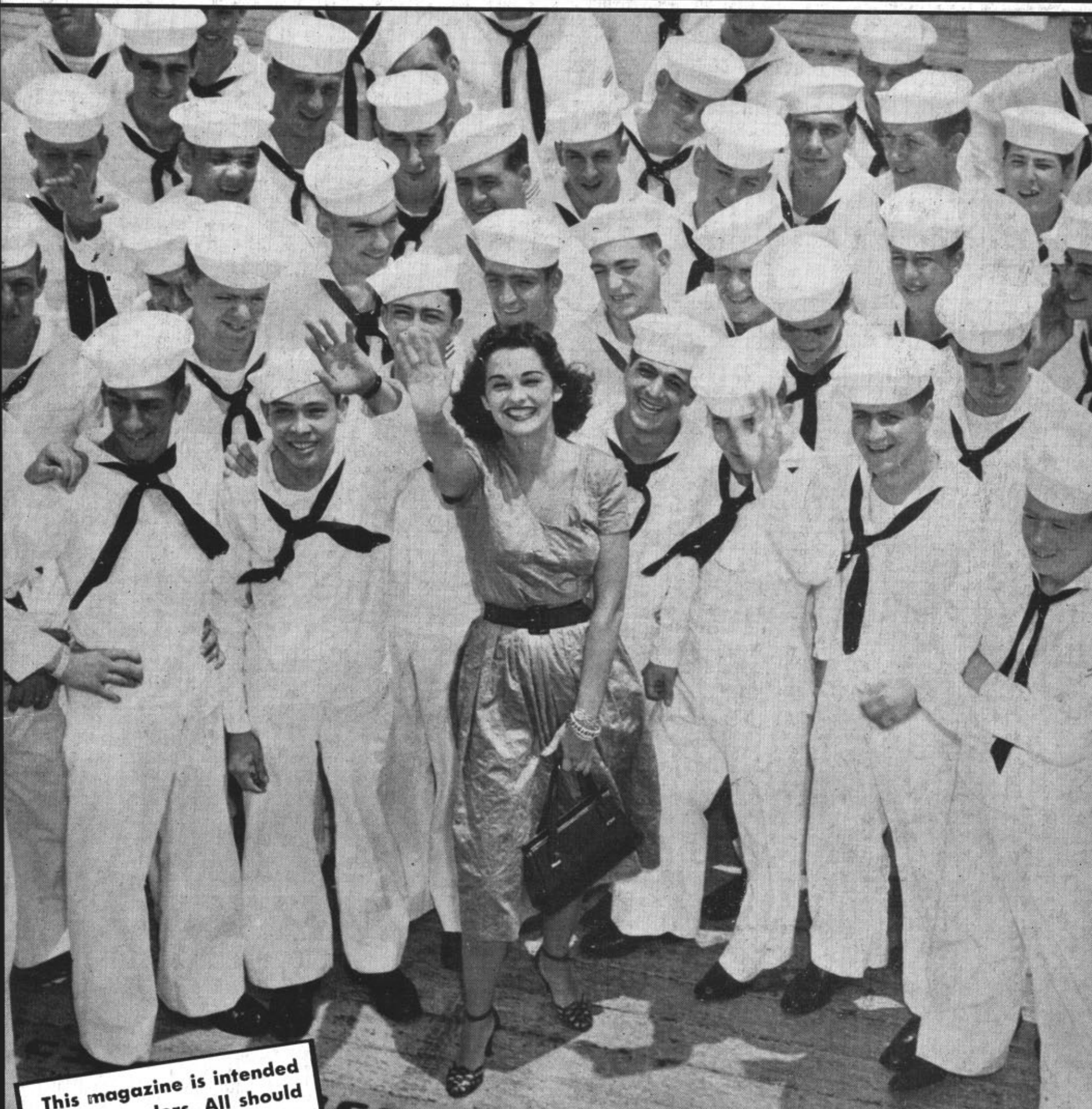
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

AUGUST 1951

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1951 Navpers-O NUMBER 414

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TABLE OF CONTENTS

Page

United Nations Navy Is Successful Team 2

The Word 6

Radio Hams Serve Throughout the World 8

Liberty in France 11

How to Tell Pier from Wharf from Dock 12

Combat Cameramen Record History on Film 14

Kwaj Isn't Lonely Spot It Used to Be 18

Navy Sports and Recreation 20

The Military Sea Transportation Service 24

Letters to the Editor 28

Today's Navy 32

Servicescope: *News of Other Services* 40

Bulletin Board 42

- Commissioned Warrants Advanced 42
- Clothing Allowance Increase 43
- Housing in the 11th NavDist 48
- Separation of Personnel 51
- Release of Reservists 52
- Legislative Roundup 55
- Directives in Brief 56

Books: *Interesting Reading* 58

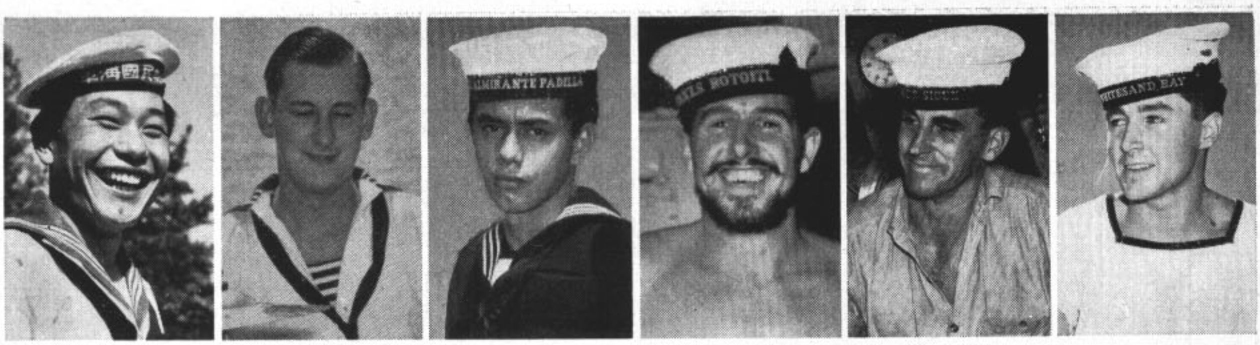
Book Supplement: *Sailing Ship Seamanship* 59

Taffrail Talk 64

• FRONT COVER: One hundred guys and a gal—Miss America, Yolande Betbeze, is show on the flight deck of USS *Monterey* (CVL 26) with sailors, sailors and more sailors.

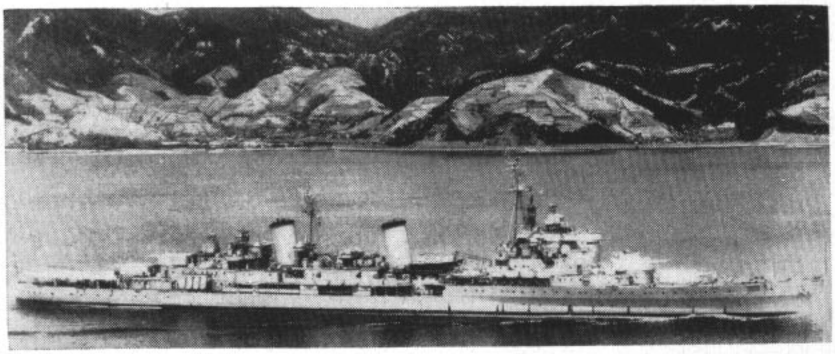
• AT LEFT: The Sixth Fleet band rehearses on the fantail of USS *Salem* (CA 139), flagship of Commander Sixth Fleet, in the Mediterranean.

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

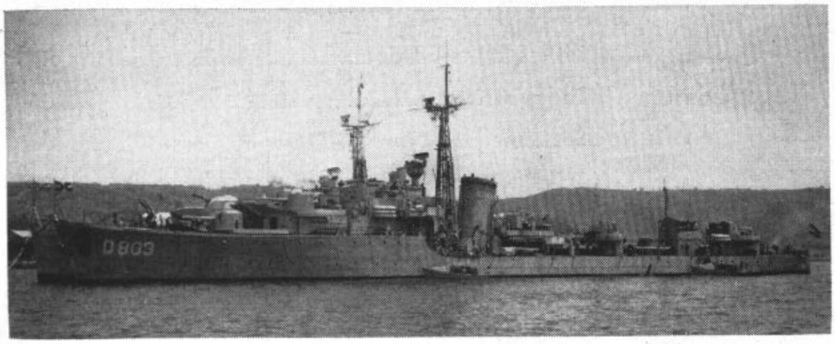


DIFFERENT FACES, same mission. (L to R) Men of Korea, Netherlands, Colombia, New Zealand, Canada, Britain.

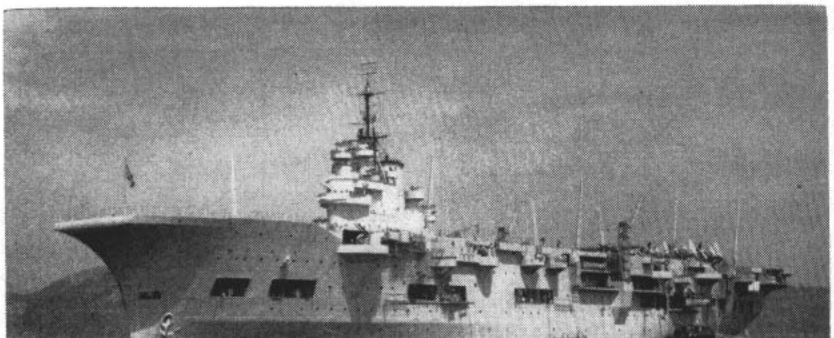
United Nations Navy Is Successful Team



BRITISH CRUISER, HMS *Belfast*, returned to Far East after 're-fit' in England.



DUTCH DESTROYER, HMNS *Van Galen*, is a scrappy 1760-ton tin can.



BRITISH REPAIR SHIP, HMS *Unicorn*, patches damaged *Seafuries* & *Fireflies*.

THE FIRST United Nations Navy in world history was born in the last days of June 1950, shortly after the aggressor armies of North Korea rolled across the 38th parallel.

In this history-making naval organization, the first ships to enter the struggle consisted of a small task force of four American destroyers led by the cruiser USS *Juneau* (CLAA 119).

Near the Korean coast at the time of the invasion, this tiny task group, which fired the first naval guns at an enemy of the United Nations, made up the whole of the international naval force which has since grown into a vast fleet consisting of well over a hundred ships of all types.

Battleships, aircraft carriers, cruisers, destroyers, frigates, corvettes, minesweepers, submarines, landing ships and patrol craft—these constitute the U. N. Navy. In addition there are transports, tugboats, oilers, reefers and hospital ships.

Eleven nations are represented in the navies which have sent ships to join the United Nations forces. In alphabetical order, they include: Australia, Canada, Colombia, Denmark, France, Great Britain, Netherlands, New Zealand, Republic of Korea, Thailand and the United States.

Problems of language, different communications systems, naval maneuvering procedures, supplies and logistics all have had to be solved, taxing ingenuity to the limits.

Actually, a minimum amount of difficulty has been experienced in operating smoothly and efficiently, despite the multitude of jobs assigned to the international fleet.

They work together as a team.

For example, on the 123rd consecutive day of the naval shore bombardment of Wonsan harbor, Communist batteries on Kalmagak opened up against the United Nations vessels. After 90 minutes the U.N. fleet silenced all the enemy batteries. Participating against the North Koreans and Chinese Communists on that particular day were HMCS *Sioux*, a Canadian destroyer, the American destroyers USS *Brinkley Bass* (DD 887) and USS *Frank E. Evans* (DD 754), and Thailand's HMTS *Bangpakong*.

Here are some typical samples of the international naval forces in action, picked up from daily action reports during the interval between the United Kingdom's Coronation Day and our 4th of July.

On Coronation Day, *Seafuries* and *Fireflies* were seen roaring off the flight deck of the light carrier HMS *Glory* in the Yellow Sea, making sorties against enemy coastal shipping.

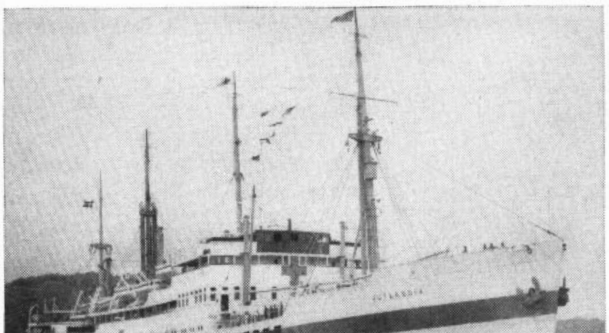
Surface units of His Majesty's Navy sliced through the brackish waters off Korea's west coast, on blockade patrols of the enemy's sea lanes to Asia. Paced by the fast cruiser HMS *Ceylon*, other vessels joined the Commonwealth operations, including the British destroyer *Concord* and the Canadian destroyer *Nootka*.

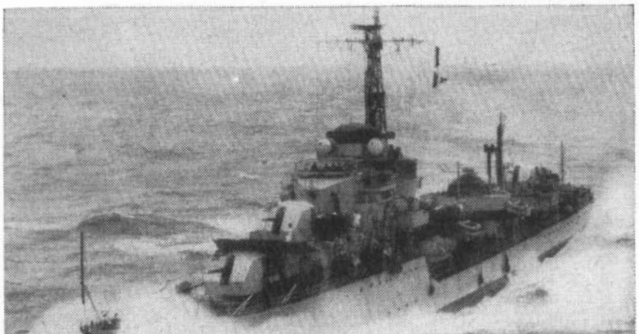
The Colombian frigate *Almirante Padillo*, one of the most active units of the U.N. blockading and escort force since joining it in early May, steamed with the other vessels in the blockade of the Yellow Sea, to effect a closer control of the mobile ocean fence which had been constructed by the watchful chain of vessels.

The Netherlands destroyer *Van*

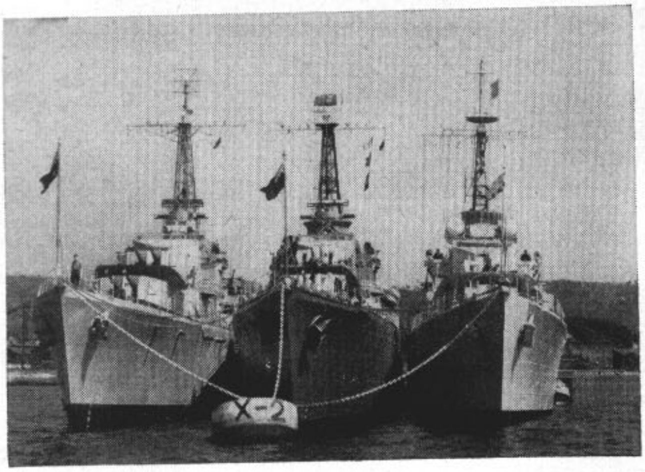
GUYS AND GALS—British sailors sampled Hawaiian hospitality when HMS *Whitesand Bay* stopped at Pearl on her way from Bermuda to Hong Kong.

CANADIAN PILOT (left) and his observer compare notes on deck of a carrier before a fight. Air strikes have crippled the enemy's supply lines.

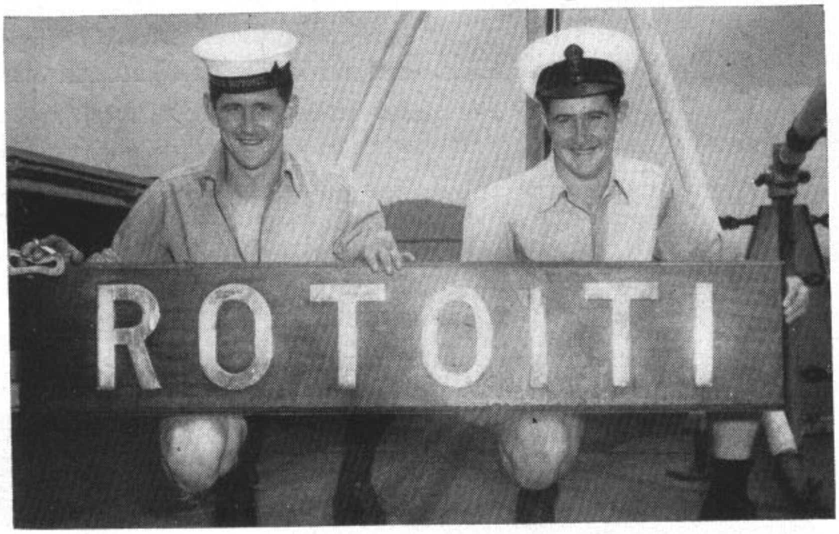




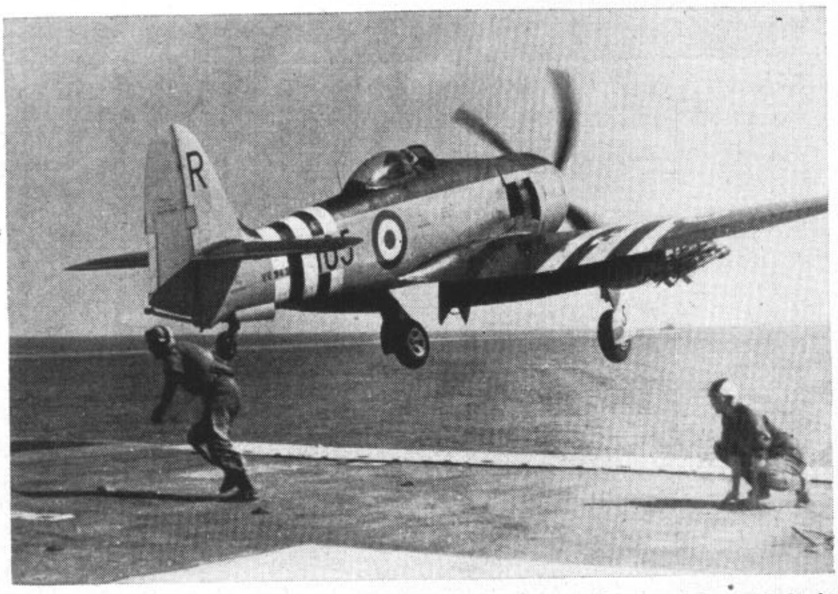
DENMARK'S HOSPITAL SHIP *Jutlandia* (left) aids wounded. HMS *Cossack* (right) plays her part in blockading force.



KOREAN CRAFT, YMS 515, and Australia's HMAS *Warramunga*, Canada's HMCS *Nootka* and Britain's HMS *Cockade*.



ANZAC BROTHERS Vic and Ed Anderson are serving on board the New Zealand frigate HMNZS *Rotoiti*. The ship is a veteran of 10 months in Korea.



DECKHANDS RUSH to re-rig a catapult as *Seafury* plane swishes off flight deck of HMS *Glory*, British light carrier operating with the striking forces.

Galen was also on the Korean scene, with her six 4.7-inch guns and an equal number anti-aircraft guns raring for action.

Along with the New Zealand frigates HMNZS *Hawea* and *Rotoiti*, another pair of frigates from Australia, HMAS *Moremacamoe* and *Murchison*, represented the United Nations from "down under".

The hospital ship *Jutlandia*, flying the United Nations and Red Cross flags, as well as that of Denmark, has been in the Korean theater for a year, as that country's contribution to the forces fighting against aggression. Formerly an 8,500 ton passenger-cargo liner, *Jutlandia* was converted by the Danish government at the expense of $1,000,000, and reequipped to accommodate 200 beds, three operating theaters, a dental clinic and other installations.

The ROK naval forces, with their small but active ships, have been among the busiest on the Korean scene, laying mines, sweeping minefields, checking fishing craft to keep Communist sampans from infiltrating friendly fishing fleets, maintaining tight blockade patrols, and landing ROK forces on outlying islands and the mainland.

The South Korean Navy has also shown its power against the enemy's air arm, with an ROK frigate being credited with shooting down one and damaging two Communist fighter aircraft.

Most of the ships of these 11 United Nations operate with Task Force 95, known as the U.N. Blockading and Escort Force. While warships of the United States—too numerous to mention here—make up the bulk of the U.N. fleet, it can be seen by the ships of different flags which have already been mentioned that the naval effort in the Korean struggle has been international in fact as well as in purpose.

Also in the fleet organization of the forces in the Korean theater is the fast carrier Task Force 77, which has remained a U.S. naval force, with *Essex*-class carriers forming its nucleus in USS *Princeton* (CV 37), USS *Bon Homme Richard* (CV 31) and USS *Boxer* (CV 21). Several divisions of destroyers augment this carrier force and support the hard-hitting flat tops.

Balancing the fighting force is the supporting arm, to keep the ships in the line, the planes in the air, and the ammunition readily available. Another segment of the Seventh Fleet is the supply and replenishment force.

Since USS *Juneau* made the first contact with the enemy of any U.N. naval vessel—by shelling Communist troops and vehicles below the 38th parallel on 29 June 1950—the international Navy has fired, in approximately one year, a total of 262,000 rounds of projectiles.

That is the record achieved as of 15 June 1951, with three-inch to 16-inch projectiles fired from a war fleet consisting of two battleships, five heavy cruisers, seven light cruisers, 70 destroyers, 15 frigates and 11 other ships.

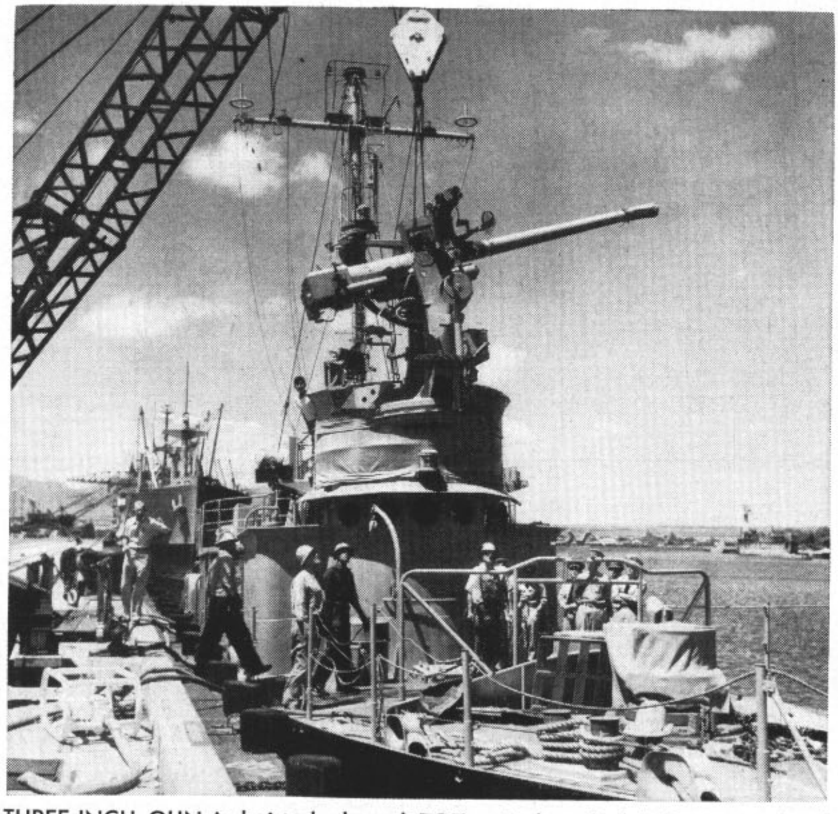
In amphibious operations, this same naval organization landed 151,600 personnel, 29,000 vehicles and 141,000 tons of cargo, nearly one ton for each person landed. In amphibious evacuations, during the same 12-month period, the U.N. Navy accounted for the safe removal of 282,500 civilian and military personnel, 18,600 vehicles and 410,000 tons of cargo.

This achievement is apart from the work of the Military Sea Transportation Service, which in the first year of military operations in Korea sea-lifted more than 14,490,000 measurement tons of cargo, 1,200,000 passengers, and 50,000,000 barrels of petroleum products to and within the Western Pacific area.

In the words of one of the U.N. team members, the efforts of the United Nations naval forces in the Korean area can be summed up. Said Commander Sundra Si, MA, Royal Thai Navy, skipper of the corvetter HMTS *Bangpakong*:

"The U.N. Navy works hard—it's firing all the time."

ATTENTIVE TARS—British sailors watch the technique of a U. S. Navyman with the flashing light. Communications are being standardized in U.N. navy.



THREE-INCH GUN is hoisted aboard ROK patrol craft *Bak Dusan* at Pearl Harbor as officers watch. The ship has since been active in the blockade.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **OC PATCH**—A new shoulder patch for enlisted personnel with the special transitory rating of "officer candidate" has been approved by the Secretary of the Navy.

The shoulder sleeve insignia consists of block letters "OC" on a two-inch square background. For the blue uniform the letters are white on blue, and for white and khaki uniforms the block letters are blue on white and blue on khaki cloth backgrounds respectively. Each letter is one inch high and three-quarters of an inch wide. New uniforms regulations require the shoulder patch to be placed one-half inch below the left shoulder seam. The officer candidates will continue to wear their regular rating badges in the case of petty officers, or their group-rate marks in the case of non-petty officers.

Active duty enlisted personnel accepted for the officer candidate program will wear the uniform prescribed for their rate, and will be required to maintain the minimum clothing outfit according to current *Navy Uniform Regulations*, 1947.

Members of the Naval Reserve on inactive duty selected for this program who have not received a cash clothing allowance will receive an issue in kind of government-owned clothing. Title to all clothing issued in kind to personnel enlisted or transferred to the rating of OC remains in the government. Such personnel, when separated from the program for any reason, shall return all items except underwear and socks. Government owned clothing is stencilled "U.S.N." and may carry an identifying number or letter-numeral combination. (For further details, see ALL HANDS, June 1951, p. 48.)

Next-of-Kin Must Watch Out for POW Racketeers

Next-of-kin of armed forces personnel listed as missing in action in Korea are advised that certain unscrupulous individuals are trying to capitalize on the grief and anxiety of the families of missing personnel.

Usually they attempt to sell information concerning alleged prisoners of war. Often they offer to get in touch with the prisoner or get him freed from the prison camp—for a price, of course.

If you receive a letter or other communication from anyone not well known to you who claims to have knowledge of a missing relative, notify the nearest office of the Federal Bureau of Investigation, before doing anything else.

• **PRISONERS OF WAR** — Every effort is being made by the Department of Defense to establish contact between members of the armed forces, held prisoner by North Korean or Chinese Communist forces, and their families.

Although the United States is faithfully reporting its prisoners to the International Committee of the Red Cross, the North Korean and Chinese Communists have failed to furnish details concerning prisoners held by them.

Three sources of information, however, indicate that some armed forces personnel, officially listed as missing in action, are being held prisoner by the enemy:

• Peking, China, radio, monitored around-the-clock by the U. S. Government.

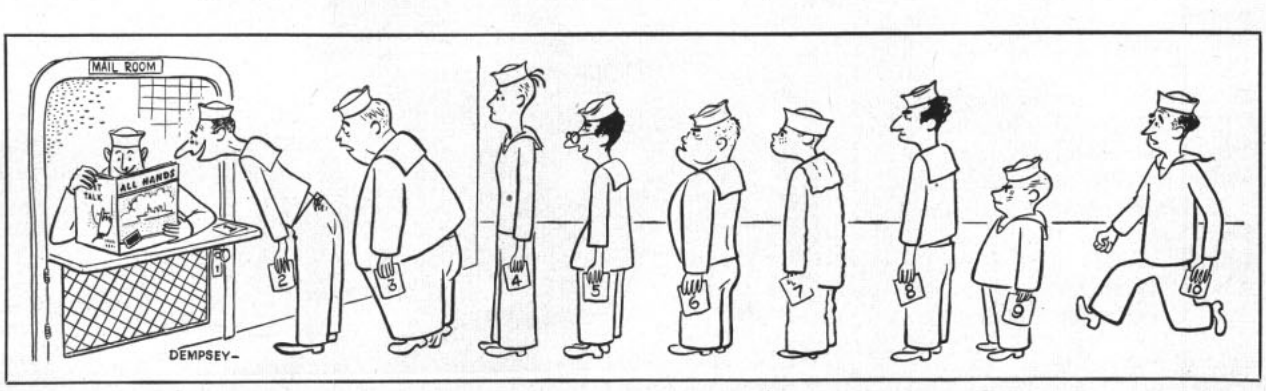
• The Communist press in the U. S., which publishes lists of names of American prisoners, allegedly held by the enemy.

• Letters from prisoners to their families.

Families of those identified by any of these sources are notified by the Defense Department and advised that they may write to their relatives, addressing their letters as follows: full name, rank and serial number, c/o Chinese People's Committee for World Peace, Peking, China.

Such mail requires no postage but the words "Prisoner of War Mail" should be written in the upper right-hand corner of the envelope. A return address should be included in the upper left hand corner. No guarantee can be made, of course, that these letters will reach the prisoners.

Letters should be brief and only one per month should be sent. No facilities for handling of parcels are available at the present time.



PASS THIS COPY ALONG—Every copy of *All Hands* is like mail from home for 10 eager members of the U.S. Navy.

• **NAVY EXPANSION**—Continuation or termination of combat operations in Korea will not affect the current Navy program for expansion, according to Navop 17.

The expansion program—agreed upon before the beginning of the Korean conflict—is considered essential to our national security and will continue.

• **EDUCATION**—Civilian education has a three-fold value for the Navy enlisted man. It may help him advance in rating; it may help him change from one rating to another. It may also qualify him for an officer's commission.

Possessing credits for courses completed at colleges, universities, technical and high schools, or completion of correspondence and extension courses, will not *per se* guarantee advancement or change in rating. Such accomplishments do count considerably however, and are often helpful in preparing personnel for examinations required for advancement in rating.

In the final analysis, of course, advancement in rating to pay grades E-4 and above is dependent upon the fulfillment of marks and service requirements and the relative standing of the individual in service-wide competition.

When requests for changes in rating are received at BuPers in accordance with existing instructions—currently Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, January-June 1950)—they are carefully screened and acted upon based on the merits of each individual case and consistent with the needs of the service.

All education as well as training, experience and other background factors are considered in evaluating such requests. Therefore, if a change in rating appears beneficial for the Navy, to you and your commanding officer, your request should contain information on your education as well as the other required factors.

If you have a degree from an accredited college or university, you may also qualify for an officer's commission, providing you meet the other requisites. It may pay you to investigate these possibilities as outlined in BuPers Circ. Ltr. 172-50 (NDB, July-December 1950) and BuPers Circ. Ltr. 179-50 (NDB, July-December 1950).

Bluejacket Wins Interservice Photo Contest

A Navy photographer's entry was selected from among 360 photographs as the best of the show in the Third Interservice Photography Contest judging. It was the first time a Navy contestant had taken top prize in the annual competition. The 1949 and 1950 winners were Marine Corps entrants.

Entitled "Rest Period," the winning photo was taken by Jerry Rickerson, Jr., PH3, USN, attached to the 14th Naval District Photography Laboratory. It was snapped while Rickerson was taking pictures of activities at the Pearl Harbor Naval Shipyard. Prior to being chosen for the grand prize, "Rest Period" had been awarded first place in the Service Life category of Class One (Salon Photographs).

Rickerson entered the all-service contest this year for the first time. He was presented a silver bowl and a Secretary of Defense certificate of accomplishment for his winning entry.

Navy and Marine Corps winners who received silver bowls and certificates, are listed below.

Class One—Salon Photographs:

• Category (a)—Service Life, on Duty and at Leisure.

First (also best of show): "Rest Period" by Jerry Rickerson, Jr., PH3, USN, Pearl Harbor.

• Category (b)—Landscape and Architecture.

Fifth: "Night Vigil" by Robert B. Ryan, AF3, USN, Naval Air Station, Glenville, Ill.

• Category (c) — Peoples and Customs.

Fourth: "Sea Suds" by LT James R. Black, Jr., USNR, Naval Air Reserve Training Unit, Jacksonville, Fla.

Fifth: "Rah!" by Major Marion B. Bowers, USMC, Office of Public Information, Marine Corps Headquarters, Washington.

• Category (d)—General Pictorial.

Third: "Gulls" by LT Louis L. Sherry, USN, Staff, ComServLant.

Fifth: "Hitting High C" by LTJG John J. Cecchini, USN, Naval Shipyard, Portsmouth, N. H.

Class Two—Color Transparencies:

First: "Proud" by Sgt D. J. Whitney, USMC, Headquarters, First Artillery Anti-Aircraft Air Warning, First Marine Division, Korea.

Second: "Cherry Blossoms" by LCDR Arthur L. Schoeni, USN, Office of Chief of Naval Operations, Washington.

Fourth: "Polynesian Sunset" by George F. Raddue, AA, USN, Fleet All Weather Training, Pacific.

Fifth: "The Answer" by Stephen J. Sabol, IC3, USN, USS *Charles S. Sperry* (DD 697).

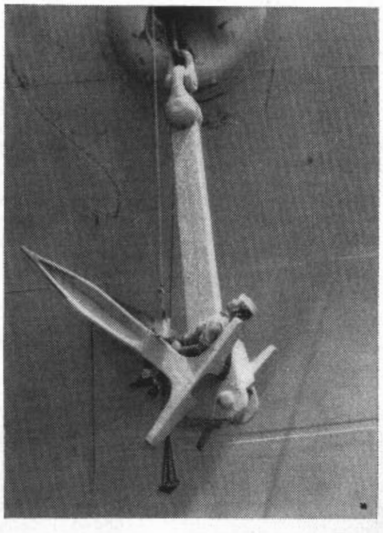
Class Three—Snapshots.

Second: "Roundhouse Right" by John D. Hill, Jr., AF, USN, Naval Air Station, Minneapolis, Minn.

Fifth: "Watch Me Now" by Major Marion B. Bowers, USMC, Office of Public Information, Marine Corps Headquarters, Washington.

The Perpetual Interservice Photography Contest Trophy, awarded to the service earning the highest number of points in all classes, was won by the Army. Points were awarded as follows: for 1st place, 5 points; 2nd, 4; 3rd, 3; 4th, 2; and 5th, 1.

The winning photographs were exhibited at the Pentagon in Washington, D.C., 16-27 July, and are on display at the Smithsonian Institution in Washington during 2-27 August.



WINNING photo in contest, taken by Jerry Rickerson, Jr., PH3, USN, also won in Service category.

Radio Hams Serve Throughout the World

A SLIM, BROWN-HAIRED chap glanced at his watch and sat down at his radio receiver and operating key. He flipped a switch on the receiver.

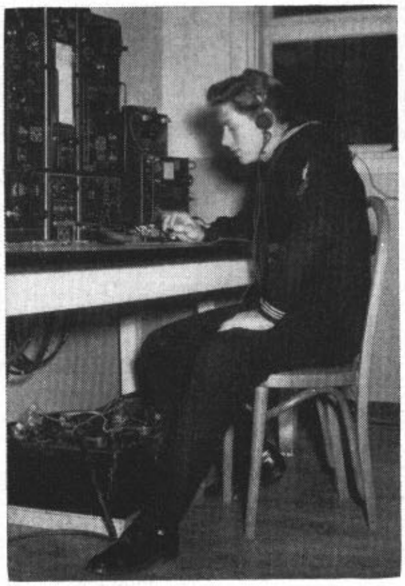
Almost immediately signals began to come through: F-L-O-O-D W-A-T-E-R-S R-I-S-I-N-G T-R-O-U-B-L-E A-H-E-A-D

In a few minutes he had the whole story. Seventy miles away, near Granville, rainstorms had caused the banks of the Okawan river to overflow. Ninety-mile winds had blown down telephone lines. Panic-stricken people were fleeing their homes. The townspeople were unable to establish contact with neighboring towns.

As soon as he got the significance of the message, Bill MacDonald, a Naval Reservist, flipped a switch on his transmitter. In another few minutes he was sending out a message to Clayton, a middle-sized city 50 miles away. Bill knew that Mitch Jackson, another Reservist, would be in his "ham shack" in the Red Cross building. And Mitch was Bill's best bet to get help for stricken Granville.

Soon rescue squads were on their way. Trained crews were dispatched to Granville to get the people out of endangered buildings, to carry those in flooded homes to safety. Red Cross vehicles headed for Granville, carrying food, clothing and medical supplies for those driven from their homes.

Why did Bill "happen" to sit down at his radio equipment at that particular time? How did he know that he could establish contact with Mitch Jackson at that moment?



CALL FOR HELP in an emergency can be sent quickly by a Reservist trained at one of the Navy's 'ham' stations.

Bill and Mitch are both fictitious members of the Naval Reserve and are actively engaged in amateur radio activities. Both have "ham" licenses issued them by the Federal Communications Commission – the government agency that supervises amateur radio activities as well as commercial radio and television. Both are affiliated with the Naval Reserve Electronics Program.

Of course, Granville and Clayton are fictitious towns but the incident just described is based on incidents that have occurred in many parts of the country.

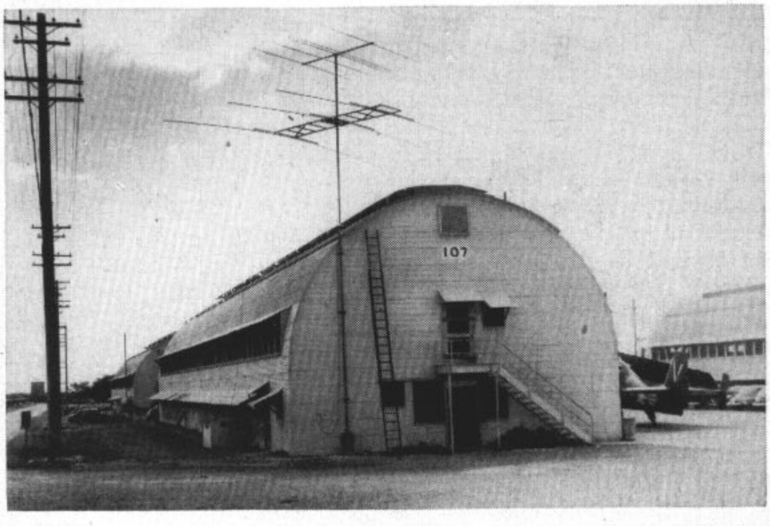
In police stations and colleges, in firehouses and hospitals, at home and abroad, you can find ham radio stations operated by Navy personnel. Bill and Mitch are part of the king-size network of USNR radio stations primarily established for training purposes but which doubles as an emergency communications network in time of disaster.

Relaying personal messages, operating radio-equipped pick-up trucks to warn residents of danger from floods or storms, performing emergency communications service when all other facilities are knocked out, or pitching in to help in actual rescue missions, is all in a day's work for these men who are scattered throughout the world.

When telephone and telegraph facilities were disrupted in parts of southern Texas and Louisiana as a result of ice storms last winter, station K5NAN, at the Naval Reserve Electronics Facility, Harlingen, Tex., provided emergency communications service for several days.

In Stockton, Calif., during a flood, personnel from the NRTC–station K6NRO–maintained a levee watch on a 24-hour basis. Eight transceivers and two handie-talkies were used for communication between levee watch groups and field headquarters.

Radio hams stationed overseas are performing useful services, too. In



TALENTED WAVE Ethel Smith is a Washington, D. C. 'ham.' Right: Hangar 107 is the radio shack at Barber's Pt., T. H.

Yokosuka, Japan, for example, station JA2KW has been sending messages home from wounded men in the naval hospital and from other Navy personnel. With 60,000 amateur operators in the United States, messages usually can be sent to the sender's home town or city—and sometimes even to the same block in which his relatives or friends live.

Using a gadget called the "phone patch," radiotelephone contacts can be made throughout the world. The longest range conversation of this type was made not so long ago when a Marine 3,500 miles away talked to his mother at Camp Lejeune, N. C.

These incidents are made possible largely because the Navy looks on amateur radio as a vast potential source of operators and technicians, as a training school for these people. Amateur radio not only provides a medium for creating and encouraging interest in electronics but serves as a natural morale-booster.

Most of the amateur radio activity in the Navy is supervised by the Naval Reserve as a part of its training program but the Regular Navy recognizes the value of ham activities and encourages amateurs to pursue their hobby during off-duty hours.

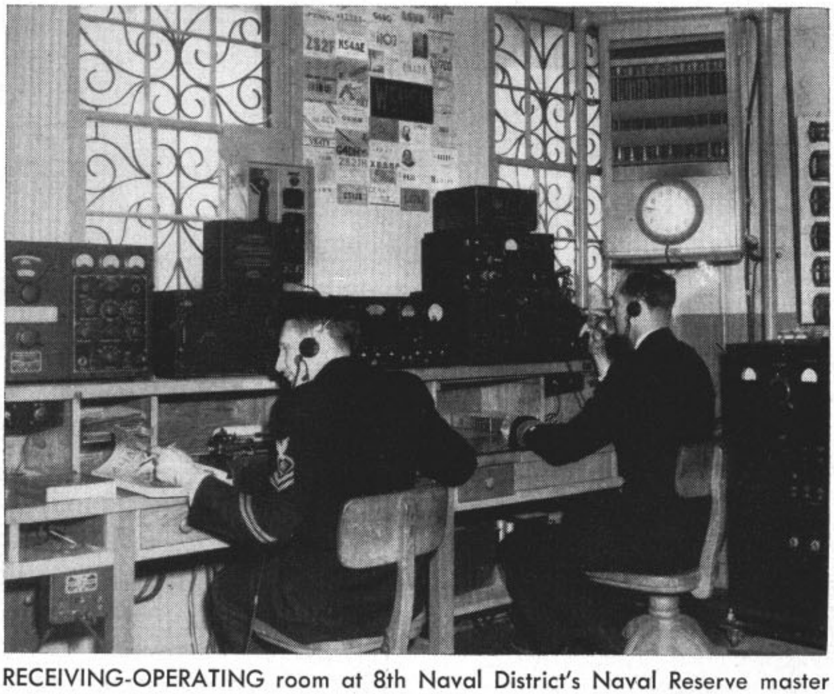
Any member of the Regular Navy, Marine Corps or Coast Guard, who holds an amateur license, may request a Naval Reserve call sign and the issue of a crystal ground to the appropriate frequency which will enable him to take part in drills on Naval Reserve circuits. He may use USNR facilities, and surplus equipment—when available—is frequently provided.

At the present time, amateur radio operations are being carried on at over 500 USNR Electronics Facilities and Stations. Participating in the over-all program are members of the Regular Navy, USMC and Coast Guard as well as their Reserve components. The Army and Air Force maintain similar operations, linked together by MARS—the Military Amateur Radio System.

Of the more than 60,000 amateur radio stations in this country, approximately 1,000 are operated by USNR members who also have been issued individual Naval Reserve call signs and certificates as USNR stations.

To provide special identification for amateur stations located at Naval Reserve establishments, the FCC has set aside certain blocks of amateur

EMERGENCY AID is loaded into a plane during Texas City disaster of 1947. Radio 'hams'—Navy and civilian—may provide only link with a stricken area.



RECEIVING-OPERATING room at 8th Naval District's Naval Reserve master control station W5USN, New Orleans, La., has room for off-duty chit-chat.

AN EARFUL of Morse code is copied by Reservist at Station KINRL, Lowell, Mass. Navy maintains 500 such stations at facilities scattered across the U. S.

call signs for assignment only to USNR activities. These special calls permit amateurs at one USNR activity to recognize amateur stations at other activities. They also provide valuable publicity for the Reserve among civilian operators.

Navy drills are conducted only on USNR frequencies. When operating on amateur bands, stations at USNR activities must use amateur calls and conform with all FCC rules under which amateur licenses are granted.

Becoming a licensed amateur—a full-fledged member of the ham fraternity—isn't difficult. The FCC has revised its classification of amateur licenses to include three new categories: the novice or beginner, the technician and—for the really proficient operator – the "amateur extra class."

At the bottom of the ladder is the novice class which becomes available 1 July 1951. To qualify for this license, the beginner must be able to send and receive accurately five words per minute. He must have a working knowledge of elementary radio theory and regulations governing beginners' operation.

Applicants for the general class (formerly Class B) must be able to send and receive 13 words per minute, have a knowledge of basic amateur practice and be acquainted with general regulations.

Those who meet the basic requirements for the general license but who live at least 125 miles from the nearest point where regular examinations are held or are physically unable to appear for examination or who are members of the armed forces stationed so that they cannot appear for examination may apply for the conditional license (formerly Class C).

The advanced class (formerly Class A) is for those who can pass the general code test, know basic amateur practice, general regulations, and who qualify in advanced radiotelephony.

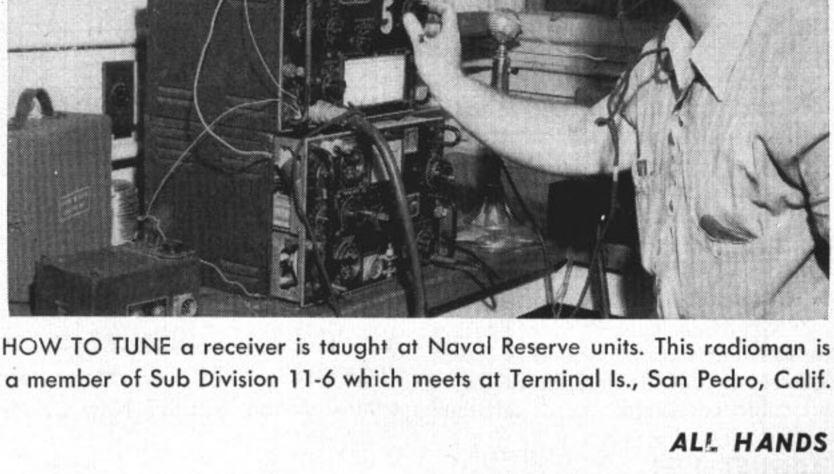
Effective 1 Jan 1952, an "amateur extra class" has been made available. Qualifiers for this license must be able to pass the expert's code test—20 words per minute—know basic amateur practice, general regulations and qualify in advanced amateur practice, advanced radio theory and other subjects.

Because hams usually fall into two distinct categories—that of the operator who strives to contact as many different stations as possible and that of the builder or "tinkerer" who is more interested in building a set, then tearing it down and building another—a "technician" class has been set up, effective 1 July 1951. The technician must be able to pass the novice code test and have a knowledge of radio operation and apparatus, including both radiotelephone and radiotelegraph operation. He must also know the basic law governing amateur operations.

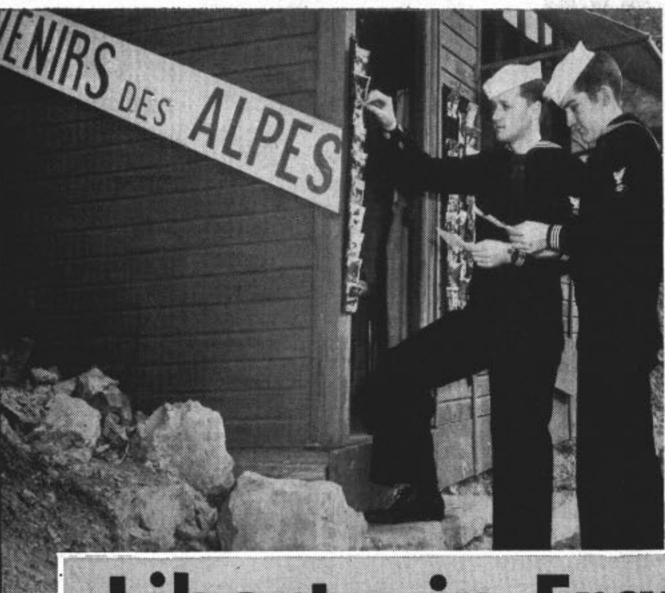
The novice class license is good for one year only and cannot be renewed. All other licenses are valid for five years and may be renewed.

If you are interested in radio work and can't tie up with a Navy station now in operation or with the radio section of a hobby shop at a naval activity, a few dollars will set you up in business for yourself as a ham.

For additional information on amateur radio activities in the Navy, talk to your electronics or communications officer, or write to the Chief of Naval Operations, (Attn: OP-204V), Washington 25, D. C.



HOW TO TUNE a receiver is taught at Naval Reserve units. This radioman is a member of Sub Division 11-6 which meets at Terminal Is., San Pedro, Calif.



Liberty in France

SCARCELY four hours as the bus travels from the warm, blue waters of the French Riviera, a liberty-bound sailor can find a contrasting wonderland of snow-capped heights and twisting ski trails.

At one of several resorts 5,000 feet in the clouds in the "Alpes Maritimes," a Navyman can rent a pair of shoes and skis for less than a dollar and test his skill on the frosty slopes.

The area is also a camera fan's paradise, Shutterbugs shoot many a roll of film to record its magic splendor for the folks back home.—Harry Caicedo, JO3, USN. Photos by J. Doherty, PH3, USN.

AT VALBERG, a typical resort, Atlantic Fleet Amphibious Force sailors browse for souvenir postcards (upper left). Reading clockwise: Visitor gets pointers from youthful skiers. Bluejackets count newly acquired French currency. Sailors and Marines pour ashore for liberty Two non-skiers test the snowy slopes.

How to Tell Pier from Wharf from Dock

HOW MANY times have you headed back to your ship—with the last few minutes of liberty ticking rapidly away—only to find yourself at Wharf No. 2 instead of Pier No. 2 where the ship is? Too often, maybe. However, there is a method to avoid emergencies of such a nature.

Simply learn the meaning of three good Navy terms and these troubles will vanish into thin air. The words—*pier, wharf* and *dock*.

And here is a "handy" way to remember them:

- Hold your hand up before you, with the palm outward. Close your fingers and spread out the thumb. The thumb now has the same relation to your hand as a *pier* does to the shoreline.
- Now bring the thumb alongside the index finger. That's the general position of a *wharf*—parallel to the shoreline.
- Finally, make the familiar sign meaning "O.K." by touching the thumb to the index finger, the other fingers outspread. *Docks*, which are really enclosed basins, have that circular shape. (The water area between piers is also known as a dock. Less confusion results, however, if you remember to call this area a *slip* or *waterway*.)

From their shapes, you can see that piers and wharves are structures to moor ships alongside. A dock, on the other hand, is fitted to cradle a ship, when it is in need of overhauling.

Piers and wharves are alike in that they extend out into the water and serve as mooring and loading platforms. Docks are huge, permanently water-filled basins, called wet docks, or basins which may be filled and drained of water, called dry docks. Another distinction is that certain docks are capable of going to sea. Piers and wharves must stick to the shore.

Piers are of two general types: breakwater piers and "finger" piers. A breakwater structure doubles as a shelter for a harbor. It protects from the open sea vessels moored to its shoreward side or ships at anchor in an inner harbor.

The second type is far more numerous—U. S. ports are full of them. Its sole purpose is to provide convenient berths for ships. Seabees who specialized in building port facilities during World War II built such piers by the dozens.

They run at an angle to the shoreline, projecting out into deep water. In busy ports they are more prevalent than wharves. Luxury liners, grain carriers, tramp steamers and smaller vessels on down to tow boats moor to piers more often than to wharves in such busy ports as Boston, New York and San Francisco.

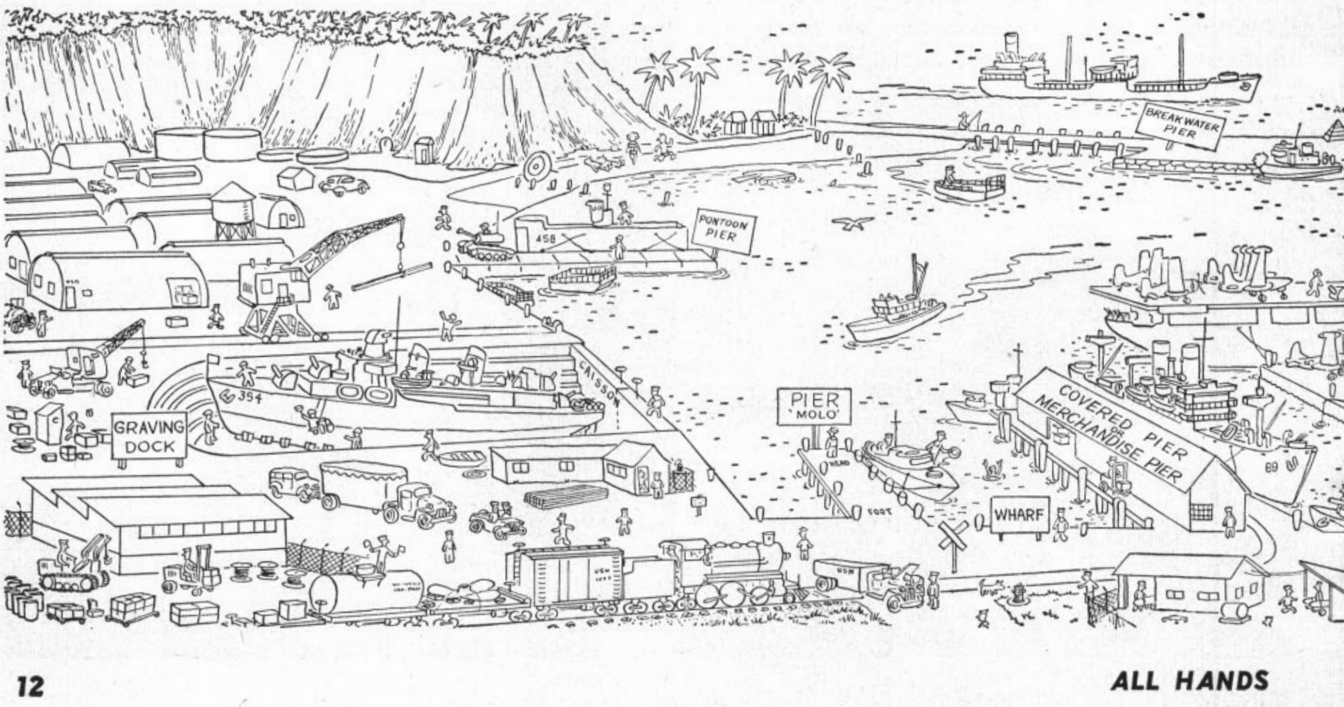
In mooring, your captain almost always has the ship's shoreside mooring area designated to him by a "berth and pier" system. In this system, berts are assigned at each side of a pier and occasionally at the seaward end—called the *pierhead*. With the mile-long piers now in use, the berths near the shoreward end—the *foot* of the pier—are naturally the preferred ones.

Wharves differ from piers in a couple of respects. First, wharves run parallel to the shoreline. Second, the shoreward side of wharves generally are supported by the embankment. Piers, however, have only their shoreward *end* braced on the land. In either case, pilings are the usual supporting members that extend over the water.

In Europe you'll find what Americans call a pier is instead termed a *mole*. Incidentally, in France it is *Môle* and in Italy, *molo*.

Another name you can expect to hear often in foreign waters is *quay* (pronounced *key*). Roughly speaking, what a mole is to a pier, a quay is to a wharf.

Wharves and piers, in addition to being ship mooring facilities, are also cargo handling platforms. They may have a bare surface or may be equipped with a covering. Use the term *covered pier* or *covered wharf* and *merchandise pier* or *merchandise wharf* when talking about the second type of structure and you'll be in



agreement with the best books on the subject.

Docks, on the other hand, are something else again. Some docks are firmly rooted in the earth while others can cruise about on the water.

As for the floating kind, there are four types. Three are classed as AFDs of different varieties, the other an ARD. Be assigned to any one of the four kinds and you'll like as not be located at one of the Navy's advanced bases.

Smallest of these vessels (they're all non-self-propelled) are the 200-foot AFDLs (Auxiliary Floating Drydock, Little). Then there are the ARDs) Auxiliary Repair Docks) which can comfortably handle ships up to a destroyer in size. Next are the AFDMs (Auxiliary Floating Drydock, Medium) for cruisers and large tenders. Largest of all are the huge AFDBs (Auxiliary Floating Drydock, Big), a new name for the Advanced Base Dock of World War II.

The Navy's two largest AFDBs can handle anything that floats. Their mission is to cradle carriers of the *Midway* class and battlewagons of the *Iowa* class. AFDBs must be constructed in sections—the complete unit is simply too much for one ship to tow.

Now as to details of the non-floating kind—

How many times as you walked from your ship to a Navy yard gate have you seen a large concrete basin holding a drydocked ship? You probably called it a drydock and let it go at that.

The Bureau of Yards and Docks, however, calls this type a *graving dock* and lists it either as a *ship repair* or *ship building* dock. Unless you've got a trained eye, it's impossible to tell the difference in the construction and equipment of the two (although this doesn't hold true, of course, when there is a ship actually being built or repaired in one of them).

Like their ocean-going counterparts, graving docks vary in size. In Navy shipyards, you'll find some graving docks which have to strain to take a destroyer while others exceed the space offered by an AFDB.

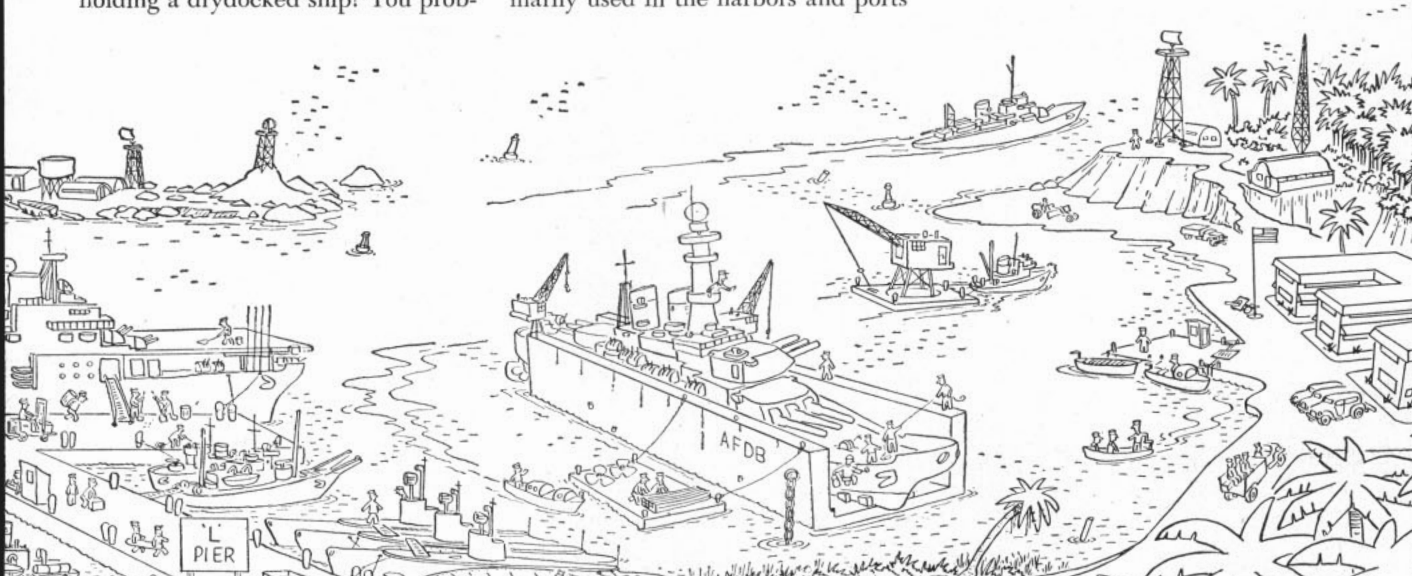
The word "graving" itself is an old word which means scraping and burning barnacles off the hull of a wooden ship, then paying the clean area with pitch. Navy drydocks still are used to clean ship's bottoms but in a different fashion. Instead of deck scrapers or the unwieldy "man handlers," sandblasting is now generally used.

In contrast to these familiar drydocks are *wet docks*. Whereas the most characteristic equipment in a drydock is the rigging built into its sides and the bottom structure used to support a ship, equipment in wet docks is mainly for the purpose of loading and unloading docked ships.

Like a graving dock, a wet dock has at one end a movable water gate called a *caisson*. Wet docks are primarily used in the harbors and ports of Europe where there is a large tidal range. Here's how they work:

At the proper time of day, when the tide is high, the caisson is swung open and a ship enters. Her lines are secured to the dock's bollards and the caisson is swung back in position, damming the water in the dock. Then, no matter what the tide outside may do, the ship remains in her original position and her crew can forget about slacking off lines.

These, then, are piers, wharves and docks. Once you start calling them by their right name, the correct word will become second nature. And you'll have no trouble finding Pier No. 2 after a night of liberty.



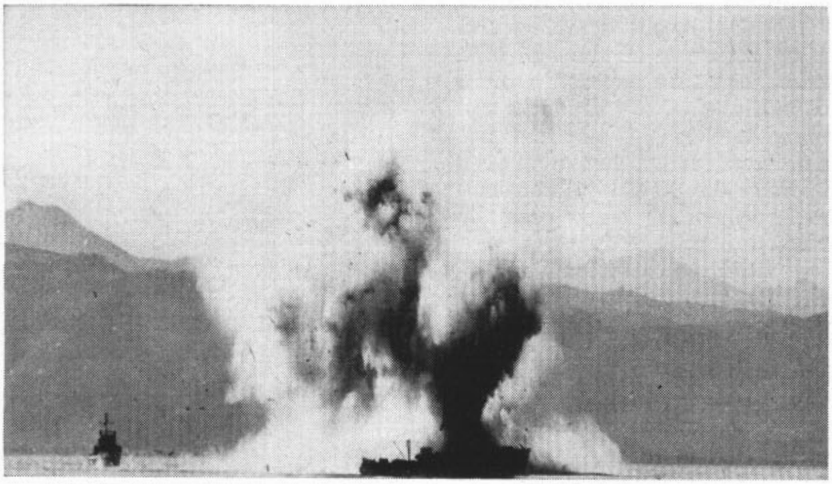
Combat Cameramen Record History on Film

IN THE TURMOIL of the Korean conflict, getting a "shot" at the enemy was a requirement for Navy photographers attached to the combat camera units of the Pacific Fleet, as well as for men who carried more dangerous weapons than cameras.

One purpose of the special photo units was the production of motion pictures and still pictures at the scene of action. Movies and newsphotos made under battle conditions were rushed to the U.S. from the Far East for use in newsreels. Another purpose was advance reconnaissance. As the Korean action progressed, it became evident that no important battle would be fought for which cameras had not helped lay the groundwork.

Sixteen aviation photographer's mates from Fleet Air Photo Lab, NAS North Island, San Diego, Calif., were chosen to make up Combat Camera Unit One and Combat Camera Unit Two.

After a six-day stopover at Pearl Harbor, their first stop, the lens lads departed on a VMR-152 *Skymaster* for the Far East. The plane arrived at Haneda Air Base, near Tokyo, after making the 4,700-mile hop from Pearl in only 28 hours. The cameramen unloaded 4,000 pounds of photographic supplies at Haneda.



ALERT PHOTOGRAPHER snapped this shot of a South Korean minesweeper blowing up when it struck contact mine during operations in Wonsan harbor.

RETURNING HELICOPTER is caught by a cameraman as it prepares to land aboard USS *St. Paul* following a gunfire spotting mission over enemy territory.

Having laid the groundwork for their first shots at the enemy, the shutterbugs were ready for anything that might come their way. They were ready to shoot the biggest news in the world. Their big day came when the photographers were ordered to the Naval Operating Base at Yokosuka. All hands turned to, loading gear, including their all-weather sleeping bags, on two trucks for the 50-mile drive down the east coast of Honshu. Observing the Japanese chauffeurs drive on the left side of the road was a novel experience for the sailors.

Things began to move fast after that. After covering the departure of a group of Australian officials, the cameramen received word that they were boarding destroyers "for further transfer."

Further transfer ultimately took Photo Unit One aboard the aircraft carrier USS *Philippine Sea* (CV 47), and Photo Unit Two aboard the carrier USS *Valley Forge* (CV 45). Word to the photographers was, "Your job will be to go out on a combat mission for a couple of weeks to cover all phases of a carrier's operation." When Task Force 77 sailed from Sasebo, ready to meet the foe, the cameramen were ready, too.

As the flattops "Phil Sea" and "The Valley" maneuvered in the Yellow Sea, accompanied by 14 destroyers, planes took off to battle the Communists. Many carried photographers to document the action.

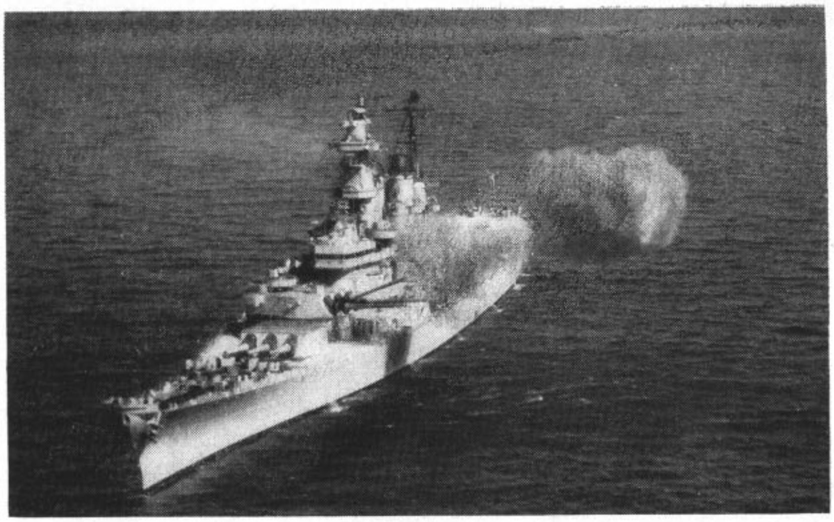
Full advantage was taken of the mobile radiophoto transmitters aboard the heavy cruiser USS *Rochester* (CA 124) and the two carriers to rush action photos to newspapers in the U.S. From these ships, radiophotos went direct to San Francisco and Washington in time for American papers to print the Navy photos of the Korean struggle the same day the action occurred.

Cameramen were required not only to get the first photo shots at the enemy, but also to fire rifles, if necessary. One photographer, on a tour of naval activities in the Pusan area, was outfitted with a complete battle pack including a carbine and ammunition belt. The cameramen were a cool crew. One man flew in an AD-1 *Skyraider* attack bomber at 20,000 feet over Communist-held territory, operating a 35-mm. motion picture camera. Upon return, he climbed out of the plane and remarked, "Just another day."

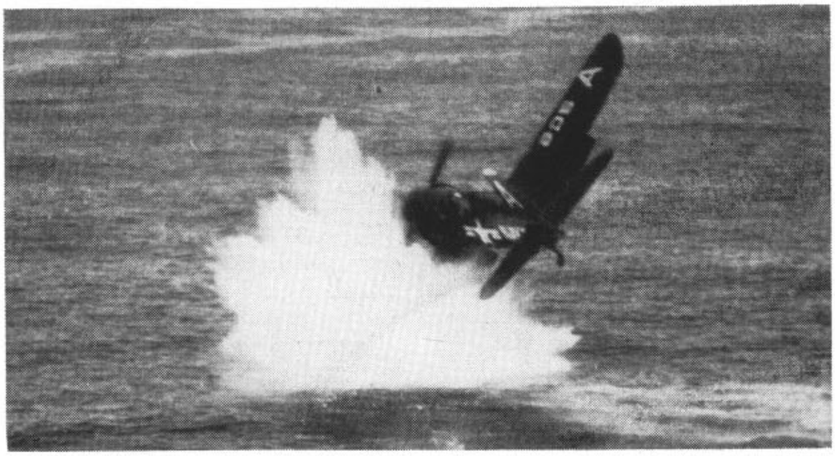
During operations in the Yellow Sea, this man was transferred by helicopter to a destroyer to photograph the ship's activities. On returning, he crossed to *Philippine Sea* in a boatswain's chair. While dangling between the two ships he took movies of his own hair-raising transfer.

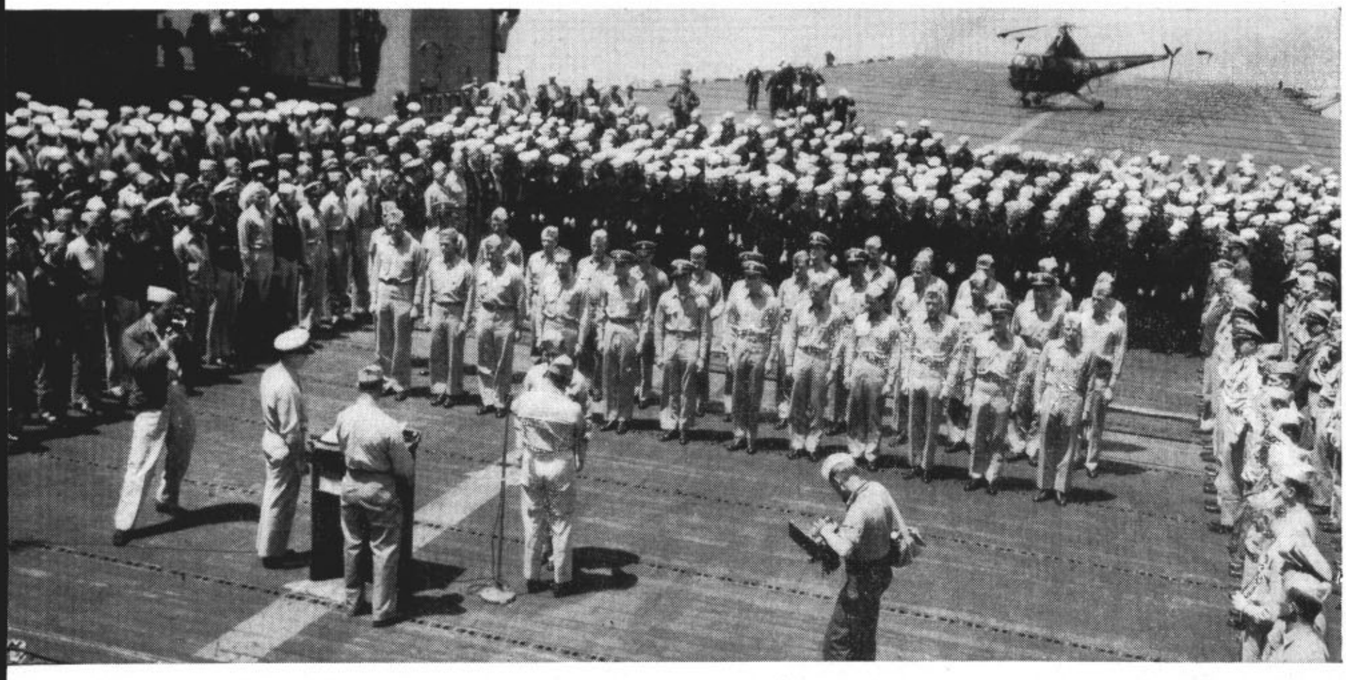
Highlight of Unit Two's photo coverage of the *Valley Forge* operations was the dramatic rescue of a downed Navy pilot by sailors of a Task Force 77 destroyer. This incident occurred two miles off the north Korean coast after a *Corsair* fighter was hit by Communist flak. The pilot was forced to bail out when his plane was enveloped by flames. Excellent still pictures of the rescue operation were taken by a member of Unit Two.

The Navy's combat photographers brought home to the American people first hand information on the Korean war and how it was being fought. The small things of battle



SCENES OF ACTION, recorded on film, provide historical data for the Navy. Above: *New Jersey* shells Wonsan. Below: Camera 'stops' plane hitting water.





TWO SHUTTERBUGS take a breather to photograph awarding of the Air Medal to pilots of *Princeton's* Air Group 19.

WAR'S PATHOS is often brought home to the American public through the eyes of a combat photographer. Korean kids peer at a shiny hospital ship.

too, like the home town photos of enlisted men serving long hours maintaining planes on the hangar deck and the flight deck, made the action personal and understandable to the people at home.

Another group characterized by fast action and tangible results was the Navy's Sound Camera Unit. This group left NAS Alameda, Calif., aboard the carrier USS *Boxer* (CV 21). At Pearl Harbor it transferred to the battleship USS *Missouri* (BB 63).

While the 16-inch guns of the big Mo blasted targets on Kahoolawe Island, Hawaii, one of the sound cameramen perched on a hilltop, took movies of the action. The firing of *Missouri's* guns was a rehearsal for the knocking out of North Korean installations 10 days later.

Photos were taken of the destruction of bridges in the Samchok area. At Pohang, movies were made of the destruction of warehouses, wharves and gun emplacements, and the firing upon two divisions of commie troops.

In preparation for the big amphibious landing on the west coast of Korea, the camera crew was split up and placed aboard destroyers. While the six destroyers operated as sitting ducks to draw fire from Communist shore batteries, the "fighting photogs" sprang into action. Without regard for their personal safety, they got excellent shots of the battle for Inchon.

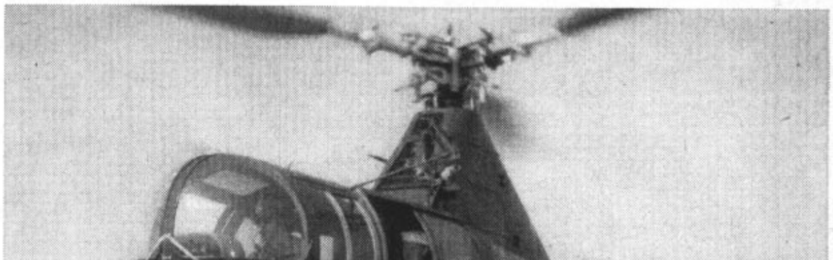
In the same operation, other photographers were busy aboard the heavy cruiser USS *Toledo* (CA 133). The group got beautiful shots of the pre-invasion shore bombardment and carrier-based strikes. Photos were taken of the first wave of Marines going ashore at Wolmi-Do Island.

Off the east coast of Korea, meanwhile, members of Combat Camera Unit One were covering operations in the Japan Sea. While one shutter-shover made a plane hop to cover the shelling of a large bridge by the heavy cruiser USS *Helena* (CA 75), another made a "recon" flight covering the effects of the bombardment of Wonsan. The rescue of South Korean troops on a stranded LST was also photographed by Unit One.

In "shooting" with his camera under enemy fire, one photographer aboard the destroyer USS *Collett* (DD 730) exemplified the highest traditions of the Navy. The action took place at Wolmi-do Island, in Inchon Harbor.

Crew members said that the photographer stood on the bridge, exposed to gunfire from Communist shore batteries, and continued to take photos of the battle while the ship was hit nine times. The gallant destroyer slugged it out with the Reds' guns, yet the cameraman stuck to his station without regard for his own safety, recording the action with his camera.

Photographers aboard the carrier USS *Leyte* (CV 32) recorded that ship's spectacular dash more than half way around the world, from the Mediterranean to the Far East. *Leyte* steamed 13,000 miles from



LENS JOCKEY returns with photographic record of a mine clearing operation off the Korean coast. Helicopter is landing on *LST 799*, its "mother ship."

Beirut, Lebanon, in 35 days at an average speed of 22 knots to join Task Force 77 off Korea.

The Navy's pictorial newshawks covered numerous operations of the many United Nations ships in Korean waters. The naval armada engaged in the Korean conflict flew the flags of eight nations—the U. S., Great Britain, France, Australia, New Zealand, Canada, The Netherlands and the Republic of Korea.

Combat photographers were aboard ships of Task Force 90 and Amphibious Group One, operating in the mine-infested waters off the northeast coast of Korea.

Always, the cameramen took good care of the fragile and expensive gear they carried with them. One example of such care occurred when a crew was assigned overnight accommodations at a Seabee camp on Wolmi-do Island. The truck pulled up a steep hill and stopped beside a tent perched on a rocky ledge.

Peering into the empty tent, the cameramen decided to act. Realizing the great value of the photographic gear, they carried their cameras inside the tent to protect them from the mud and rain. They themselves moved out into the cold, climbed into their sleeping bags and slept on the bare ground.

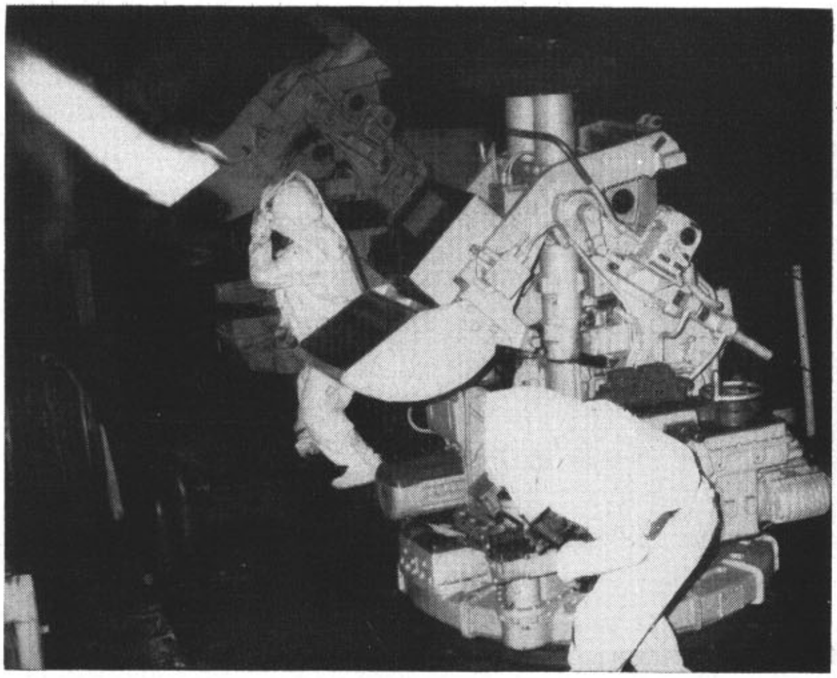
Not only did the photogs look after their equipment; they sometimes improved it. Combat photographers aboard carriers of Task Force 77, operating in the Yellow Sea and Japan Sea, invented a new stabilizer for holding an aerial camera. It consists principally of the casing of a 1,000-pound water bomb.

Reconnaissance photos showed what beaches were suitable for landing. They told water depth on Korean shores by tones of black and white in photographs. Aerial photographs provided previews to raids on Communist-held targets. They disclosed such information as the number of Red troops, positions, extent of fortifications, airfields at Kimpo, Suwon and Pohang, railroads, bridges, and relief of the country.

Motion and still pictures, in addition to being put to hundreds of inservice uses, were viewed by Navy public information officers. Many were selected for release to publications all over the free world. Navy photo coverage in Korea turned out to be a blue ribbon classic.—Felix B. Grosso, JO1, USN.

SHARP PHOTO taken from high above Kalma Gak peninsula in Korea shows white phosphorus shells from USS *Manchester* blasting shore gun positions.

FLYING ESCORT for a photo plane, a *Panther* jet soars over Korean landscape (above). Below: Camera recorded firing of rocket barrage at target.



Kwaj Isn't the Lonely Spot It Used to Be

WHAT IS LIFE like on a Navy overseas island base? Kwajalein —largest of the Marshalls atolls, in fact the largest atoll in the world—has been revisited to provide an answer to this question.

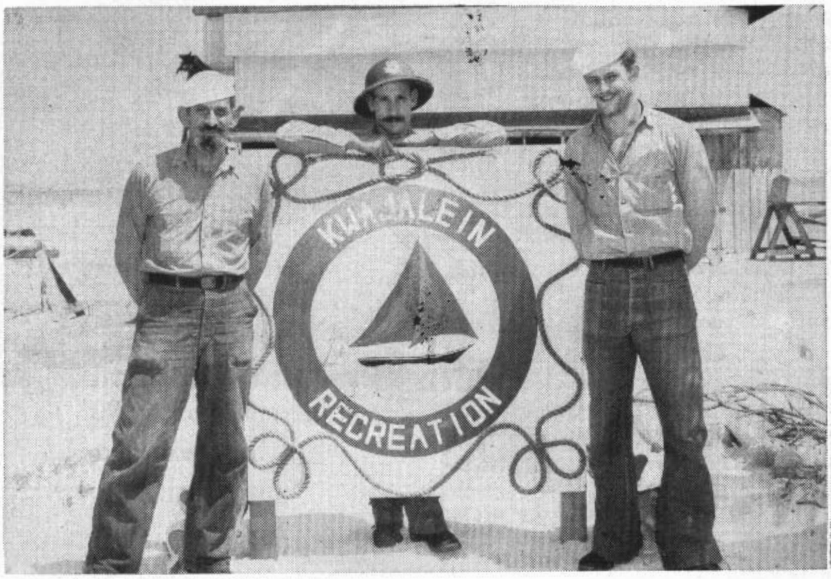
This island base is a good sample of what such duty has to offer the Navy man and his family. Nearly every overseas station offers many advantages of recreation and interest not to be found elsewhere. And each, in turn, has its drawbacks.

Sprawled in mid-Pacific, the Marshalls group, consisting of 34 island-chains or atolls, formed a diffused target upon which the Navy in January 1944 turned loose its mightiest onslaught of the war up to that date, seizing it as a stepping stone to Tokyo.

Viewed from the air the Kwajalein atoll is shaped almost like a necklace of green stones, connected by a white chain which is the reef joining the islands.

The native population of about 1,000 Micronesians, know as Marshallese, inhabit only about 20 islands in the atoll. These natives are a simple, friendly people who are governed both by their own village council and the naval governor's civil administration under provisions of the U. N. trust territories law.

Kwajalein has changed a great deal since that time in early 1944 when sailors and marines kept the atoll secured, and dubbed it "Nothing Atoll." With comfortable family quarters for dependents of the Navy, Marine Corps and Air Forces officers and EMs stationed there, it is not the lonely spot it once was.



READY FOR BUSINESS, enlisted men in charge of the island's sailboat pool wait for customers. Personnel need only ask to get a boat for an afternoon.

Official life centers around the Naval Operating Base where the Navy's office of the Governor of the Marshall Islands is headquartered, and with constant progress in improvements of facilities for recreation, the island base is becoming more and more like a stateside installation everyday. While there is no escape from the feeling of distance and separation from the States and home, no one spends his time growing long beards and counting sea shells for the lack of something to do.

SHOPPING CENTER for Kwajalein families is in this well-labeled quonset. Foliage like that shown has grown up since devastating bombardment of 1944.

Clubs and movies furnish a popular source of evening entertainment. Well equipped hobby shops, a library and servicemen's clubs provide favorite off-duty recreation. Bingo parties in the Navy and Air Force clubs bring the families together once a week, and also outdoor theater movies supplement the base nightlife program.

Kwajalein, a naval base with a naval air station, is also an important refueling stop for MATS aircraft between Hawaii and the Far East. It still bears some signs of the bitter fighting which once raged there. The three-mile-long island was blasted almost free of trees and vegetation. An intensive planting program being carried on by the Navy to restore the island's once luxuriant growth is fast returning the natural tropical greenery which covers the other islands of the atoll.

For the energetic sportsmen and outdoors enthusiasts the Navy's local welfare and recreation department furnishes small landing craft for occasional jaunts to other islands.

Fishing and shell-hunting seem to be the most popular forms of recreation. Many kinds of fish and colorful, unusual shells are found in this part of the Pacific and the very numbers make it easy for everyone, including children to go in for this sport.

Center of fishing activities is a huge barge anchored within the 66-mile long lagoon. This barge, which is moved from time to time to take advantage of areas where the fish are biting the best, is a double-deck affair reached by a scheduled ferry service from the dock. The lagoon abounds in many varieties of fish, principally sea bass, red snapper, tuna, barracuda and yellow-tail not to mention ever-present sharks.

Sailing among the islands offers unlimited possibilities for the adventurous. Exploring on foot, or just cruising around offshore, brings one closer to the atmosphere of the novelists' South Pacific. You can picnic under a thickly-leaved tree where the air is so quiet that a laugh may seem like a surprised intrusion of the stillness.

Family quarters on Kwajalein are attractive in most cases, varying according to the extracurricular work of the occupants. There are two-story white frame buildings and a number of quonset huts, also white with gayly colored interiors. Equipped with modern electrical ranges, and refrigerators, the modern kitchens present a minimum of housekeeping difficulties for the service wives even on this far-off island base.

The Navy's trim white quonset dispensary provides the medical needs of service personnel, dependents and islanders. Shopping is easily accomplished at the Navy exchange. With a recently completed reefer plant designed to improve the food storage situation, and construction of new barracks, a hospital and a new mess hall, the base will afford even more of the modern conveniences of living. There are no more natives on Kwajalein. New homes were built for them on Ebye, a nearby island. Although smaller, it has better accommodations and more room for their own community expansion.

Authorities say this move is not expected to affect the natives greatly, since Kwajalein is not their true home anyway. And the natives have seen many changes from the time the Marshalls were first discovered by white men in 1526. The Spanish, who made the discovery, sold the islands to Germany in 1885. For many years small German trading companies operated among the various colonies. During the first World War, the Marshalls were seized by Japan and later mandated to her. How the Japanese secretly fortified many of these islands in preparation for a war that they expected is an old story.

SAILING in the broad coral lagoon is only one of the many off-duty recreation opportunities available to Navymen fortunate enough to draw Kwajalein duty.

This atoll's shape resembling a boomerang eventually proved to be just that for the Japanese. Following the American invasion, the island became like many others, a strategic launching point for carrying the war to Japan. American planes roared off the Japanese-built air strips to become instruments of the builders' own defeat. Thus did the atolls serve as stepping stones for our advance to the strongholds of Saipan, Guam, Ulithi and Yap.

Kwajalein is fast becoming "desired duty" for the man transferred overseas, due to the ever inherent initiatives and energy of the Navy man. Proof of such qualities is expressed in the accomplishments of the Acey Ducey Club, established by first and second class petty officers. It began back in 1948, growing from an unused two-deck barracks until today the club has a new 34 by 60-foot dance floor. The club's game room includes two billiard tables and a 24-foot shuffleboard, built by native Marshallese on the Atoll of Likiep, 115 miles from Kwajalein.

As a display of the Navy men's spirit of cooperation, the entire job of decorating and construction of new additions to the club's facilities was done in off-duty hours, demonstrating the high rate of morale in this far-off duty station. — H. H. Mitchell, JO1, USNR.

Summary of What's Doing in Navy Sports and Recreation

SLUGFEST by heavyweights R. J. Gannon, SN, USN, and E. A. Merse, PFC, USMC, was part of successful show staged on deck of USS *Donner* (LSD 20).

Star Pitchers

Two Navy baseball record-book pitching performances have been witnessed within a week at Berkey Field, U. S. Fleet Activities, Yokosuka, Japan.

On a Saturday afternoon, Jerry Wilson, SN, USN, hurling for the Navy "Seahawks," tossed a no-hitter to down the Naval Hospital "Caduceuses" 8-1. Of the three men to get on base, one was walked, another was hit by a pitched ball, and the third got aboard on an error.

The following Wednesday, a fellow teammate, Gil Montova, SN, USN, took the mound for the Navy All-Stars (a combination of players from the "Seahawks" and two other Fleet Activities teams) and shut out the Atsugi Naval Air Station "Seabees" 5-0 in a perfect no-hit, no-run exhibition, including 15 strikeouts, to give the All-Stars their second straight win in the Far East Inter-Service Baseball League. Only four batters reached base, two by errors and two by walks.—Wilbert E. P. Coon, JOSN, USNR.

On the Mats

Bluejacket grapplers of Naval Training Center, San Diego, Calif., have completed a wrestling season which marks them not only as the most outstanding in NTC's history but perhaps the strongest of any West Coast service squad. The NTC matmen won the 11th Naval District trophy, the Third Annual NTC Invitational Wrestling Tournament, the Junior National AAU Wrestling Tournament at San Diego State College, and the Far Western Athletic Federation Wrestling Championship at Oakland. In addition, the Bluejackets defeated San Jose State, San Francisco State, California Polytech, and the San Francisco Olympic Club, the latter, until then, not having lost a match in four years. As a season grand finale, the 'Jackets took on a favored squad of Japanese national champions and matted them for an 11-8 upset.

The Second Division of the Fleet Marine Force, Camp Lejeune, N. C., won this year's Atlantic Fleet Wrestling Tournament at Norfolk Naval Base. The leatherneck matmen won all 10 contests on the card, seven by falls, and three by decisions.

The 12th Naval District 1951 wrestling champions are the Naval Air Station Hellcats of Alameda, Calif.

Baseball Scout in Waves

Major league baseball's only woman scout is now serving as a Wave at Naval Air Station, Jacksonville, Fla. She is Edith Houghton, SKC, USNR, one of the first group of enlisted women to be sworn into the Navy in 1942.

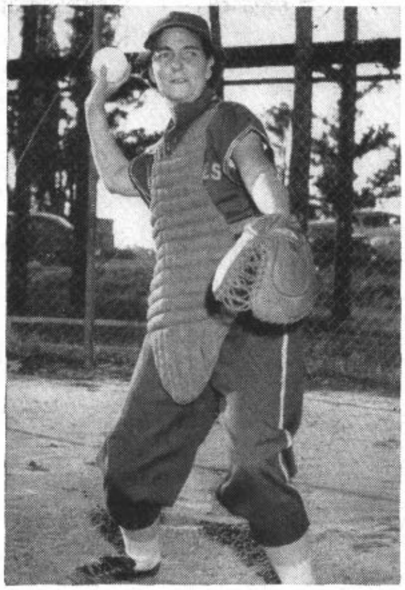
After her release to inactive duty, Chief Houghton applied in 1946 to her home-town Philadelphia "Phillies" for a scouting job, was put on the payroll the following year, and served in that capacity until her return to active duty this year.

As for her ready acceptance by the Quaker City big league club, Chief Houghton attributes it to her

NO-HIT games were hurled by J. Wilson, SN (left), and G. Montoya, SN (center), at Yokosuka. Manager R. Duval, BMC, gives 'em hearty handshake.

unusual background as a ball player. When only eight years old, she started her unique career by becoming a substitute on the famous Philadelphia "Bobbies," a girls' team which played exhibition games with both women's and men's clubs. In 1925, when she was 13, she was playing regular shortstop with the "Bobbies" when they toured Japan.

In addition to the "Bobbies," Chief Houghton has played with and managed several of the country's topnotch girls' diamond clubs, and has performed with various men's teams in and about Philadelphia. Soon after joining the service, she was a member of a Navy's men's squad in Washington, D. C. While on active duty, she is keeping her hand in the game by playing behind the plate for the Jax Waves softball team.



ONLY WOMAN scout of major league baseball is Edith Houghton, SKC. She plays for Jax Waves.

On Track and Field

Camp Pendleton, Oceanside, Calif., won the 1951 All-Marine Corps track and field championship held at Pendleton in June. Marine Corps Schools, Quantico, were second; MCRD San Diego, third; and MCAS El Toro, fourth.

A week before the Pendleton Marines annexed the All-Marine track title, they had been left far afield by Naval Training Center, San Diego, who topped the leathernecks 103 points to 68½ in capturing the annual 11th Naval District trophy. In addition to their district championship this year, the San Diego Bluejackets won the 11th Naval District Annual Relays and the El Toro Annual Relays in the most successful season in NTC's track and field history.

John Lafferty AD1, USN, of NAS Quonset Point, R. I., who finished second in this year's B.A.A. marathon at Boston, continues to collect long-distance laurels. Lafferty has taken first place in two other events of equal distance; the National A. A. U. Junior Marathon at Old Orchard Beach, Me., and the New Hampshire Memorial Day Marathon at Laconia. He also has won annual 10-mile handicap road races at Dorchester, Southbridge, and Peabody, Mass.

AirPac Sports Merger

Fleet and shore-based units at three major West Coast naval aviation installations have adopted a new "merger" policy for participation in AirPac sports competition.

Fleet Air units stationed at Naval Air Stations, San Diego, Alameda, and Seattle, will combine with the air stations proper in fielding one varsity team in each sport to represent naval aviation in the three separate areas.

The new organization, superseding the former system under which one varsity team represented AirPac in its entirety, will enable a larger number of athletes to participate in top-level sports

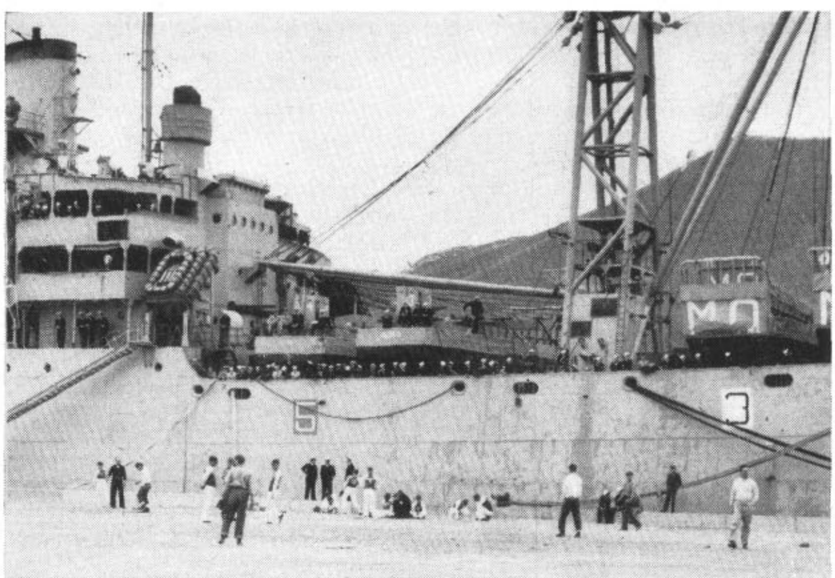
Down The Alleys

Losing but 17 matches in a 72-game tourney, a five-man tenpin team of USS *Sperry* (AS 12) won the 11th Naval District ship and shore bowling league trophy. The sub tender's top-place alley champs were W. R. Berry, DCC, USN; C. H. Moore, QMC, USN; R. P. Blanchette, QM1, USN; A. H. Hemby, YNC, USN, and E. McQuarry, YNC, USN.

USS *Sea Owl* (SS 405) won the Dungaree Championship and the Afloat Championship bowling trophies in this season's SubLant roll-offs at New London, Conn. The runner-up team trophy in the Dungaree contest went to SubDevGru Two, while USS *Becuna* (SS 319) and USS *Corsair* (SS 435) finished second and third, respectively, in the Afloat division.

The San Francisco Marines won the 12th Naval District Bowling League Championship in the playoffs held at Treasure Island and NAS Alameda. The leathernecks knocked over a total of 8,159 pins in the eight-team contest as against runner-up NAS Oakland's total pinfall tally of 7,820.

The alleymen of Second Marine Division, Camp Lejeune, N. C., are the Atlantic Fleet league bowling champs. They annexed both the final team and individual honors in competition with quintets representing ComCruLant, ComMineLant, CinCLant, ComServLant, ComSubLant, ComAirLant, ComPhibLant.



BLEACHER FANS line the rail of USS *Marquette* (AKA 95) to cheer their team on against USS *Donner* (LSD 20) in a pierside game at Oran, Algeria.


MUSICIANS from USS *Rochester* (CA 124) were awarded a gold cup for a TV program in 'Frisco. (l. to r.) Rogers, Collins, Varney, Clowers and Clayton.

Sailor—Musicians Win Contest

Their ship may have been in the bottom of a Mare Island Shipyard drydock, but a quintet of USS *Rochester* (CA 124) musicians were on top in a local amateur contest at a Vallejo, Calif., theater.

Four guitarists, one of whom doubled in vocal chords, and a bull fiddler, all enlisted men assigned to the heavy cruiser, won the competition by so popular a vote they were invited to appear later on a San Francisco TV program. As a result of the video performance, the group was awarded a gold cup engraved with their name—"The Rochester Ramblers."

The group is composed of Richard E. Rogers, SA, USN; Thurmond B. Collins, SN, USN; Joe Varney, Jr., SN, USN; Harold W. Clowers, SH3, USN; and Ralph H. Clayton, FN, USN.

Rochester had returned to the West Coast earlier in the year for overhaul following nine months of extensive operations in Korea.

Baseball via AFRS

Thanks to Armed Forces Radio Service, baseball fans of the armed forces in practically any location, at sea or overseas, can keep posted on first-hand developments in the major leagues

Each playing day of the current diamond season, AFRS airs a short-wave broadcast of a game in one of the two leagues. Originating directly from the scene of the contest, play-by-play coverage is furnished by top-name radio sportscasters.

The Atlantic area is served by AFRS New York via transmitting stations WRCA (21.73 and 15.15 megacycles) and WGEO (17.76 megs.); the Pacific by AFRS Los Angeles via KWID (9.57 megs.), KCBR (15.31 and 17.77 megs), KGEI (15.10 and 11.73 megs.) and KRCA (15.24 megs.).

Knobby Hobby

One Naval Reservist who keeps his hand in on his peacetime profession is Lieutenant Carl Roseberg, USNR, an instructor at the photographic interpretation school at Barber's Point Naval Air Station, Oahu, Hawaii.

During the three years before his recall to active duty LT Roseberg taught sculpture at the College of William and Mary, Williamsburg, Va. Now he spends his off-duty hours in the station hobby shop cutting away on blocks of monkey pod wood and carving them into pieces of sculpture.

He has had his work in one international, six national and five regional exhibits. Most of these pieces were done in marble, alabaster and hard woods. In one of these exhibits his carving, done in ebony, won first prize. Another of his carvings in terra cotta was placed on exhibit for two years and displayed throughout the United States and Canada.

On the Firing Range

The Naval Reserve Officers Training Corps rifle team of Notre Dame has been awarded the Secretary of the Navy trophy as the nation's top NROTC firing squad of the year. NROTC, Purdue, won the pistol team award.

A rifle team from the Marine signal detachment on board USS *Mount Olympus* (AGC 8) fired a match with a detachment of Royal Marines from HMS *Duke of York* at Browndown, Gosport (near Portsmouth), England. The U. S. leathernecks won by a score of 598 to 406.

The Oakland Naval Air Station took first place in team shooting at the Northern California Skeet Meet fired at Fresno.

Pistoleers from Naval Air Basic Training Command, NAS Jacksonville, Fla., won the .22 team match at the annual Buccaneer Pistol Championship meet in Corpus Christi, Tex. Members of the NABTC team also hold numerous individual medals won at this year's National Mid-Winter Pistol Championship meet at Tampa, Fla., and at the Annual Florida State Police Pistol Matches at the Tampa police range.

The Newport, R. I., Naval Training Station outshot Naval Base, Boston, and NAS Quonset by 100 points to win the 1951 First Naval District .22 Caliber Pistol Championship meet at Hingham, Mass.

Quantico Marine Corps School's pistol team, in capturing the 12th Annual Maryland Pistol Championship shoot at Sparrows Point, Md., took six firsts in individual events, swept the team matches, collected 72 plaques and awards out of a possible 100, and established a new national record for that class of competition. The new mark was set as Quantico compiled a total score of 1150 points (1200 possible) to better the previous record of 1140 held by the Detroit Police pistol team.

The 17th Naval District Pistol and Rifle Championship was won by Kodiak Naval Station marksmen who out-shot the Adak Naval Station team 1713-1483. The Adakians later evened things up, however, by winning the 17th ND track meet finals as they topped Kodiak 74½ to 57½.

Military team honors in the Annual Mullinnix Memorial Skeet and Trap Shoot at North Island Range, NAS San Diego, Calif., were won by North Island's No. 2 team which shot a score of 486, only nine points shy of the national military record. North Island's No. 1 team (1950 meet champions) took second place with 481; NAS San Diego, third (477); Camp Pendleton Marines, fourth (473); El Toro Marines, fifth (472); and Naval Ordnance Test Station, Inyokern, sixth (451).

MSTS Craft Win Race

Two Navy ocean-going tugboats attached to MSTS Port Office, Kodiak, Alaska, chugged down to Seattle, Wash., to win honors in the annual Puget Sound Tugboat Race.

The contest, held in connection with National Maritime Day, saw the ATA 242 and ATA 243 take first and second places, respectively, in the military division of the four-mile competition in which 25 service and commercial tugs were entered.

Navy Yacht Wins Ocean Race

The U. S. Naval Academy's yawl *Swift* took first place among Class "C" boats in this year's sailing of the biennial 466-mile Newport to Annapolis Ocean Yacht Race.

In Class "A" competition the Academy's sloop *Highland Light* was third. The Navy had no Class "B" entry.

Two privately-owned yawls, *Baruna* and *Bolero*, were first and second, respectively, in the Class "A" event, the former being awarded the fleet prize, the Naval Academy's Blue Water Bowl.

Academy Grid Schedule

The U. S. Naval Academy's annual gridiron clash with the U. S. Military Academy will be staged at Philadelphia 1 December. The Army-Navy contest will climax a nine-game Annapolis schedule to commence 28 September when the midshipmen 11 invades the Yale Bull Dogs' bowl at New Haven, Conn.

Other games on the Navy slate are: 6 October, Princeton at Annapolis; 13 October, Rice at Houston, Tex.; 20 October, Northwestern at Evanston, Ill.; 27 October, Pennsylvania at Philadelphia; 3 November, Notre Dame at Baltimore; 10 November, Maryland at Baltimore; 17 November, Columbia at New York.

SIDELINE STRATEGY

What, Leo Durocher is managing a Navy baseball team? Right, but not *the* Durocher. "The Lip" still manages the New York Giants. It's another Leo Durocher who is guiding the destinies of a team at the U. S. Naval Gun Factory, Washington, D. C.

★ ★ ★

King of Hawaiian Islands cinder tricks is 23-year-old Gene Haynes, AT2, USN, of Air Transport Squadron Eight at Hickham Air Force Base, Oahu.

Joining the Navy in 1948, the young Californian brought with him a background of high school and college track experience which enabled him to turn in outstanding performances in Navy and Amateur Athletic Union meets around the U. S. before being transferred last year to Honolulu. In his first island competition he represented his squadron in the Hawaiian Track and Field Club meeting at Waikiki and took first place in the five-mile cross-country event.

G. Haynes, AT2

Since his HT&FC triumph Haynes has been knocking Hawaiian track figures right and left as he continues to cover miscellaneous distance events from the 800-meter run to the four-mile relay in record time.

★ ★ ★

Navy and Marine Corps women of the 11th Naval District have come into their own. An exclusively female athletic league has been formed. It embraces seven major sports (softball, swimming, volleyball, basketball, bowling, tennis and golf) and several minor ones. Team trophies, individual medals, letters of commendation from SecNav, and "M" and "N" sweater letters are in store for the winners.

★ ★ ★

A Marine recruit instructor of First Service Command, Camp Pendleton, Oceanside, Calif., shouldn't have much trouble putting his recruits through their paces. He is Cpl Oliver R. Davies, USMC, a former elephant trainer who noce had a herd fo 18 pachyderms. Appearing with Ringling Bros., Barnum and Bailey, and Clyde Beatty circuses, Davies staged one of America's fastest big-animal acts. Four of his elephants performed 32 tricks in 3½ minutes.

★ ★ ★

Word from Guam would lead you to believe the island is rocking under the impact of ash on horsehide and spiked feet pounding the base paths. Thirteen representative teams are battling for the island championship, and these plus intramural clubs are keeping the dust flying on nine diamonds. The senior loop has a total of 234 games scheduled.

★ ★ ★

The Amphibious Force Pacific Fleet baseballers won the 11th Naval District league tourney. They should also do well in track competition since they have Warren L. Walton, SN, USN, formerly of Donora, Pa., who was awarded a plaque as the outstanding athlete in western Pennsylvania in 1949, who holds the Western Pennsylvania Relays records for 100 and 220-yard dashes (9.6 and 21.5 seconds), and who has run the 220-yard event in other competition in 20.4, only a 10th of a second over the world record.—Ernest J. Jeffrey, JOC, USN

The Military Sea Transportation Service

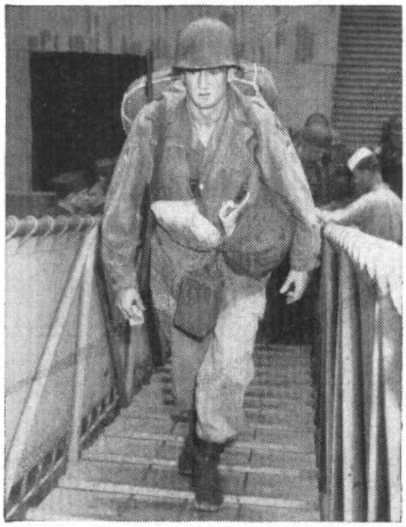
SOMETHING NEW and big exists in the Navy, and though it has existed for almost 2 years now, even some of the saltiest old chiefs are a little puzzled about it. It's the organization known as the Military Sea Transportation Service.

As one will note, the title isn't *Naval* Sea Transportation Service. The service, while run by the Department of the Navy, is for all the U.S. armed forces.

To get an idea of the size job MSTS is doing, consider these facts for a moment. During the first year of fighting in Korea, 98 per cent of all American troops involved, 99 per cent of 14,450,000 measurement tons, of all their combat equipment including tanks, artillery, jeeps, rations, etc., and 50 million barrels of aviation gas, diesel oil, jet fuel and other petroleum products were carried in ships controlled by MSTS.

Navy people who have heard something about this MSTS outfit have a lot of questions to ask. What kind of ships does MSTS operate? Do U.S. Navy sailors sail in them? If so, how many? What ratings? How about Waves? Nurses?

Those are reasonable questions. MSTS does have a lot of different aspects to it, and some of them haven't been sufficiently explained.



KOREA BOUND soldier strides up the brow of the MSTS transport which will carry him to the forward area.

First, about the ships themselves. . . .

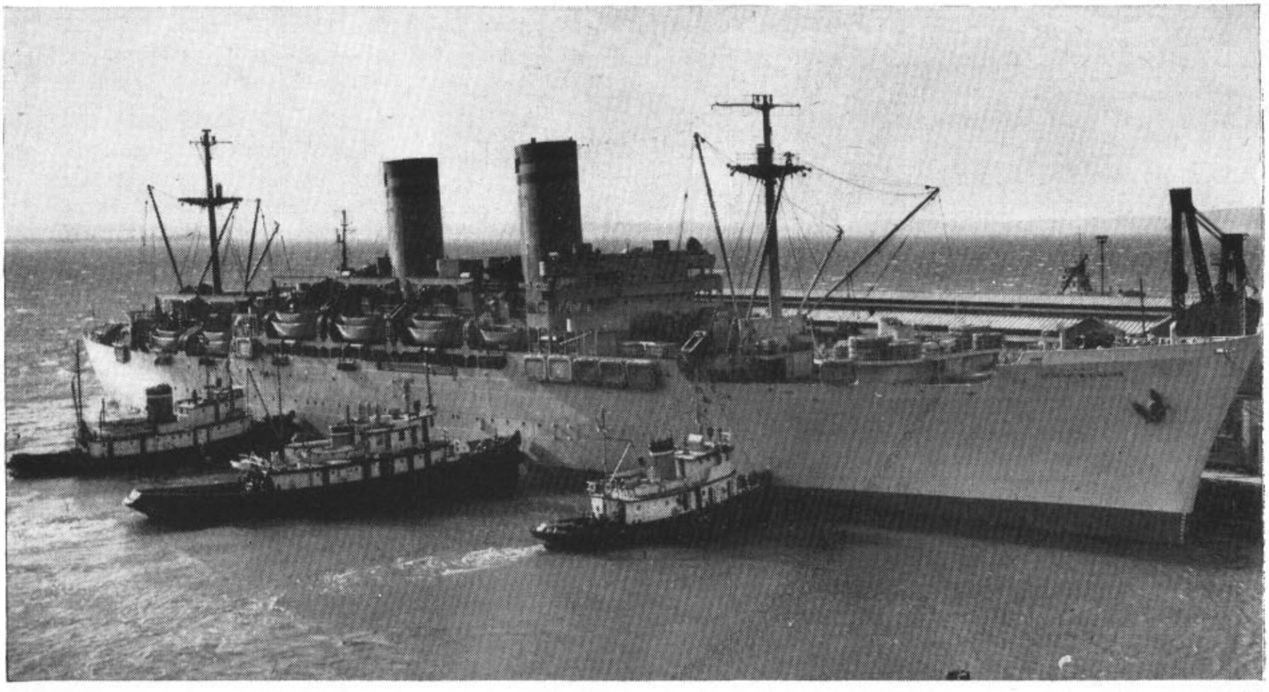
Vessels operated by MSTS fall into three main categories: transports, cargo ships and tankers. But not all its ships fall into these categories. Four escort aircraft carriers belong to MSTS, and quite a number of small miscellaneous craft. Two hospital ships did come under administrative control of MSTS, but don't any more.

Of the 180 ocean-going ships that MSTS operates on other than a charter basis, 27 are *commissioned naval vessels.* Each of these is called "*USS* so-and-so," and is manned with the same type of crew that would man any other Navy ship—commissioned officers, warrant officers, CPOs and white-hat sailors.

Next on the list are approximately 86 *Civil Service-manned ships.* These prefix their names with the initials "USNS," for "U. S. Naval Ship." Most of these are former Army ships. Naval personnel serve in the Military Department of Civil Service transports, but don't run the ships themselves.

Then, there are 58 tankers which are *Navy-owned ships operating under civilian contract.* No Navy sailors on these; the crews are non-Civil Service merchant mariners.

In addition to its own fleet, MSTS is authorized to charter commercial ships, which are then known as *chartered vessels.* Often this is arranged on a basis known as "voyage charter," but more frequently a "time charter" is employed—usually



AWAITING HER QUOTA of troops, USNS *Gen. M. C. Meigs* is bolstered against winds by tugs in Seattle harbor.

for a period of three months. Chartered vessels operate with their regular crews and regular paint jobs. Nobody would know, by looking, that they had anything to do with the Navy. Other MSTS ships are painted gray, with blue and gold markings.

"Well," a person might ask, "how does all this affect *me?*"

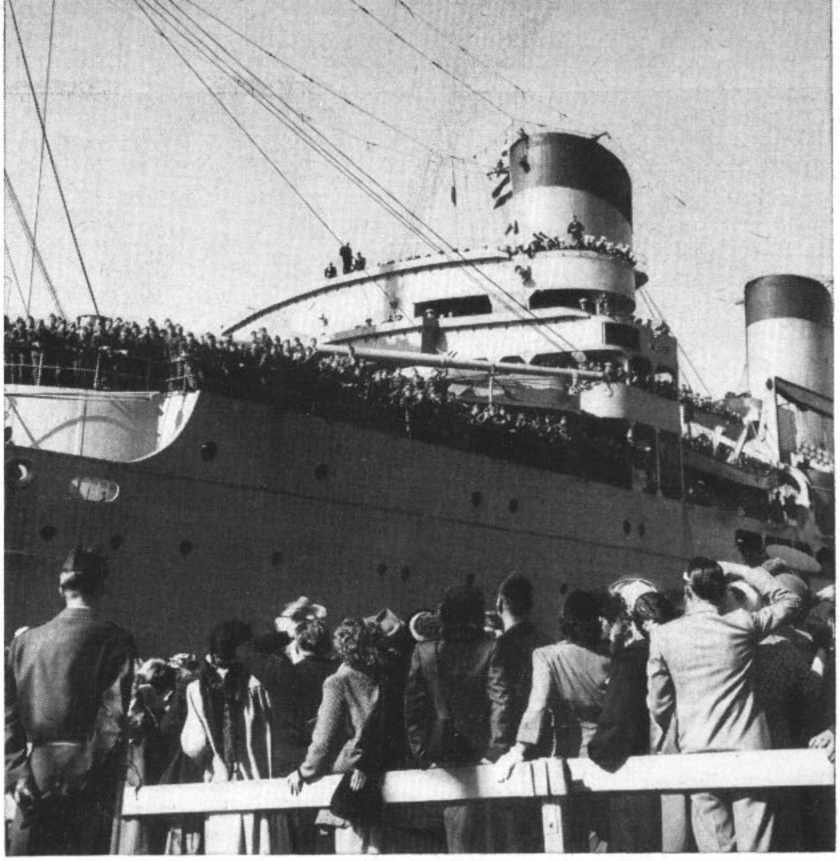
About the only way all this may affect the man in the Fleet very directly is through the transports—the Civil Service-operated USNS group. Joe Sailor, serving in one of the commissioned MSTS ships, won't feel any different than he would serving in any other non-combatant Navy ship. He won't be serving at all on the contract-operated ships or the chartered ships. But with the *Civil Service-operated transports,* the picture is different.

These ships, to begin with, affect a great many Navymen very vitally through transportation of dependents. And more about that later. But also, if you're a commissioned officer, a medical officer, a chaplain, a nurse, a yeoman, a hospital corpsman, an electrician's mate or a ship's serviceman, you may someday serve on board one of these vessels.

A civilian master commands the Civil Service-operated MSTS transport, and a civilian crew operates it. But the Military Department—which includes the ranks and ratings mentioned—is a very important part of the setup. The Military Department, under its own Navy CO and executive officer, is responsible for passenger discipline as regards Defense personnel aboard.

MSTS got its official start on 1 Oct 1949, although an arrangement of that kind had been contemplated for a long time. The organization began operations with 92 commissioned ships formerly operated by the Naval Transportation Service. That constituted the entire MSTS fleet until March 1950, when 72 ships based in the continental U. S. were transferred to it from the Army. On 1 July 1950, 33 more Army ships—these based overseas—were taken over. In November 1950, the last of the Army ships—10 harbor craft and 11 other small craft based in Alaskan waters—joined the new organization.

In the transfer, uniformed Army personnel previously assigned to the Army ships were replaced with uniformed naval personnel. Civil Service personnel serving aboard the ships suddenly found themselves associated with the Navy instead of the Army; otherwise, there was hardly a ripple created in the smooth course of their careers.



HOME AGAIN on rotation, veterans of First Marines prepare to debark from transport USS Gen. C. M. *Randall*. This is a Navy-manned, MSTS ship.

MSTS is organized much like a task fleet, operating directly under the Chief of Naval Operations. The Assistant Secretary of the Navy is responsible for procurement matters. Headquarters is in Washington, D. C., but there are four area commands and three sub-area commands, all widely scattered.

To get down to cases, the area commands are: MSTS Atlantic in New York City, MSTS Pacific in San Francisco; MSTS Europe, Atlantic and the Mediterranean in London, and MSTS Western Pacific in Tokyo. Sub-commands are located at Pearl Harbor, Seattle and New Orleans. There are approximately 25 smaller offices under the area commands.

All ships except the tankers are under the direct operational control of the area commanders. These commanders are responsible for detailed local control of the vessels assigned to their area and for maintenance, repair, supply and inspection of the vessels.

A chart of MSTS sea lanes make the world look pretty well marked up. Such far-flung ports as New Castle, Melbourne and Freemantle in Australia; Tokyo, Manila and Singapore in the Far East; Trieste, Bremerhaven and Southampton in Europe, and Trinidad, Puerto Cabello and Guantanamo Bay in the Caribbean are all linked by MSTS routes.

Schedules aren't as fixed as routes are. But for passenger runs, they're pretty regular, at that. A typical schedule for the New York-to-Bremerhaven run would go something like this: Leave New York 14 June, arrive Bremerhaven 24 June, leave Bremerhaven 26 June, arrive New York 6 July. Then the ship would leave New York a couple of days later and do it all over again.

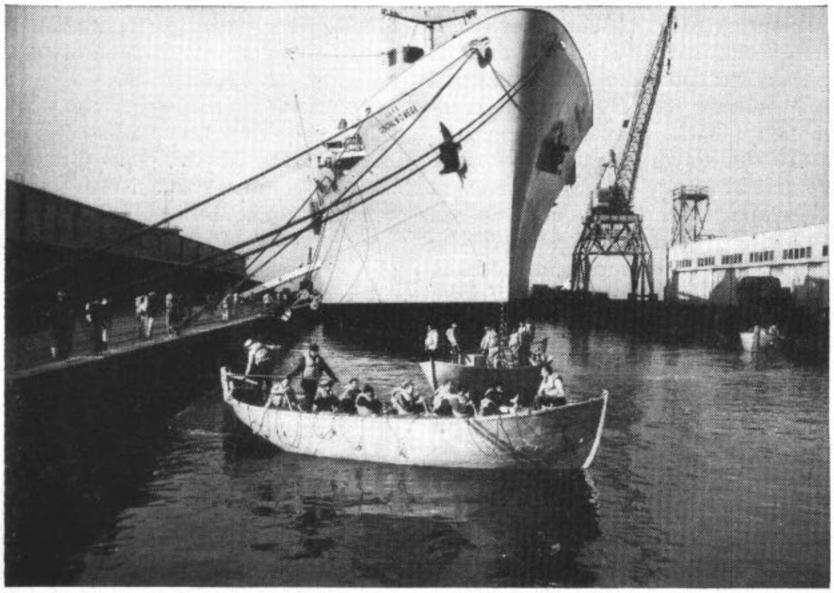
From 1 July 1950 to 1 July 1951, MSTS carried almost 20,000,000 measurement tons of cargo, over 1,500,000 passengers and over 100,000,000 barrels of petroleum products. Included as passengers were troops of half a dozen UN countries, dependents of military personnel, civilian defense workers, and approximately 200,000 DPs. (The displaced persons were transported under the auspices of the United Nations International Refugee Organization.) Approximately 85 per

TRAINING is continuous. Left: Seaman learns to plot a course. Right: Men operate two fire-fighting fog applicators.

cent of all cargo except petroleum was transported in chartered vessels, while most personnel was moved in MSTS transports. Most of the petroleum was hauled in Navy-owned tankers—some Navy-operated and some contract-operated.

It's in transporting personnel that MSTS runs into some of its worst headaches—and does some of its most soul-satisfying deeds. Crews of the big transports can tell many tales like that of the voyage when USNS *General W. G. Haan* brought 1,127 White Russian refugees to San Francisco. Many of the passengers had been homeless for more than 20 years. As the ship entered the Golden Gate at night, and passed under the lighted bridge, the various reactions of the joyful refugees carried over poignantly to the matter-of-fact crew.

On another trip, that ship moved Turkish troops from Iskenderon, Turkey, to the Korean area. Throughout the journey, the alert, intelligent Turkish personnel were a delight to the MSTS people. Though they had much to learn about American-style shipboard life, they were certainly willing to make the best of things. Their 60-year-old general said to them early in the voyage, "We shall be fighting with Americans; let us learn to live and eat and *think* like Americans."



ABANDON SHIP procedures are practiced by crewmen who man their lifeboats. Frequent dry runs such as this prepare the men for the real thing.

The cheerful Turks tried their best, but while aboard the ship they came somewhat short of learning to eat like Americans. They couldn't break their lifelong habit of devouring great amounts of bread. Every one of the men ate more than two pounds of it each day, which would be two whole loaves of the American-style product. The four bakers on board *General W. G. Haan* had to turn out almost two and one-half tons of bread each day to keep the passengers happy.

Somewhere near the middle of the China Sea, the Turkish general and his men expressed their friendship and appreciation in a very touching manner. As the climax of a little ceremony which they conducted, the Turks had their band play "The Star-Spangled Banner"—of which they hadn't known a bar a couple of weeks before.

USNS *Marine Adder*, a Civil Service-operated MSTS ship, can tell its tale of a dramatic rescue, too. It was nighttime in the outer harbor of Inchon, and 14 below zero. Around the hour of 2200 the OOD heard weird cries coming through the snow-filled darkness. Though the ship had been blacked out, the skipper thought that things warranted some illumination. Within seconds, the ship's searchlight had picked out a sampan—overloaded with men, women and children, and apparently sinking.

A lifeboat dropped into the sea, manned with eight volunteers. Soon it returned with 38 shivering units of humanity. The South Koreans, the last to leave the area during the Red advance, had hoped to flee southward by sea. But the wooden vessel they had purchased for the trip was strictly no-account. Water had risen in its bilges till the motor had flooded out. The hulk had been drifting swiftly and helplessly to sea in the tide.

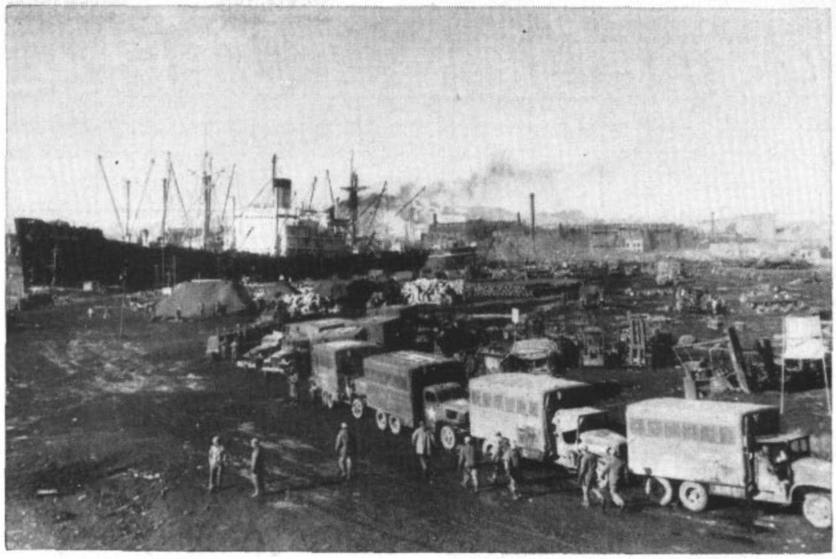
Passenger accommodations in cases like these haven't been ideal, of course—although the passengers didn't complain. But aboard the big transports, accommodations are very good. They're right up there with what a big commercial passenger liner can offer. Personal welfare is watched over by chaplain, doctor and nurse, and the ship's serviceman has a supply of baby food. For the latest information on getting such transportation for your dependents upon overseas transfer, see ALL HANDS, September 1950, p. 55.

As will be seen in reading the item just mentioned, MSTS acts only as a carrying agent for the armed forces, and doesn't itself allocate or authorize space aboard vessels. MSTS is responsible only while the passengers and material are actually aboard the ships.

For complete information on how retired personnel and relatives (non-dependent) of naval personnel can get military transportation overseas, see BuPers Circ. Ltr. 70-50 (AS&SL, January-June 1950).

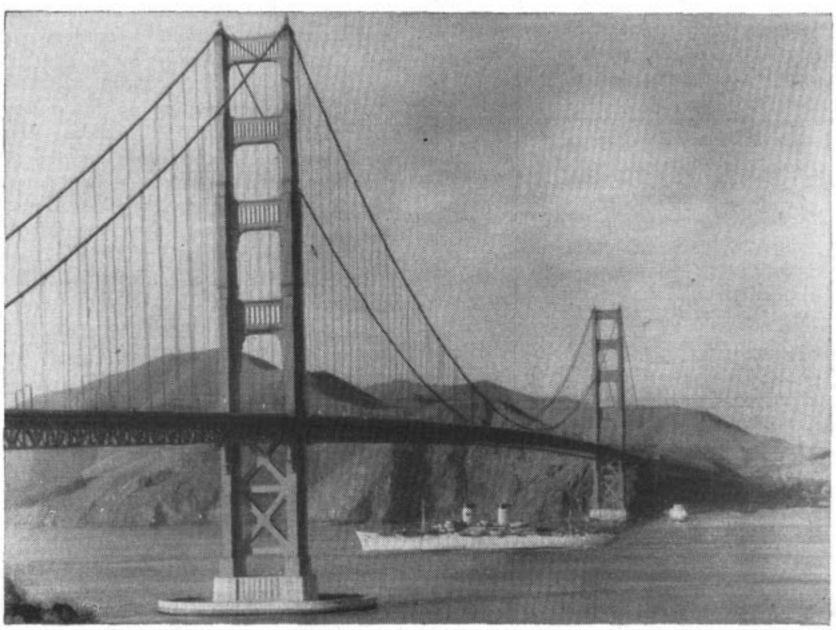
The job that MSTS has had to do in the past year has been tremendous. Five to seven tons of equipment has had to accompany each man to the fighting area and at least one ton per month has had to follow him there as long as he stayed. Each American infantry division requires 17,000 tons of equipment to begin an offensive and 580 tons a day to keep it going. Throughout the Korean campaign the task of moving almost all this material across the wide Pacific has fallen to MSTS. Also, MSTS has had the sad task of bringing war dead and some wounded, back to the United States.

That's a candid-camera picture of the organization known as MSTS, as it is today. It's a big and variegated outfit, but it runs as smoothly as the oil it carries. It's flexible, too. If the job next year or the year after is big or small, MSTS will be the right size to handle it.—H. O. Austin, JOC, USN.



EVACUATION from Hungnam was accomplished in part by privately owned cargo ships operating under MSTS. Commercial ships sail under a charter.

OFF TO FIGHT go group of doughboys on board USNS *Marine Lynx*. Below: USS *H. W. Butner* (TAP 113) sails beneath Golden Gate, heading toward west.



LETTERS TO THE EDITOR

Travel Allowance Payments

SIR: In accordance with Alnav 101 (NDB, 30 Sept 1950) the Comptroller General has ruled that enlisted members who voluntarily reenlist or extend their enlistments as authorized in Alnav 72-50 (AS&SL, July-Dec 1950) are entitled to payment of travel allowance and lump-sum payments for unused leave. Disbursing officers are thereby authorized to effect "otherwise proper payment of such allowances."

Please tell me what is meant by the term "otherwise proper payment of such allowances."

Alnav 72-50 authorizes involuntary extensions of enlistments unless a man voluntarily extends or reenlists. It appears to me that if a member voluntarily extends for a period of one year, he may be entitled to travel allowance and lump-sum payments. Is this correct, or does that conditional statement rule out the payments?—T.G.T., YN3, USN.

• *No payments of travel allowance or lump-sum leave are authorized on a one-year extension which became effective on and after* 1 *April* 1951. *However, on extension of two or more years the payment of travel allowance is authorized by Case* 10 *under Paragraph* 4153 *of Joint Travel Regulations. The lump sum payment for unused leave is never authorized on an extension of enlistment.*

The term "otherwise proper payment of such allowances" means that the instructions contained in the BuPers Manual and the BuSandA Manual must be followed in determining entitlement to such allowances. —ED.

Assignment to Instructor Duty

SIR: My name was on the list for instructor duty in the NROTC program. Because I was attending school at the time, my orders were cancelled. The cancellation was supposed to be for six months but during that six months the Korean crisis occurred and I found myself overseas.

Now over a year has passed and I have had no word from BuPers concerning my assignment to instructor duty. Is this program being continued?—E.D.O., FTC, USN.

• *Yes. A normal rotation of enlisted instructors in NROTC units is now being effected.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

From USNR to USN

SIR: Can an enlisted Reservist on active duty ashore request a discharge for convenience of the government and ship over in the Regular Navy under broken service provisions? Can he request duty on board a ship in which his brother is serving?—J.D.R., YNT2, USNR.

• *If you are eligible in accordance with BuPers Circ. Ltr.* 8-51 (*NDB,* 31 *Jan* 1951), *you may be discharged now for the purpose of immediate enlistment (or reenlistment) in the Regular Navy as YN3; or you may elect to wait and participate in service-wide competitive examinations for the purpose of qualifying for enlistment as YN2, or YN1.*

The Navy's policy governing members of the same immediate family now serving together or who may subsequently request assignment to the same unit is covered by BuPers Circ. Ltr. 203-50 (*AS&SL, July-December* 1950). *Members should be advised of the potential undesirability of such assignment from the viewpoint of their dependents if the unit is located or operating intermittently in a combat area.*

In the implementation of this policy BuPers Manual C-5209(1), states: The Navy has no objection to members of the same family serving in the same ship. No assurance can be given, however, that members of the same family can be kept together indefinitely, nor is it practicable in all cases to transfer brothers from one fleet to another.

In regard to forwarding and disposition of such requests, BuPers Manual, Article C-5203(2) states: Individual requests from enlisted personnel requesting transfer should not be forwarded to the Chief of Naval Personnel except when disposition cannot be made by appropriate administrative command. Individual requests should be forwarded via official channels to the appropriate administrative command for consideration and final action.—ED.

NavCad Educational Requirements

SIR: In the April issue of ALL HANDS, you published information on educational requirements for Naval Aviation Cadet training. I would like some additional information.

I am not a high school graduate but I have passed the USAFI high school level general educational development test. I meet the standard classification test requirements. Can I enter the NavCad program on the basis of satisfactory scores achieved on the college level general educational development test and the education qualification test 2CX?—G.W.A. Jr., PNSN, USN.

• *Yes. You meet the educational requirements for active duty enlisted applicants. For in-service purposes, satisfactory completion of the education qualification test 2CX is considered to be the equivalent of the two full years of satisfactory college work required for the NavCad program.*

Since you meet the two college year NavCad educational requirement, your high school background and classification test scores are immaterial; however, satisfactory completion of the USAFI high school level general educational development test is considered to be the equivalent of graduation from an accredited high school for all in-service purposes.—ED.

Commissions In Supply Corps

SIR: I would like some information on the qualifications required of an enlisted man in the Regular Navy who applies for a commission in the Supply Corps. Is such an applicant eligible for a commission in the Regular Navy, in Naval Reserve, or both?—L.E.B., SA, USN.

• *A program has been established for appointment of qualified enlisted members of the Regular Navy to commissioned grade in the Supply Corps,* USNR. *There is no program currently open to such candidates for Supply Corps,* USN. *The requirements call for a baccalaureate degree from an accredited college or university (four-year course), with at least* 45 *college semester* (67 *quarter) hours of credit in one (or a combination) of the following subjects: economics, commerce, business administration, or textile engineering; or a master's degree or doctorate in such fields. The provisions of this program are outlined in BuPers Circ. Ltr.* 17-51 (*NDB,* 15 *Feb* 1951) *and BuPers Circ. Ltr.* 179-50 (*AS&SL, July-December* 1950).—ED.

From Marines to Navy

SIR: Having at the present time over four years Marine Corps service I am contemplating enlisting in the Navy when my enlistment expires.

If I am accepted for enlistment in the Navy following discharge from the Marines as a sergeant, would I be enlisted as a petty officer third class?

As I am now doing disbursing duty, would the Navy place me in disbursing work?—C.D., SGT, USMC.

● *Answers to both your questions depend on prevailing conditions. After your discharge from the Marine Corps you should submit a formal written application at the nearest Regular Navy Recruiting Station in order to determine both your eligibility and the pay grade in which you may be enlisted.*

Currently ex-sergeants with no previous Navy service (and ex-petty officers third class with broken service) are eligible for enlistment in the Regular Navy in pay grade E-3.

No promise or assurance is given an applicant that he will be assigned to any particular detail or duty, but the Navy makes every effort to assign a man duty commensurate with his abilities.—ED.

Leave for Reservists

SIR: I'd like to know if the reserves who have reentered the service were advanced 30 days' leave regardless of the time of reentry into the service I came on duty in August 1950. Will I receive only what I earn, that is, the customary two and one-half days per month, or will I receive an additional number of days' leave—A.E.T., HM3, USNR.

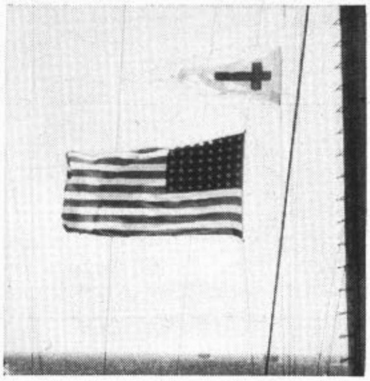
● *Reservists are not advanced 30 days' leave at the time they reenter the service. All personnel, USN and USNR, are entitled to leave at the same rate of two and one-half days per month, as provided in Article C-6102(1) of BuPers Manual.*

Leave in advance of accrual may be granted only as provided in Articles C-6302 and C-6304 of BuPers Manual 1948.—ED.

Requesting a Transfer

SIR: I would like a little information about transferring to another shore station or to sea duty. I have been stationed in an auxiliary air station in Californnia for eight months.—L.R.M., AN, USN.

● *You may submit a request for a transfer via the chain of command and Com 12, your administrative commander. Article C-5203,* BuPers Manual, *1948, has the information on this. Possibility of having your request approved will be improved if you first complete 12 months at your present duty station.*—ED.



ONLY FLAG to fly over ensign, church pennant is not usually flown on weekday.

Flying Church Pennant

SIR: Should the church pennant be flown on a working day, such as Good Friday, during divine services? If so, should all unnecessary work and recreational activities be discontinued for that period?—E.F.H., QM1, USN.

● *The church pennant ordinarily is not flown during weekday services, and work and recreational activities continue as usual. However, on special occasions of the Christian year (such as Good Friday) the church pennant is usually flown, and unnecessary work and recreational activities are discontinued during the services.*—ED.

Duty in Hawaiian Islands

SIR: Does duty ashore in the Hawaiian Islands count as sea duty for rotation and for purposes of promotion?

One lieutenant, having been at sea from 1945 to 1949, was stationed at Oahu for two years and then was informed he would be considered for shore duty after a normal tour of sea duty. Another lieutenant requested sea duty in order to qualify for promotion and was told he would be sent to Oahu so that he would be eligible for selection next year. What's the story? What is the present average sea-to-shore rotation of lieutenants?—A.C.P., Lt, USN.

● *According to Article C-5102, BuPers Manual, "desirable locations are considered the same as shore duty in the United States," for rotational purposes.*

BuPers considers duty in Com 14 and duty ashore in the Hawaiian Islands as shore duty for officers for rotational purposes and sea duty for promotional purposes.

Before the Korean conflict, officers in your category could normally expect rotation on the basis of three years at sea and two years ashore.—ED.

Commissions for Enlisted Women

SIR: Please advise me if the Navy is now considering applications or officer candidate school from enlisted women in the Naval Reserve. What are the requirements for qualification and the age limits?—D.C.S.R., AE1, USNR(W).

● *The qualifications and procedures for enlisted women on active duty to follow in applying for appointment to commissioned grade in the Line and Supply Corps, USN, are outlined in BuPers Circ. Ltr. 173-49 (AS&SL, July-December 1949, p. 170).*

Details of a program for enlisted women on active duty to apply for appointment in either Line or Supply Corps, USNR, is contained in BuPers Circ. Ltr. 102-51 (NDB, 30 June 1951). Selected candidates will be appointed ensigns and ordered to indoctrination school at Newport, R. I., for eight weeks. Classes have been scheduled to convene in October 1951 and April 1952. To qualify, a candidate must have reached her 21st birthday but not her 27th birthday, hold a baccalaureate degree (four-year course) from an accredited college and establish her physical fitness and aptitude for naval service. Mathematics, a former requisite, has been eliminated.

The deadline date for receipt of applications in BuPers will be 15 August for the October class, and 15 February for the April class.

For more information concerning these programs and your eligibility to apply, it is suggested you contact your commanding officer.—ED.

V-13 Program Suspended

SIR: Is there a program that allows an SR or SA in the Naval Reserve to volunteer for active duty for a period of two years?—R.E.P., SR, USNR.

● *There was, but it was suspended 5 Jan 1951. It was the V-13 program, which allowed members of the Naval Reserve in pay grades E-1 and E-2 to volunteer for active duty for a period of 24 months.*

Members of the Naval Reserve, of course, are being called to active duty. Information in regard to this, such as recruit training and assignment, can be obtained from the commandant of your naval district.—ED.

It's a 40-mm. Round

SIR: To settle a discussion, please advise the correct terminology to describe an unfired completely assembled round of 40-mm. ammunition. Which is correct: a 40-mm. projectile, or a 40-mm. cartridge?—S.J.O., QMC, USNFR.

● *The correct description would be a "40-mm. round."*—ED.

Entitlement to Sea Pay

SIR: Alnav 119-50 states that sea pay will not be credited while on leave in the U. S. "pending determination of entitlement." Paragraph 3 (a) of Alnav 119-50 explains, however, that sea pay will be credited as long as personnel concerned are attached to a vessel in full commission, except when on temporary additional duty ashore for more than 15 consecutive days.

The present procedure on board this ship is to check sea pay for periods involved when order to credit leave rations is given. Can you give us the word on this matter?—J.T.H., YNC, USN.

• *Current regulations based on Comptroller General decision B-100165, 22 Mar 1951, provide that sea duty pay will not be credited while a member is in the U. S. for leave or hospitalization. This decision is the "determination of entitlement" mentioned in Alnav 119-50 (NDB, July-Dec 1950).*

Additional information is contained in Military Pay Instruction Memorandum 8, para 9d (1)(d).—ED.

Counting Travel as Leave

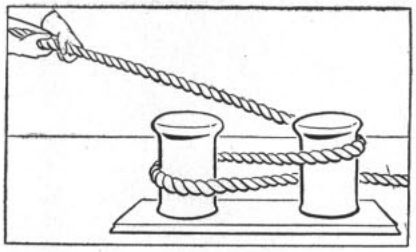
SIR: I would like to know if 72 hours spent at a rest camp is to be counted against terminal leave. As an example, 30 men left the ship at 0800, the 7th of the month and returned at 2200 the 9th. Twelve hours of this time was spent in travel to the rest camp location. The commanding officer stated this absence will be counted as two days' leave. Please enlighten me on this subject.—V.O.H., YNT1, USNR.

• *Based on the computation outlined in Article C-6313* BuPers Manual, *the commanding officer is required to count the authorized absence as two days' leave. Travel time cannot be granted (Art. C-6311), and the absence cannot be classified as liberty (Art. C-6315).*—ED.

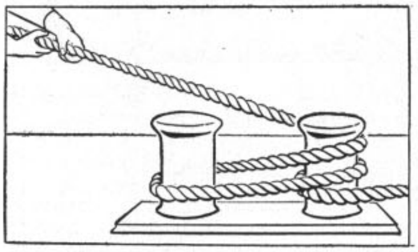
No Billets Open in AFRS

SIR: I am interested in the possibility of duty with the Armed Forces Radio Service in the capacity of announcer. I have had some experience in this field. Does the Navy offer a training course for this type of work?—R.W.P., RDSN, USNR.

• *At the present time, no training course for this activity exists and requests for this type of duty are not currently desired. However, if additional Navy personnel are required in the future, the Bureau of Naval Personnel will issue a directive on the subject. Such a directive would outline requirements and the procedure for requesting the duty.*—ED.



METHODS of securing lines to bitts vary. Most prefer above. Below: Approved for towing, but rather slow for handling.



Securing Lines to Bitts

SIR: The picture on the cover of the April 1951 issue of ALL HANDS shows three seamen securing a line to bitts. The standing part is being led outside the bitts to the far pillar from the strain.

The latest issue of *The Bluejackets' Manual* shows the standing part being led between the pillars with the first turn around the far pillar from the strain.

At one point in my naval career I was taught to make a round turn around the first pillar of the bitts from the strain prior to making the figure eights. Which is the preferred method?—P.V.C., LT, USN.

• *The method you were taught is rather slow for heaving in and paying out. It's the approved method for towing, however, because it reduces the chances of the bitts' platform being torn off the deck.*

The method of securing mooring lines to bitts is usually left to the boatswain's mates in charge of the heaving around details. Most of them prefer to use a half turn instead of a round turn and to start the first turn around the bitt located farthest from the standing part.

The way the recruits in our cover picture had been taught to secure a line around bitts and the method shown in the BJM is just about the same. The standing part of the line the recruits are handling had led forward—right out of the picture. Someone walked it aft to get it into the picture.

Getting back to the matter of tearing the bitts' platform off the deck—it's easy to see how putting all the strain on the forward pillar would tend to lift the platform right off the deck, the laws of mechanics being what they are.

A good illustration showing a line around bitts is provided in Knight's Modern Seamanship. *This shows a hawser secured ready for towing.*—ED.

Devices on Raincoats

SIR: According to recent regulations I understand that naval officers will be required to attach cloth shoulder straps to top coats and raincoats on which will be pinned devices denoting rank. These devices are required to be of a size and design similar to those worn by Marine Corps officers. (1) What devices will Navy commissioned warrant and warrant officers use?

(2) Has the word been passed that CEC warrant officers must change their devices from the CEC device to the square?

(3) Has the use of numerical designators become standardized in place of alphabetical classifications? I am told that chief carpenter (CEC) is a line rank and the new designator number is 7796. (4) When did this system go into effect? (5) Will each officer be informed officially?—C.G.B., CHCARP, USNR.

• (1) *Commencing* 1 *July* 1952, *commissioned warrant officers and warrant officers will wear metal insignia similar to that of Marine Corps warrant officers on raincoats and aviation winter working overcoat.* (*BuPers Circ. Ltr.* 63-50 *AS&SL, January-June* 1950). *Information on the exact design will be announced in the near future.*

(2) *By law, Chief Carpenters and carpenters are line officers. The corps insignia prescribed for carpenters is a carpenter's square. However, the case of CEC warrant carpenters, with different qualifications, is now under study.*

(3) *The use of numerical designators is standard.* (4) *BuPers Circ. Ltr.* 33-50, (*NDB,* 15 *Mar* 1950) *promulgated the use of numerical designators to replace the letter classifications.*

The qualifications folder of each USNR *commissioned warrant and warrant officer was reviewed to determine his correct designator. Persons with your type of qualifications were assigned designator* 7796.

(5) *Commandants of each naval district were advised of the new designator for each officer residing within the district. Officers were not individually advised of their new designators.*—ED.

Folding the National Ensign

SIR: This is in regard to your answer to W.L.H., QM3, USN, (ALL HANDS, February 1951, p. 28). You say that the national ensign should be folded with the union jack inside. Pages 205 and 206 of the *Landing Party Manual, United States Navy,* 1950, aren't in agreement with you. —T.A.C., LTJG, USN.

• *You're right, and so is the* Landing Party Manual. *The ensign should be folded with the union outside.*—ED.

Transferring to USN at Same Rank

SIR: I was discharged from the Regular Navy as a second class petty officer to accept a commission in the Naval Reserve.

Will there be a program in the future for submitting an application for transfer to the Regular Navy in commissioned status?—G.A.L., LT, USNR.

• *The transfer program under the provisions of Public Law 347, 79th Congress, has been closed, with the exception of the Nurse Corps and certain officers who were initially commissioned under the provisions of Public Law 729, 79th Congress, and who were considered for retention in the Regular Navy during calendar year 1950 but were not retained.*

There are no plans at present to put such a program into effect again. However, should the requirements of the service make it necessary to transfer additional officers, wide publicity will be given the program.—ED.

Absentee Pennant

SIR: Please settle a question that has come up on board my ship. We have a rear admiral on board this flagship who recently went on leave. His flag was hauled down, but his chief of staff is still on board. Should we fly the chief of staff's absentee pennant even though the admiral's flag is not flying? —J.B., QM1, USN.

• *Yes. Navy Regulations, 1948, (Art. 2176) prescribes an absence indicator for the chief of staff which shall be displayed as described during his absence whether the admiral's flag is flying or not.*

Your question also poses the familiar argument about absentee pennants in which a commanding officer of a ship is absent from his ship for more than 72 hours. Should the third repeater be flown to indicate his absence or should it be flown to indicate the temporary absence of the ship's executive officer? The answers are "no" and "yes," respectively.—ED.

Ship Reunions

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

• *Fleet Reserve Association:* Composed of temporary officers and enlisted men of the U.S. Navy and U.S. Marine Corps who are still serving in the active Navy and Marine Corps, together with those who have served 16, 20, or 30 years in active service, or on the Reserve list or retired, will hold its 24th national convention at Jacksonville, Fla., on 1, 2, and 3 Sept 1951. In BuPers Circ. Ltr. 100-51 (NDB, 30 June 1951) commanding officers are authorized to grant regular leave, if practicable, to temporary officers and enlisted personnel who are members of this organization and who desire to attend.

• USS *Kidd* (*DD* 661): The third annual reunion of members of this ship will be held on 21, 22, and 23 Sept 1951 at the Hotel Secor, Toledo, Ohio. For detailed information, contact Frank L. Moses, 4531 Burnham Ave., Toledo, Ohio, or USS *Kidd* Association headquarters, 310 East 8th St., Kewanee, Ill.

• *5th Naval District Shore Patrol:* The third annual reunion of this unit will be held 22 Sept 1951 at the John Marshall Hotel, Richmond, Va. Interested personnel should contact Captain R. E. Claytor, president, care of Police Department, Richmond, Va., or L. W. Cobb, 2203 Edwards Ave., Richmond, Va.

Change to Hospital Corpsman

SIR: I would like information on how to become a hospital corpsman in the F.M.F. I am now a seaman, assigned to duty in the United States.—JM., SN, USN.

• *There would be two steps involved for you in obtaining duty as a hospitalman with the Fleet Marine Force: first, a change of rate to HN and, second, assignment as an HN to the desired duty.*

As an SN attached to an activity of the shore establishment, desiring a change of rate to HN, you should submit a request via the chain of command and the Bureau of Medicine and Surgery to BuPers, for assignment to a Naval School, Hospitalman, Class "A," located at naval hospitals in San Diego, Great Lakes, Portsmouth, Va., or Bainbridge, Md. Personnel accepted for this training, normally must have a combined GCT—ARI score of 100. *They must have* 18 *months' obligated service from the date of enrollment in the school.*

In addition, they must have normal color perception and have been found temperamentally suited for HN duty by a medical officer.

Graduates of this school are normally assigned to a naval hospital for a one year tour. After this period of indoctrination, they are assigned in accordance with the needs of the service.

Personnel desiring particular duty should submit their request before they complete their tour of duty at the hospital.—ED.

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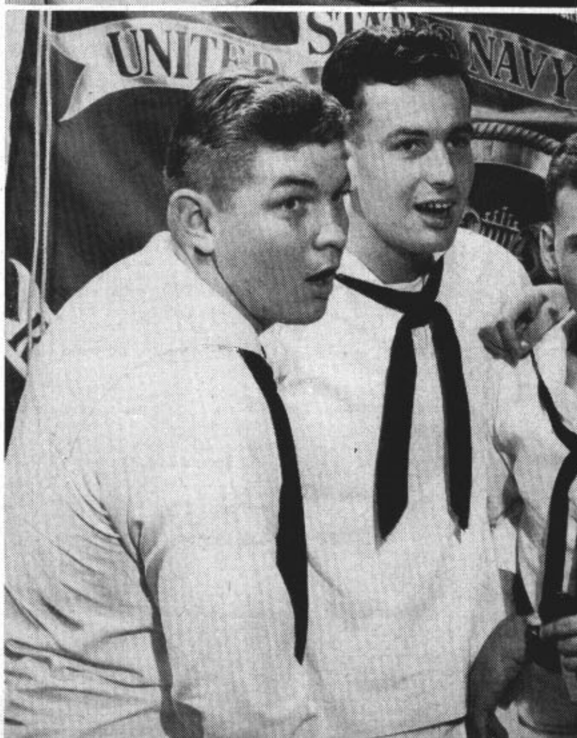


TODAY'S NAVY

Under Secretary of the Navy Dan A. Kimball Is Nominated to Succeed Francis Matthews as SecNav

Dan A. Kimball, Under Secretary of the Navy, was nominated by President Truman to succeed Francis P. Matthews as Secretary of the Navy. Mr. Matthews has been nominated by the President to become U. S. Ambassador to Ireland.

Mr. Kimball, a native Missourian, began his Navy "career" in 1949. In February of that year he became Assistant Secretary. In May 1949, he was appointed Under Secretary.

During World War I, he was an Army Air Corps pilot and was separated as a first lieutenant. Shortly after his separation, he became associated with the General Tire and Rubber Co., eventually managing the affairs of that company in 11 western states.

Mr. Kimball

In 1944, he was placed in charge of the Aerojet Engineering Corp., subsidiary of the company. Later he became a vice president and director of the General Tire and Rubber Co.

As head of the Aerojet Engineering Co., Mr. Kimball played a leading role in the development of rockets and other modern means of propulsion.

Mr. Matthews became SecNav on 25 May 1949. He has had a long and varied career as an attorney and has been active in banking affairs and welfare work.

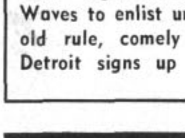
Mr. Matthews is one of the founders of the U.S.O.

Since 1941, Mr. Matthews has been a director of the U.S. Chamber of Commerce and was chairman of the Chamber's committee on Socialism and Communism for several years.

← The Navy in Pictures

HOMEWARD BOUND, USS *Philippine Sea* (CV 47), with Air Group 2 aboard, sails into San Francisco Bay after a year's duty in Korean waters (top right). Top left: Miss Jan Stewart, selected "Miss Blockade" by a DesDiv, gets a corsage from a crew member of USS *English* (DD 696). Lower left: A Marine Corps honor guard somewhere in the Far East raises Old Glory on Flag Day 1951. Lower right: These salty songsters, the "Anchords," represented the Navy in a nation-wide singing contest. Right center: One of the first Waves to enlist under the new 18-year-old rule, comely Patricia Schwass of Detroit signs up at Great Lakes, Ill.

YESTERDAY'S NAVY



Japan surrendered formally to Allies on board battleship Missouri in Tokyo Bay on 1 Sept 1945; 2 Sept proclaimed as V-J Day. Frigate Constellation launched 7 Sept 1797. Constitution launched 20 Sept 1797.

SEPTEMBER 1951

SUN	MON	TUE	WED	THU	FRI	
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A BAG OF WIND, with Seaman Sam Jones at its business end, is used to sound a unique reveille for trainees at Navy's Journalist School, Great Lakes.

Academy Alumni Day

Alumni of the U.S. Naval Academy, Annapolis, Md., will stage another "Alumni Day" and homecoming reunion the weekend of 5-6 October.

The celebration, reinaugurated last October, will feature the Navy-Princeton football game, scheduled for 6 October.

Applications are being sent to all members of the Alumni Association. Non-members may obtain applications from the Headquarters of the National Association at Annapolis, from their class secretaries or from their local chapter of the Association.

Alumni desiring to attend should send in their applications as soon as possible. Because of the limited capacity of Thompson Stadium, those who want to attend the homecoming game should send applications for tickets to the Naval Academy Athletic Association at an early date.

Bluejacket—GI Exchange

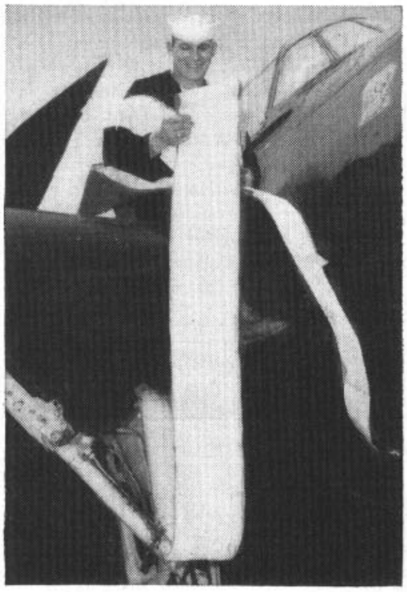
Previous experiments in sailor-soldier exchanges have resulted in a new exchange plan for sailors of Amphibious Group Three and Eighth Army soldiers in Korea. Equal numbers of GIs and bluejackets take each other's billets for three-day periods so each can learn something about the other's existence.

To start off the new system, 60 sailors on board USS *Eldorado* (AGC 11) took the place of 60 Eighth Army soldiers, who boarded *Eldorado* for three days.

Quartered with a unit of Puerto Rican soldiers, the sailors spent their nights in tents or shelter-halves.

When they returned to their ship, the sailors reported the Army food was very good and the morale of their brothers-in-arms high.

The Army men, delighted with the ship's hot showers and other facilities, concluded Navy life must be pretty good, too.



24-FOOT LETTER from the folks is read by John "Buddy" Helm in a spare moment aboard USS *Bairoko*.

Navy Acquires Army Fort

Fort Adams, historic Army landmark familiar to the many thousands of sailors who have visited the Newport, R. I., area during the past century and a half, has been acquired by the Navy.

The Revolutionary War fortification site had become antiquated for practical Army use, but it remains strategically important to naval operations because of its commanding position at the entrance to Newport Harbor and the Narragansett Bay area.

Although first established in 1776 as a defense against a British sea invasion of Newport, the fort failed to prevent the Red Coats from occupying the town and was burned when the English forces evacuated the region in 1779.

In 1799, the land was deeded to President John Adams, and a new 12-gun fort was erected and named in his honor. Gradually throughout the 19th century the fort was enlarged to accommodate 468 guns and housed sufficient personnel to man them.

Japs Surrender After Six Years

Almost six years after the surrender of their homeland, a group of 18 Japanese holdouts living on Anatahan Island, 70 miles north of Saipan, finally threw in the towel. They surrendered to a Navy expedition organized at Saipan.

The group, composed of soldiers, sailors, fishermen, and civilians in the military service, are survivors of the original group of 33 who were stranded when their three small cargo vessels were sunk in the island's harbor by American planes in 1944.

Picked up by USS *Cocopa* (ATF 101), they had a strange story to tell. Among the original 33 survivors, five deaths resulted from disputes. Others were victims of accidents such as drownings. The group set up their own self-rule government which included court trials. A murderer was condemned to death at one of these trials.

For their calendar they used the metal scrap from a crashed B-29. They drew in the dates with charcoal. Their bill of fare consisted of lizards, bats, sharks and tropical fruits.

When the U.S. Navy party went ashore they found the group lined up in formation. Their rifles, encased in B-29 inner tubes and further wrapped in palm fronds, were handed over to their rescuers with solemnity.

Boarding *Cocopa*, some of the Japanese had boxes of ashes of their deceased companions strapped to their backs.

About a week previously, an engineering petty officer of the ex-Japanese Imperial Navy had turned himself over to a similar expedition which brought letters and photographs from the holdouts' relatives. These letters, 200 in all, urged them to surrender.

Naval Aviation Display

An exhibition, "Naval Aviation in Review, 1911-1951," is now being held at the Truxtun-Decatur Naval Museum, Washington, D. C., under the sponsorship of the Naval Historical Foundation, which operates the museum.

Commemorating the 40th anniversary of the Navy's first aircraft purchase, the display depicts the means by which aviation has been taken to the sea and made an integral part of naval operating forces.

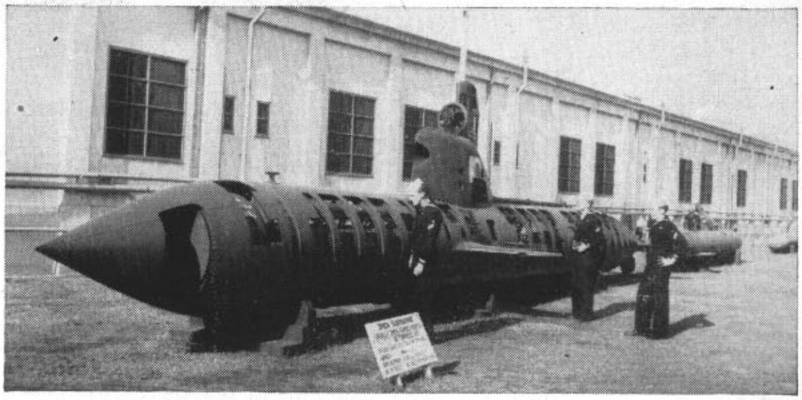
The exhibit will continue until 23 September. The next exhibit—the sixth since the museum opened in May 1950—will show the "U.S. Coast Guard in Review, 1798-1951."

Flight Safety Award to VR-3

Air Transport Squadron Three, largest of the three Navy squadrons flying with the Military Air Transport Service, has been presented with the "Meritorious Achievement in Flight Safety Award." This award is one of the 12 presented semi-annually by the Air Force to the deserving units of the Air Force and to Navy squadrons assigned to MATS.

A bronze and mahogany plaque, symbolizing the award, was presented to the squadron during a personnel inspection at the squadron's base at Moffett Field, Calif.

This award represents over 12,000 accident-free flying hours logged by VR-3 aircraft during the period from 1 July to 31 Dec 1950. During this period the squadron operated scheduled flights to the Alaska-Aleutian Area, cargo flights to Japan and air evacuation flights from the Far East and across the continental United States.



MIDGET SUBMARINE—This miniature U-boat carried two small torpedoes and required a crew of two or three. Japan had 250 of these subs.

Jap Suicide Weapons on Display at Yokosuka

When your ship docks at Yokosuka, Japan, and the liberty party walks its way through the U.S. Fleet Activities yard heading toward town, you can make a close examination of two suicide undersea craft of the Imperial Japanese Navy.

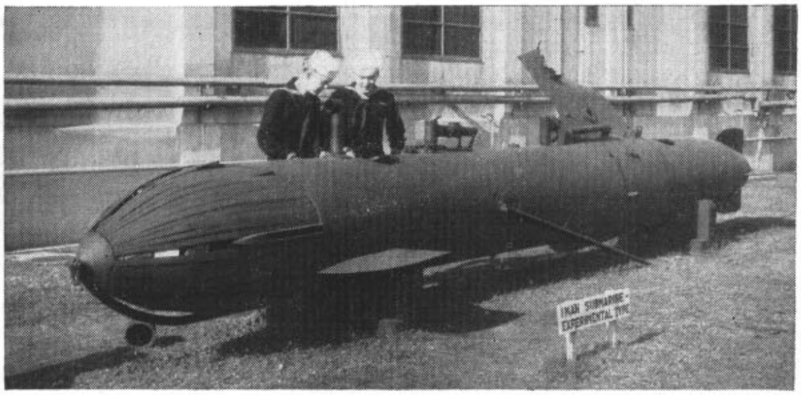
Just inside the main gate we see the submarine *Kairyus*, "Dragon of the Sea." It was first built in 1934, and the one we see is a later model built at Yokosuka Naval Repair School.

The *Kairyus* carried two small torpedoes located in the hull. Complement was for two or three men according to design. Due to slow speed and limited radius of action, it was used mostly for coastal defense. Almost 200 of other types of submarines were found in Japan at the end of the war in addition to the 250 *Kairyus*-type, completed or nearly completed, and many more under construction.

When production of torpedoes proved too slow, some were equipped with bow warheads packed with 1,320 pounds of explosives.

When the progress of the war became less favorable to the Japanese in 1944, a "one-man suicide torpedo" was produced by the Kure Navy Yard. In some instances escape hatches were removed or omitted from one of the two types of the smaller *Kaitens*—the one you see on display to the right of the larger *Kairyus* model. This one-man torpedo was capable of 30 knots speed. It was primarily designed for offensive purposes and carried 1.55 tons of explosives and could be launched from other vessels.

A second class, which carried a crew of two men, and designed for coastal defense, was capable of 40 knots speed. It carried 1.8 tons of explosives. Production was begun in 1945 but almost none were completed.—O.S. Roloff, JOC, USN.



HUMAN TORPEDO—This baby could make 40 kts., carry 1,320 lbs. of explosives besides 2 men. Escape hatch was built in, later removed.

OPERATION SWAP—One of 10 soldiers from the Seoul area who changed places with sailors of USS *Toledo* gets word on Navy electronic equipment.

Two Millionth USAFI Course

A Navy chief enrolled in the two millionth USAFI course, marking another milestone in USAFI's nine-year history.

Gail E. Wilkes, ETC, USN, assigned to the Potomac River Naval Command, enrolled in a course in English composition—the record-making two millionth.

Last March the number of enrollments and lessons received was greater than in any single month since the peak of war-time activity in 1945. Almost 15,000 enrollments for self-teaching and correspondence courses were received and over 19,000 lesson sheets were submitted.

Fighting Dock Off Korean Coast

We've got a fighting dock in Korea. Operating off both coasts for over a year, USS *Comstock* (LSD 19) is now assigned to ComServPac.

The ship is unusual because of its strange appearance and function. It carries a huge dry dock between what appears to be two separate hulls. Small boats are taken into this floating, self-propelling dry dock for transport or repairs.

How is this done? Ballast tanks are filled with sea water, causing the LSD to submerge partially. It is then an easy matter for a ship needing repairs to float in through the stern gate at the after end of the vessel. When the well deck is loaded, water is forced from the ballast tanks and the LSD rises, bringing the damaged craft out of the water.

Comstock can carry as many as 30 LCVPs or 18 LCM(6)s in the well deck of the dry dock. Once a destroyer escort was in dry dock in *Comstock*. In warmer, more peaceful waters, *Comstock* sometimes proves her versatility by doubling as a swimming pool.

Her crew members don't restrict themselves to ship repairs, either. When the minesweeper *Partridge* struck a mine off the coast of Korea, *Comstock's* crew rescued survivors.

Prairie State Makes Cruise

The world's largest floating armory, USS *Prairie State* (IX 15), cast loose her moorings and went for a cruise—the first in 15 years.

An ex-battleship (*Illinois*, BB 7), the huge armory has lain in New York's North River, long secured to a bulkhead near the northern tip of Manhattan where she acted as training vessel for members of the Naval Reserve and New York State Naval Militia.

Her brief cruise was moving to a berth on the East River in downtown New York—and she had to be towed since she no longer is self-propelled.

Up to 1924, *Prairie State* was one of the fighting units of the post-World War I Navy. While many of her sister ships were scrapped as a result of the Washington Naval Disarmament Conference, *Prairie State*, as a training vessel, was spared.

She was rendered unfit as a fighting ship, and a huge barnlike structure was erected on her main deck to serve as a drill hall.

Commissioned 50 years ago at Newport News, Va., as an 11,500-ton battleship, the former *Illinois* had a proud, peaceful history. Her guns were never fired in combat. During the coronation of King Edward VII she participated in the great naval review off Spithead, England. When the remains of John Paul Jones were brought to the United States she served as escort vessel. When she was six years old she took part in

TANK MANEUVERS near Mannheim, Germany, brought out landing craft of the Navy's Rhine River Patrol. Currents in the river made beaching tricky.

the famous around-the-world cruise of 1907-09.

Her last sea-going cruise was in 1922, when naval militiamen sailed the battleship to a foreign port for the first time with one of their own in command.

The ship was moved for reasons of economy. It cost less to tow her to a new berth than it would have cost to repair the old North River bulkhead.

One advantage of the new berth is its nearness to rapid transit subway lines—which recruiters expect will boost membership in the Naval Reserve battalion training on the vessel.

The battalion, 800 at full strength, is undergoing a fast turnover. More than 700 members already have reported for active duty since the Korean crisis.

Rescue After A-Bomb

Rescue and recovery personnel can go into any area where there is still life "within minutes" after an air burst of an atomic weapon—without fear of contamination from residual (lingering) radiation.

This fact was determined at the latest atom bomb tests, held by Joint Task Force Three at Eniwetok, in the Pacific.

In a high aerial burst of an atomic weapon there would be no residual radiation. In a low air burst just above the ground's surface the significant residual radiation would be confined to an area 300-400 yards in radius—an area of complete devastation.

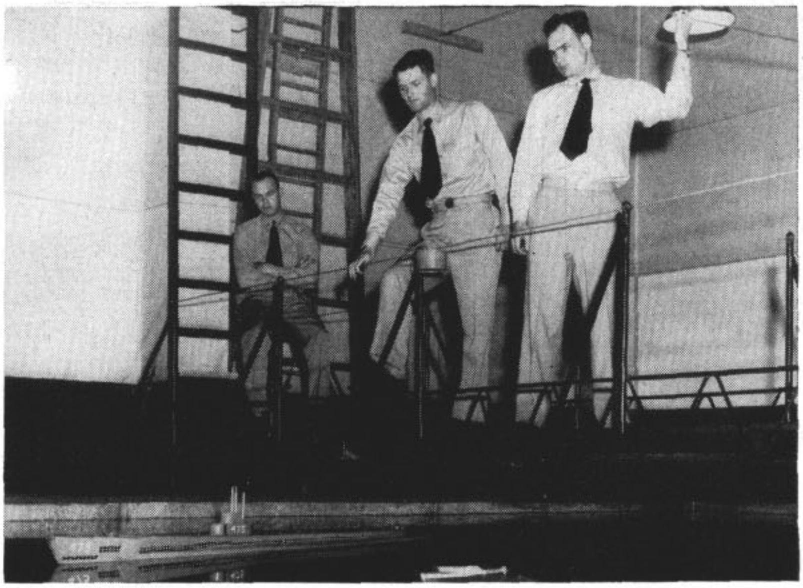
For other information on radiation see ALL HANDS, December, 1950, pages 18 to 25.

Marine Hymn in Greek

The Greeks have the words for it. For the Marine Corps hymn, that is!

A native of Athens, Greece, wrote to Marine Corps Recruit Depot, San Diego, requesting the words and music of "your famous march, 'From the Halls of Montezuma'." To oblige their far-away fan whose family "would like to learn it by heart," the Marines went all out to comply with the request.

Not only was the music supplied, but a Greek translation of the words was furnished by a music student of Greek extraction at nearby San Diego State College.



MINIATURE sub heads for a pier as a student officer (center) issues maneuvering orders. This training teaches officers ship-handling procedure.

Radio-Controlled Model Teaches How to Conn Sub

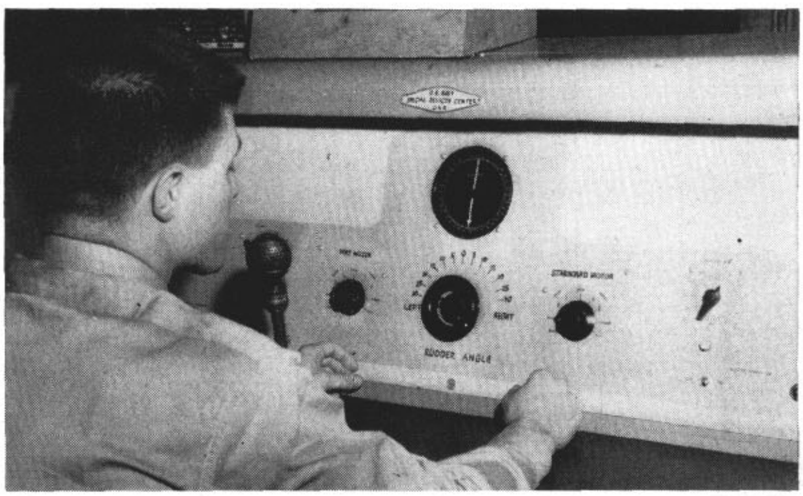
The SS 475 probably has more conning officers and undergoes more docking maneuvering than anything else that floats.

This craft, a seven-foot reproduction of a Fleet-type submarine, serves as a training device for student officers at the Submarine School, New London, Conn. Weighing 66 pounds, the radio-controlled SS 475 helps indoctrinate student officers in ship handling procedures before they actually conn a 1500-ton submarine.

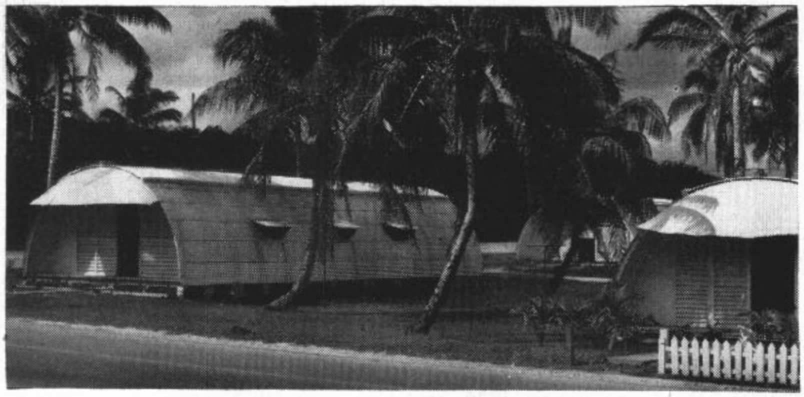
The model "goes to sea" in a steel tank 14 inches deep, 22 feet wide and 30 feet long.

A normal cruise consists of maneuvering the "boat" away from the finger piers that project out into the tank, sailing her the length of the tank and finally easing her alongside another pier.

This mooring and docking trainer, a project of the U. S. Naval Special Devices Center, has relieved the need of scheduling a real submarine for primary ship handling instructions.—Daniel R. Reilly, JO1, USN.



ORDERS called out by the conning officer are carried out by a student officer at panel which controls model's engine speed and rudder angle.



AFTER restoring huts, grass areas, and doing some landscaping, the rehabilitated quonsets at NAS Agana, Guam, are now in trim livable condition.

Housing on Guam Reactivated After Five Years

Like most other installations in the Pacific, the naval air station at Agana, Guam, was practically deserted after World War II except for a few men necessary to maintain the station on a peacetime basis.

The fast-growing jungle undergrowth began in its inexorable way to press in on the wartime city of quonset huts which at one time or another had housed over 3,000 men.

After the fighting started in Korea, a tremendous influx of personnel arrived in Guam and made immediate action necessary to provide sufficient living quarters. At Agana a barracks rehabilitation program was started. It involved clearing the heavy undergrowth, repairing and improving the quonset huts and restoring the paths and grassy areas. Normally this is a public works function, but that department already had a full work load.

An arrangement was then made for public works to provide plans, material and technical supervision while the station and "tenant" activities provided manpower. As an added incentive, men were detailed to work on their own living barracks whenever it was practicable. Results were greater production and higher quality work.

Within the huts, recreation areas were partitioned off from the living quarters. To combat Guam's climatic effect on personal gear, the standard Navy lockers were converted to "hot lockers" with an electrical outlet provided for each locker. The huts' interior and exteriors were painted white for lightness and to deflect the sun's rays.

The huts now look shipshape and provide comfortable living for the 12 men assigned each hut.

BEFORE reconstruction began, dense jungle growth and relentless sun deteriorated the quonsets into warped shells, making them almost inaccessible.

Program for Ready Reserve

The Navy and Marine Corps have undertaken a program to insure that the Reserve components will consist only of members who may reasonably be expected to be available for active duty in time of emergency.

Here are some of the steps to be taken in the new "readiness" program:

- Members who fall in three categories will be discharged or removed from the rolls through retirement or transfer to the honorary retired list, if qualified. In some cases, USNR officers may submit resignations. Enlisted personnel placed in suspended status will not be reenlisted. The three categories include:

(1) All members who are physically unfit for active duty.

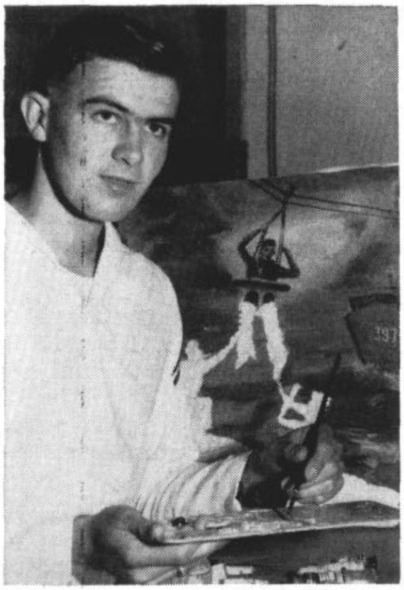
(2) Individuals whose personal or community hardship has required their long-term deferment or would make their long-term deferment necessary in the event they are ordered to active duty.

(3) Members whose employment in key billets in essential industries has required their long-term deferment on the basis of policies established by SecDefense or whose long-term deferment would be necessary in the event of an emergency.

- Reserve officers holding civil service positions which would require their long-term deferment are to be transferred to the Inactive-Status List.
- All officers and enlisted personnel who may not reasonably be considered available for active duty on 30 days' notice are to be removed from Organized status.

The following categories of Naval Reserve enlisted personnel (except Fleet Reservists and USNREV personnel) are to be placed in a suspended status:

- Enlisted Reservists to whom orders into active military service cannot be delivered without unjustifiable administrative effort and expense.
- Enlisted Reservists who fail to report in compliance with orders into active military service.
- Those found not physically qualified for active duty or for active duty for training.
- Those with more than three dependents—except those who submit a statement that a hardship would not ensue if ordered into active military service.
- Enlisted Reservists who are granted delays in orders into active



OIL PAINTINGS to 'No Smoking' signs are work of A. R. Williams, DMSN, USN, at Little Creek, Va.

military service totaling more than seven months for any reason, or to whom such extended delays would clearly be granted if the individuals concerned were ordered to active duty.

New Hospital for Guam

Guam will have a new permanent hospital of earthquake - typhoon - proof construction, according to plans worked out by the Navy's civil engineers in cooperation with the Bureau of Medicine and Surgery.

Construction work costing $18,-000,000 will begin late this summer on a four-story, 350-bed structure.

The new facilities will be used by personnel of the armed forces. Military personnel are now using temporary facilities operated jointly by the Navy and Guam Memorial Hospital.

Navy Mechanics Mend Humans

Aviation structural mechanics at Air Development Squadron One, Key West, Fla., spend their duty hours mending aircraft bodies. During their off-duty time, they are helping mend the bodies of children afflicted by infantile paralysis.

A great deal of time and effort is going into the design and perfection of braces to help the tiny polio victims, and the AMs have earned high praise from doctors and parents.

A trough-like splint was made for one little girl. A body and leg splint was made for a 15-month-old boy. Back braces have also been built for use by those with fractured vertabrae. In addition, the men have constructed special exercise apparatus for use by the physical therapy department at the Key West Naval Hospital.

The inventive ability of these Navy men not only has made the lives of the children more comfortable but has also aided in their recovery and rehabilitation.

Singing Bluejackets

Four "barber shopping" bluejackets represented the Navy at the annual international convention of the Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America, Inc., held in Toledo, Ohio, in June.

The trip was part of a plan to encourage Navy participation in group singing. The society has offered technical and personal assistance in promoting recreational singing among naval personnel. Commandants have been asked to take advantage of this offer which would enrich their recreation programs.

The four singers—John C. McDivitt, SN, USN; Lee Montanus, SN, USN; Cecil Weishaupt, SN, USN and Norman L. Coggins, SN, USN—call themselves the "Anchords." They have sung at church affairs, shows and dances. All have musical backgrounds. All are trombonists at the Navy School of Music, Washington, D. C., studying for eventual placement in one of the Navy's bands (see page 32).

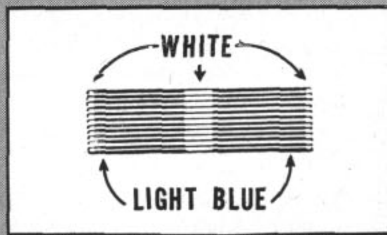
New, Light Engine for Subs

The latest development in diesel engines will soon be making its appearance in the Navy's newest attack submarines. This new diesel is a 16-cylinder, two-cycle type with four rows of four cylinders each. The cylinders branch out radially.

Mounted upright, the engine has been designed so that parts requiring most maintenance are readily accessible. This engine stands about 15 feet high and is of welded steel construction. It is the lightest diesel in its power range, its weight being half that of engines the Navy has been installing in submarines.

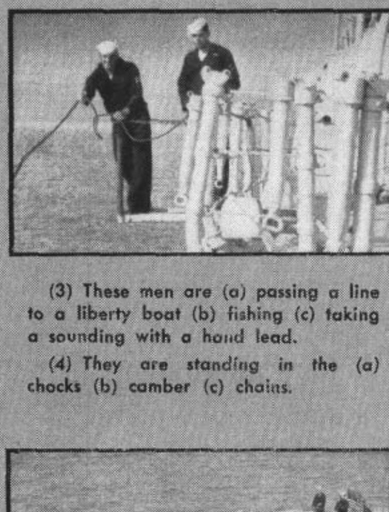
QUIZ AWEIGH

The French philosopher Voltaire once said: "Judge of a man by his questions, rather than by his answers." In this quiz, however, the answers are what count.



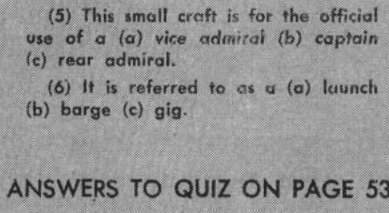
(1) The decoration above is the (a) Navy Cross ribbon (b) Korean Service ribbon (c) Legion of Merit ribbon.

(2) The precedence of this award is (a) immediately following the China Service Medal awarded for service subsequent to 2 Sept. 1945 (b) immediately following the Marine Corps Brevet (c) immediately following the Medal of Honor.



(3) These men are (a) passing a line to a liberty boat (b) fishing (c) taking a sounding with a hand lead.

(4) They are standing in the (a) chocks (b) camber (c) chains.



(5) This small craft is for the official use of a (a) vice admiral (b) captain (c) rear admiral.

(6) It is referred to as a (a) launch (b) barge (c) gig.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

OPERATION GREASEBALL has resulted in the development of a new lubricant by the Army that can be used in extremes of temperature ranging from minus 65 degrees Fahrenheit to plus 125 degrees F.

The Army Ordnance Corps' all-temperature lubricant performs equally well in tropic heat or Arctic cold. Replacing at least six different greases, it has been adopted for use on all Army vehicles and artillery.

To test the new lubricant in Operation Greaseball, a dozen two-and-one-half ton trucks were driven 20,000 miles in varying climates.

* * *

A NEW AND MORE RUGGED PARACHUTE is being tested by Army field forces to solve one of the problems resulting from the increased speed of aircraft. The new 'chute lessens the initial shock felt by parachute jumpers when their chutes open.

The parachute has a 30-foot canopy, two feet larger than the type now in use. Instead of being circular it is shaped like a soup bowl, with an extended skirt around the edge to cut down the pendulum-like motion now found in descent.

A new method of packing the 'chute eliminates most of the opening jolt. Paratroopers using conventional type 'chutes are plagued with strains, brief periods of unconsciousness and the loss of personnel gear not securely fastened.

* * *

SMALL FRONT-LINE PHOTOGRAPHS of newspaper quality may soon be available anywhere in the world five minutes after the pictures are taken if the new facsimile equipment, being developed by the Army Signal Corps, lives up to expectations.

The new gear will enable both graphic and text material to be reproduced automatically on mimeograph stencils, making hundreds of copies available in a short time.

Facsimile equipment which would reduce transmission time to seven seconds for a 8½x10½ page and other machines accommodating copy larger than a two-page newspaper spread are also under investigation.

Signal Corps equipment that can handle copy 12 by 18 inches is now used to transmit weather maps to more than 250 weather stations throughout the country.

* * *

AN EMERGENCY WATER TREATMENT UNIT tested at Randolph Air Force Base, San Antonio, Texas, holds promise for thirsty men with polluted or undrinkable water holes on hand. Called an S-filter, it weighs 12 pounds and occupies less than a cubic foot of space. It can supply 50 to 100 men with drinkable water within 15 to 20 minutes.

Made of metal and operated by a hand pump, the unit is equipped with a hose which may be inserted into stagnant water. The water is pumped up through the unit and comes out pure after passing through a filter.

The hose carries a strainer which catches the algae and coarser foreign matter. Bacteria is subjected to a powdered chemical in the filter which forms a cake on contact with the water. This cake filters out other suspended matter and renders bacteria sterile and harmless.

* * *

"OH, MY ACHIN' BACK!"—that old, familiar phrase—may become a thing of the past if the Army's plans to lighten the soldiers' combat load by almost 65 per cent work out.

By using light weight metals such as titanium, weapons will be made much lighter. New pistols, a new rifle and new machine guns are being developed. The 3.5 inch bazooka weighs less than the original 2.36 inch model. The base plate of an 81-mm. mortar, fabricated from commercial titanium, weighs 24 pounds, compared to 45 pounds for the old steel plate.

Other innovations include a new entrenching tool, designed to replace the shovel, pick-mattock and axe, which will reduce the weight by three pounds, 14

STORM HUNTERS of the USAF Air Weather Service collect data needed for aircraft warning. Left: Big B-29 recon plane emerges from cloud bank after a mission. Right: Airmen use balloon, theodolite to determine wind velocity.

ARMY ENGINEERS—Savvy soldiers at the Engineer training center, Fort Belvoir, Va., learn to construct a pontoon-type steel treadway bridge. Center: Company 4 snaps to at formation. Right: Trainees roll out the barbed wire.

ounces. Eating utensils will lose almost one pound. A new aluminum-nylon helmet will save eight per cent in weight but will give 15 per cent more protection and new tropical boots will be three quarters of a pound lighter than the regular combat boot.

* * *

THE ARMY'S MILLION DOLLAR INVESTMENT in psychological warfare has really paid off in Korea. Almost one third of the 200,000 Chinese Communist and North Korean troops who have been taken prisoner can be credited to "Psywar."

Using aircraft, artillery shells, guided missiles and other methods of dissemination, more than 400 million leaflets have been spread throughout Korea, inducing the enemy to surrender and guaranteeing safe conduct, medical treatment, food and shelter.

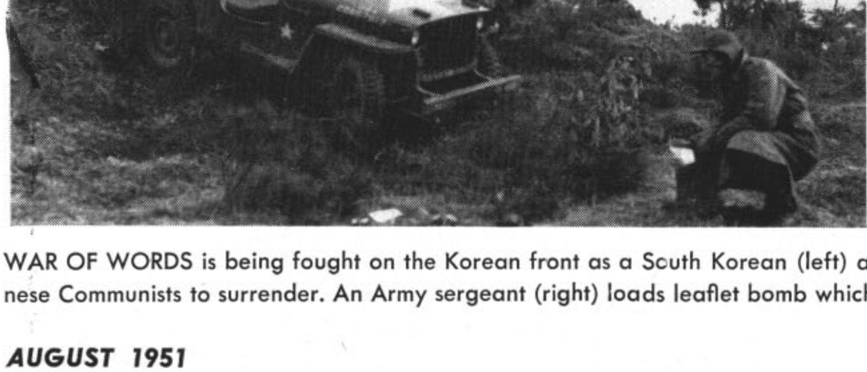
Convinced by the statements of prisoners that thousands more would surrender if they could escape the strict vigil of their officers and non-coms, the Army has hammered away with loudspeakers, more leaflets and improved means of getting the leaflets and broadcast messages to the communist forces.

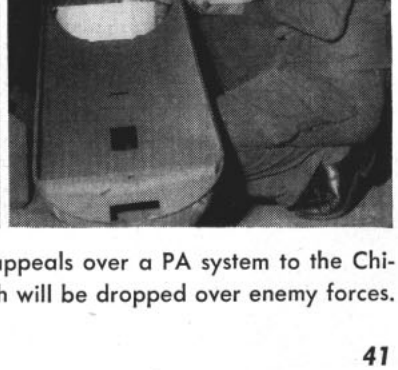
Every effort was made to create dissatisfaction and dissension within enemy ranks, undermine military and civilian morale, and to convince the people that their leaders are wrong.

The Army emphasized the preponderance of military supplies and equipment backing up U.N. forces. It pointed out the absence of communist-promised air and artillery support.

Constant reminders to the enemy soldiers of their long absence from home and family have played an important part in inducing mass surrenders.

These highly encouraging results have proved to Army leaders that a steady, continuous and repetitious program of psychological warfare—utilizing a "propaganda of truth"—is well worth the effort.





WAR OF WORDS is being fought on the Korean front as a South Korean (left) appeals over a PA system to the Chinese Communists to surrender. An Army sergeant (right) loads leaflet bomb which will be dropped over enemy forces.

THE BULLETIN BOARD

555 Commissioned Warrants Advanced to W-3 and W-4; Directive Lists Selectees

A total of 555 commissioned warrant officers, both permanent and temporary, have been advanced to pay grades W-3 and W-4, as announced in BuPers Circ. Ltr. 106-51 (NDB, 30 June 1951).

Those selected for assignment to pay grade W-3 are CWOs with commissioned service from 1 Aug 1944 or earlier, and those with service from 30 June 1939 or earlier were assigned to pay grade W-4. They were drawn from both the Navy and Naval Reserve on active duty, and were recommended for the higher pay grade assignments by a selection board recently convened by the Secretary of the Navy.

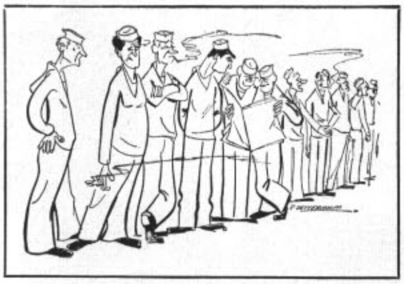
In addition to the 555 advanced immediately, a waiting list of 316 of the selected commissioned warrant officers has been established for assignment to pay grade W-3 as vacancies occur in the presently authorized number of that grade. Officers serving in the grade of ensign or above will be assigned to pay grade W-3 at the same time as the assignment of those serving in CWO grades who have the same length of commissioned service.

Permanent commissioned warrant officers serving temporarily in the grade of ensign or above are not charged to the authorized numbers in pay grades W-3 and W-4.

The names of CWOs assigned to pay grades W-3 and W-4 are included in the circular letter. The assignments of those advanced immediately are retroactive to 23 May 1951 for pay purposes. The names of those on the waiting list are also included in the announcement.

The Chief of Naval Personnel will notify the officers on the waiting list by individual letter of the date of their assignment to higher grade.

Commissioned warrant officers, permanent and temporary, who are now serving in the grade of temporary ensign or above are not entitled to the pay or allowance of the assigned warrant grade while serving in such higher temporary rank.



USNH Oakland, Calif.

"I don't know . . . but if it's chow, pay, haircuts or liberty, I need it."

Hold Up That Request For Missile School

The waiting list of candidates for the Guided Missiles School, Point Mugu, Calif., has been discontinued by BuPers, and a new procedure for selecting candidates is now in effect. Men whose names were on this list are being notified of the change by individual letter.

Individual requests direct to BuPers for assignment to duty under instruction at the Guided Missiles School are not desired. Prior to the convening date of each class, BuPers will request ComServLant and ComServPac to nominate men of various rates and ratings required for the class convening at that time. When these nominations are received BuPers will make the individual selections for the school.

Those personnel who are not selected will not be retained on a BuPers waiting list.

Men selected for this school are ordered for duty under instruction on a non-returnable quota basis. Candidates for this school must possess the following qualifications:

- Must be a volunteer.
- Have a minimum of four years' active naval service.
- Have two years' obligated service upon entry into the school.
- Have one year continuous sea duty since last shore duty.
- Have a minimum GCT plus ARI test score of 115.
- Have clear records and be considered a good security risk.

For further information on this school see ALL HANDS, October 1950, p. 2.

Officers Must Submit List Of All Previous Stations Including Duty in Ships

To fill a growing need for information as to just how much of an officer's duty has been performed in sea-going ships, BuPers Circ. Ltr. 96-51 (NDB, 15 June 1951) requires all officers on active duty to submit a complete listing of all duties performed since date of first commission or warrant to 1 July 1951, together with a summation of the number of months in each cruise which were "in a ship."

The Officers Data Card (NavPers 340) has recently been revised and now contains a column marked "Check if in Ship." It is desired to utilize this column to obtain the information contained above.

In order to simplify the problem, where alternate periods were performed on ship and on shore—such as underway training command or aviation squadron attached to a carrier—such periods may be classed as duty in a ship.

The date for submission of the first Officer Data Card this year is as soon after 1 July as possible. The information required on this card must include a complete duty listing, both sea and shore, covering the period from date of first commission or warrant up to 1 July 1951.

The only information required on the face of the "July" data card will be that contained on the first line (the identification section), the date and the individual's signature. Officers should forward the completed card direct to the Chief of Naval Personnel (Attn: Pers E2), Navy Department, Washington 25, D.C.

The information furnished on this card will be filed in each officer's record and should result in more complete career planning on the part of both the officer and the Bureau and give greater emphasis to training and experience at sea.

The regular Officer Data Card, due annually as of 1 August, should be prepared in accordance with the instructions contained in Article B-2205 BuPers Manual, and submitted as usual.

Enlisted Women Are Given Clothing Allowance Boost To Meet Price Increases

Clothing allowances for enlisted women, other than chief petty officers, were increased 1 July 1951 to compensate for the price increases of women's clothing and small stores which went into effect on that date.

The initial clothing monetary allowance has been increased from $252.10 to $310.15. The monthly maintenance allowance is increased from $4.50 to $5.10 for enlisted women with less than three years' service. For women with more than three years' service the allowance was increased from $6.00 to $7.20.

Similar adjustments were made in men's allowances 1 March 1951 when price increases were placed in effect.

The increased prices have been made necessary as the result of increased costs of materials for the manufacture of women's clothing and small stores, and a new Department of Defense pricing policy which requires that prices be established at costs of replacing stocks in the current market. This policy will result in more rapid increases in prices during a period of rising costs, and on the other hand a more rapid decrease in prices in a declining market.

Here are a few examples of increased costs to the Navy of fabrics used in the manufacture of women's clothing and small stores items: Serge used in dress blue uniforms has increased from $3.15 a yard to $5.60; blue cotton cloth used in shirts went up from 40 cents a yard to 60 cents. Increased costs in leather and manufacturing of dress black shoes boosted the price from $4.50 to $6.25 a pair.

The Department of Defense sets the clothing monetary allowances to establish uniformity in content of the minimum outfits of enlisted personnel of all the armed forces. The initial allowance provides an amount necessary to purchase every item in the minimum outfit, plus an allowance of $35.00 for lingerie

Over 1/3 of New Ensigns Are Former Enlisted Men

More than one-third of the 722 recently-commissioned ensigns from this year's class at the Naval Academy are former enlisted men of the U.S. Armed Forces.

WHAT'S IN A NAME

Mess

One of the expressions most frequently heard around naval activities ashore and afloat involves the word "mess." We hear it in terms such as mess call, mess hall, mess cooks, mess flag (or pennant), general mess, CPO mess, officers' mess, flag mess, captain's mess, admiral's mess, mess rations, mess treasurer, mess gear, messmen, messmates, messing compartment, mess tables, mess jackets, etc.

The word "mess" can be used as a noun, verb or adjective. It can mean, among other things, to eat something to be eaten, or a group of persons eating together. The old Navy had its mess "kids" (as distinct from today's mess "kits"), which did not refer to mess "boys" but rather to large wooden serving tubs. Sailors sharing the same tubs soon became known as messmates.

Despite the popular use of the term, the exact origin of "mess" is rather obscure. Some authorities claim it is derived from the Latin "mensa," meaning table. Others believe the word is from the Spanish "mesa," also table, or from the Old French or Gothic "mes," meaning a dish. Some think the word is from the Latin "missus," a course at a meal, while still another version is that the word comes from a verb form of the Latin "mittere," meaning to put or place (e.g., on the table).

In early English use, the term "mess" denoted four, and was often used in referring to small groups of that number into which companies at banquets were divided for purposes of being served. Shakespeare wrote of Henry VI's four sons as his "mess of sons."

Of entirely different meaning, the word "mess" as denoting a hodgepodge or confusion is from the German "mischen," meaning to mix.

Term 'Absentee' to Replace 'Straggler'; Reward Omitted

No longer will naval personnel who unlawfully depart from or remain away from their places of duty be called "stragglers." Now, when an enlisted person remains away from his duty station without authority, he will be placed in the status of "absentee."

As before, an absentee will be declared a deserter on the 30th day of absence or on the next regular working day thereafter, or sooner, if it is obvious that he intends to desert.

Naval Reservists Helped Our Nation Carry Its Role in World Leadership

Editor's Note—Because of its widespread interest to all Naval Reservists on active and inactive duty, the following article is presented by ALL HANDS. *The material was prepared by Captain J. H. Shultz,* USN, *Assistant Chief of Naval Personnel for Naval Reserve.*

Korea broke the ice. The Navy has had a chance to "find out" if our ready trained Reserves could be quickly mobilized and integrated into the naval establishment.

What are some of the things that we "found out"? First and uppermost we have found that the Reserves were able to take up where they left off in World War II and work with the Navy in accomplishing the task assigned the naval service.

We "found out" that the Naval Reserve is able to carry out its mission—"To provide a force of qualified officers and enlisted personnel who are available for mobilization in the event of a national emergency, and who together with the active and retired personnel of the Regular Navy can effectively meet the needs of the expanding naval establishment, while adequate flow of newly trained personnel is being established."

We "found out" that there are a lot of headaches involved in a mobilization process. Headaches for personnel already on active duty and headaches for those ordered to active service.

All of you are familiar with your own headaches. Many of you probably haven't stopped to think about why these headaches were necessary, and whether or not ones responsible for effecting your mobilization had headaches.

Recall for a minute some of the events that have happened since 25 June 1950 when the North Koreans invaded South Korea.

We as a nation in our new role as the defender of man's right to freedom accepted our responsibility and immediately placed our military forces at the disposal of the United Nations.

The Navy at that time was in the process of being reduced in size. In fact, fiscal year 1951, starting 1 July 1950, was to start another 10 per cent reduction in the size of the Navy. So, at a time when additional Navy personnel were suddenly needed, steps had been taken in the other direction.

Volunteers from the Naval Reserve were immediately asked for and very gratifying response took place. But a planned increase could not be dependent on volunteers alone, because many of the rates and ratings that were needed did not coincide with the job codes of the volunteers.

Soon after we started the drive against the North Koreans, two other factors became apparent. First, the military capabilities of the North Koreans, and second, the possibility that the international situation might deteriorate at any moment. Our troops in Korea were driven back to the Pusan perimeter.

The President immediately announced a build up of our armed forces from 1½ millions to 3 millions. This large increase meant that the planned increase could be met only by reinstituting the Selective Service Act of 1948, and by ordering Reserve components to active duty in order that the increased military forces could operate effectively as a fighting team.

Legislation was enacted by Congress extending the Selective Service Act of 1948 and authorizing the President to order Reservists involuntarily to active duty for 21 months, the period of the obligated service imposed by the Act.

This law became an actuality on 8 July 1950. Meanwhile the mothball Fleet was being partially activated. Ships were ready to assist our hard pressed troops, but officers and men to man the ships and augument the active Fleet were not available.

Procedures for the involuntary ordering to active duty of Naval Reservists were devised, and officers and enlisted men started reporting for duty in late July 1950.

During the early phases of the expansion, some individual inequities developed. Time was essential, and in the process of building up our Fleet, many Reserves were given short notice in which to straighten

SONGS OF THE SEA

Cape Cod Girls

Cape Cod girls they have no combs,
Heave away! Heave away!
They comb their hair with codfish bones,
We're bound for California!

Cape Cod boys they have no sleds,
They slide down dunes on codfish heads.

Cape Cod cats they have no tails,
Heave away! Heave away!
They lost them all in sou'east gales,
We're bound for California!

—Old Sea Chantey.

Commissions in Reserve Open to Women Applicants

The Navy is now offering general line commissions in the Naval Reserves to qualified women applicants under a new procurement program.

The women selected will be commissioned ensigns of the line and Supply Corps, USNR, and ordered to the General Line School, Newport, R. I. Successful graduates will be ordered immediately to active duty at shore stations. This program is in addition to the line commissions offered in the Regular Navy.

To qualify, candidates must have reached their 21st but not their 27th birthday, hold a baccalaureate degree from an accredited college, and pass tests for physical fitness and aptitude for naval service. Proficiency in mathematics through trigonometry, a former requisite for line commissions in the Reserves, has been eliminated.

out their personal affairs before reporting to active duty. Deferments were asked for, and each time one was granted someone else had to take the "bounce" of a short notice of orders to active duty.

In times of strife, some must contribute more than others and no doubt some Reservists feel that their lot has been especially hard. But the job had to be done, and in a large measure the initial recall fell to those presumed to be most available and best trained—namely, to the members of the Organized Reserve.

Policy was soon developed for all the armed services to release enlisted men with four or more dependents. Students were allowed to finish high school or a current semester in college. Considerations such as family finances, health, were considered in determining deferments. All could not be deferred and the problems of the deferment boards were not easy to resolve.

The priority of active duty orders has caused some Reservists to wonder why members of the inactive Reserve have been ordered to duty prior to members of the Organized Reserve. Many of you know rated men at home who were in the Organized Reserve when you (V-6) left, and who are still at home. One of two reasons account for this apparent inequity. First, the rating of the Reservist at home is not one that was needed to man the Fleet and further, as the numbers of men in different ratings vary, the supply of some rates in the Organized Reserve were quickly exhausted. The only source left was the V-6 inactive pool, and some requirements could not be filled even from that source. The second factor was the deferments or releases in the Organized groups. The policy of exempting men with four dependents from the recall list meant that some Organized Reservist stayed home. Others have been given deferments for hardship reasons of one type or another. To explain each case, why one was called and another was allowed to stay home, would be a tremendous task. Policies that were set up to take care of this situation gives as fair a break for all concerned as can be devised.

Advance notice of date of active duty orders was made possible as

"Here!"

we began catching up with our Fleet requirements. Korea seemed to be all but "in the bag" when the Chinese Communists came into the picture in late November. The President, on 16 December, declared a national emergency and added another half million to the national military requirements. Additional quotas had to be sent to the commandants and again speed and time became important. Many officers and men were not given the three to four months' notice that the Navy had planned.

So you can see that headaches were shared by those doing the calling as well as those called. The job of getting you ordered, processed, and assigned was not easy.

Retraining was not possible for most of you because necessity for your immediate service did not allow the time. The job you were given often picked up where you left off four years ago, and it took some "breaking in" to again feel familiar on the job. Sometimes you were expected to do even more than was expected of you when the Navy had over three million men.

Some fought the old battle of the Reserves versus the Regulars. Some Reserves enlisted in the Regular Navy. Each of you individually made your own adjustment and finally a working team was again available for a more-than-twice-the-size Navy we had before Korea.

In the initial stages, it was unavoidable that some people were not immediately assigned to duties fully consistent with their ratings. However, the assimilation of these people into the naval establishment was accomplished. All these adjustments have speedily created a Navy of a size and efficiency that dwarfs the initial augmentation of the Navy in the last war. Some might think that our size is too large for the present job. But most of you know and appreciate that in war conditions or in times when an all-out war threatens our Nation, we can't afford to have just the exact amount of men to do one job today, and be ready to do a much bigger job tomorrow if all-out war started.

By now we can see that our effort had paid off in many dividends. We have, as a nation, carried our role of world leadership well. Planned release of Reservists will soon begin. It all adds up to the fact that you were in the Navy. Your nation called upon the Navy to do a job and you have responded.

Reserve Dental Officers May Ask Transfer to USN

Dental officers of the Naval Reserve serving on active duty in the grade of lieutenant (junior grade) or lieutenant may apply for appointment in the Dental Corps of the Regular Navy, according to BuPers Circ. Ltr. 89-51 (NDB, 15 June 1951).

Applicants must be under 37 years of age.

Requests for consideration should be addressed to the Chief of Naval Personnel (Attn: Pers-B221), via the applicant's commanding officer, and received in BuPers prior to 15 Oct 1951. A special fitness report (NavPers 310), and a Report of Physical Examination, which may be made by regularly convened Boards of Medical Examiners, should be enclosed with the request.

Age and professional experience of selected applicants will determine the grade of appointment. Normally, the grade will be the same as held in the Naval Reserve, but will not necessarily be with the same precedence and date of rank. Appointments above the grade of lieutenant will not be made.

Professional examination will not be required. However, at the time of appointment the selected candidates will be examined by specially convened Boards of Medical Examiners as a requirement for appointment in the Dental Corps, USN.

HOW DID IT START

Tarpaulin Muster

When the old-time sailor got the word that a tarpaulin muster was to be held, he knew it didn't signify he should lay aloft in the canvas to answer the muster roll, or that the ship's tarpaulins were to be broken out for inspection. To him, it meant one of two things—either a shipmate was in financial distress, or the crew was about to pool their small change for some common purpose.

In either event, a blanket or tarpaulin would be rigged as a catch-net and the crew would file past and toss in whatever they felt they could contribute to the occasion.

Tarpaulin musters were commonly practiced when a popular shipmate was discharged from the service without funds, or when it was desired to take a collection of money for the family of a deceased member of the crew.

On the pleasanter side, when a ship was nearing port and (which was more than often the case) several of the ship's company might be financially embarrassed, the entire crew might contribute to the tarpaulin muster so that every man might share in the fun on the beach.

As time went along, the various financial aid and benefit opportunities becoming available to seamen tended to decrease the necessity for the tarpaulin muster, and today the old custom is seldom observed. True, even in these modern times, a tarpaulin muster of sorts, though not involving blanket or canvas, quite often is conducted privately among shipmates prior to departure on liberty.

Only recently, however, an old-fashioned tarpaulin muster was held on board a Pacific naval transport ship. Among the vessel's passengers on a westward voyage were two Japanese stowaways whom the U. S. immigration authorities had ordered returned to their native country. It was during the trip to the Far East that the tarpaulin muster was arranged in order that the unhappy travelers might have some expense money to carry them over from the time they would be released by Japanese officials until they could find employment.

When the ship docked, the American "muster" money was exchanged for Japanese yen and placed at the disposal of the two men who voiced their excellent opinion of the Navy and Americans in general, and expressed their gratitude for the humane treatment they had been accorded.

Value of Hospital Rations Revised Downward for 1952

A revision in the value of hospital rations has been announced in Alnav 51-51 (NDB, 15 June 1951) for fiscal year 1952, which began 1 July. A new daily ration of $1.11 has been set because the $1.20 figure for fiscal 1951 was found to be too high a figure. It is expected that the current costs of food and service will diminish somewhat during fiscal 1952.

In the case of dependents the daily charge of $1.75 for subsistence and medical care will remain unchanged. The amount earmarked for subsistence will be diminished from $1.20 to $1.11, but the difference will be absorbed in the medical care portion, raising this figure to $0.64 daily.

The nine-cent decrease in hospital rations will not be felt by an enlisted man in any way. For those who come to a hospital from an activity where they are already receiving a "ration in kind" (which means they are being furnished with meals), it will merely mean a different set of cooks and bakers when they are hospitalized.

Personnel who are receiving subsistence allowances will no longer receive this allowance when hospitalized, but will be furnished meals by the hospital.

Checkages and collections for subsistence furnished hospital staff personnel, military and civilian alike, will remain the same.

1 November Is Date Set For Increase in Rentals Of Navy Housing Units

Rentals for quarters in Navy housing units in the United States and overseas will be increased next 1 November. Originally, BuDocks announced the increase would be effective 1 August.

This marks the first time rates for Navy housing have been raised since 1943. The action follows enactment of the Dependents' Assistance Act of 1950 which substantially increased the amount of basic allowance for quarters.

Under the provisions of the act, enlisted men of the lower three pay grades—who formerly drew no BAQ—now get $45, $67.50 or $85 monthly, depending on their pay grade and number of dependents. Other enlisted men who were entitled to $37.50 per month, now get $67.50 or $85—depending on the number in the family.

Here are the new monthly rates for enlisted personnel. New rates for officer personnel and civilian employes will be announced later. Personnel who are furnished government quarters in lieu of rental allowance are not affected by the new order.

Table of Rates

Type of housing	New Rate	Old Rate
For enlisted personnel receiving $45 BAQ:		
Bachelor apartment (no bedroom)	$18.00	$9.00
One-bedroom unit	21.00	11.00
Two-bedroom unit	24.00	13.00
For enlisted personnel receiving $67.50 BAQ:		
Bachelor apartment (no bedroom)	$27.00	$18.50
One-bedroom unit	30.00	21.00
Two-bedroom unit	33.00	23.50
Three-bedroom unit	36.00	26.00
Four-bedroom unit	39.00	28.50
For enlisted personnel receiving $85 BAQ:		
Bachelor apartment (no bedroom)	$33.00	$18.50
One-bedroom unit	36.00	21.00
Two-bedroom unit	39.00	23.50
Three-bedroom unit	42.00	26.00
Four-bedroom unit	45.00	28.50

No rentals for officers or civilian personnel will be lower than the scale established for enlisted men in the $85 per month BAQ bracket. The term "officers" includes noncommissioned warrants and commissioned warrant officers.

The Navy is also raising the rates on government-owned furniture, with the exception of that in quarters without a bedroom—the bachelor apartments.

The rates on furniture rental will be as follows:

	New Rate	Old Rate
One-bedroom unit	$4.50	$3.50
Two-bedroom unit	6.00	4.50
Three-bedroom unit	7.50	4.50
Four-bedroom unit	9.00	5.00

Rates for dormitory (non-housekeeping) accommodations will be increased as follows: Single room, $24 monthly or $6 weekly—formerly $16 monthly or $4 weekly. Double room (two in a room), $18 each monthly or $4.50 each weekly—formerly $12 each monthly or $3 weekly.

Photo Reading Course Fills Need Created by Conflict

A condensed but complete course in photo reading is in operation at NAS Barber's Point, Oahu, T.H. Designed to train enlisted photographic readers to assist intelligence officers in analysing and interpreting photographs, the course is helping to fill the gap of much-needed photo readers made apparent by Korea.

The four weeks' course consists of 17 phases of training. Beginning with an introduction to photographic interpretation, it emphasizes basic interpretation techniques and covers such subjects as reconnaissance photography, mathematics, camouflage, identification and industrial studies.

Pacific Fleet enlisted personnel in four ratings—QM, PH, AF and DM—are eligible to take the course. Selected members of the Marine Corps may attend. Officers chosen by their type commanders also may take the training.

Students who show outstanding interest and aptitude for this work are recommended to take the complete course at the Photographic Interpretation Center, Washington, D. C., upon completion of their present tour of duty in the Pacific.

1 Sept 1951 Is Deadline For South Dakota Bonus

Deadline for filing claims for the South Dakota veterans bonus is 1 Sept 1951.

Veterans who resided in the state at least six months immediately prior to entering the service are eligible provided they served not less than 90 days between 7 Dec 1941 and 2 Sept 1945. Discharge or release other than dishonorable or in active service is also required.

Applications should be addressed to Director, South Dakota Veterans Bonus Board, Capitol Bldg., Pierre, S. D.

Evaluation Sheet for POs Revised For Future Use

Having proved valuable over a trial period, the "evaluation sheet" for CPOs and first class petty officers (NavPers 1339) will be continued in use throughout the Navy.

Continued use of this form for periodic reports is directed in BuPers Circ. Ltr. 91-51 (NDB, 31 May 1951), which also announces certain revisions in its content.

Some commands may have already received the revised forms. The older form however may be used in those ships and stations where the revised form is still not available.

Instructions on submission, procedures for using the form, and petty officers affected remain essentially the same. Here are the more important changes:

- The bottom half of each box in the left hand "trait" column, formerly a blank space, is now labeled "Not Observed." A small space opposite this is to be checked if applicable.
- In some cases the wording of the descriptive phrases to the right of the traits has been altered. For instance, opposite *Industry* the phrase "Usually on the job; does his share; resents doing other's work" now reads, "Usually on the job, does his share."
- Another block has been added on the back of the form to indicate qualifications for CPO and the rate to which advancement is recommended.

Thorough Indoctrination In Justice Code Replaces Reading Rocks and Shoals

The Navy's requirement of many years that "Rocks and Shoals" be read every six months is now a thing of the past.

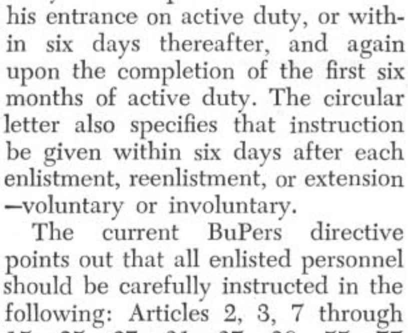
The new Uniform Code of Military Justice which became effective 31 May 1951 supersedes the Articles for the Government of the Navy as well as the old regulations of Naval Justice.

All enlisted personnel on active duty must still receive instruction at specially designated times on certain articles of the new code. However, under the new code it is felt that thorough indoctrination is more beneficial than a required reading every six months.

Commanding officers are directed by BuPers Circ. Ltr. 82-51 (NDB, 15 June 1951) to provide instruction in pertinent articles of the code to every enlisted person at the time of his entrance on active duty, or within six days thereafter, and again upon the completion of the first six months of active duty. The circular letter also specifies that instruction be given within six days after each enlistment, reenlistment, or extension —voluntary or involuntary.

The current BuPers directive points out that all enlisted personnel should be carefully instructed in the following: Articles 2, 3, 7 through 15, 25, 27, 31, 37, 38, 55, 77 through 134, and 137 through 139.

A complete text of the new Uniform Code of Military Justice has been inserted as pages 1 through 20 of the 1948 edition of *Navy Regulations*. It is also contained in its entirety in the *Navy Department Bulletin* of 15 June 1950.



"Look, Harry, it does write under water."

Critical Housing Shortage Reported in Most 11th Naval District Areas

Here is the latest information on housing conditions in the 11th Naval District. District commandants and naval activities are urged to submit current information on housing conditions to ALL HANDS for publication.

Expansion of the military establishment and the subsequent influx of Navy and Marine personnel and their dependents resulted in a critical housing shortage in Southern California and the Phoenix, Ariz., area.

Personnel ordered to duty in these localities are urged not to bring their dependents until arrangements for housing are made.

California

San Diego area—The housing situation is considered critical everywhere within a 20-mile radius of San Diego, including Coronado, National City, Chula Vista, La Mesa, El Cajon and Del Mar. No immediate housing is available for Navy families coming into the area. There are long waiting lists for Navy and government-controlled housing: it takes three to four months to get Navy housing, at least six to eight months to get into the federal housing project.

Private housing is also critical and the rents are generally quite high. Furnished houses and apartments rent from $80 to $225 per month. Unfurnished houses rent from $50 to $175 per month.

Motels, hotels and motor courts are adequate and usually readily available. Trailer park facilities are available. Monthly rates from $20 to $25, plus electricity charges.

Personnel ordered to the San Diego area should contact the District Housing Officer, 3150 Barnett, San Diego 10, Calif., prior to transfer.

Oceanside area—There is a critical shortage in the Camp Pendleton area, including Oceanside, Carlsbad, Fallbrook, Vista, San Clemente and other neighboring cities.

Federal housing is extremely limited and private housing is critical. Occasionally, an unfurnished home will become available for about $100 per month. Occupancy is usually restricted.

Rooms with kitchen privileges rent for $10 weekly and up. Rentals in "resort" dwellings sharply increase during the summer months.

There is a waiting list for motel accommodations. Here again, rates increase during the summer months. Hotel rooms are usually obtainable, if one places a reservation well enough in advance.

City ordinances prohibit the renting of parked trailers. There are waiting lists for space in trailer parks—which usually rent for $5 per week per couple, with additional charges for children in some instances.

Long Beach-San Pedro area—There are four Navy housing projects in the area and application and assignment is made through the Navy Housing Service, Room 500, Federal Building, Long Beach, Calif., which also helps locate other government or private housing.

There is a long waiting list for moderately priced permanent rental housing and temporary—quonset hut—type housing is critical.

Rentals in Long Beach are available to couples *without* children and to officer couples with children, within the $75 to $125 rental range.

Motel and hotel accommodations are available. The rent is usually $35 per week for a double room in a motel. Apartment hotel accommoda-

Watch Doctors Help Shipmates Have Good Time

Men with watches in need of repair don't have to worry if they are serving in USS *Mt. McKinley* (AGC 7) or USS *Los Angeles* (CA 135), thanks to the hobbies of two of their shipmates.

Myron J. Carraway, QMC, USN, attached to the staff of Commander Amphibious Force Pacific Fleet (*Mt. McKinley,* flagship) and LCDR William J. Organ, ChC., USNR, chaplain of the heavy cruiser, have made watch repairing their spare-time avocation.

Chief Carraway's interest in watch repairing began in the "watch city" of Waltham, Mass., when as a small boy he would take clocks apart and sometimes put them back together again. His watch repairing activities began in earnest four years and 2,000 watches ago when he completed a correspondence course in watchmaking and was certified as a watchmaker by the State of Illinois.

He keeps a supply of balance staffs, mainsprings, stems and crowns on hand, as these are the most frequent source of trouble. If a special part is needed he orders it from the States.

The first watch he repaired on board *Mt. McKinley* was the captain's watch. Then, in his jury-rigged shop in the chart-house, he waded into the crews' faulty tickers. The word got around, and before long, soldiers at Pusan, Korea, were looking for the watch doctor.

Chaplain Organ's interest also began when he was a boy. An old German jeweler saw him watching through the window of his store. He invited the future chaplain in and taught him the art of repairing watches and clocks.

During World War II Chaplain Organ repaired more than 3,600 watches for enlisted men—all free of charge. His tools in most cases are donations from watch companies and friends. Foremost among the pieces of equipment is a demagnetizing unit. This unit gets a good workout because most of the watches brought to the chaplain's combined office and watch-repair shop are in need of demagnetizing.

tions are sometimes available, with rent starting at $17.50 per week.

There are several well-located trailer parks. Rates vary from $3.75 per week to $20 per month and usually include electricity. Children are not welcome in all parks, however.

Oxnard-Port Hueneme area—There are waiting lists for low cost federal housing units near Port Hueneme and the Naval Air Missile Test Center, Point Mugu. Rents vary from $19 for an unfurnished studio to $45 for a furnished three-bedroom unit, based on the salary of the head of the household.

Private housing is sometimes available. Rates generally range from $45 to $125 for two and three-bedroom furnished houses. Unfurnished housing is somewhat cheaper.

There are 15 small hotels, 16 motels and 15 trailer courts in the area.

Some housing is available at "Hollywood by the Sea"—a small resort area. Rates are increased during the summer months.

Ventura area—Private housing, when available, consists of furnished and unfurnished houses and apartments. Two and three-bedroom units rent from $45 to $135 per month.

Hotels are small and rates average between $3 and $4.50 daily. Motels are excellent and plentiful. Rates are from $4 to $6 per day. There are a few trailer courts with space renting at about $20 per month.

Santa Barbara area—Santa Barbara is about 40 miles from Oxnard. Rents are high in comparison with the condition of available housing.

The waiting list for the Pilgrim Terrace project exceeds the number of units. There are long lists for other projects in the area.

Private housing at Goleta and other nearby points varies from $85 for rather unsuitable housing to $200 for better housing. Apartments, rated "fair," average $60 to $90.

There are many good hotels. Rates vary up to $23 per day for a double room. Motels are also plentiful—rates vary up to about $18 per day for a double. Most of the trailer parks are filled. Costs are about $30 monthly.

Santa Paula and Carmarillo area—These towns are about 14-16 miles from the Naval Station, Port Hueneme, and slightly farther from Point Mugu. Hotels average $3-$4 per day. Trailer court space can be rented for about $20 per month. Private housing is considered on a par with Ventura and Oxnard housing areas.

El Centro area—Housing is quite limited here. There are waiting lists for Homoja (quonset hut type) and defense housing.

Some private rentals are available; prices begin at $85 per month for a two-bedroom home. There are good hotel and motel accommodations at rates of $4 to $5 a day for two.

The trailer park situation is poor. Rates are $3.50 per week for two, with an additional charge if there are children.

Inyokern area—Very little housing

Tin Can Switches COs While Going Through Canal

Most people would think that a ship could make the 50-mile journey through the Panama Canal with one commanding officer. Crewmen of USS *English* (DD 696) are still talking about their "quick switch in the Big Ditch" which they believe set some sort of record.

Just before the destroyer set sail from Norfolk, Va., Commander Raymond J. Toner, USN, reported aboard to relieve Commander Matthew DeMaria, USN, commanding. He decided not to assume command, however, until he got acquainted with the new vessel.

As *English* entered Gatun locks on the Atlantic side of the Panama Canal, Commander Toner announced that he had completed his inspection and was ready to take over. The public address system squawked, "Now all hands lay aft to the fantail for change of command," but before Commander DeMaria could relinquish his command, *English* had entered Miraflores Lake—a fresh-water lake in the middle of the isthmus. As the ship left the lake, entering the Pacific, Commander DeMaria was put ashore, leaving Commander Toner in charge, and the ship proceeded to Korean waters.

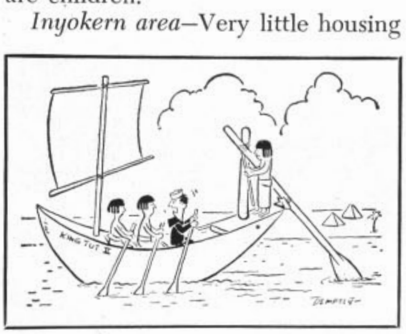
Thus *English* was commanded by one officer in the Atlantic ocean and by another in the Pacific, on the same day.

Commie Cook Quits After Marines Ruin Chow Line

Holding down the job as cook for a group of Communist soldiers in the front line is a task full of uncertainty.

One Chinese Communist soldier-cook had his fill. He came through the First Marine Division lines indicating he wanted to surrender. The Marines found an interpreter, and through him asked the prisoner why he had left his own outfit.

"I cook breakfast for 60 soldiers," came the reply, "then they go out to fight. Nobody come to dinner, so I think I'd better go south."



"So this is how it was back in the *old* navy."

Kite Plays Vital Role in Military Equipment

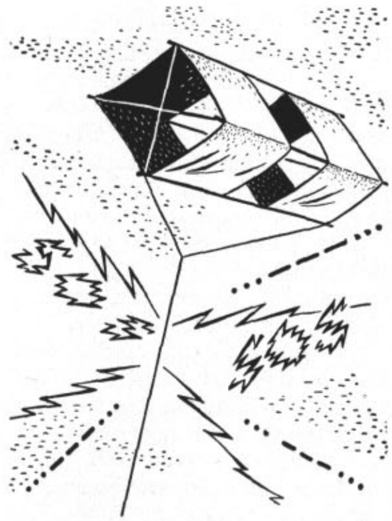
The kite, one of the oldest and oddest pieces of military equipment, is still doing service with all three branches of the armed services.

Usually thought of as a toy, the kite has played a part in military matters since its invention, attributed by some sources to a Korean general many centuries ago. Other sources say it was invented around 400 B.C. by Archytas, of Tarentum (Taranto, Italy).

Today, Navy patrol aircraft carry kites as part of their survival equipment. When the crew of a downed plane climbs aboard the life raft one of the first things they do is try to make known their distress. The kite enters the picture as part of the equipment for the Gibson girl, a hand-powered radio transmitter.

To get any range out of this set, an antenna is needed capable of extending high into the air. Hydrogen-filled balloons are the first choice for carrying the antenna aloft. In time, however, the gas leaks out collapsing the balloon. Or there might be too much of a breeze, which keeps batting the balloon down to the waves. The kite presents neither of these problems.

Survivors rig an aluminum-framed, cloth-covered box kite and send it aloft. The orange-yellow color of the kite cover increases



the chances of men being sighted.

Kites are used by the Air Force in its radar training program. Rigged with metal reflectors, the kites are sent skyward where they act as targets for radar trainees.

The Army Signal Corps makes use of kites under special meteorological test and research conditions. Ordinarily captive balloons are used, but during strong breezes large kites are more serviceable.

During World War II some German submarines had man-carrying kites on lookout duty. These kites had a wing span of 12 feet and were equipped with a seat. Long before eyes at sea level could see an enemy ship, the kite-rider had sighted it from his perch.

Going back to the Boer War we find the British Army using kites

for both military and civilian employes, who work at the Naval Ordnance Test Station. There is a long waiting list for station housing.

No federal housing is available and private dwellings are limited. Some of the privately owned houses are sub-standard. Rents start at $60.

There are no hotels in the area. Motel prices range from $3.75 to $7 per day. Motel owners decline to give a weekly rate to permanent residents.

The six trailer parks are considered sub-standard. Rental rates for trailers are approximately $15 per week. Trailer space can be had for from $5 to $10 weekly.

Barstow area—All housing is limited and there are waiting lists for the Navy units and the Victory housing project.

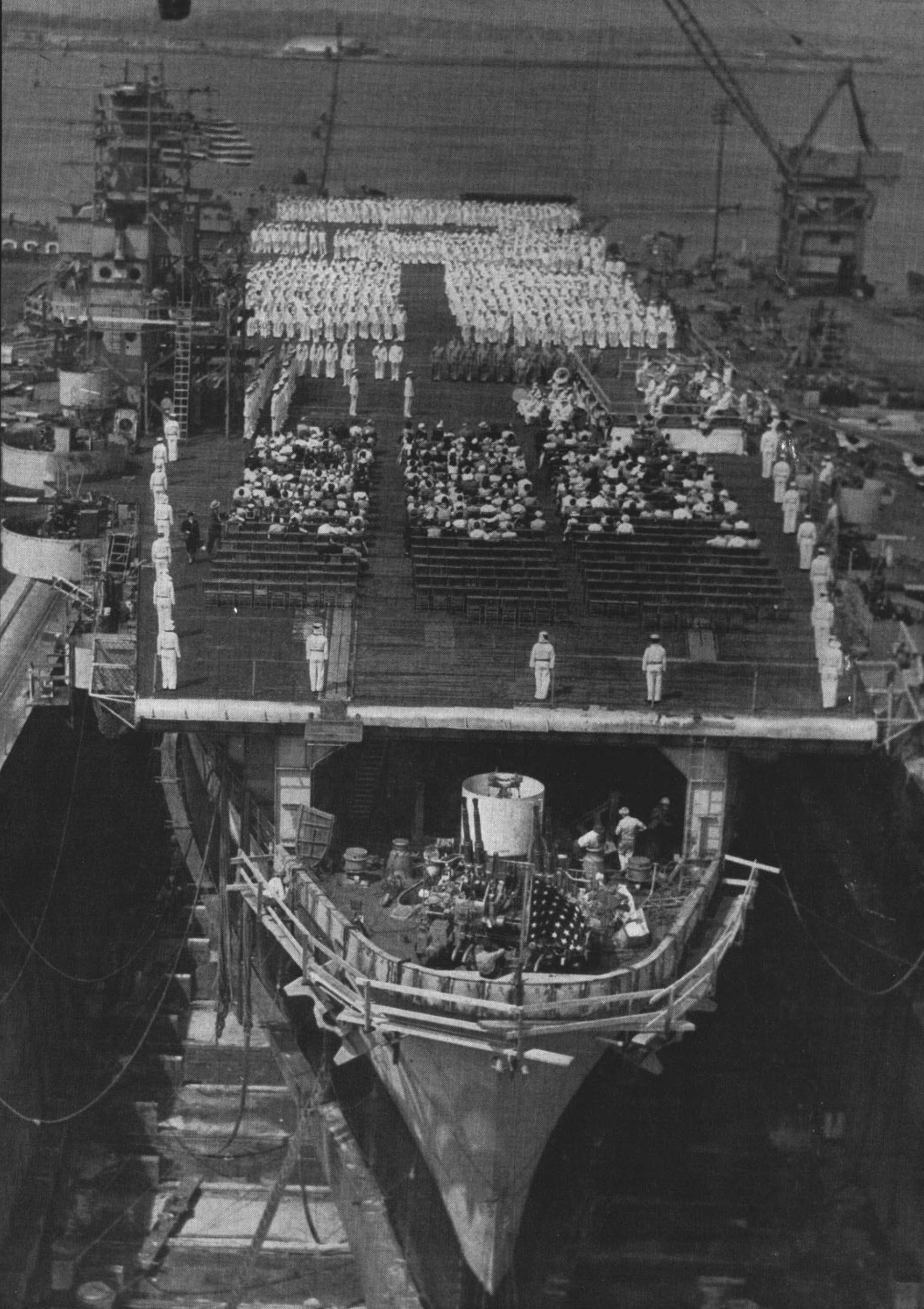
Private housing is difficult to obtain. Rates range upward from $75. Motel and hotel accommodations are both limited and expensive. The trailer parks are considered second and third rate.

Personnel should leave dependents behind unless they are prepared to pay high rates for motel accommodations for an indefinite period of time.

Arizona

Phoenix area—Housing is critical near the Naval Air Facility, Litchfield Park. Housing in the Phoenix area is considered undesirable for naval personnel because of the wide variation between summer and winter rates.

There is a long waiting list for the small apartment units. Electricity and water are furnished but there are no gas facilities. Oil burn



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