

Information and application forms may be requested from Armed Forces Mutual Benefit Association, Room 1734, Building T7, Gravelly Point, Washington 25, D. C.

Five Staff Corps Captains Selected for Rank of RADM

Five Supply Corps captains and one Chaplain Corps officer have been selected for promotion to the rank of rear admiral.

The Supply Corps officers were selected by a board headed by Rear Admiral Malcolm G. Slarrow, SC, USN. They are:

- Captain Frank C. Dunham, SC, USN, Special Assistant to the Chief of the Bureau of Supplies and Accounts.

- Captain Stephen R. Edson, SC, USN, Supply Officer, Naval Gun Factory, Washington, D.C.

- Captain Samuel E. McCarty, SC, USN, Aviation Supply Officer, Bureau of Supplies and Accounts and Bureau of Aeronautics.

- Captain George W. Bauernschmidt, SC, USN, Assistant Chief of the Bureau of Supplies and Accounts for Logistics Plans Coordination.

- Captain Ralph J. Arnold, SC, USN, Assistant Chief of the Bureau of Supplies and Accounts (Director of Material and Supply).

A selection board headed by Rear Admiral Earl E. Stone, USN, selected Captain Stanton W. Salisbury, CHC, USN, for promotion to rear admiral in the Chaplain Corps. All six staff corps selections were approved by the President.

Approval for the Promotion Of 38,000 Reserve Ensigns Given by the President

Promotion of some 38,000 Reserve ensigns appointed on or before 31 Dec 1945 has been authorized and approved by the President.

A publication containing a complete list of eligible officers is being prepared and will be distributed, when ready, to Naval Reserve Activities. An announcement will be made later when distribution of the publication is completed.

Included among those eligible for promotion are men and women ensigns who served on active duty, ensigns of the Merchant Marine Naval Reserve, and eligible officers who never performed active duty.

Each officer on the promotion list must certify that his physical condition has not changed materially since the date he was appointed an ensign. In case of such change, he must submit to examination by a medical board to determine whether or not he is physically qualified.

All ensigns considering themselves qualified for promotion should report to their nearest Naval Reserve activity to effect their change in grade after distribution of the appointive authority. Appointments are authorized but are not effective until the officer concerned presents required evidence and accepts his promotion.

Use of Private Reprimand Of Officers Is Outlined

Detailed instructions to commanding and higher echelon officers on the use of "private reprimand" of officers are contained in a new SecNav directive.

Interpretation of the meaning of "private reprimand" varies extensively throughout the naval service, according to the directive, a SecNav letter of 7 Jan 1949 (NDB, 15 Jan 1949), which states this difference in interpretation has been reflected in various ways in officers' official records in the Navy Department.

The directive positively states that a casual reproof, admonishment, caution, or warning issued verbally in the ordinary course of duty is not to be considered a punishment within the purview of applicable Navy Regulations.

Private reprimand should always be

1872 Message Reaches SecNav—76 Years Later

A message written on 16 June 1872 has at last reached its destination—the office of the Secretary of the Navy—after a lapse of 76 years.

The message was penned on board the steamer *Polaris* during a Navy arctic expedition. Somehow it failed to be sent to the Secretary of the Navy—the Honorable George M. Robeson—and it reposed within a copper cylinder in a trunk until brought to light. The message states in part:

"United States North Pole Expedition, Steamer *Polaris*. Winter Quarters, Thank God Harbor, Polaris Bay, June 16, 1872. Having reached last fall with the vessel, our highest latitude 82° 16'. We were beset into the ice and drifting south for several successive days. Made winter headquarters in the above-named bay on Sep-

tember 4, 1871. Captain C. S. Hall died on November 8. Rest of the party is well and in high spirits. Two boats left for the North on June 8th to carry out the objective of the expedition. (signed) S. O. Budington, Sailing-Master.

"Whoever finds this paper is requested to forward it to the Secretary of the Navy, Washington, D. C. with a note of time and place in which it is found. . . ."

Polaris was a tug-boat which saw service in the Civil War. She was refitted at the Washington (D. C.) Navy Yard before making the Arctic voyage. The ship failed to reach the North Pole and was lost shortly after the 16 June 1872 message was written. All hands except Captain Hall survived.

issued in letter form, the directive stated. It was pointed out that by naval custom and usage letters may be issued in any of three degrees of severity. They are:

- *Letter of Reprimand*—the most severe form of private reprimand.

- *Letter of Admonition*—considered to be of less severity than a letter of reprimand.

- *Letter of Caution*—less severe than a letter of admonition.

The term "letter of censure" is considered to be general and to include letters of reprimand, admonition and caution, and should not be used to apply to any one specific letter.

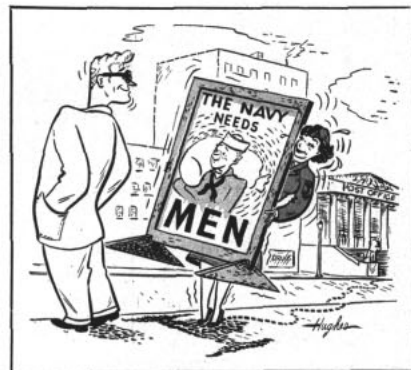
It was pointed out that at the time a letter of censure is addressed to an officer he must be under the jurisdiction of the authority signing the letter. If an officer to whom it is proposed to address such a letter is no longer within the command jurisdiction, recommendation relative to censure should be made to such common higher authority in the chain of command as presently has jurisdiction over the officer. If there is none, then the recommendation should be made to the Chief of Naval Personnel or Commandant of the Marine Corps, who have statutory authority to act for the Secretary of the Navy as the discipline officers of the Navy and Marine Corps, respectively.

When it is contemplated to address a letter of censure to an officer, the

officer must first be informed in writing of the projected action and of the facts upon which it will be based. He will be directed to submit a written statement within a stipulated reasonable time setting forth any cause why the projected action should not be taken.

Directing the officer to make such prior statement will not be required if that officer has been sentenced by a general court martial to be publicly reprimanded, if he has been accorded all the rights of a party defendant before a court of inquiry or board of investigation, or if he has already made a statement in connection with an Administrative Report or a Naval Aviator Disposition Board Inquiry.

Administrative details on methods of preparation of letters of censure, when they should be used and other pertinent information on the subject are contained in the directive.



U.S. Naval Institute Opens Essay Contest for EMs

The 1949 prize essay contest for enlisted personnel, conducted by the magazine *United States Naval Institute Proceedings*, is now under way. Deadline for receipt of essays at Annapolis, Md., is 1 Aug 1949.

Like the 1948 contest, this contest is open to any enlisted man or woman of the Navy, Marine Corps or Coast Guard who is on active duty. This is a separate contest from the annual competition which is open to all service personnel and civilians.

In the current contest a prize of \$300 to \$700, a gold medal and a life membership in the Institute will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the Board of Control consider the essay of sufficient merit. If a former winner should win the contest he will receive an engraved gold clasp in place of the medal and a cash sum instead of the life membership in the Institute.

Aside from the prize award, one or more essays may receive honorable mention. Honorable mention essays

will bring their authors compensation as adjudged by the Board of Control, but not a life membership in the Institute.

If no essay is considered sufficiently meritorious to receive the prize or an honorable mention, the best essay submitted may receive a special award from the Institute.

Here are the rules:

- Essays should not exceed 8,000 words.

- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1949.

- Essays must be sent in a sealed envelope marked "Enlisted Prize Essay Contest." The name of the competitor must not appear on the essay, but each essay must have a motto and must be accompanied by a separate sealed envelope with the motto written on the outside and the name of the competitor and the motto inside. This envelope will not be opened until the Board has decided upon the awards.

- The awards will be made by the Board of Control, voting by ballot

and without knowledge of the names of the competitors.

- The awards will be made known and presented to the winning competitors as soon as practicable after the September meeting of the Board.

- All essays must be typewritten, double spaced, on paper 8½" x 11". Three complete copies must be submitted.

- Essays awarded the prize, honorable mention, or a special award are for publication in the *Naval Institute Proceedings*. Essays not awarded a prize may be published at the discretion of the Board of Control, and writers of such essays will be paid at normal page-rates.

ALL HANDS, December 1948, p. 51, gave information about winners of the 1948 contest for enlisted personnel. The winning essay appeared in the December 1948 issue of *Naval Institute Proceedings* and the honorable mention essay was published in the January 1949 issue.

Essay on Atomic Bomb Wins First Prize in Contest

Winner of first prize in the United States Naval Institute's annual general prize essay contest is Lieutenant Commander Harvey B. Seim, USN, stationed at the Navy Department, Washington, D. C.

"Atomic Bomb—The X-Factor of Military Policy" is the title of Lieutenant Commander Seim's essay that won the top award of \$750, a gold medal and a life membership in the Naval Institute. The essay will be published in the April issue of the *U. S. Naval Institute Proceedings*.

Two essays entitled "The Principles of War" and "Power and America's Promise of Peace" written by Rear Admiral Charles R. Brown, USN, Naval War College, Newport, R. I., and Lieutenant Commander Ralph E. Williams, SC, USN, respectively, received honorable mention and cash prizes of \$375 each. Lieutenant Commander Williams also is stationed at the Naval War College. These essays will be published in the *Proceedings*.

One hundred sixty-five contestants participated in the essay contest, which was open to civilians as well as military personnel. Identity of all contestants was concealed from the board of judges until winning essays had been selected.

USO Is Back on Duty as 'Home Away from Home'

After a little more than a year of inactivity the USO has again returned to play its part in service morale. A Presidential proclamation has reactivated the United Service Organizations.

Under the sponsorship of the combined military commands and operated by the same six agencies that operated it during the war, the USO will again act as the servicemen's "home away from home."

The USO made its appearance 4 Feb 1941 and was honorably discharged 31 Dec 1947.

During its years of operation the USO served 1,045,104,161 persons the world over. It staged and produced 428,521 Camp Shows, starring such Hollywood stars as Bob Hope, Ray Milland, and Jack Benny, from New Guinea to New Hampshire.

It distributed 30,211,452 pieces of religious material; 3,982,506 books and 18,211,720 magazines to servicemen and women of the allied forces.

Its policy "to aid in the war and defense program of the United States

and its allies by serving the religious, spiritual, welfare and educational need of the men and women in the armed forces and the war and defense industries of the United States and its allies in the United States and throughout the world, and in general to contribute to the maintenance of morale in American communities and elsewhere . . ." was followed to the letter during the war.

Illustration of the USO's past effectiveness can be shown by a couple of incidents out of its war record. In the town of Sayre, Pa., (population 7,500) the USO served food to 30,000 troops in transit in one day. In Hawaii it set up three camps in three weeks to care for Marines returning from the battle of Iwo Jima.

With approximately 2,100,000 men and women in the defense forces this year the USO anticipates operating, exclusive of hospital camp shows, between 140 and 150 units in the United States, Alaska and Guam.

SecNav's Award for Safety Given 52 Shore Stations, 4 Bureaus; \$4,000,000 Saved

In three years, the Navy's safety program—conducted for preventing industrial and motor vehicle accidents in shore establishments—has resulted in a saving of more than \$4,000,000 to taxpayers.

The Secretary of the Navy's Award for Achievement in Safety has been given to 52 U. S. naval shore stations and four bureaus of the Navy Department for safety records established in 1948. The four bureaus are BuAer, BuShips, BuSandA, and BuOrd. They were given the award because of the large number of activities under their jurisdiction which obtained good safety records.

The 52 shore activities which won the award are as follows. Those preceded by an asterisk also received the award in 1947.

CNO—*NOB Kodiak, Alaska; NOB Subic Bay, P.I.; *NavSta Key West, Fla.; SubBase New London, Conn.; NOB Roosevelt Roads, P.R.; NavSta Tongue Point, Alaska; NavSta Treasure Island, Calif.; NavPhib-Base Little Creek, Va.

BuAer—MarCorAS Cherry Point, N.C.; *NAS Alameda, Calif.; NAS Anacostia, D.C.; NAS Lakehurst, N.J.; *Naval Air Material Center, Philadelphia, Pa.; NAS San Diego, Calif.; *NATB Pensacola, Calif.; *NATechTraCen Memphis, Tenn.; NAS Patuxent River, Md.

BuMed—Naval Hospital, Long Beach, Calif.

BuPers—NTC San Diego, Calif.; *Naval Academy, Annapolis, Md.

BuOrd—*NAD, Hastings, Neb.; *NAD McAlester, Okla.; NAD Puget Sound, Wash.; *NAD Shoemaker, Calif.; NAD Bangor, Me.; Naval Ordnance Plant, Forest Park, Ill.; Naval Ordnance Plant, Indianapolis, Ind.; Naval Ordnance Plant, Macon, Ga.; *Naval Ordnance Plant, Pocatello, Idaho; Naval Ordnance Plant, York, Pa.; *Ordnance Test Station, Inyokern, Calif.; Ordnance Laboratory, White Oak, Md.; Naval Powder Factory, Indian Head, Md.; *Naval Gun Factory, Washington, D.C.; *Naval Mine Depot, Yorktown, Va.; NAAS-NAOTC Chincoteague, Va.

BuShips—NavShipYd Boston, Mass.; NavShipYd Norfolk, Va.; *NavShipYd Pearl Harbor, T.H.;

Quiz Aweigh Is on Page 39.

1. (a) Compensating binnacle contains compass for neutralizing or compensating errors.
2. (b) 55 per cent distilled water.
3. (b) Master diver.
4. (b) Salvage diver.
5. (b) *Des Moines*. One of heaviest heavy cruisers in the world.
6. (c) 8-inch, automatic, rapid-fire guns.

NavShipYd Philadelphia, Pa.; *NavShipYd Portsmouth, Va.; *NavShipYd Puget Sound, Wash.; *NavShipYd San Francisco, Calif.; *NavShipYd Long Beach, Calif.; *NavShipYd Vallejo, Calif.

BuSandA—*NSD Clearfield, Utah; NSD Mechanicsburg, Pa.; *NSC Norfolk, Va.; *NSD Oakland, Calif.; NSD San Diego, Calif.; *NSD Stockton, Calif.; *NASD Philadelphia, Pa.

Effects Temporary Transfer Of Volunteer Reservists

Temporary assignments of volunteer officers to Organized Reserve units may be effected by commandants of naval districts, PRNC and CNA-ResTra, pending approval by BuPers in accordance with two new Naval Reserve directives.

In general the applicant for transfer must meet age, rank, physical and classification qualifications established for each program of the Organized Reserve.

If an officer seeking transfer does not meet all requirements, consideration will be given by BuPers to requests for waivers. Officers of surface, submarine and aviation programs are essentially seagoing personnel, and qualifications in such billets are based on that assumption. Qualifications of officers in other programs need not be so restrictive.

When the volunteer officer's classification is other than that prescribed for the Organized Reserve unit to which he desires assignment he may, provided he is qualified for the billet, request change in classification.

Officers not meeting all requirements for transfer will be permitted to attend drills with the organized unit of his choice in a non-drill pay status while his commandant's request for waiver is pending.

First MarCor Women Recruits Now Undergoing Training At Parris Island, S.C.

The first Regular Marine Corps women recruits now are undergoing training at Parris Island, S. C. The first women enlistees in the Regular Marine Corps were ex-Reservists who transferred to the regulars and underwent five days' reindocination training in Washington, D. C.

Enlisted recruits are being assigned to classes of approximately 50 members. Except for combat training, instruction is following closely the schedule in effect for male Marine recruits. Male drill instructors teach precision marching, but women give instruction concerning subjects pertaining specifically to women Marines. Part of the training is a study of Marine Corps history and traditions.

Training is for a period of six weeks. Upon graduation some Women Marines will be assigned to the Personnel Administration School at Parris Island for additional training. Others will go directly to their regular duty stations.

The Marine Corps plans to have an enlisted strength of 839 women and 65 officers in the "regulars" by 1 July, 1950. Before the present training program began, approximately 200 former Women Marine Reservists had re-enlisted in the Regular Marine Corps.

Army, Marine Corps Officers Will Study Training Facilities

A tour of Army, Navy and Marine Corps training bases is being arranged for a group of Army and Marine Corps officers.

The group will make a study of the training facilities of the three military organizations and their methods of training for the purpose of an interchange of ideas leading to improvement of basic military and leadership training.

Not an inspection tour, the observers will attempt to detect the better features of training employed by each organization for the purpose of recommending use of the most desirable system. Eight Army centers (including a WAC training center) an Air Force training base and two Navy and Marine Corps centers will be visited.

Precedence of Ratings Set Forth in BuPers Manual

Precedence among the various naval ratings under the new rating structure established 2 Apr 1948 has been set forth in Article C-2102 of the new BuPers Manual.

This new order of precedence became necessary with the inclusion of several new ratings in the rating structure. The rating of IC Electrician and Personnelman previously not included in the old rating structure, are now in twenty-second and thirty-seventh place respectively. Several of the old ratings, still in existence, have had their order of precedence changed. The rating of quartermaster, fifth in the old order of precedence, has now moved up to second place. Torpedoman's mate once in fourth place, has dropped down to thirteenth.

The order of precedence as set forth in the 1948 BuPers Manual was developed after due consideration of the comparative military responsibilities involved among all ratings.

The same order of precedence of ratings applies to petty officers of each level. For purposes of brevity the list which follows lists the ratings and is not repeated within each petty officer class. However, it should be understood that a petty officer, first class, for instance, takes precedence over all petty officers, second class, regardless of the former's rating. The list as published in the 1948 BuPers Manual arranges the precedence by petty officer classes and by the same order of ratings within each class.



Oak Leaf, Oakland

'Oh, it's a beautiful morning.'

Precedence is applicable primarily to military duties and especially to those duties pertaining to the assumption or execution of military command. In a group of chief petty officers, for instance, the chief boatswain's mate with the longest service as a chief petty officer (in acting appointment or otherwise) is the senior petty officer in military responsibility. However, in the same group of chief petty officers, the CPO with the longest service as a chief, regardless of rating, is by courtesy and naval custom the "elder statesman" in matters not involving military command.

Strikers do not take precedence over each other regardless of the rating for which they are striking.

Steward ratings take precedence

among themselves according to pay grades.

Among chief petty officers in pay grades 1 or 1A, the order of precedence is determined from the date of advancement to pay grade 1A.

As it stands now the order of precedence for enlisted personnel is as follows:

- Boatswain's mate
- Quartermaster
- Gunner's mate
- Fire controlman
- Damage controlman
- Radioman
- Radarman
- Sonarman
- Machinist's mate
- Engineman
- Aviation machinist's mate
- Machinery repairman
- Torpedoman's mate
- Mineman
- Aviation ordnanceman
- Fire control technician
- Electronics technician
- Aviation electronicsman
- Aviation electronics technician
- Electrician's mate
- Aviation electrician's mate
- I. C. electrician
- Boilerman
- Metalsmith
- Aviation structural mechanic
- Pipe fitter
- Molder
- Patternmaker
- Instrumentman
- Opticalman
- Trademan
- Aviation boatswain's mate
- Parachute rigger
- Aerographer's mate
- Air controlman
- Yeoman
- Personnel man
- Teleman
- Storekeeper
- Aviation storekeeper
- Disbursing clerk
- Machine accountant
- Printer
- Lithographer
- Photographer's mate
- Aviation photographer's mate
- Draftsman
- Journalist
- Commissaryman
- Ship's serviceman
- Musician
- Builder
- Surveyor
- Driver
- Steelworker
- Construction electrician's mate
- Utilities man
- Mechanic
- Communications technician
- Hospital corpsman
- Dental technician

Former K. P. in WW I Seeking MarCor Friends

A 45-year-old German who as a boy of 14 served on K.P. duty for a company of American Marines would like very much to "get into connection with" his World War I friends.

The German is Hans Schneider, and the Marine company that made a mascot of him for a time is the old 23rd Company, 6th Machine Gun Battalion. Writing to "Research Department, Washington, U. S. A.," Schneider stated: "Dear Sirs, Please don't mind that I trouble you with a special request. I would like very much to get into connection with the Twenty-Third Comp., P.C., Sixth Machinegun Battalion, United States

Marines, who were here at Waldbreitbach in the year 1918. . . . My American friends wished to take me with them abroad, but being too young then, I had to stay here. I had spent a very good time with my American friends and was sad when they left.

"I would be so very glad if it would be possible for me to get again into connection with my friends through your kind aid."

The letter was referred to an association of former Marines from that unit, with headquarters in Brooklyn, N. Y. Hans Schneider's address is Waldbreitbach (French Zone), Germany.

Marine Corps Reserve Expects to Reach Goal Of 141,739 by 1 July

Ground and aviation branches of the Marine Corps Reserve expect to reach their goal of 141,739 officers and enlisted men by 1 July 1949.

Already the Organized Reserve has attained 93 per cent of its quota. Beginning 1 July 1949—during fiscal 1950—16,000 new members for the ground units of the Organized Reserve will be recruited. The Volunteer Reserve plans no increase over its 1949 authorized strength.

The Organized Marine Air Reserve now has 27 active fighter squadrons and eight ground control intercept squadrons—radar control units for directing fighters to intercept enemy aircraft. The 35 squadrons are based at 22 naval air stations throughout the country. Eight fighter squadrons and two ground intercept squadrons already have filled every officer and enlisted billet.

The official report of the second annual maneuvers of the Marine Corps Air Reserve shows that attendance was 38.8 per cent above that of 1947. Total flying time was 53 per cent higher, and aircraft availability increased from 89 per cent to 92 per cent.

Future plans for Marine Corps Reserve training call for increased amphibious maneuvers. Also, air transport will receive more emphasis. It is planned that all Organized Reserve units located more than 36 hours' rail travel from training centers will be moved to the centers by airlift. More than 4,000 Reservists may be transported in that manner during fiscal 1950.

Thirty or more Women's Reserve units are planned, to consist of 60 officers and some 1,500 enlisted women by the end of the year. Both Volunteer and Organized Reserve activities are planned, to be open to civilian women without previous military experience, as well as to former Reservists.

Certain needs for improvement in the Marine Corps Reserve organization were mentioned. Organized units need approximately 200 more officers than they have. In Class V, consisting of specialists who are unable to meet the age or physical requirements, many more enlisted men are needed.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 9—Announces presidential approval of the selection of six officers to the grade of rear admiral.

No. 10—Presents information concerning the retention of temporary officers and reserve officers on active duty. (See p. 45.)

No. 11—Announces Presidential approval of selection boards' recommendations of one CEC officer to rear admiral and five officers to brigadier general.

No. 12—Presents a list of officers approved for promotion.

No. 13—Announces resignation of Mark E. Andrews and appointment of John T. Koehler as Assistant Secretary of the Navy.

No. 14—Presents another in a list of officers selected for promotion.

No. 15—Presents another in a list of officers selected for promotion.

No. 16—Announces special award for Navy and Marine Corps personnel participating in Berlin airlift.

BuPers Circular Letters

No. 20—Presents another in a series of personnel eligible for Combat Distinguishing Device.

No. 21—Publishes a list of officers eligible for promotion to grade of lieutenant (junior grade).

No. 22—Gives information about civil readjustment.

No. 23—Desires applications from permanently commissioned line officers of Regular Navy, originally commissioned June 1940-June 1944, for course of instruction in oceanography.

No. 24—Gives some advance changes in U. S. Navy uniform. (See p. 38, March 1949 ALL HANDS.)

No. 25—Announces All-Navy football championship, 1949.

No. 26—Gives BuPers circular letters in effect as of 31 Jan 1949.

No. 27—Draws attention to changes in uniforms effective April 1949. (See p. 38, March 1949 ALL HANDS.)

No. 28—Offers scholarship to Rensselaer Polytechnic Institute, Troy, N. Y., for sons of living or deceased Navy personnel. (See p. 7.)

No. 29—Presents another in a list of officers appointed in grades contained therein.

Exams to Be Held 4-8 April To Select LTJGs in MedCorps

Examinations will be held during the period of 4 to 8 April to select candidates for appointment to the grade of lieutenant (junior grade) in the Medical Corps of the Navy.

Major requirements for qualification are as follows:

- Candidate must be less than 32 years of age at the time of appointment.

- He must be a graduate of an approved medical school in the U. S. or Canada and have completed intern training in an accredited hospital or be due to complete such intern training within four months after the examination.

- He must be physically qualified. Boards of Medical examiners and supervisory naval examining boards will determine candidates' physical and professional qualifications. Can-

didates should appear at the naval hospital nearest their place of residence. Successful candidates will be issued appointment and orders assigning them to duty in a naval medical facility for active naval service.

With the additional compensation of \$100 per month now paid medical officers, a lieutenant (junior grade) in the Medical Corps receives \$4,574.50 a year without dependents and \$5,011 a year if married.

Examinations for selecting Medical Corps officers are held several times each year. For dates of later examinations and for detailed information concerning the form and procedure for application, contact your nearest naval officer procurement office or the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C. (Attn: Code-3424).

ALL HANDS will publish dates of future examinations as they become available.

DECORATIONS & CITATIONS

Medal and Device Authorized for Airlift Duty

Award of the Navy Occupation Service Medal and the Berlin Airlift Device is authorized for naval personnel serving 90 days or more on the Berlin airlift.

To be eligible, personnel must be permanently or temporarily assigned to a unit designated by the Chief of Naval

Operations as participating in direct support of the airlift between 26 June 1948 and a terminal date to be announced later.

The announcement, made by Alnav 16 (NDB, 28 Feb 1949), also

authorized naval personnel to accept the Air Medal and commendation ribbon if and when awarded by the Commanding General, U. S. Air Force Europe.



Navy Occupation Service Medal with Berlin Airlift Device.

The Berlin Airlift Device is a gold colored miniature of a C-54 transport and is worn on the service ribbon and suspension ribbon of the Navy Occupation Service Medal with the nose pointing upward at a 30-degree angle, and towards the wearer's own right. The device has a three-eighths-inch wing span.



NAVY CROSS

First Award

★ Bryan, Brady L., CHMACH, USN, Allston, Massachusetts: While serving on board *uss Meredith*, in action against enemy forces off the coast of France, 8 June 1944, CHMACH (then Machinist) Bryan escaped from the shattered engine room after his ship struck an enemy mine. He returned to the flooded, darkened compartment to rescue four of his injured comrades from certain death.

★ Cope, Harley F., CAPT, USN, Joseph, Oregon: CAPT (then CDR) Cope was commanding officer of *uss Salinas* in action against an enemy submarine in the Atlantic Area on 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, he conducted his command with skill and courage. Under his leadership, *Salinas* was able to counter

the second torpedo attack by fire from her own guns and proceed under her own power through heavy weather to port in Newfoundland.

★ Gray, John F., LCDR, USN, Coronado, Calif.: As fighter team leader and pilot of a fighter plane in FightRon Five, attached to *uss Yorktown*, LCDR (then LT) Gray was in action against enemy Japanese forces at Truk, Saipan and Tinian, 16-22 Feb 1944. Braving enemy air opposition 16 February, he courageously led his fighters in an aggressive raid against the Dublon Island seaplane base and, pressing home his attack to point blank range in the face of an intense barrage of hostile anti-aircraft fire, succeeded in immobilizing the base, downing three enemy aircraft and damaging several others on the ground. In a strike against airfields on Saipan and Tinian, he led his group in runs which resulted in the shooting down of an airborne fighter, the burning of 12 twin-engined bombers on the ground and destruction of military installations, including two huge fuel dumps. In addition, three small ships were sunk and larger vessels damaged.

★ Jermann, Theodore L., CDR, USNR, Richmond Hill, N. Y.: As engineer officer in *uss Salinas* he participated in actions against an enemy submarine in the Atlantic Area, 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, CDR (the LT) Jermann immediately went below to inspect the condition of his engineering plant. Completing his inspection when the second torpedo struck, he secured overboard valves and

ruptured lines and, with the aid of two of his men, made it possible for the engineering department to be put in an operable condition, thereby enabling *Salinas* to proceed under her own power through heavy weather to port in Newfoundland. ★ Langrall, James H., LTJG, USNR, Baltimore, Md.: As pilot of a torpedo plane in TorpRon Nineteen, attached to *uss Lexington*, LTJG Langrall participated in operations against enemy Japanese forces in the Battle of Samar, Philippine Islands, 25 Oct 1944. In a torpedo attack against vital elements of an enemy task force including aircraft carriers, destroyers, battleships and cruisers, LTJG Langrall braved intense hostile anti-aircraft fire to press home a daring attack on an aircraft carrier, scoring a direct hit on the largest and thereby contributing to the subsequent sinking of the vessel.

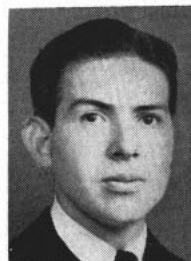
★ Miller, Clair L., CDR, USN, Arlington, Va.: As air officer of *uss Ticonderoga* during action against enemy Japanese forces at Formosa, 21 Jan 1945, CDR Miller was thrown against the steel bulkhead and severely wounded and stunned when a suicide plane and its bomb exploded on the hangar deck. CDR Miller instantly organized and directed fire-fighting and jettisoning crews. Despite the imminent danger from billowing flames and exploding belly tanks and ammunition in the forward hangar deck, he repeatedly risked his life to carry on the work of fire control and of de-arming and de-bombing planes in the danger zone. With the hangar deck under control and the crews well organized and under able supervision, CDR Miller directed and coordinated the operations of the air department before making a report to his commanding officer. Immediately upon leaving the bridge, he noticed a second hostile plane starting its run on the ship, and running quickly to his station, ordered all topside personnel, with the exception of gun crews, to take cover. Fatally wounded when the suicide plane crashed and its bomb fell and exploded on the hangar deck, he managed to struggle back to the navigation bridge where he collapsed.



CAPT Cope



CDR Jermann



LTJG Langrall



LCDR Mulvihill

★ Mulvihill, Francis G., LCDR, USN, Redlands, Calif.: As pilot of a bomber plane as a division leader in BomRon One, attached to USS *Bennington*, he participated in action against major units of the Japanese Fleet at Kure, Japan, 24 July 1944. Despite intense and accurate anti-aircraft fire from ship and shore batteries, LCDR (then LT) Mulvihill led his squadron through a 6,000-foot cloud layer covering the target to a hazardously low altitude, personally scoring a direct hit on an enemy battleship.

★ O'Rourke, Vincent P., LTJG, USN, Atlantic City, N. J.: As pilot of a torpedo bomber in TorpRon Forty Seven, attached to USS *Bataan*, LTJG O'Rourke participated in action against units of the Japanese fleet in Kobe Bay, Honshu, Japan, on 19 Mar 1945. Skillfully maneuvering to locate his target under a heavy enemy smoke screen LTJG O'Rourke launched an attack on a large Japanese carrier and, in the face of intense hostile anti-aircraft fire, scored several direct hits on the vessel.

★ Paquet, Freeman, (n) Jr., GMI, USN, Vallejo, Calif.: While serving on board USS *Harder* in the Pacific Area, Paquet unhesitatingly volunteered to lead a rescue team from his ship to an enemy Japanese-held island in an attempt to rescue an aviator whose plane had been shot down. Although fully aware that unforeseen circumstances might result in the forced abandonment of the entire party, he courageously fought his way through the surf despite the danger of hostile sniper fire from the beach and, finding the exhausted aviator, succeeded in bringing him back to the submarine.

★ Rector, Edgar M., LT, MC, USNR, Portland, Ore.: As a medical officer attached to the Third Marine Battalion, Twenty-Third Marines, Fourth Marine Division, LT (then ENS) Rector participated in action against enemy Japanese forces on Saipan and Tinian Islands July 1944. When the entire front line was forced to withdraw during action on Saipan, LT Rector courageously remained forward of our lines until late at night, administering first aid and plasma to the wounded until they could be evacuated. Later on, despite a painful wound in his hand, he boldly moved forward under fire to aid a wounded marine who could not be evacuated, subsequently receiving a chest wound himself.

★ Schlosser, Ralph J., LT, USNR, Seattle,



CheVron, San Diego

'Now remember! Let go of this one!'

Washington: As pilot of a fighter plane in FightRon Forty-Nine, attached to USS *San Jacinto*, LT Schlosser participated in action against major units of the Japanese fleet, anchored in Kure Harbor, Honshu, Japan, 28 July 1945. Gallantly leading his division in an attack against the enemy battleship, *Ise*, in the face of intense and accurate anti-aircraft fire, LT Schlosser skillfully maneuvered his plane for maximum striking power and, pressing home his attack from an extremely low altitude, scored a direct hit on the bridge of the hostile warship.

★ Smith, Ashton B., CAPT, USN, (Ret.), Atlanta, Ga.: As executive officer in USS *Salinas* CAPT (then LCDR) Smith, participated in action against an enemy submarine in the Atlantic Area, 30 Oct 1941. In the chart house when the first torpedo struck and exploded aft near the fire room, he rendered invaluable service to his commanding officer in directing damage control measures and in making preparations to abandon ship. Hurling against a stanchion by the violent force of a second torpedo explosion, CAPT Smith despite serious injuries and shock—aided in sending personnel back to general quarters stations ready to open fire on the hostile submarine during the third attack from the starboard side 20 minutes after the first attack. CAPT Smith contributed to the success of *Salinas* in proceeding under her own power through heavy weather to port in Newfoundland.

★ Somerville, Ronald L., LT, USNR, Chillicothe, Mo.: As pilot of a dive bomber plane in BomRon Six attached to USS *Hancock*, LT Somerville participated in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, he skillfully piloted his aircraft through intense anti-aircraft fire both from the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the cruiser assigned him as a target.

★ Thornton, Samuel T., LT, USNR, Fessenden, N. D.: As pilot of a dive bomber plane in BomRon Six, attached to USS *Hancock*, LT Thornton participated in

action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LT Thornton skillfully piloted his aircraft through intense anti-aircraft fire from both the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ Wendt, Edward R., Jr., LTJG, USNR, Detroit, Mich.: As pilot of a dive bomber plane in BomRon Six, attached to USS *Hancock*, LTJG (then ENS) Wendt participated in action against enemy Japanese forces at Yokosuka, Japan, 18 July 1945. During an attack on major units of the Japanese fleet, including a battleship, many destroyers and other warships, LTJG Wendt skillfully piloted his aircraft through intense anti-aircraft fire from both the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ Wieber, Carlos W., CAPT, USN, San Diego, Calif.: As commanding officer of the USS *Essex* in action against major units of the Japanese fleet during the initial phase of the Battle for Leyte Gulf, 24 Oct 1944. After the central force of enemy ships converging on Leyte was sighted south of Mindoro, CAPT Wieber immediately proceeded to a point off San Bernardino Strait from which an offensive strike could be launched. Then, skillfully handling his ship and air group, he directed an aerial attack which resulted in the infliction of heavy damage on the hostile battleship, *Musashi*, and contributed materially to its sinking.

★ Wilson, Rual S., MMC, USN, Norfolk, Va.: While serving on board USS *Salinas* in action against an enemy submarine in the Atlantic Area on 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, Wilson volunteered to go below and assist in inspecting the condition of the engineering plant. Completing his inspection duties when the second torpedo struck, he rendered gallant service in securing overboard valves and ruptured lines which made it possible for the engineering department to be put in an operable condition and enabled *Salinas* to proceed under her own power through heavy weather to port in Newfoundland.



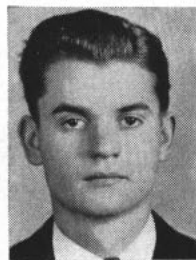
LTJG O'Rourke



LT Schlosser



LT Somerville



LTJG Wendt

BOOKS: CHARACTERS, LOCALES PRESENT WIDE VARIETY

MEXICO, England and Normandy, the U. S. midwest 100 years ago—these are some of the locales of this month's fiction. Bull-fighters, British soldiers, missionaries among the Indians—these are some of the characters.

But fiction isn't the month's entire literary diet, and the books reviewed here aren't the entire literary diet offered by your ship or station library. New books not reviewed here are distributed each month, and there are always the old ones, too, that you never have found time to read.

• *The Brave Bulls*, by Tom Lea; Little, Brown and Company.

U. S. citizens, it has been said, are people who cheer for the bull when they attend a bull-fight. That might seem an inference that spectators of other nationalities always hurl bravos at the bull-fighter. In Mexico it isn't that simple. At times they hurl tequila bottles, seat cushions and unthinkable insults. But then, if the man in the ring swallows his terror at last and proves himself a real *vaquero*, the crowd roars its approval.

This is a novel about a bull-fight. It begins when the promoter Eladio Gomez goes down to the cantina and talks about a bull-fight. It takes you to the home of Luis Bello, the Swordsman of Guerreras, who is to meet *los*

toros on a Sunday afternoon in December. It takes you to the *corrida* and to the very tips of the bulls' sharp horns, and closer. . . .

It's a top-notch novel by a man who previously had gained renown as a painter and as a Marine Corps combat artist. Tom Lea has spent most of his life on the Mexican border and much time in Mexico itself. The book's dialogue would prove that, if nothing else did.

"The wind," Paco mentioned, looking out the balcony doors. "Have you noticed the filthy wind? It's blowing."

"It will stop," Pepe said. "It isn't allowed."

Unless you can read Spanish as well as you read English, you'll probably never read a book more revealing of the Latin American viewpoint.

★ ★ ★

• *The God-Seeker*, by Sinclair Lewis; Random House.

Aaron Gadd decided early in life that he would some day be a missionary. New England was settled and every town had its churches, but to the westward there was wilderness and heathenism to conquer.

In this novel, Aaron Gadd—fired by his conscience, torn by the demands of the flesh, stimulated by the spiritual urge of religious faith—plays a heroic part in the rugged drama of pioneer life. Moving among a host of memorable characters, he experiences moments of exultation and despair, of physical violence and spiritual calm, of romantic love and all that the term implies.

★ ★ ★

• *From the City, from the Plow*, by Alexander Baron; Ives Washburn, Inc.

Here is a book written by a British infantryman, about British infantrymen as he saw them during World War II. It has been a best seller in England and no one should be surprised to find it a best seller in America, too, before long.

It's the story of all the little men—and a few of the big men—who spent months in training in England, moved casually across the Channel and landed on the beaches of Normandy to fight and die or to fight and at last go home again.

It's the story of Charlie Venable, who "resigned" when he couldn't get leave—but came back again just before sailing time. It's the story of Dickie Crawford, one of the "doggie boys" who, through playing the racing hounds, could live better than Nancy Norman, the 5th Battalion's luxury-loving major.

It's the story of Lieutenant-Colonel Henry Pothecary, the battalion's beloved Old Man, and the story of Private Scannock from Liverpool who could stomp a man's head in without a hint of repentance. It's the story of little Alphie, the baby of the battalion, and his Floss. . . .

As one British reviewer said, "We have waited a long time for this war's *All Quiet on the Western Front*. Here it is."

★ ★ ★

• *Over the Reefs and Far Away*, by Robert Gibbings; E. P. Dutton and Company, Inc.

Did you ever dream of roaming in peace and freedom among the tropic isles far away?

If you did, but never got there, here is the next best thing—a book filled with the sounds, scents, sights—and human beings—of the South Seas.

There is obviously no intention in this book to spice up the South Seas to appeal to a reader seeking the sordid and shocking. Neither is there any effort to make it all sweetness and light. It's a non-fiction book about the South Sea islands as they appear through the eyes of a man who loves them.

★ ★ ★

• *City of the Bees*, by Frank S. Stuart; Whittlesey House.

A year in the life of a wild bee colony is covered in this unusual book. The insects are treated with a respect and a mysticism that transcends the human.

Here the reader is taken into the super-specialization of the hive's daily work. He meets the fanners, the nurses, the sentries, the drones, the baby-sitters, the queen with her guarded, imperial life. The story takes him along as the colony moves to another home. He meets the bees' many enemies—the badgers, wasps, robber bees, mice and birds.

Violence marks some passages, and humor, others. And there is the happy sight of the stingless, workless drone whose single assignment is the perpetuation of life. Almost unbelievable facts combined with poetic imagination make it a beautiful and exciting reading experience.



BRAVERY, death, blood and lust are the elements of Tom Lea's violent, fast-moving book, *The Brave Bulls*.

ARCTIC ORDEAL



2200 MILES ON FOOT to the nearest settlement they struggled, fighting an almost hopeless battle against sickness, ebbing strength, dwindling supplies and the terrifying expanse of Arctic ice.

The year is 1881, two years after USS "Jeannette" had left San Francisco to carry the American Arctic Expedition through the Bering Strait bound for the Arctic Circle, a route which no explorer would attempt today.

Caught in the grip of an immense ice pack, they drifted helplessly for 21 months. Finally setting them free momentarily, the ice closed in

again for the last time. Her bulkheads stove in, "Jeannette" disappeared beneath the icy waters. Stranded and without communication, "Jeannette's" 33 personnel struck out for the village of Bulun in Siberia, laboriously dragging their small boats for use in the brief spaces of open water.

Separated into three groups during a snow-storm, 13 out of 33 men reached Bulun.

What happened is told in three excerpts from the book "Our Lost Explorers," the narrative of the expedition as published in 1882. The navigator, captain, and engineering officer describe events.

ARCTIC ORDEAL



I. Lieutenant John Danenhower, USN
Navigator

I will now describe the supreme and final moments in the life of USS *Jeannette*. At this period of the cruise I was able to spend one hour on deck, three times a day, for exercise, the last relapse of my left eye having taken place a month previous. I went on deck at one o'clock in the afternoon—and saw the hunters start out. The day was clear and beautiful, there was a light wind from the northeast, and in some quarters of the horizon it was misty and very much as in the trade-wind regions of the Pacific. A large party was sent out to get seals and guillemots, if possible. My hour was up, but I still lingered on the quarter-deck, for the ice on the port side, some twenty-five yards distant, had commenced to move toward us, and I was fascinated by the dangers of the situation.

The captain was on deck, and immediately hoisted the hunters' recall, which was a big, black cylinder, at the main truck. They began to come in, one by one, and the last ones were Bartlett and Anequin, who were dragging a seal with them. At the time of their arrival the ice was in contact with the port side of the ship, and she was heeled about twelve degrees to starboard, with port bilges heavily pressed. The two hunters approached on the port side, passed their guns to me, and came up by a rope's end that I had thrown to them. The pressure on the ship was terrible, and we knew that she must either lift and be thrown up bodily upon the ice, or be crushed. During the whole cruise, provisions, tents, and boats with sleds were kept ready for immediate use, and at this time every step was taken for the impending catastrophe.

One watch went to supper at half-past five, and the officers had bread and tea in the cabin at six. I was on the sick list, with eyes bandaged, but told the doctor that I could get the charts and instruments together and be of assistance. He said he would ask the captain. Each officer kept his knapsack in his room, and most of us thought it was time to have them on deck, but we would not make the move until ordered for fear of attracting the attention of the crew, who were at work on provisions and boats. While I was taking tea, I saw Dunbar bring his knapsack up and put it in the cabin. Feeling that the moment had arrived, I went for mine, and at the head of the ladder on my return the doctor said to me:—'Dan, the order is to get knapsacks.'

It seems that he had stepped below and found water in the wardroom, which he reported to the captain, and the order was then given to abandon the ship. The national ensign was hoisted at the mizzen, and Captain DeLong was on the bridge directing the work.

Lieutenant Chipp was confined to his bed. I threw my knapsack over the starboard rail and returned for clothes, but on stepping into water, when half way down the wardroom ladder, I realized that the ship was filling rapidly. I was told to take charge of the medical stores, especially the liquor. The ship in this condition was like a broken basket, and only kept from sinking by the

pressure of the ice, which at any moment might relax and let her go to the bottom.

The crew worked well, and Edward Star, seaman, especially distinguished himself. He was doing duty at the time as paymaster's yeoman, or 'Jack o' the Dust.' The order was given to get up more Remington ammunition, and he went into the magazine when the ship was filling rapidly and succeeded in getting two cases out. This man was in Lieutenant Chipp's boat afterward.

When the order was given to abandon ship, her hold was full of water, and as she was heeling twenty-three degrees to starboard, at the time the water was on the lower side of the spar deck. We had a large quantity of provisions on the ice about a hundred yards from the ship, but Mr. Dunbar, who was alive to the occasion, advised the shifting of these to an adjacent and more favorable floe-piece. It took us till eleven p.m. to effect the removal. We also had three boats—namely, the first cutter, second cutter and the whale-boat. As soon as Dr. Ambler had looked out for Chipp, he relieved me at my post, and I went to work with No. 3 sled party, which I had been detailed previously to command. The order was given to camp and get coffee, so we pitched our tent abreast of the whale-boat, and I set about fitting out for the retreat.

While waiting for coffee I walked over to the ship to take a final look at her, and found the captain, Boatswain Coles and Carpenter Sweetman on the port side looking at her under-water body, which was hove well out of water. I observed that the ship's side between the foremast and smokestack had been buckled in by the pressure, and that the second whale-boat was hanging at the davits, and also that the steam-cutter was lying on the ice near by.

We three returned to the camp together, having to jump across numerous wide cracks and from piece to piece, and soon after the watch was set and the order given to turn in. Most of us obeyed the order promptly, and were just getting into our bags when we heard a crack, and a cry from some one in the captain's tent. The ice had cracked immediately under the captain's tent, and Erickson would have gone into the water but for the mackintosh blanket in which he and the others were lying—the weight of the others at the ends keeping the middle of it from falling through. The order was immediately given to shift to another floe-piece which Dunbar selected for us. This was about three hundred yards from the untenable ship. After about two hours' work we succeeded in shifting all our goods and our three boats to it. We then turned in.

About four o'clock I was awakened by Seaman Kuehne calling his relief, Fireman Bartlett, who was in our tent. Kuehne called to Bartlett that the ship was sinking, and the latter jumped to the tent door and saw the spars of *Jeannette* after the hull was below the surface. We heard the crash, but those were the only two men who saw the vessel disappear. It was said that the ice first closed upon her, then relaxing allowing the wreck to sink; the yards caught across the ice and broke off, but being held by the

lifts and braces were carried down; depth, thirty-eight fathoms, as I remember.

The next morning the captain and others visited the spot, and found only one cabin chair and a few pieces of wood—all that remained of our old and good friend, *Jeannette*, which for many months had endured the embrace of the Arctic monster.

II. Lieutenant George DeLong, USN Commanding Officer

(Editor's note—The three small boats carrying the men across the open water soon separated. The following diary of the captain tells what happened after his party of 14 men set out on foot over the ice after leaving their boat. The time is four months after Jeannette sunk.)

Saturday, 1 Oct 1881—111th day and a new month—Called all hands as soon as the cook announced boiling water, and at 6:45 had our breakfast, half a pound of deer-meat and tea. Sent Nindermann and Alexai to examine the main river, other men to collect wood. The doctor resumed cutting away poor Erickson's toes this morning. No doubt it will have to continue until his feet are gone, unless death ensues or we get to some settlement. Only one toe left now. Nindermann and Alexai were seen to have crossed, and I immediately sent men to carry our load over.

At 8:30 made the final trip and got our sick man over in safety. From there we proceeded until 11:20, dragging our man in the sled. Halted for dinner—half pound of meat and tea. At one, went ahead again until 5:05.

Sunday, 2 October—I think we all slept fairly well until midnight, but from that time forward it was so cold and uncomfortable that sleep was out of the question. At 4:30 we were all out and in front of the fire, daylight just appearing. Erickson kept talking in his sleep all night, and effectually kept those awake who were not already awakened by the cold. Breakfast at five—half pound of meat and tea. Bright, cloudless day, light northern airs. At seven went ahead, following the frozen water whenever we could find it.

Two miles an hour distance make good 10 to 12 miles a day, and where are we? I think it is the beginning of the Lena River at last. Sagaster has been to us a myth. We saw two old huts at a distance, and this was all; but they were out of our road and the day not half gone. Kept on the ice all the way, and therefore think we were over water; but the stream was so narrow and so crooked that it never could have been a navigable stream. My chart is simply useless. I must go plodding to the southward, trusting in God to guide me to some settlement, for I have long since realized that we are powerless to help ourselves. A bright, calm, beautiful day brought sunshine to cheer us up. An icy road, and one day's rations yet. Boats frozen, of course, and hauled up. No hut in sight, and we halt on a bluff to spend a cold and comfortless night. Supper—half pound meat and tea. Built a rousing fire. Built a log bed. Set a watch, two hours each, to keep fire going and get supper. Then we stood by for a second cold and wretched night. There was so much wind we had to put up tent halves for a screen and sit shivering in our half blankets.

Monday, 3 October—It was so fearfully cold and wretched that I served out tea to all hands, and on this we managed to struggle along until 5 a.m. when we ate our last deer meat and had more tea. Our morning food

now consists of four-fourteenths of a pound of pemmican each and a half starved dog. May God again incline to our aid! How much further we have to go before making a shelter or settlement, He only knows.

A man's track was seen in the snow, bound south, and we followed it until it crossed the river to the west bank again. Here we were obliged to go back in our tracks, for the river was open in places and we could not follow the man's track direct. Another of the dozen shoals that infest the river swung us off to the eastward, too, and I hastened to get on the west bank again, reaching there at ten minutes to 12 for dinner—our last four-fourteenths of a pound of pemmican.

At 40 minutes past one got under way again and made a long spurt until 20 minutes past two. While at the other side of the river, Alexai said he saw a hut. Under our circumstances my desire was to get to it as speedily as possible.

Away we went, Nindermann and Alexai leading and had progressed about a mile when—splash!—in I went through the ice up to my shoulders before my knapsack brought me up. While I was crawling out, in went Gortz to his neck about 50 yards behind me and behind him, in went Collins to his waist. Here was a time. The moment we came out of the water we were one sheet of ice, and danger of frostbite was imminent. Along we hobbled, however, until we reached about the point on which the hut was seen.

But no sooner were we well up than Nindermann shouted, "There is no hut here."

To my dismay and alarm, nothing but a large mound of earth was to be seen, which, from its regular shape and singular position, would seem to have been built artificially for a beacon. So sure was Nindermann that it was a hut that he went all round it looking for a door, and then climbed on top to look for a hole in the roof. But of no avail. It was nothing but a mound of earth. Sick at heart, I ordered a camp to be made in a hole in the bluff face, and soon before a roaring fire we were drying and burning our clothes, while the cold wind ate into our backs.

And now for supper nothing remained but the dog. I therefore ordered him killed and dressed by Iverson, and soon after a stew was made of such parts as could not be carried, of which everybody except the doctor and myself eagerly partook. To us it was a nauseating mess, and—but why go on with such a disagreeable subject.

Tuesday, 4 October—At the first approach of day we all began to move around and the cook was set to work making tea. The doctor now made the unpleasant discovery that Erickson had got his gloves off during the night and that now his hands were frozen. Men were at once set to work rubbing them, and by 6 a.m. had so far restored circulation as to risk moving the man. Each one had hastily swallowed a cup of tea and got his load in readiness. Erickson was quite unconscious, and we lashed him on the sled. A southwest gale was blowing and the cold was intense, but at 6 a.m. we started, made a forced march of it, and at 8 a.m. had got the sick man and ourselves, thank God, under cover of a hut large enough to hold us. Here we at once made a fire and for the first time since Saturday morning last got warm.

The doctor at once examined Erickson and found him very low and feeble. He was quite unconscious and under the shock of last night's exposure was sinking very fast. At 10 a.m. Alexai went off to hunt but returned at

ARCTIC ORDEAL (CONT.)

noon wet, having broken through the ice and fallen in the river. At 6 p.m. we roused up, and I considered it necessary to think of some food for my party. Half a pound of dog meat was fried for each person, and a cup of tea given, and that constituted our day's food. But we were so grateful that we were not exposed to the merciless southwest gale that tore around us, that we did not mind short rations.

Wednesday, 5 October—The cook commences at 7:30 to get tea made from yesterday's tea leaves. Nothing to serve out until evening. Half a pound of dog meat per day is our food until some relief is afforded us. Alexai went off hunting again at nine, and I set the men gathering light sticks enough to make a flooring for the house; for the frozen ground thawing under everybody kept them damp and wet and robbed them of much sleep. Mortification has set in in Erickson's leg and he is sinking. Amputation would be of no use, as he would probably die under the operation. He is partially conscious. At 12, Alexai came back, having seen nothing.

Thursday, 6 October—Called all hands at 7:30. Had a cup of third-hand tea, with half an ounce of alcohol in it. Everybody very weak. Gale moderating somewhat. Sent Alexai out to hunt. Shall start Nindermann and Noros at noon to make the forced march to Kumak Surka, which I take to be a settlement.

At 8:45 our messmate Erickson departed this life. Addressed a few words of cheer and comfort to the men. Alexai came back empty-handed—too much drifting snow. What in God's name is going to become of us? Fourteen pounds of dog meat left and 25 miles to a possible settlement.

As to burying Erickson, I cannot dig a grave, for the ground is frozen and we have nothing to dig with. There is nothing to do but bury him in the river. Sewed him up in the flaps of the tent and covered him with my flag. Got 10 men ready, and with half an ounce of alcohol to furnish momentary strength in our bodies, we will try to make out to bury him, but we are all so weak I do not see how we are going to travel. At 12:40 read the burial service and carried our departed shipmate to the river, where a hole having been cut in the ice, he was buried, three volleys from our Remingtons being fired over him as a funeral honor. A board was prepared with this cut in it—

In memory of H. H. Erickson, October 6, 1881. USS Jeannette. And this will be stuck in the river bank almost over his grave.

His clothing is divided among his messmates. Iverson has his Bible and a lock of his hair. Supper at 5 p.m., half a pound of dog meat and tea.

Friday, 7 October—Breakfast consisting of our last half pound of dog meat and tea. Our last grain of tea was put in the kettle this morning, and we are now about to undertake our journey of 25 miles with some old tea leaves and two quarts of alcohol. However, I trust in God and I believe that He who has fed us thus far will not suffer us to die of want now. Commenced preparation for departure at 7:10.

Under way by 8:30 and proceeded until 11:20, by which time we had made about three miles. Here we were all pretty well done up, and seemed to be wander-

ing in a labyrinth. A large lump of wood swept in by an eddy seemed to be a likely place to get hot water, and I halted the party for dinner—one ounce of alcohol in a pot of tea. Then went ahead and soon struck what seemed like the main river again. Here four of us broke through the ice in trying to cross and, fearing frostbite, I had a fire built on the west bank to dry us up. Sent Alexai off, meanwhile, to look for food, directing him not to go far or stay long; but at 1:30 he had not returned nor was he in sight. At 5:30 Alexai returned with one ptarmigan, of which we made soup and with half an ounce of alcohol had our supper. Then crawled under our blankets for a sleep.

Saturday, 8 October—Called all hands at half past five. Breakfast, one ounce of alcohol in a pint of hot water. (Doctor's Note—Alcohol proves of great advantage. Keeps off craving for food, preventing gnawing at stomach and has kept up the strength of the men as given at three ounces per day.)

Went ahead until half-past ten. One ounce alcohol. Struck Big River at 11:30. Ahead again. Snow banks. Met small river, have to turn back. Halt at five; only made advance one mile more. Hard luck. Snow. Southwest wind, cold. Camp. But little wood. Half an ounce of alcohol.

Sunday, 9 October—All hands at 4:30. One ounce of alcohol. Read divine service. Sent Nindermann and Noros ahead for relief. They carry their blankets, one rifle, 40 rounds of ammunition and two ounces of alcohol. Orders to keep to the west bank until they reach a settlement. They started at seven. Cheered them. Under way at eight. Crossed the creek. Broke through the ice. All wet up to knees. Stopped and built fires. Dried clothes. Under way again at 10:30. Lee breaking down. At one struck river bank. Halt for dinner; one ounce alcohol. Alexai shot three ptarmigan. Made soup. We are following Nindermann's track, although he is long since out of sight. Under way at 3:30. High bluff. Ice moving rapidly to northward in the river. Halt at 4:40 on coming to wood. Find canal boat. Lay our heads in it and go to sleep. Half ounce alcohol, supper.

Monday, 10 October—Last half ounce of alcohol at 5:30. At 6:30 sent Alexai off to look for ptarmigan. Eat deer skin scraps. Yesterday morning ate my deer-skin foot nips. Light southeast wind. Air not very cold. Under way at eight. In crossing creek three of us got wet. Built fire and dried out. Ahead again until 11; used up. Built fire; made a drink out of the tea leaves from alcohol bottle. On again at noon. Fresh southwest wind. Drifting snow. Very hard going. Lee begging to be left. Some little beach and then long stretches of high bank. Ptarmigan tracks plentiful. Following Nindermann's track. At three halted, used up. Crawled into a hole in the bank. Collected wood and built a fire. Alexai away in quest of game. Nothing for supper except a spoonful of glycerine. All hands weak and feeble, but cheerful. God help us.

Tuesday, 11 October—Southwest gale, with snow. Unable to move. No game. Teaspoonful of glycerine and hot water for food. No more wood in our vicinity.

Wednesday, 12 October—Breakfast, last spoonful of glycerine and hot water. For dinner, we had a couple of handfuls of Arctic willow in a pot of water, and drank the infusion. Everybody getting weaker and weaker. Hardly strength to get firewood. Southwest gale, snow.

Thursday, 13 October—Willow tea. Strong south-

west winds. No news from Nindermann. We are in the hands of God, and unless He relents we are lost.

We cannot move against the wind, and staying here means starvation. After noon went ahead for a mile, crossing either one river or a wind in the big one. After crossing missed Lee. Went down in a hole in the bank and camped. Sent back for Lee. He had laid down and was waiting to die. All united in saying the Lord's Prayer and Creed. After supper strong gale of wind. Horrible night.

Friday, 14 October—Breakfast, willow tea. Dinner, half tea, spoonful sweet oil and willow tea. Alexai shot one ptarmigan. Had soup. Southwest wind moderating.

Saturday, 15 October—Breakfast, willow tea and two old boots. Conclude to move at sunrise.

Alexai broken down, also Lee. Came to an empty grain raft. Halt and camp. Signs of smoke at twilight to southward.

Sunday, 16 October—Alexai broken down. Divine service.

Monday, 17 October—Alexai dying. Doctor baptised him. Read prayers for sick. Collins' birthday, 40 years old.

About sunset, Alexai died. Exhaustion from starvation. Covered him with ensign and laid him in the crib.

Tuesday, 18 October—Calm and mild. Snow falling. Buried Alexai in the afternoon. Laid him on the ice of the river and covered him over with slabs of ice.

Wednesday, 19 October—Cutting up tent to make foot gear. Doctor went ahead to find new camp. Shifted by dark.

Thursday, 20 October—Bright and sunny, but very cold. Lee and Kaack done up.

Friday, 21 October—Kaack was found dead about midnight between the doctor and myself. Lee died about noon. Read prayers for sick when we found he was going.

Saturday, 22 October—Too weak to carry the bodies of Lee and Kaack out on the ice. The doctor, Collins and myself carried them around the corner out of sight. Then my eye closed.

Sunday, 23 October—Everybody pretty weak. Slept or rested today, and then managed to get enough wood in before dark. Read part of divine service. Suffering in our feet. No foot gear.

Monday, 24 October—A hard night.

Tuesday, 25 October—

Wednesday, 26 October—

Thursday, 27 October—Iverson broke down.

Friday, 28 October—Iverson died during early morning.

Saturday, 29 October—Dressler died during the night.

Sunday, 30 October—Boyd and Gortz died during the night. Collins dying.

III. Chief Engineer George Melville, USN Engineering Officer

(Editor's note—The second boat, carrying the executive officer and eight men, presumably went down in a gale, for it never was heard from. The third party, with Danenbower, Melville and nine others, reached safety at Bulun. Noros and Nindermann, who had been sent off for help by Lieutenant DeLong, also straggled in to provide the information on which Melville commenced the following search mission several months later.)

I have the honor of informing you of my successful

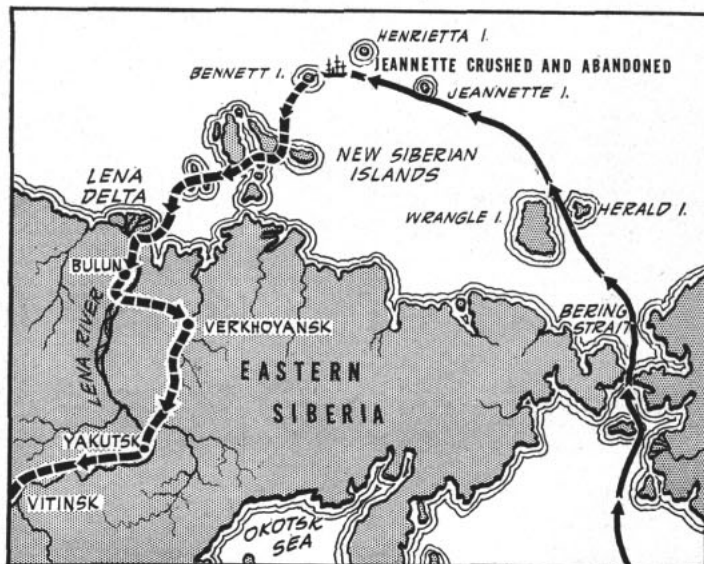
search for the party of Lieutenant DeLong, with its books, records, &c., &c. After several unsuccessful attempts to follow DeLong's track from the northward, I tried the retracing of Nindermann's track from the southward; and after visiting every point of land projecting into the great bay at the junction of the Lena branches, from Mot Vai, around from the west, to a point bearing E.N.E., and forming one of the banks of the River Kugoasastak, on ascending the bank, I found where a large fire had been made, and Nindermann recognized it as the river down which he came. I turned the point to go north, and about one thousand yards from the point I noticed the points of four poles lashed together and projecting two feet out of the snow drift, under the bank. I dropped from the sled, and on going up to the poles saw the muzzle of a Remington rifle standing eight inches out of the snow, and the gun strap hitched over the poles.

I set the natives digging out the bank, and Nindermann and myself commenced to search the bank and high ground. I walked south, Nindermann walking north. I had gone about five hundred yards, when I saw the camp kettle standing out of the snow and, close by, three bodies partially buried in the snow. I examined them, and found them to be Lieutenant DeLong, Dr. Ambler, and Ah Sam, the cook.

I found DeLong's note book alongside of him, a copy of which please find enclosed, dating from October 1st, when at Usterda, until the end. Under the poles were found the books, records, &c., and two men. The rest of the people lie between the place where DeLong was found and the wreck of a flat-boat, a distance of 500 yards.

Here, under about a foot of snow, we found the bodies of DeLong and Ambler about three feet apart, and Ah Sam lying at their feet, all partially covered by pieces of tent and a few pieces of blanket. All the others except Alexai were found at the place where the tent was pitched. Lee and Kaack were close by in a cleft in the bank toward the west. Two boxes of records, with the medicine chest and a flag on a staff, were beside the tent.

None of the dead had boots. Their feet were covered with rags, tied on. In the pockets of all were pieces of burnt skin and of the clothing which they had been eating. The hands of all were more or less burned, and it looked as if when dying they had crawled into the fire, Boyd lying over the fire and his clothing being burned through to the skin, which was not burned. Collins' face was covered with a cloth.



TAFFRAIL TALK

SOMETHING similar to a chain reaction sets in when an item in this column strikes a responsive chord among its readers. We're still hearing about two or three items which appeared before the turn of the year, which phenomena if continued might drive an editorial staff en masse to self-consciousness.

Always somebody has a better tale. Last month we had an item about a U. S. sailor, a native Filipino, who lived at home with his family for three years while the Japs occupied his homeland. This month we hear of two Japs hiding out in Iwo Jima caves for more than four years, an improvement in reverse on our story.

"Both boys were in fine shape," says Eloise Engle of the *Guam News* after talking to them. "We were struck immediately by their fine teeth and clear complexions."

They were the last survivors of a Nip machine gun unit, and although they were convinced the war was over after seeing pic-



tures in pilfered copies of *Stars and Stripes*, they continued to hide out through fear of being bumped off upon surrendering.

"Only at night when provisions got low did they venture out to the dumps for more supplies. They learned to cut each other's hair with scrounged shears . . . shaved with castoff blades, smoked cigarette butts and read, or rather looked at, pictures in old magazines and newspapers by the light of a foraged lantern.

"When their own uniforms wore out and literally got lousy, they wandered into the local gymnasium and boondocked fatigues which they then cut down to size. . . . They actually became ill only once when they picked up some fresh mackerel that later proved to be not so fresh. Yamakage (age 24) used to have headaches which were eased by aspirin found in the dumps. His eight shrapnel wounds in the head and back cleared up nicely with no medication.

"Even while living in their caves they began to form new ideas about America, for they said that when they scavenged around Iwo dumps and found so many discarded treasures such as clothes, shoes, food, beer and so forth, they began to think: 'America must be the number one country of the world to be able to throw away all those luxuries. . . .'

So they surrendered.

* * *

About three times as many pictures as are used are received each month, and the reason some of them cannot be printed is that they arrive in battered, bent or cracked conditions. Always send them in with a stiff cardboard backing.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• **AT RIGHT:** One of the Navy's most unusual units is the Fita Fita Band, at U. S. Naval Station, Pago Pago, Tutuila, American Samoa.—*All Hands* photo by F. L. Connaughton, HMC, USN. ➔



**BAREFOOT
BAND**

YOUR OWN COPY

**SUBSCRIPTIONS FOR
PERSONAL COPIES OF
ALL HANDS
MAGAZINE
ARE AVAILABLE**



HERE'S HOW --

Send check or money order for \$2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.