

*Ed. of 1951*

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1951

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VICE ADMIRAL LAURANCE T. DUBOSE, USN  
The Chief of Naval Personnel

REAR ADMIRAL JOSEPH F. BOLGER, USN  
The Deputy Chief of Naval Personnel

CAPTAIN WILLIAM B. TUCKER, USN  
Assistant Chief for Morale Services

Editor: LCDR C. J. Nash, USN

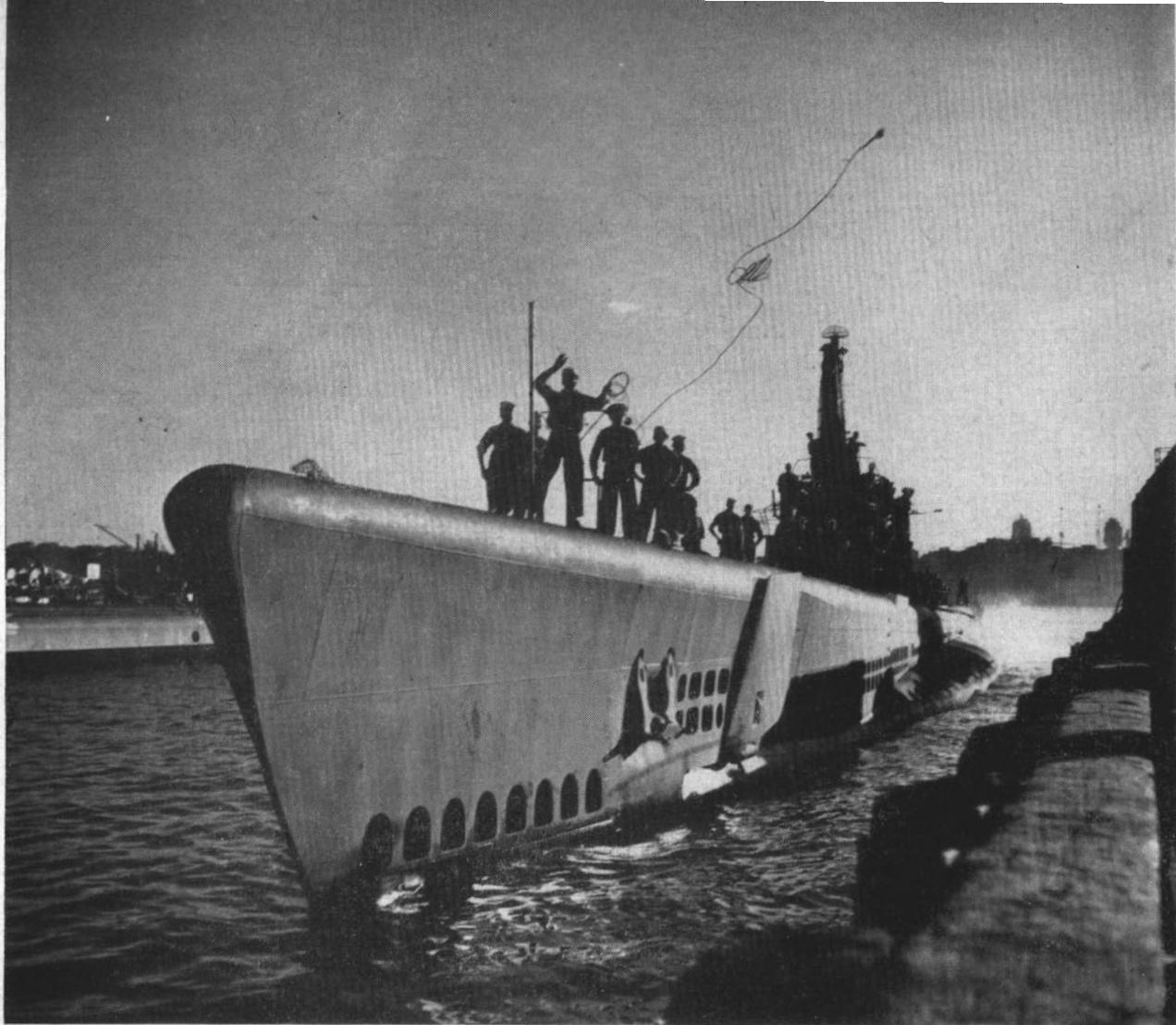
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- FRONT COVER: Symbolic of the Christmas season, the glee club of USS *Toledo* sings at Sunday services conducted on the fantail of the heavy cruiser while in port at Pusan, Korea.
- AT LEFT: Always on the alert, gun crews of USS *New Jersey* take a turn at a gunnery sleeve being towed by a plane.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated. Photos pages 24-26, Coast and Geodetic Survey.





## Takes a Good Sailor to Be a Submariner

**MEN—GOOD MEN**—are needed for the “Silent Service.”

The term “Silent Service” refers, of course, to submarines, the sleek undersea fighters the Navy is counting on to play an important role in any future trouble. To man these underwater boats, the submarine service is always on the lookout for smart, healthy, eager young men. Already an increased slice of Navy manpower is going to submarines.

A man joining the submarine service today will find that even more than in other fields submarines have become a specialized weapon. The post-war period has spawned an entirely new breed of boats—the radar picket submarine, the anti-submarine submarine, the minelaying submarine, the cargo carrying submarine, the oiler submarine and the personnel carrying submarine.

And complex. It is generally

agreed that the modern submarine is the most complex and closely knit piece of machinery that has ever been made to float. And as if these boats aren't complicated enough, it looks as though an atomic-powered submarine is just around the corner.

With specialization like this, submarines need a special type of sailor to man them. Let's take a look at the submarine Navy as a whole. Maybe that's the kind of life you were born for.

A submarine is an intricate, complicated and precise machine. It's a very effective machine for its pur-

poses, but rather vulnerable. Because the crew simply can't afford to make mistakes, special considerations are given in selecting submarine crews. High physical standards must be met, and other considerations as well: emotional maturity and stability, and freedom from any hint of mental disorder.

Still, submarine medical authorities say, no one needs to be a superman to fit into a submarine crew. A good submariner is a man who is average—or somewhat above average—in intelligence. He is strong, healthy, and well adjusted, emotionally and temperamentally. He must be able to get along with himself and his companions. Also, he must *want* to be a submarine man. That's important.

Although submarine men are only a little bit unusual, their ship is like nothing else on, or in, the sea. To

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Food Is Good, Pay Is Tops  
But You Don't Step Out  
For Air When 200 Feet Below

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begin with, you have a cigar-shaped steel vessel that just barely floats at any time. At certain points within it are ballast tanks which can be filled with water to prevent the vessel from floating at all. Also within this narrow hull is machinery and material in amazing quantity.

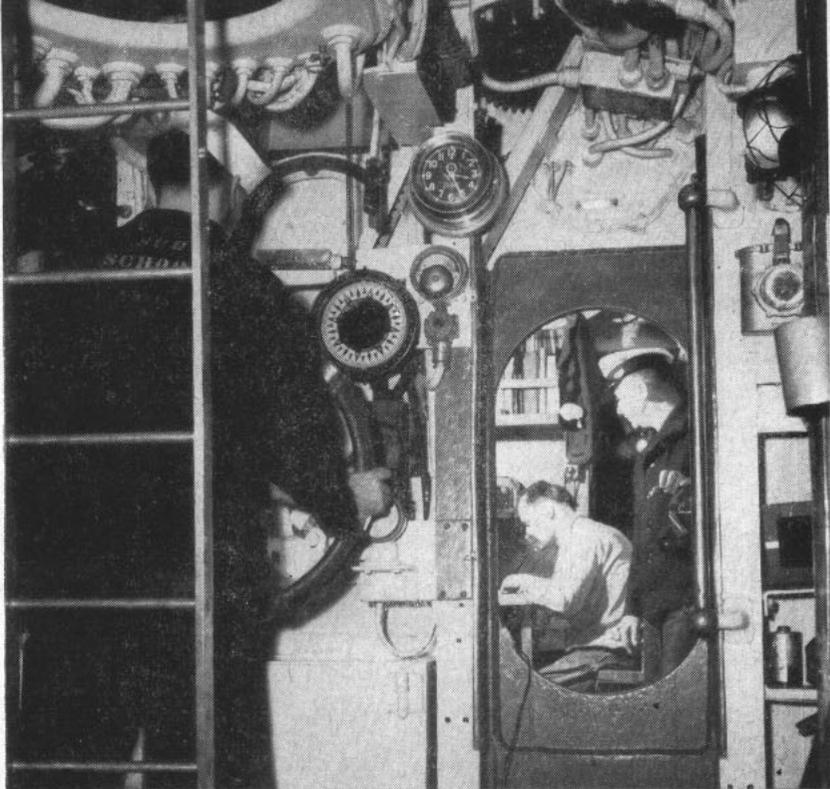
Storage batteries and diesel-oil tanks nestle on top of the keel. Forward is a torpedo room with torpedo tubes and spare tin fish, and all the way aft is another. Somewhere between, there must be found room for propulsion machinery, galley facilities, wardroom space, CPO quarters, crew's mess and innumerable controls and gauges.

This is always accomplished somehow, but a sub's interior invariably gives the impression that there's not room for as much as one more valve wheel. Bunks hang an inch above long, gleaming torpedoes; a ponderous chain hoist swings a hand's breadth from the head of a sleeping sailor. Everywhere extend pipes which carry water, compressed air, fuel oil, lubricating oil, and hydraulic fluid.

Somewhere in this maze of steel, copper, rubber and lead, there's enough room for perhaps 70 men—and for the water they'll drink, the food they'll eat and the clothes they'll wear. There's room for their toilet articles, a few books, and their correspondence material. Sometimes there's room for a midget-sized soda fountain—but that's all.

Topside you will find a narrow deck, between the planks of which you can see the pressure hull below. Some submarines have a deck gun up there, and a more or less permanent lifeline around the edges. Most new ones, for the sake of higher submerged speed, don't have much of anything there except the deck itself, and the conning tower—and sunlight and breezes. They have hatches, of course, for personnel and for loading stores and torpedoes. They have the slight bulge of the telephone buoy, and a small winch or two, a few cleats, and a lifeline which can be put up on occasion. But a sub's topside is usually pretty naked. A person doesn't go out on deck and stroll around, except in port or in a flat calm.

The newest attack submarines — greatly streamlined and nicknamed "guppies" (for greater underwater propulsion project)—can dive faster,



**MAZE OF STEEL** and instruments makes up a submarine's interior. Here a trainee steers one of the old subs while skipper works at his desk beyond.

come to the surface faster and stay under longer than any of the World War II submarines. The U. S. emphasizes this seakeeping ability in its undersea boats. *uss Pickerel* (SS 524) set a new record for submerged steaming in 1950 when the submarine cruised 5200 miles across the Pacific in 21 days with only the tip of her snorkel showing above the water.

Morale is usually top-notch in

submarine crews. Good morale goes hand in hand with good *esprit de corps*, the spirit of working together in close teamwork. More than in most ships, the success of a submarine's mission hinges as much on the crew's intelligent precision as on the captain's temperament and judgment.

It was *esprit de corps*, for example, that kept the courageous men of the mortally wounded submarine



**BACK TO PORT** from a patrol in Korean waters, crew members of *USS Tilefish* (SS 307) get a cheery aloha from three Pearl Harbor cuties on the pier.

*Tang* from succumbing to despair after their ship had been sent to the bottom of the sea in the very midst of a hostile Japanese formation. Despite blinding smoke from electric fires and jarring concussions from continuous poundings by A/S vessels on the surface above them, the heroic men in *Tang's* forward compartment never gave up. Eventually, eight of them escaped and lived.

How about a man's health when he hardly gets a glimpse of the sun in two months? How does it affect him?

A Navy doctor, an expert in undersea medicine, concedes that the submariner does indeed face special health problems unlike those of the surface sailor. Here are a few quotes from a speech he made recently:

"The principal illnesses of submarine personnel are—or may be attributed to—colds and constipation. To this pair may be added skin diseases.

"As regards colds, the usual chain of events begins with departure of the vessel on patrol with a crew containing a few individuals with recently acquired colds. Within 48 to 72 hours, colds are likely to spread through the crew with great rapidity. Before the end of a week, the number of colds usually goes down with equal rapidity. Probably the rapid spread is the result of close association in sleeping and working quarters. The absence of contact with any new infections, and oily character of the decks and machinery, no doubt influences the rapid decline of cold incidence. Resistance-acquirement also undoubtedly plays a significant role in the self-limitation of cold outbreaks."

The good doctor, a captain, went on to discuss in a dryly humorous manner another of the ailments mentioned:

"The constipation encountered in submarine crews is probably the result of a number of factors. The lack of physical exercise is one. The American trait of personal selection of starchy foods, despite a furnished balanced diet, is no doubt another. Some part, at least, must be due to a natural reluctance to visit, with any degree of regularity, a cold, clammy, cramped cubicle, the operation of which requires considerable mechanical aptitude." (Anyone who has visited a submarine head will know what he means.)

Continued the doctor, "The skin



**DOWN THE HATCH** — Submariners are taught to yell 'Coming Down!' to warn others they are on the way.

diseases observed in submarine personnel are mainly of the fungus type, affecting the feet, ears and other portions of the body—the feet most frequently. Heat rash is common. These maladies are most prevalent during sojourns in tropical areas, where heat and excess humidity are important factors."

The doctor, who was laying facts on the line, had something to say of snorkel subs, too:

"The snorkel tube, projecting above the surface of the water, is fre-

quently dipped under. It is fitted with a head valve, which closes to prevent flooding of the boat when this happens. However, with closure of the head valve, the vessel becomes a sealed container. Within it, the internal combustion engines, acting now as vacuum-producing compressors, continue to operate.

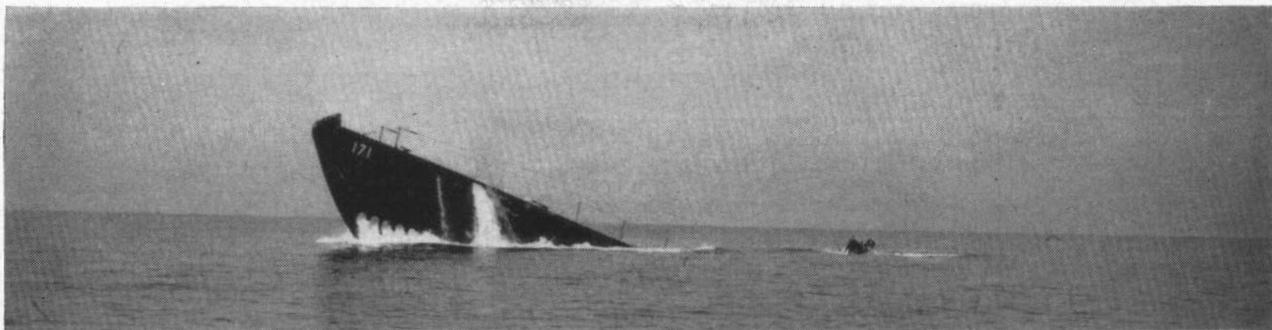
"The result is a decrease in atmospheric pressure, in all respects similar to that in ascending aircraft. Upon regaining the surface, the head valve opens and air rushes in the snorkel tube so that atmospheric pressure is reestablished within the compartments. Crew members with eustachian tube blockage will experience ear pain and often eardrum damage."

When a submarine is on extended operations or on patrol, day and night tend to lose all meaning to the crew. Men sleep in compartments where other men are working, and that means that lights must burn constantly. Except for people in the conning tower or at the periscope or on the bridge, the crew doesn't see sunlight. If the boat is lying or operating beyond periscope depth, nobody sees it. Still, a seasoned crew calmly eats, sleeps, stands its watches, does some reading, writes its letters—and life goes serenely on. Soon there's liberty again, whereupon the crew readily readjust themselves to the normalcy of night and day.

In time of war, operations are



**CONTROLLERMEN** in the maneuvering room have the important job of regulating the speed of the ship on orders over the annunciators from the conn.



**SAVVY CREW**, each man knowing what to do and when to do it, is a 'must' when bringing a sub up from depths.

more rugged, as should be expected. Much investigation was conducted during World War II to determine the best maximum length for a patrol, and to determine in how many consecutive patrols a person should take part. Fifty-four to 56 days were found to be long enough for a patrol, and three to four consecutive patrols were followed, wherever possible, by an extended rest period.

But to counterbalance an occasional broken eardrum (which will heal up in time), submarine sailors get hazardous duty pay of an extra \$50 a month. Another thing: submarines have more rated men than non-rated men; there are a lot of "sergeants" and but few "privates" in the underwater Navy. This fact tends to speed advancement.

But if there are greater chances for advancement in submarines, there is also a greater premium on knowing your job cold—and knowing a part of the next fellow's too. The electrician's mate, for example, must know how to fire the torpedo

tubes, the torpedoman how to charge the batteries. There are no spare men here—each member of a submarine's crew is a cog in the wheel and each cog must do its job perfectly if the organization is to function smoothly, efficiently, and above all, safely.

In number, machinists mates, electrician's mates and torpedomen predominate in the crew. These three groups make up roughly half an average boat's crew. Next comes radiomen and operators of the electronic gear, radarmen, sonarmen and electronic technicians. Three quartermasters, two ship's cooks, two stewards, one hospitalman, one gunner's mate, one yeoman and a number of firemen and seamen complete the complement.

For purposes of watchstanding, the crew is divided into three sections. All hands, with the exception of the captain, stand watches one in three, four hours on, eight off. Each section is set up to carry out emergency functions—diving, surfacing

and surfaced and submerged cruising. With the exception of routine cleaning and minor repair jobs, little work is done in a submarine at sea. Off duty, submariners amuse themselves sleeping, eating, reading and playing acey deucey.

How do you get submarine duty? In brief, here's the dope:

The course at the submarine school is eight weeks in length for enlisted men and six months for junior officers. For information on these courses, and on the qualifications and requirements, see *ALL HANDS*, January 1950, p. 42, and June 1950, p. 43. If those copies of *ALL HANDS* aren't available, or even if they are you can get the dope from BuPers Circ. Ltr. 97-48 (AS&SL, January-June 1948) for enlisted applicants. Application information for junior officers is currently given in BuPers Circ. Ltr. 166-51 (NDB, 30 Sept 1951). Also, see the article on page 56 of the May 1951 issue on who is eligible to apply for submarine training.



**ON DUTY**—Left: A plotter marks contact. Center: A talker passes an order. Right: An engineman adjusts the manifold.

# THE WORD

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

• **BEEF SHORTAGE** — During the current critical beef procurement situation, sailors will be seeing less and less beef in stateside mess halls.

No more boneless beef will be supplied for general mess in the continental limits of the U.S. after purchases and transfers now in process have been completed, according to Alnav 100-51 (NDB, 30 Sept 1951).

Existing stocks of beef are to be conserved for maximum utilization. Messes are urged to make use of the many substitutes in good supply such as veal, poultry, seafood, fresh and smoked pork items. Increased use of legumes, cheese and milk dishes is recommended.

While the directive does not apply to ships and stations outside the U.S., these activities are requested to cooperate in conservation of beef supplies.

• **FALSIFIED CLAIMS** — The Navy has received some claims for reimbursement for dependents' transportation which, upon investigation, indicated either that the claimed travel was not performed or, if performed, was not performed by all the persons named, or at the time and in the manner represented in the claim.

Instances of this nature suggest that some persons have not been fully informed as to the requirements of the law relating to such claims. The individual must make accurate claims. The consequences

### Speedy Marine Outruns Explosion of Land Mine

There's a Marine in Korea who swears he outran an explosion.

Private First Class Eldon L. Stanley, of the First Marine Division, said he was dashing along a river bank to head off another Marine who was being swept down a turbulent stream—and who was subsequently rescued. As Stanley ran along, he stepped on a land mine, but he was making such good time that the explosion occurred behind him.

The blast threw him forward on his face. He clambered to his feet, unscratched, but somewhat "shook up."

of falsification are severe.

Travel for which payment is claimed must have been performed prior to the time of submission of the claim for reimbursement. Each person who performed travel for which reimbursement is claimed must be a qualified dependent as defined by Para. 7001, Chap. 7, *Joint Travel Regulations*.

Misrepresentation or concealment of facts may constitute a serious federal offense which can result in trial by court-martial or by a federal district court. Penalties may run as high as five years' imprisonment and a \$10,000 fine, states BuPers Circ. Ltr. 162-51 (NDB, 30 Sept. 1951).

• **NAPLES**—All Navy and Marine Corps personnel ordered to duty with naval activities in the Naples, Italy, area are directed to bring winter clothing to their new duty station. See page 46 for complete details on Naples and Rome.

While the climate of Naples is generally mild, the buildings are frequently cold, damp and poorly heated.

• **LEGAL DUTY** — Naval Reserve officer attorneys on active duty may now apply for legal duty.

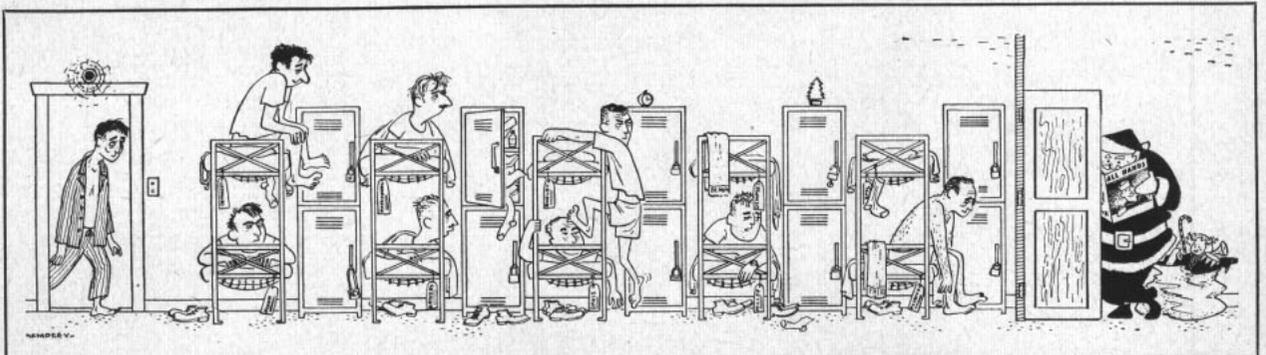
In order to qualify, applicants must be admitted to practice before the highest court of a state or before a federal district court. Transfer to legal duties will not be effected until applicants complete their current period of obligated service. Therefore, applicants must agree to extend their period of active duty for 18 months from their normal date of release.

Additional details, including a suggested application form, are contained in BuPers Circ. Ltr. 174-51 (NDB, 15 Oct 1951).

• **CLASSIFIED MATTER**—The term "Security Information" must now appear on all classified matter as a specific identification in addition to the familiar category classification markings of *top secret*, *secret*, *confidential*, or *restricted*.

Alnav 107-51 (NDB, 30 Oct 1951) promulgates the above information, directed that the term "Security Information" be included at least once on each classified document and placed immediately below the category marking when practicable.

All classified matter originating since 27 Oct 1951 must follow the new marking procedure. Matter originated prior to this date need not be so classified.



PASS THIS COPY ALONG—Get into the Christmas spirit by seeing that 10 persons read this issue of *All Hands*.

## This Cruiser Is Really A Home Away from Home

A "home away from home" is the motto of *uss Helena* (CA 75), now on her second tour of duty in the Far East since the beginning of the Korean conflict.

Proof of this is found in the number of reenlistments on board. Since *Helena* left the States in April 1951, 52 members have reenlisted—45 of them for six years.

As a result of the July service-wide advancement in rating exams, 66.49 percent of those participating have been advanced to pay grades E-4, E-5 and E-6. In addition, 111 men were advanced to pay grade E-3 in August and September. These figures show *Helena's* crewmen really know their jobs.

The sailors on board *Helena* don't work and study all the time, however. They have plenty of recreational activities in off-duty hours. Among these are movies, a library, a complete hobby shop, inter- and intra-divisional tournaments in cribbage, checkers, chess and pinochle. Sports activities, including a boxing team, are also part of the sailors' recreation schedule.

• **LDO PROMOTION** — Good news for LDOs with permanent appointments comes in the form of a Selection Board's findings which considered limited duty officers with permanent appointments for restoration and temporary promotion to the temporary grade and precedence to which they would have been entitled had they not accepted their LDO appointment.

LDOs recommended by the board will have these temporary appointments mailed to them.

The above information is contained in BuPers Circ. Ltr. 176-51 (NDB, 15 Oct 1951). This letter also contains the following additional information relative to LDO officers who are reappointed to higher temporary grade and lineal precedence under the provisions of Public Law 188, 77th Congress, as amended.

• They shall retain their LDO classification.

• They shall be subject to all provisions of law pertaining to LDOs including selection for promotion as

LDOs not above the grade of CDR and voluntary retirement upon the completion of 30 years of active Naval service.

• **INCOME TAX**—The Revenue Act of 1951 has changed the federal income tax law affecting both military and civilian personnel.

Income tax liability has been increased approximately two percent for calendar year 1951 and approximately 11½ percent for calendar year 1952. New withholding tables, increasing rates from 18 to 20 percent, apply to all compensation paid after 1 Nov 1951.

As announced earlier, Navymen—up to and including commissioned warrant officers—do not have to pay income tax on *pay earned for each month in a combat zone* between 24 June 1950 and 1 Jan 1954. Commissioned officers, in pay grade O-1 and above, may exclude up to \$200 of their income for each month in a combat zone during this period when computing their tax.

This "combat zone exclusion" has been extended to include pay earned during periods of hospitalization caused by wounds, disease or injury occurring while serving in a combat zone. This provision is retroactive to 24 June 1950.

Two other changes affecting naval personnel:

• Beginning with taxable year 1951, credit for a dependent is allowed for persons—otherwise qualified as dependents—if their gross income is less than \$600. In previous years, the maximum a dependent could earn, and be counted as a dependent for income tax purposes, was \$500.

• Gain from the sale of a taxpayer's principal residence is not taxable during the year of sale—except to the extent it exceeds the cost of a new principal residence, where the purchase of the new residence occurs within the period beginning one year prior to and ending one year after the date of sale of the old residence. The period is extended to 18 months in cases where in the taxpayer's new residence is under construction within the 12-month period.

BuSandA is preparing a *Federal Income Tax Information Pamphlet* which will be published soon. Meanwhile, additional details may be found in Alnav 108-51, (NDB, 31 Oct 1951).

# QUIZ AWEIGH

Perhaps you can take time out from guessing what you'll get for Christmas, or do New Year's Eve, to guess the answers to this quiz.



1. Pictured here as a captain about eight years ago, this officer, now an admiral, serves as (a) Chief of Naval Personnel (b) Chief of Naval Operations (c) Judge Advocate General.

2. He was nominated to office by the (a) President (b) SecNav (c) Under SecNav.



3. The rating specialty mark (above, left) is worn by (a) builders (b) engine-men (c) drivers.

4. The mark at the right designates (a) utilities men (b) mechanics (c) machinery repairmen.



5. The instrument through which this CPO is sighting is a (a) sextant (b) azimuth circle (c) stadimeter.

6. It is useful in maintaining a check on the bearing of a guide ship (b) ascertaining the distance of an object of known height (c) measuring the altitude of the sun.

ANSWERS TO QUIZ ON PAGE 53



## Defense Duty in Iceland

**N**AVYMEN on liberty from their duties as members of the Iceland Defense Force have been seeing a lot of the island since the combined Army-Navy-Air Force group arrived late last spring. One thing they've learned is that the place is not as cold as the name indicates. In fact, Iceland mid-winters average out milder than those of 31 states. What's more, this island, often called "the land of frost and fire," is spotted with hot springs.

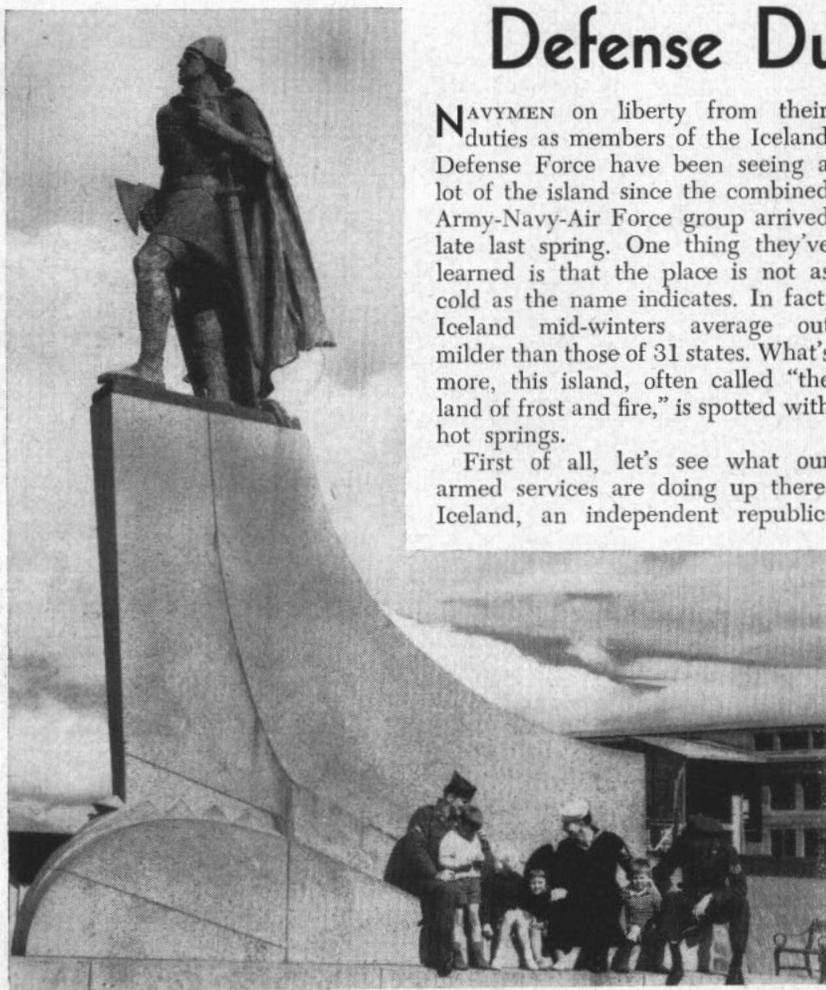
First of all, let's see what our armed services are doing up there. Iceland, an independent republic,

though roughly the size of Virginia and with a population of about 140,000, has no armed forces of its own. In 1946 Iceland joined the United Nations Organization and in 1949 she signed up as a member of the North Atlantic Treaty Organization. Under the provisions of that treaty the Iceland Defense Force is now in the island republic at the request of the Iceland Parliament. The nation became completely independent from Denmark in 1944.

In operational control of the defense force is Commander in Chief, U.S. Atlantic Fleet. The force's headquarters are located at Keflavik Airport near the southwest tip of the island.

Keflavik, one of the world's largest airports, lies 35 miles from Reykjavik (pronounced ray-kyah-veek), the capital and largest city of the island-republic. Navymen on liberty can go to Reykjavik by one of two ways—air or road. The first method takes 15 minutes; the second method takes little more than an hour.

Leaving the field and traveling in an east north-easterly direction over unpaved roads that pass over rolling fields of lava, the bus-riding liberty party gets its first glimpse of local living when it arrives at the little fishing village of Hafnarfjordur. Here, too, the party gets its first



HEROIC STATUE of Leif Ericson, early Norse explorer, serves as park bench for servicemen and kids. Top: A typical summer 'evening' over busy Reykjavik.

good look at Iceland's main economic resource—the fishing industry.

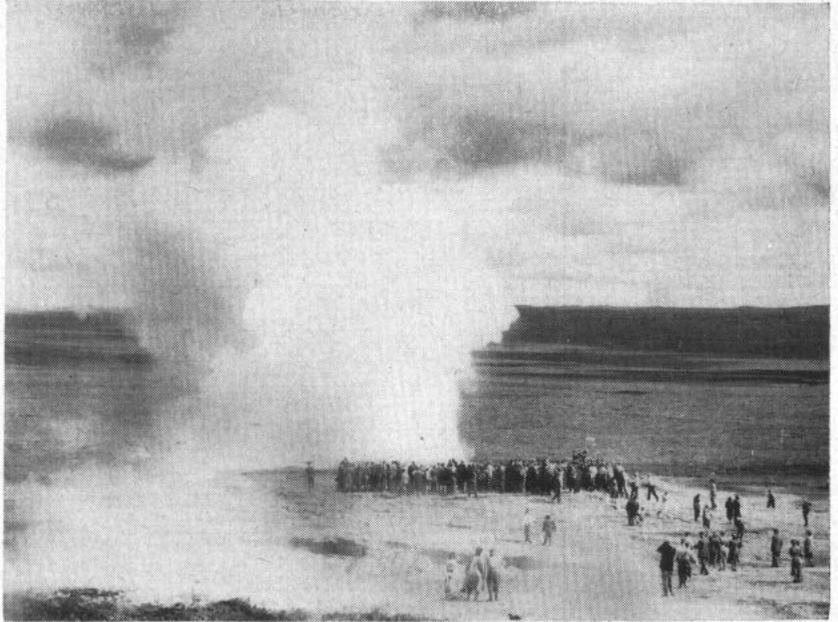
An old sawtooth house of ancient Icelandic design is one of the village's historic spots. Looking out over the fiord, it furnishes a definite landmark for fishermen returning from the fishing banks.

A few minutes ride over a paved road from Hafnarfjordur and the bus pulls into the main unloading station of Reykjavik. Automobiles being driven on the left side of the street point up the fact that Iceland is considered to be geographically a part of Europe. In other ways, though, it is much like America—Reykjavik, especially so.

Men of the liberty party strolling through the city see the inhabitants wearing dress that is decidedly American . . . stores handling and advertising American products . . . movie house marquees displaying pictures of stateside motion picture stars . . . book stores featuring the latest in American and European reading with Icelandic and English translations. Amazing as it seems, there are few in Reykjavik who do not speak at least a little English.

The city houses the seat of the Althing, first assembled in 930 AD, and the oldest parliament in the world. Iceland's constitution, adopted about three quarters of a century ago, was patterned partly after the USA's Declaration of Independence and France's Declaration of the Rights of man.

The city has several parks and a lake near the center of town. The most impressive park to Navymen is one dedicated to "Mothers." In its center is a statue of a mother holding a child. It is a sanctuary for mothers



**GREAT GEYSER**, the largest of its kind in the world, attracts a big crowd daily and is within liberty distance for servicemen of Iceland Defense Force.



**FLOCK OF DUCKS** in a park lake sit for their portrait. The men found that their youthful companions, like most Icelanders, spoke English as well as Icelandic.



**FISHING FLEET**, one of the island's main industries is described in detail by two hardy, deep-sea fishermen.



## Naples Headquarters

U. S. Navymen and Marines were among those present at the dedication at Naples, Italy, of the new headquarters for the defense of Southern Europe under the North Atlantic Treaty Organization (NATO). The commander-in-chief of the Allied forces in Southern Europe is the U. S.'s Admiral Robert B. Carney, USN.

The ceremony in pictures: A British airman and an American sailor (above) unveil the marble plaque that marks an entrance to the building; U. S. Marines shake hands with members of the Italian Bersaglieri (center); photographers record the occasion (below).



and children, and no men are allowed to set foot in this spot.

In contrast to the simple beauty of the parks are the spacious apartment houses which are several stories high and a block long. They are built to withstand the elements and are walled with re-enforced concrete. Extending from each section are individual balconies of a modern design. All this gives an up-to-date look to this capital of a nation first settled by the Vikings ten centuries ago.

Another trip that is a favorite of off-duty sailors is the tour to the Great *Geysir*. The world-famous *Geysir* (from which all other geysers take their name) is located 165 miles from Keflavik at a point roughly midway between Keflavik and the center of the Island.

A visit to the Great *Geysir* entails a four-hour bus ride inland. This, itself, is a scenic experience. Through quaint "old world" fishing villages, over age-old lava fields left by erupting volcanoes, and past weirdly shaped rock formations runs the winding route to the *Geysir*.

The road winds around the rim of steep rock ledges, down rocky ravines, around unguarded hairpin turns and over narrow wooden bridges that span deep mountain gorges.

Upon arrival at the Great *Geysir*, the visitors find themselves in a world of steam and vapor. There are dozens of active hot springs—some bubbling rapidly, others slowly. Several are gushing and spurting into the air like miniature geysers.

There are no pressure gauges on geysers, but mother nature provides her own for Great *Geysir*. It comes in the form of a muffled roar from deep below accompanied by mild earth tremors. With a mighty bellow that resounds throughout the neighboring hills, the geyser spouts forth. After several warning rumbles, a column of boiling water and steam rises 160 feet in the air, releasing thousands of gallons of boiling water from the caverns deep in the earth.

The tremendous energy of Iceland's steaming springs has not gone untapped. To the Icelanders this steam is a blessing, as there is neither coal, metals nor usable timber. Sub-surface steam gives them free heated water. In Reykjavik this steam provides heat for radiators and greenhouses. But the most unusual use of the steam is to heat outdoor swimming pools in summer and winter.



## New Club for CPOs

**A** NEW CLUB for chief petty officers and their guests has opened at Mare Island Naval Shipyard, Vallejo, Calif. The brightly decorated meeting place is the first chief's club at the yard.

All CPOs stationed at the yard, as well as visitors from ships undergoing overhaul at the base, are welcome at the club. Most need no second invitation. The bingo and bridge tables, television, dancing and refreshments entice them in.

In pictures: Main lounge of the Chief Petty Officers' Mess (upper left) sparkles beneath the old rafters, a reminder of the building's style when it was the Warrant Officers' Mess. Above right: Olen Jaynes, QMC, enjoys a game of bingo with Lucille Adoptante.

Right center: A couple of old smoothies, Etta Netter and James Birkes, TMC, get set for a sprightly dance step. Below right: Two Navy couples gather around the television set. They are Chief Gunner's Mate and Mrs. Couch (at left) and Chief Radioman and Mrs. Cameron. Below left: John Hansbury, GMC; William Patterson, ENC, and Lena Leach play a fast game of rummy.



# Mobile Medical Teams Saving More Lives

NAVY SURGICAL teams in Korea started a new era in assault casualty treatment. Described as a "bold new medical technique," the system involves "on-the-beach" treatment that sharply reduces the death toll among troops wounded in the first waves of an amphibious attack.

Four surgical teams went into the beaches in LSTs during the Inchon invasion, administering immediate definitive treatment to those seriously wounded. Two other teams remained offshore on board larger ships to receive casualties for further treatment, for hospitalization, or for evacuation to hospitals in Japan.

Somewhat similar operations were carried out in south Pacific campaigns and the Normandy invasion in World War II, but the landing at Inchon was the first to utilize a carefully planned technique to coordinate the work of surgical teams with the military and naval tactics of an amphibious landing.

Each team consists of three doctors—including, whenever possible, a surgeon, an anesthetist and a specialist in plastic surgery—and 10 hospital corpsmen.

One of the hospital corpsmen



DOCTOR RELAXES (center) after an operation at a Korean aid station. 'Bold new technique' brings wounded man to the surgeon during 'Golden Period.'

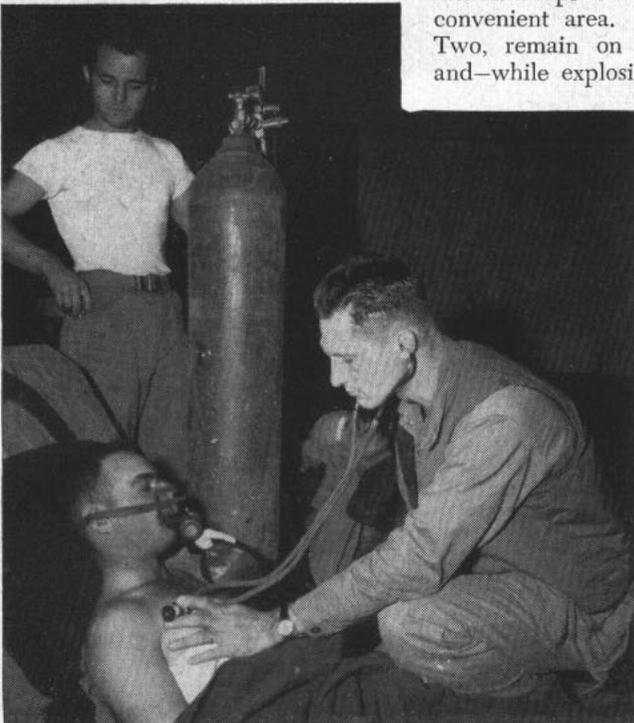
gives plasma or whole blood, another cleans wounds. One attends to fractured ribs while another sterilizes equipment. And one has the painful task of recording the name, rank and cause of death of those who are killed.

The surgical teams go in with the assault troops and set up shop in any convenient area. Most, like Team Two, remain on board their LST and—while explosives are being un-

loaded from one side—care for casualties being brought aboard from the other side.

They do not act as mere first aid teams, however, but perform extensive surgery designed to save the life of a badly wounded man during the "golden period"—the first few hours after the wound is received.

Because they are "on-the-spot" with the proper equipment and know-how, these teams are able to



OXYGEN IS GIVEN a casualty while doc checks heart. Right: A corpsman unpacks blood plasma from the States.

operate immediately on those critically hit in the head, chest or abdomen—those who might not survive a long open boat ride to a hospital ship offshore.

Emphasis is placed on performing one operation well, rather than two haphazardly.

During the first few hours after the landing at Inchon, Surgical Team Two received 95 wounded. Many of these required extensive chest or abdominal surgery. The team is justly proud of its record: Not one casualty was lost after reaching the operating table on board the LST.

After the beachhead is secured and the line moves inward, the teams may be assigned to duty on board a hospital ship or on board transports where additional hospitals have been set up for emergency use.

In many instances, however, they simply pack up their equipment and follow the troops inland.

Team Two set up an operating room in a battered building on Kimpo airfield—just three days after the initial Inchon landing. Their training and experience, coupled with careful preparation and sterilization of equipment, enabled the team to start operating within 65 minutes after their trucks rolled onto the airstrip.

During one week of continuous operating, over 1,900 persons were given life-saving treatment, including both Marine and Army personnel. South Koreans and North Koreans, military and civilian alike, also received care. At this time, the team worked in cooperation with a Marine medical company. Only one life was lost during the entire period.

When Seoul fell, Team Two returned to a ship off Inchon. Finally, all teams were returned to the U. S. Naval Hospital, Yokosuka, Japan, to give other surgical teams the benefit of their combat experience.

There are now approximately 16 teams on standby duty in the Far East. They have been integrated into the staffs of hospitals, hospital ships or other vessels where they prepare constantly for their team jobs by aiding wounded men evacuated from the front.

Having proven themselves in their initial "baptism of fire" at Inchon, these surgical teams will be a definite part of the Navy's medical organization in the future.

## Former Enlisted Man Becomes Vice Admiral

In 1913 Charles W. Fox enlisted in the Navy as a landsman for yeoman. Thirty-eight years—and 15 rates and ranks later—this same Charles W. Fox now wears the three stars of a vice admiral.

He is the first man in the Navy ever to reach this rank going up the enlisted, warrant and commissioned officer ladder.

In the early Navy, before the days of the Naval Academy, there were a few who achieved the high status of vice admiral after serving their periods of apprenticeship at sea—such naval heroes as David Farragut, David Porter and Stephen Rowen. More recently, some former enlisted men have reached the grade of rear admiral or higher, but usually by way of later appointments to the Naval Academy, or after obtaining their commissions upon graduating from college.

But Vice Admiral Fox is the only one who climbed this high from the grade of landsman (equivalent at the time to an apprentice seaman).

Admiral Fox's formal education ended with his graduation from the eighth grade in Public School 51 in Baltimore, Md., sometime before he entered the Navy in 1913. Upon the completion of recruit training at Newport, R. I., he was assigned to *uss Ammen* (DD 35). While a member of the ship's company in *Ammen* and later in *Jenkins* (DD 42) he performed yeoman—and what would now be storekeeper—duties. This was a four-year period during which time he went through the yeoman rating structure from third class to chief.

While serving in these two destroyers he participated first in the Mexican Campaign of 1914 and later in World War I operations, working out of Queenstown, Ireland.

In 1918, while a warrant pay clerk, he performed his first stint of duty in what was to become his

specialty—aviation supply. This was at the Naval Air Station, Moutchic, France, and later with the Navy's Northern Bombing Group in France. For a while during this period he worked so closely with Army air activities that in accordance with policies of that time he wore the uniform of an Army officer. As Admiral Fox puts it, "First they put me on the beach and then they had me in a soldier's uniform."

In 1931, after various sea billets (once again destroyers) and shore billets, including a stretch at the Fleet Air Base, Hampton Roads, Va., he joined the staff of Commander Aircraft Scouting Force, U.S. Fleet as assistant supply officer. The following year he transferred, in the same capacity, to the staff of Commander Aircraft, Battle Force.

While serving with Aircraft, Battle Force, in 1933-34, he was officer in charge of the first transcontinental "Navy Truck Train" which traveled from San Diego, Calif., to Norfolk, Va.

The outbreak of World War II found him a commander serving on board *uss Enterprise* (CV6). He was with the famed "Big E" during her first hectic year of the Pacific fighting.

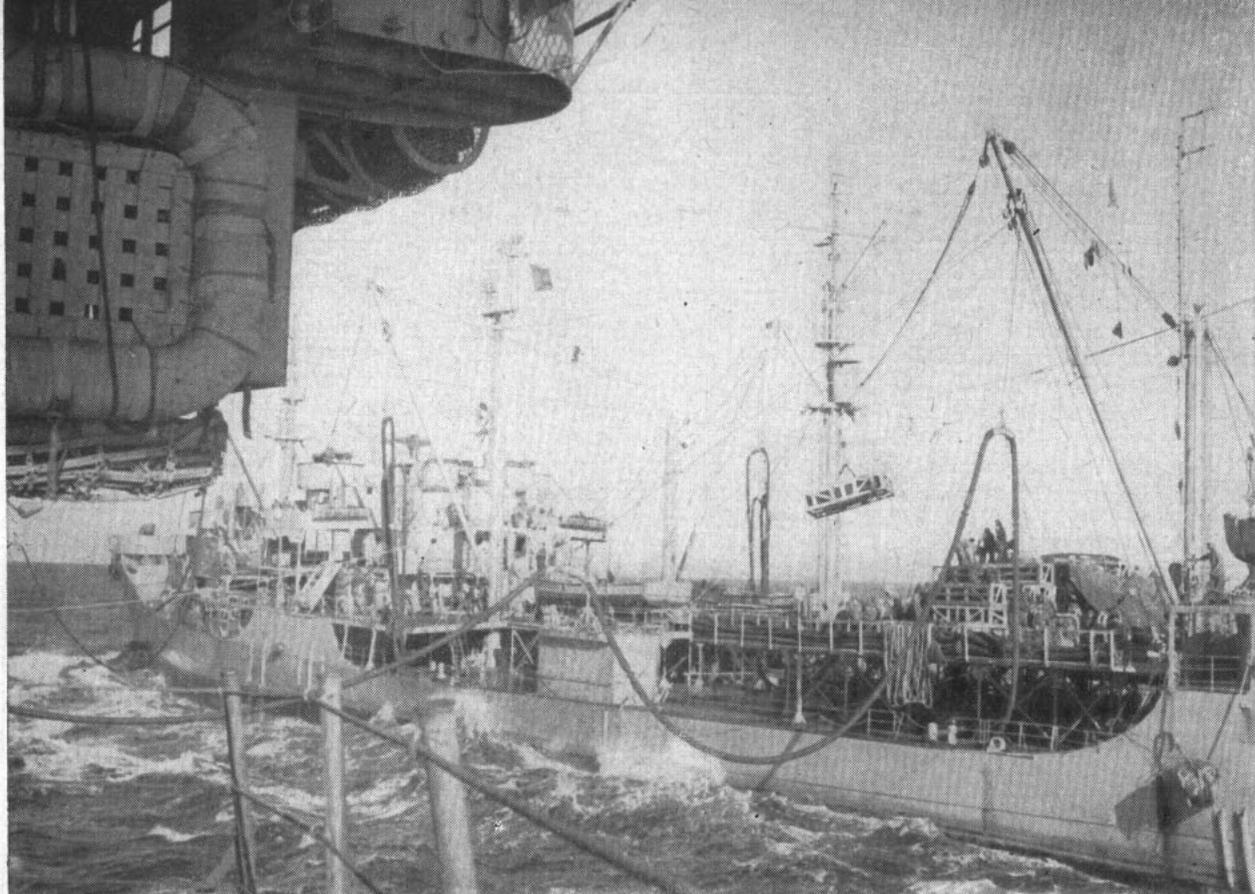
Later in the war he served in an aviation supply capacity in Washington and Philadelphia. In 1945, he assumed command of the Naval Supply Depot, Mechanicsburg, Pa. Early in 1948 he became Deputy Chief and Assistant Chief of the Bureau of Supplies and Accounts. The following year he was elevated to Chief of BuSandA and Paymaster General.

Admiral Fox received his third star when he was appointed Chief of Naval Material late in 1951. In this capacity he oversees the Navy's purchasing, contracting, material production and industrial planning.

As he climbed the ladder, Admiral Fox missed only one rung. He stepped from warrant pay clerk to ensign, bypassing chief warrant. This was at the close of World War I. Twenty-five years later he made up for this missed rung by achieving the comparatively rare rank of commodore.



VADM Fox



ON THE RUN, USS *Badoeng Strait* (CVE 116), left, gets fuel by hose, supplies by highline from USS *Cimarron* (AO 22).

## Replenishing Our Fleet Around Korea



GREETING CARDS for the Communists, 100-lb. general purpose bombs are readied on board USS *Boxer*.

**N**OW SET Condition ONE-ROGER; now set Condition ONE-ROGER. Hatch crews of Hatches Two, Three and Four—man your stations!”

These commands over the “squawk box” of USS *Titania* (AKA 13), plowing along the east coast of Korea, transform the sleeping attack cargo ship into a well oiled machine. Another replenishment operation at sea is underway.

Winches whirl into life as operators remove hatch covers and lower cargo nets into the gaping holds. Crew members head for the dark openings below to load ammunition. Seamen ready lines and lower fenders for the destroyer which is due alongside.

Months of training and experience are again being put to the test as the “Galloping Ghost of the Korean Coast” makes fast the last lines of USS *Ulvert M. Moore* (DE 442), taking a few hours off from bombarding Communist port cities. The “galloping ghost” title has been applied to *Titania* and ships like her for their silent, speedy service in replenishing ships of the line

operating all along the Korean coast. Coming aboard the big AKA with a handful of requisitions, *Moore's* supply officer watches a net of deadly 5-inch projectiles rise from Number Two hold. Swinging over the side of the “Big T”, the net drops its cargo gently to the can's deck.

At the same time, four *Titania* deck hands scurry aft to help in the off-loading of full flashless powder cases from number four. A net of the silvery cases emerges from Number Four hold. The sailors latch onto it and guide the net over to the rail, then give the drop signal.

On *Moore* an all hands working party forms a human chain and begins passing the powder cases aft to the magazine.

Soon the working gang aft is joined by a chain of handlers up forward, and the two groups operate simultaneously, one passing projectiles and the other the accompanying “brass.”

Dry and reefer stores are now being broken out of the *Titania's* Number Three hold and loaded into nets for transfer to the destroyer.

Now also the "duty oil king" rigs hoses for fueling. A phone talker speaks into his set and the pumps are started.

Replenishment of *Moore* is completed as several thousand gallons of fuel oil are pumped from the AKA. Lines are cast off. The word "Now secure from ONE-ROGER" is passed via the public address system, and the *Titania* crew settles down to routine work, biding time until another warship can take time out from bombarding its Korean target to come out for ammunition and supplies.

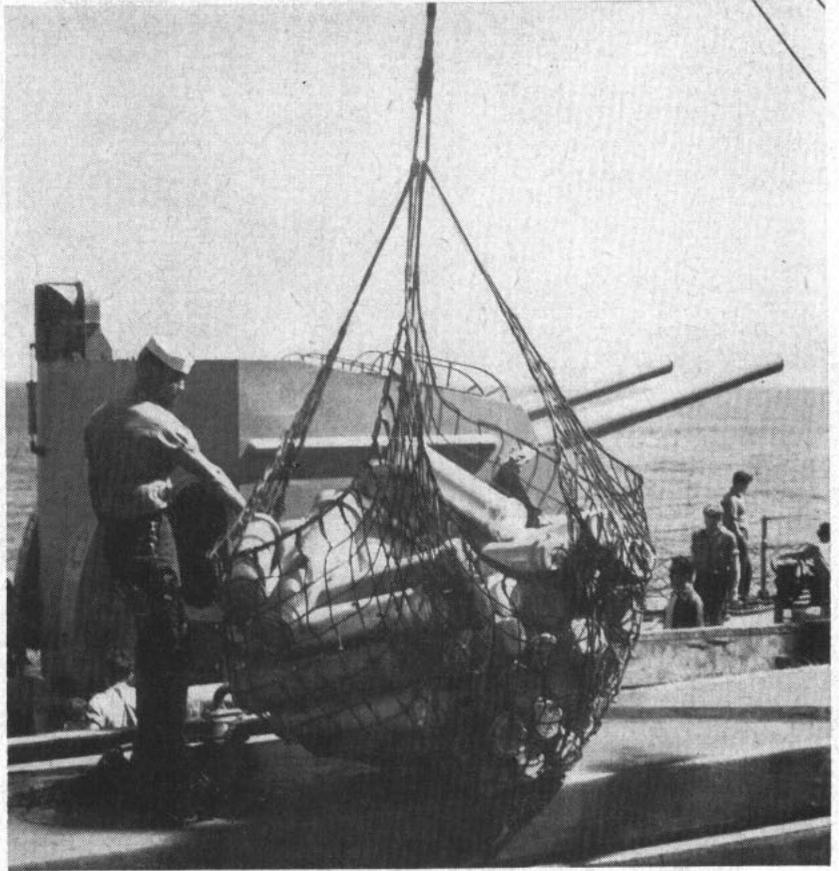
You have just been witnessing one of the Navy's replenishment operations which takes place each day off the shores of Korea. The job might be duplicated by substituting only the names of different ships, and changing the types of cargo. The supplying vessel might be an oiler (AO), a reefer (AF), a "sea-going department store" (AKS), or an ammunition ship (AE)—to cite some of the examples of the members of the Navy's replenishment forces.

*Titania's* simultaneous, three-phase operation of resupplying a ship at sea was accomplished in a little over an hour. Off-loading the projectiles, powder cases, dry and reefer stores, and fuel—all at the same time—allowed *Moore* to return to her battle station in a minimum of time.

Auxiliary ships like this AKA are the last link in the endless chain which started somewhere in the United States long weeks before the replenishment operation at sea will actually begin. These supporting ships have taken on their varied cargoes in a rear echelon area. Now they enter the combat zone to meet the fighting vessels, thus making retirement to a rear area unnecessary, as was often the case in World War II.

The Iwo Jima and Okinawa operations of 1945 illustrated the value of this supporting function, and training at the Underway Training Center, San Diego, Calif., provided additional experience in a technique which has now reached a highly advanced stage.

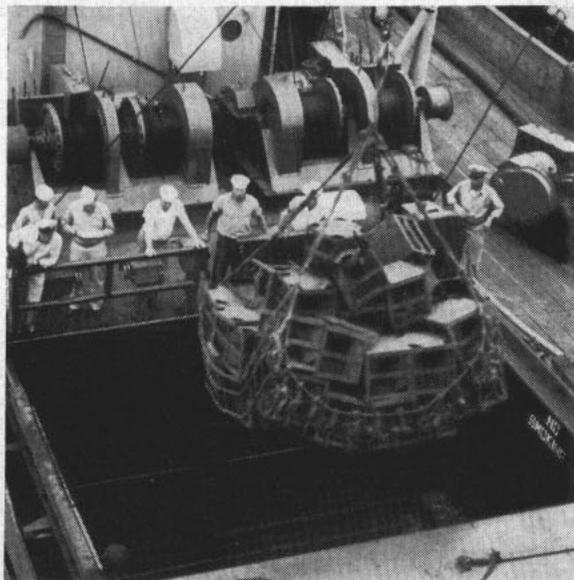
Today a replenishment operation may be going on with both the off-loading and on-loading ships maintaining course and speed. By breaking out in advance the supplies and ammunition required of a ship of



LOAD OF POWDER that will soon be used to send Navy shells on their way to targets along the coast of North Korea is hoisted aboard a destroyer.



FRESH FRUIT, always a welcome sight to a fighting man, is taken aboard a destroyer escort from repair ship *USS Hector* (AR 7) by willing deckhands.



**BUSY OILER** *Cacapon* (AO 52), left, serviced 267 ships in six months. Right: Netful of cargo comes from *Hector's* hold.

the line, supporting vessels have developed a procedure known as "crystal-balling."

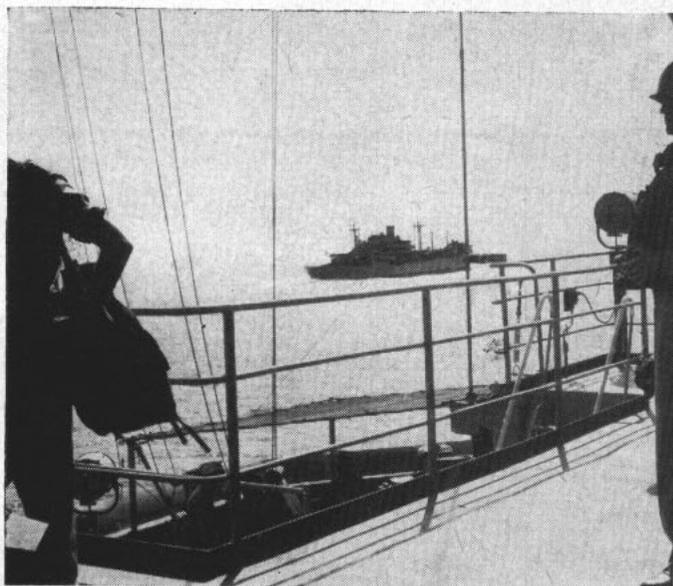
Another term—"highlining"—is applied to the transfer of cargo in rough seas while both ships are maintaining course and speed. It is usually accomplished with 60 to 120 feet between the ships. This method, utilizing trolleys and skids for off-loading the cargo, slows down the speed of transferring the cargo, naturally enough. In calm seas the transfer of supplies is done while laying to, or off-loading may be accomplished directly from the holds to the ship tied alongside.

Take the case of the "Can Do" *Cacapon* (AO 52). Rough seas, ice on the deck, howling winds and strenuous schedules did not keep this little oiler from doing a top-notch job. During a period of six months in the Korean area she spent five-sixths of her time at sea, servicing 267 ships of the fleet, or an average of nearly two ships a day.

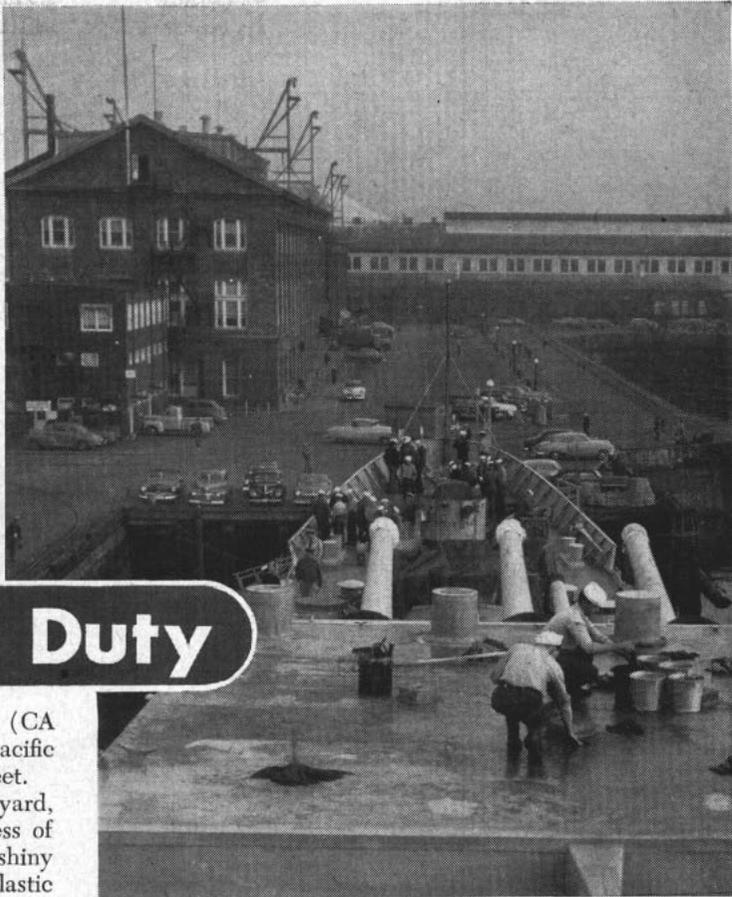
Included among the customers of this tanker were 28 aircraft carriers, 21 cruisers, 214 destroyers and four battleships. With little notice she was on the spot where she was needed, when she was

needed, delivering a total of 642,857 barrels, or over 27,000,000 gallons of Navy fuel oil. To back up the air war in Korea, she also pumped 47,841 barrels of aviation gasoline in this six-month period. Not included in these statistics are the thousands of gallons transferred from tanker to tanker to supply the endless demands from up front.

*(Editor's Note: For the on-the-scene reports covering the jobs of the auxiliaries in replenishing the fleet, credit is due to the following: R. N. Joyce, JO3, USN; S. L. Barber, PHSN, USN, and R. E. Crawl, YNSN, USN.)*



**CARGO SHIPS** on way to Korea lay a smoke screen (left). Right: Destroyer *Floyd B. Parks* gets ammo from *Titania*.

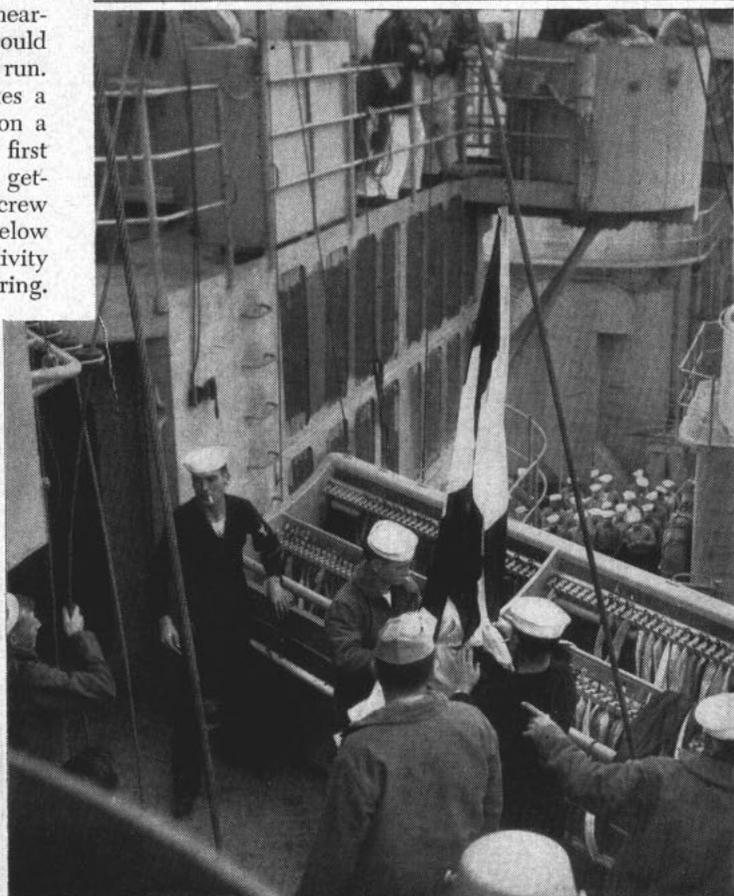
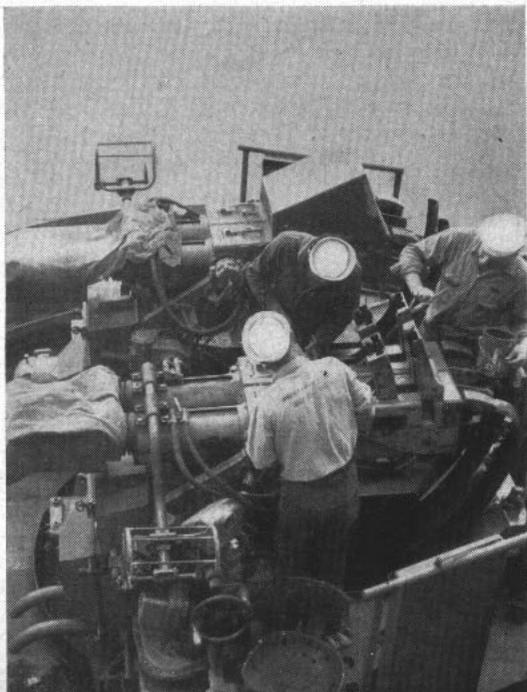


## Returning to Duty

**T**HE HARD-FIGHTING cruiser USS *Pittsburgh* (CA 72), a ship that once lost its bow in a Pacific typhoon, is back once more in the active fleet.

Reactivated at the Puget Sound Naval Shipyard, *Pittsburgh* is the latest proof of the effectiveness of the Navy's ship preservation program. As the shiny metal igloos were lifted off the deck and the plastic cocoons removed, the ship was seen to be in near-fighting trim. Within a short time her boilers could be fired up. Soon she was ready for her first trial run.

To get the veteran cruiser ready for sea takes a bit of doing. At the top left, seamen ease up on a turnbuckle prior to letting the anchor go for the first time. Top right: Deckhands swab No. 2 turret, getting ready to chip and paint. Below left: A gun crew cleans up a quad 40 mm. mount for firing. Below right: The ship's signal bridge is abuzz with activity as quartermasters break out the flags for an airing.



# SERVICESCOPE

Brief news items about other branches of the armed services.

\* \* \*

A NEW DRY BATTERY now in production for the armed forces makes use of plentiful low-grade domestic manganese dioxide. Dry batteries, which have some 1,000 military applications, have heretofore used high-grade manganese dioxide. This is found in sufficient quantity only on the African Gold Coast.

Developed by the Army Signal Corps—which purchases dry batteries for all the armed forces—the new type battery is expected to be slightly more costly to produce. The added manufacturing cost of the new type will be more than offset by its operation life—believed to be twice that of the older type. The increased operating life will also mean reductions in storage and shipping costs.

\* \* \*

A GUN-PROPELLED FLOATING RESCUE LINE has been developed for the Air Rescue Service of the Air Force to be used by amphibian crews in reducing the hazards of injury to distressed personnel during air-sea rescue missions.

During water rescue operations, it is often difficult and dangerous to maneuver aircraft close-by while making survivor pick-ups. The type line-throwing gun currently used fires a brass projectile on a line. If this line is not projected within easy and quick reach of the survivor it will immediately sink. Should the brass projectile strike the survivor, it can cause serious injury.

The new type gun projects a floating line a distance of 200 feet, and is easily visible to the survivor as it floats near by. It can be grasped more readily and the rescue crew can pull the survivor to the aircraft.

\* \* \*

EMERGENCY AIRSTRIPS ON FROZEN LAKES are now under construction in a six-month-long joint operation of U.S. Army Engineers and Royal Canadian Army Engineers in the Canadian Yukon territory.

Nicknamed "Eager Beaver," this largest of peacetime exercises is planned to test equipment and personnel under varying Arctic weather conditions. Following the winter indoctrination of personnel, the "eager beavers" have started construction of emergency landing strips on frozen lakes to test capabilities and limitations of aircraft designed for Arctic operations.

The maneuvers centered in an area 130 miles north of Whitehorse are being conducted by 135 Canadians and 300 U.S. Army Engineer Corps specialists under command of the U.S. Fifth Army Headquarters, Chicago, and the Canadian Army Western Command, Edmonton.

OPERATION "MOBY DICK" is a new research project initiated by the U.S. Air Force to study high altitude winds over the United States at levels from 50,000 to 100,000 feet. Plastic balloons 50 to 110 feet in diameter and up to 130 feet long, equipped with special radio transmitters, are being sent up from Holloman AFB, Alamogordo, N.M.

When "Moby Dick" operations reach full scale, three releases daily will be made. Because of sun reflection from transparent plastic coverings, the balloons may appear as "flying saucers" and during clear days they will be clearly visible at 100,000 feet.

Navy and Air Force direction-finding stations on the ground will receive radio signals from the balloons. This data will be plotted by an Air Weather Service control center.

Floating at fixed altitudes, the ballasted balloons can be tracked by the ground stations to determine positions and movement of air currents. In event a collapsed balloon is found, directions for returning the radio transmitter are attached to the unit and the finder will be rewarded for its return.

\* \* \*

THE FLYING SAUCER idea has been adapted by the Army Quartermaster Corps into a disc-shaped aerial delivery container.

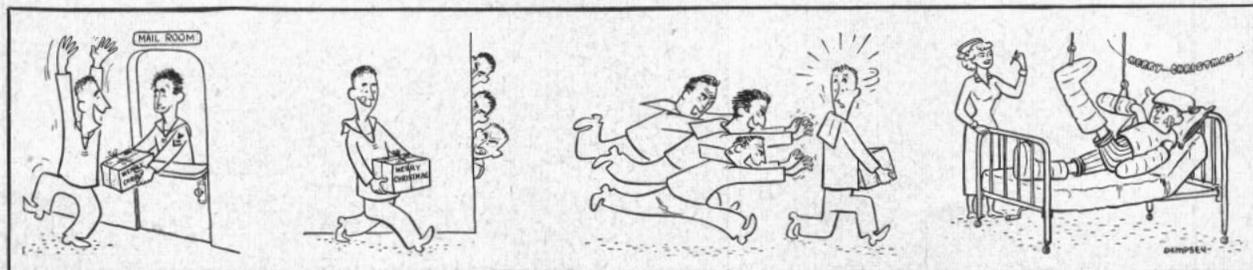
The pancake-like synthetic rubber container, which has a two-foot diameter, can be used for delivery of gasoline, water or other liquids to ground force personnel. It weighs five pounds when empty and has a capacity of five gallons. No parachute is needed to check its free-fall flight and it may be unloaded from any type of cargo aircraft.

The container has been tested in aerial delivery altitudes of 400 to 2,000 feet without bursting or spilling the contents. Upon impact with the ground, the container stretches to almost twice its normal size and after a rebound settles near the point of contact.

\* \* \*

EXERCISE DESERT ROCK, an Army-sponsored troop training operation, will provide an opportunity to indoctrinate personnel at the atomic energy activities located at a Nevada test site. About 5,000 officers and enlisted men of the Army, Navy and Air Force will participate in the indoctrination program covering the military aspects of nuclear detonations.

Within the safety and security requirements of the test program, the selected personnel will receive experience in the principles of organization and training



applicable to military operations involving atomic warfare.

Ground force personnel will establish battle positions as a battalion combat team, including entrenchments, barbed wire and emplacements. Prior to detonations the troops will withdraw to predetermined positions of safety. This training exercise is separate from the scientific development work at the Atomic Energy Commission test site.

\* \* \*

PLASTIC SHROUDS to replace scarce and costly canvas tarpaulins, wooden boxes and crates used in shipments of ordnance materiel, have been developed by Army Ordnance Corps.

Approximately 50 different sizes are made to fit machines up to 20,000 pounds. The plastic shroud weighs 30 pounds in comparison to the bulky and heavy tarpaulin. It will withstand wind velocities of 60 miles an hour and extreme temperatures. It is also being used to project flat car shipments of heavy war materiel as well as equipment subjected to longer periods of outdoor storage.

The entire envelope-like cover is brought into general conformance with the contours of a machine by the use of cotton straps and is tied with ropes laced through grommets to prevent billowing and excessive whipping in the wind.

\* \* \*

A MOSQUITO AIRLINE is operating in Korea. This midget airline has the job of carrying messages. In one month it has hauled as much as 34,000 pounds of

messages between Eighth Army and the corps headquarters.

The busy little airline is operated by the Army Signal Corps, the same outfit which hatched the Army Air Force when they bought the first military plane from the Wright brothers back in 1909. Today, with five planes, five pilots and a ground crew of seven, the Air Section of 304th Signal Operations Battalion is hauling a record of 82,000 pounds of messages a year.

In Korea there are few roads, and these are rough and slow for ground vehicles. To speed up communications the L-5 or "mosquito" planes cut down the jeeps' time per trip from two days to four hours or less.

\* \* \*

A NEW FOOT POWDER developed by Army medical research offers partial protection against cold injuries. It is being issued to troops in Korea this fall.

Troops operating in cold areas suffer more injury of the feet than any other extremity. Sweating plays an important role in cold injuries. Trenchfoot develops in "wet cold" and frostbite comes from "dry cold."

Arctic tests by the Army Medical Service have shown that the foot powder reduces sweating by as much as 24 per cent.

Man's feet perspire under almost all conditions. The secretion of the sweat glands is especially harmful in cold weather because crystallized particles of perspiration act as conductors of cold, lowering the insulation value of winter footwear. The new powder reduces foot sweating, making the winter soldier's heavy socks and boots more effective against cold injury.

## Chief Warrant with 34 Years' Naval Service Has 21,000 Flying Hours

It's a long haul from flying 1915 pusher-type seaplanes to flying today's PBM-5s, but Chief Boatswain Patrick J. Byrne, usn, has made it and he's still going strong.

A veteran of 34 years continuous naval service, Byrne is now attached to Squadron VR-31 at the Norfolk Naval Air Station, Virginia. Flying for this transport squadron he ferries "big boats" between Norfolk, Jacksonville, Pensacola, Corpus Christi, San Diego and Seattle.

Most of his work in the Navy has been with patrol aircraft. In World War I he patrolled the Atlantic off the eastern seaboard in Curtiss "flying boats" (H-14s and H-16s mounting twin Liberty engines.) World War II saw him flying patrol aircraft over the Atlantic once again. This time he flew PBMs and PBYs on patrol and survey flights as far as North Africa, England and South America.

His first aircraft was the first

model Burgess Dunne seaplane—a Curtiss-engined, pusher-type plane. He was flying this on commuter flights around New York City two years before he joined the Navy in 1917.

Says Byrne about this old plane.

"We controlled it with two sticks in the cockpit. There was just aileron control—no rudder or elevator."

"Planes in those days were a far-cry from those we have now," continued

Byrne. "They didn't have the aircraft inherent stability built into modern aircraft. Then, if you went into a spin . . . that was all."

One of the chief boatswain's distinctions is graduation from Pensacola flight training with the first

enlisted class in Navy history. This was in 1920. To this day he retains the card designating his Aviation Pilot Number 10.

His rise in the Navy was steady: warrant in 1928, chief warrant in 1934 and lieutenant commander in 1944. He held that rank until early last year, when he was reverted to his permanent rank under policies in effect at that time.

According to squadron officers, Byrne never bothers with maps while on his ferrying trips. If there is an inexperienced copilot along, Byrne will brief him on the check points by memory, calling off the towns, inlets and lighthouses by their names and in proper order.

Byrne has the impressive number of 21,000 flying hours to his credit. No permanent records of total flying hours are maintained by the Navy Department, but several officials believe this to be the highest total of any Navy pilot.



CHBOSN P. J. Byrne



## Air Reserve Pays Off

ON A MISSION pilots, who a few months before flew as 'Weekend Warriors,' head for enemy targets in North Korea.

**F**ORMER week-end warriors of the Naval Air Reserve are now proving their worth on a full-time basis in Korea.

Reserve pilots and ground crewmen who a few short weeks before were following a civilian way of life now form a part of the Navy team in Korea, maintaining and flying the planes which assist the Regular Navy in its daily strikes against the

Communists as they provide close support for the UN ground troops and destroy communications and supply lines of the Chinese Reds.

The first all-Reserve air group to hit the Korean front was that of *uss Boxer* (CV 21) who struck its first combat blow in March 1951.

In addition, Naval Air Reservists are playing a major role in the activities of *uss Princeton* (CV 37)

and *uss Bon Homme Richard* (CV 31). Half the patrol squadrons in Korea are activated Reserve patrol squadrons.

Of the 8,000 combat sorties flown during a typical month's operation, approximately 75 per cent were by activated Naval Air Reservists.

As an illustration of how this score was reached take, for instance, this play-by-play account of one day's operations by the *Boxer's* Reservists in action:

Taking off at dawn, Reserve pilots surprised southbound Communist traffic before it had a chance to hole up for the day. A flight of *Panthers* left two trains in ruins and another badly damaged, then went on to destroy a handful of trucks.

Early *Corsair* attacks leveled 22 warehouses, knocked spans from two rail bridges, damaged two highway bridges.

In the afternoon, operations featured low-level attacks against targets in a valley between two mountains. In spite of strong down drafts and rough air, *Corsairs* accounted for two more bridges.

It was on this afternoon that a division of ADs obtained nine direct hits out of 16 bombs dropped. Besides destroying their assigned bridge, they blasted two warehouses, a camouflaged supply dump and two trucks. One truck was chased



TYPICAL SCENE on board *USS Princeton* (CV 37) shows pilots getting their briefing for the day's work against vulnerable Communist positions ashore.

into a hillside cave, where a bomb was lobbed into the entrance, eliminating both cave and truck.

Box score for the 108 sorties launched from the *Boxer* on this day included the destruction of four trains, five bridges, more than 12 trucks, four warehouses, 10 buildings containing supplies and troops, and damage to numerous other targets.

The fact that the Naval Air Reserve is ready and able to operate in Korea with such effectiveness after an average of 60 days' refresher training at home base before being assigned to fleet units is not an accident.

It is the result of a carefully planned and organized program in which the Naval Air Reserve Training Command is fulfilling its mission assigned at the beginning of the postwar program—to provide a reservoir of trained and partly trained personnel to augment Regular Navy forces upon mobilization.

At a cost of less than one cent of each defense dollar, almost 50,000 officers and enlisted personnel at more than 60 locations throughout the country are provided with the training needed to fulfill the mission assigned the Naval Air Reserve Training Command. Through its program, Naval Air Reserve is able to train seven men—whether pilots or technicians—at a cost no greater than that required to maintain one man on full time active duty.

Through week end training, the "week end warriors" of more than 300 Naval and Marine Air Reserve squadrons have thus lost none of their combat skills and techniques. It has been found that most pilots reporting for active duty have accumulated between 1,000 and 2,000 hours' flying time; some have marked up more than 6,000 hours in the air. Many ground crewmen have acquired an equivalent amount of experience.

Where do these men come from? What do they do for a living? What sort of training do they receive before they report for active duty in Korea and elsewhere? What's the word on these characters?

They come from filling stations and from factories, from colleges and law offices, from laboratories and from farms. Enlisted personnel of one squadron—VF-671, NAS At-



**BACK ON DUTY** at the Naval Air Station, Seattle, Wash., four Reservists recalled to duty from civilian life ready a PB4Y patrol bomber to fly again.

lanta, Ga., for example—includes an industrial engineer with more than 12 years' service in the Reserve, a geologist who holds a DFC, a lawyer who is a veteran of seven Pacific engagements in World War II, as well as 12 expert mechanics and technicians from Macon, Ga., who—as civilians—had been working on all types of aircraft.

The Naval Air Reserve Training Command is composed of 28 major

activities located in population centers throughout the country. Two of these activities are lighter-than-air training units; the rest of the major stations provide heavier-than-air training. Other activities of the Command include Auxiliary Air Units and Auxiliary Ground Units in outlying areas, designed for individuals living in areas where distances make it difficult for members to join the Organized Reserve squadrons at the major activities.

These auxiliary units participate in 24 scheduled training periods each year as compared with the 48 scheduled drills of the squadrons at the major air stations. They also take a two weeks' annual training duty "cruise" and fly approximately 50 hours annually in a program similar to that of the squadrons at Reserve air stations.

Reservists affiliated with AAUs and AGUs are paid approximately one month's service pay annually and build up points for retirement while the 48-drill warrior receives two full months' service pay and also builds up retirement points.

Because of this, Organized Reserve weekend training extends to the classrooms, shops, radio rooms, control tower, photo lab and ordnance department. Reserve officers and rated specialists conduct ground training utilizing some \$30,000,000 worth of technical equipment which



**RESERVIST** Filomeno Escobar, AO3, wheels a 100-lb. bomb to a waiting AD Skyraider on board USS *Boxer*.



REVVING UP his F9F Panther jet, a pilot awaits the 'Fire!' signal from the catapult officer. Note the blast screen used to deflect the hot exhaust fumes.



DEADLY TALLY posted on Princeton's island shows the effectiveness of the interdiction and close support sorties flown by the men of Air Group 19.



END RESULT of a carrier air strike is this burning bridge near Yongjongdong, North Korea. The Communists had tried to rebuild this one with wood ties.

has been assigned for this purpose.

Many young men seeking a career in naval aviation have found their places in the ground crew operations and, like the pilots, they are trained to take their places at sea in a hurry.

The Naval Aviation Cadet Training Program provides replacement pilots for those who become "too old" for combat flying. The young man enlists in the Naval Reserve and upon acceptance in the Naval Cad program, receives 18 months of intensive flight training. Upon graduation, he is commissioned an ensign in the Naval Reserve or a second lieutenant in the Marine Corps Reserve, then polishes his skills with 30 months' training in the Fleet. At the end of his four year contract, he is released to inactive duty and encouraged to participate in the Organized Reserve program.

The flight training and active duty indoctrination of one naval aviation cadet is estimated to cost approximately \$100,000. His flying proficiency and Navy know-how after four years of flight experience, cannot be measured in dollars and cents.

That is why the Naval Air Reserve assists the young Reservist, after his tour of active duty, to find employment in areas adjacent to the Reserve air stations, thereby encouraging him to affiliate with his home town squadron. In this program, it enlists the aid of industrialists and businessmen of the community to find jobs suitable to the returning veteran.

The real pay-off on the success of any program can best be judged by the opinions of those most closely concerned. As yet, it's a little too early to give the complete story, but of two squadrons who have been released from active duty, 78 per cent of the enlisted personnel have said that they are planning to rejoin their Reserve outfits as soon as they hit their home town.

They will be welcomed. Naval Air Reserve officials given assurance that all Korean veterans will be given a place in the Organized Reserve with the knowledge that they will not be returned to active duty again unless a state of war or national emergency is declared by Congress. Should that day come, the Naval Air Reservists will be trained and ready.



GUINEA PIG boat for sonar experiments, this trim 83-foot motor launch is one of several vessels operated by USL.

## Research in Submarine Sound Detection

THE NAVY'S Underwater Sound Laboratory at New London, Conn., the world's largest lab engaged in submarine sonar research, has more than ten years of research and development behind it. This activity, located at Fort Trumbull, an old Army fort, carries on experimental work vital to the Navy's submarine and ASW programs.

Many types of equipment have been developed here. Among them: the expendable sono-buoy, sofar (a long-range sound system that determines survivors' positions), hydrophones, sound recorders and analyzers and various top secret, pro- and anti-submarine sound devices.

This laboratory has come a long way in the past decade. When it was established early in 1941, the facilities consisted of one laboratory building, one test vessel and the old fort's guard house. It had a staff of 60. Today there are eight major buildings, numerous smaller structures and two detached experimental field stations. The staff numbers over 850, about 60 of these being Navy officers and enlisted men.

Some of the Navymen perform communication, security, supply and medical functions while others work with civilian scientists in research and engineering projects. Most of the enlisted men, however, man small craft used for research purposes and for transportation.

Three different groups at one time or another have had technical direction of the USL since it was first established by the Navy. Columbia University was the first, the USL being under the "technical command"

of that school's Division of War Research. In 1945 Columbia turned the technical direction over to the Naval Research Laboratory. This same year, the sonar portion of the Harvard University USL was transferred to New London and merged with the work formerly undertaken by Columbia.

The USL's first wartime work was primarily concerned with the development of devices and equipment for use in the anti-submarine phase of the battle for control of the Atlantic. Later on, with the change in the tides of war, the emphasis was switched to development of gear for use in the pro-submarine phase of the conflict in the Pacific. In addition, the USL

assisted in training naval personnel in the use of gear it had developed and sent field engineers to assist the fleet in actual areas of conflict.

The USL, while continuing its work in underwater sound, undertakes projects in other fields—fields especially important to submarines. One of these fields is antenna design. A result of USL development is a composite-type topside mounted rig that does three jobs at one time.

The USL has been behind many of the engineering advances in the infra-red field. Specifically these advances have been made in visual signal and detection devices and systems. For instance, the New London USL has improved and evaluated infra-red devices able to distinguish ships ordinarily invisible to the naked eye because of darkness. A good part of the infra-red testing and evaluating is done at night between darkened submarines cruising off-shore working with laboratories near the beaches of the Fisher's Island field station. This gives a certain cloak and dagger air to this phase.

In carrying out its work the USL coordinates its programs with other laboratories engaged in related fields. One of the most important of these labs is the Underwater Sound Reference Laboratory at Lake Gem Mary, Fla. (See ALL HANDS, July 1951, p. 33).

The New London USL is noted for its leadership in developing systems for pro-submarine sound detection gear and very low frequency reception. A key to this leadership lies in the constant exchange of information with submarine forces afloat.



COMPUTING sonar data collected during a boat run, a chief gets an assist from a time-saving tabulator.

# Charting Land and Sea

*This is the first of a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to—or has an important effect on—the Navy, its ships and its personnel.*

**H**AVE YOU ever thought about the work that goes into preparing nautical charts? Those oversized sheets of paper that virtually give the lie to the title "trackless seas"? Those sea-going maps that guide ships safely to port?

The production of nautical charts—so vital to naval operations—is one of the principal functions of the U.S. Coast and Geodetic Survey. A part of the Department of Commerce, the Survey was formally established in 1816 although its existence began nine years earlier.

Its mission at that time was to chart coastal waters and to conduct tide and current studies. Since then its activities have expanded to include inland geodetic control data and studies of the magnetic forces that affect the earth. About 25 years ago, aeronautical charts and earthquake studies were also added to its list of tasks.

The activities of the Coast and Geodetic Survey should not be confused with those of the Navy Hydrographic office, described in *ALL HANDS*, February 1951, pp. 6-11. Navy hydrographers make studies wherever there is a need for them. They are sent on expeditions to many parts of the world. The Coast and Geodetic Survey, on the other hand, generally confines its studies to the United States and its possessions.

At the present time, the Survey is staffed with approximately 2,500 officer, enlisted and civilian personnel. The commissioned officers have ranks similar to those in the Navy, ranging from ensign on up.

**TALL TOWER** (left) enables surveymen to 'triangulate' over heads of trees and intervening rolling hills.

Enlisted men also have ratings comparable to the ones earned by Navy bluejackets. Cartographic engineers, mathematicians, geophysicists, photogrammetric engineers, technicians and administrative workers make up the civilian complement.

The Survey is currently operating six major vessels and 13 auxiliaries. It also uses aircraft and trucks. Many costly precision instruments are always in use and others are constantly being developed.

In time of war, the Survey becomes a military reserve. During World War II, for example, 94 of its 171 commissioned officers were transferred to the armed forces for duty. In addition, six of its then nine survey ships were transferred to the Navy.

Lots of work goes into the preparation of a nautical chart before it reaches your ship. An extensive coastal survey must have taken place. This survey includes topography, hydrogra-

phy and coastal triangulation. After the field work is completed, pages and pages of "paper work" pass over the specialists' desks before the finished product is ready.

Topography—the land survey—must show shore forms or contours, landmarks, elevations and depressions—all vital piloting aids.

Since the development of radar, charts must show all topographical features and navigational aids which would appear on the radar scope.

Photogrammetry—the use of photos in topographical work—is quicker and cheaper than ground topography. Coast and Geodetic Survey has designed a special nine-lens camera, together with transforming, rectifying and stereoplottting equipment, to accomplish this. The camera weighs over 300 pounds and requires film 200 feet long, with 100 exposures. At an elevation of 14,000 feet, approximately 125 square miles can be photographed in a single exposure. A single-lens photograph, at the same scale, would require 16 exposures.

Hydrographic surveying consists essentially of measuring depths—



taking soundings—and determining the definite locations of these soundings, even though they may be out of sight of land.

No longer do we need to measure depths by handlead and wire. "Echo sounding"—the principle applied in gaging the distance of a building or cliff—has been made possible by the development of a fathometer. This electronic device measures the time it takes for a sound echo to return from the bottom of the sea beneath the vessel.

For determining the geographical position of the survey ship, a system known as "radio acoustic ranging" was used prior to World War II. Sound impulses were sent to two or more known ground stations and were returned to the ship by radio. Today, a form of radar, *shoran*—short range aid to navigation—enables a vessel to determine its position within a few yards at distances of 50 to 75 miles.

Use of electronic equipment, in addition to saving time, has the added advantage of allowing 24-hour, all-weather operations.

Data on tides and currents play a big part in the navigation of every ship. Entrances to some ports are obstructed by bars which can be crossed only at high tide. Precious fuel can be wasted if a vessel fails to make the most favorable currents.

Information on tides and currents is useful not only to navigators but to engineers and Seabees locating and constructing piers, bridges and other coastal property. These figures help determine waterfront boundaries. They are also helpful in planning off-shore oil production projects and for the solution of problems regarding sewage disposal and waterfront pollution.

Over 80 permanent tide stations have been built by Coast and Geodetic Survey at coastal ports where continuous records are maintained. The network of tide levels established over the country is based on the "mean sea level" as determined from these stations.

Portable tide gages are set up from time to time to gather additional data in certain areas.

A machine that can predict the times and heights of the tide for any port in the world, for any year, is another "tool" used by Coast and Geodetic Survey.

Each year the agency publishes *Tide Tables*, *Current Tables*, *Tidal*



FIRST STEP in triangulating is to measure off a precise base line (above). Teams like this one move about by truck, use only most modern equipment.

*Current Charts* and the *Coast Pilot*. From these and the nautical charts, a navigator can tell the exact depth of water available at a given time and place and the direction and strength of the current.

Now let's take a look at some of the other functions of the Coast and Geodetic Survey—all of which affect us to some extent either directly or indirectly.

The term "geodetic" was added to the Survey's title in 1878 as its operations moved inland. What does that word mean? Geodetic surveying is merely the science of measuring the earth as a whole as contrasted with the surveying of, say, an acre of land.

A vast network of over 150,000 monumented stations and prominent

objects, precisely located in latitude and longitude by a system called "triangulation," has been set up by the Coast and Geodetic Survey to aid in all kinds of mapping and charting. Close to a quarter of a million "bench marks"—markers on which the height above sea level is permanently recorded—have been set at one-mile intervals along leveling lines for use in making contour maps and to furnish elevations for engineering projects.

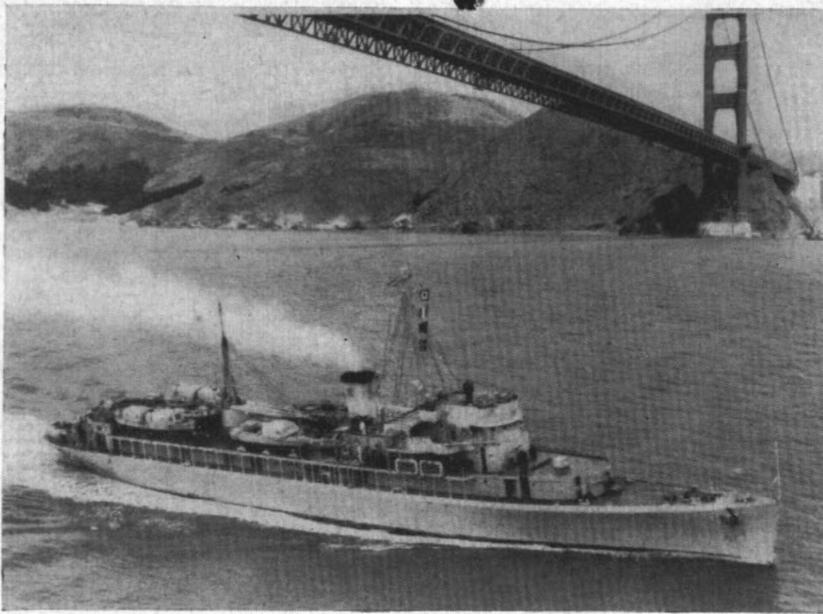
In the early days, "triangulation" was a slow process. Transportation and communications were poor. The primary instrument, a theodolite, needed a special carriage and usually required four men to carry it. Today a theodolite can be carried up mountain slopes on the back of one man.

Now "triangulation parties" travel by truck—in some instances by plane. They often radio the results of their work. Electric signal lamps, two-way radios—even portable steel

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These Tireless Chart Makers  
Know the U. S. Coastline  
Like the Back of Their Hand

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**SURVEY SHIP *Pioneer***, formerly the Navy seaplane tender *Mobjack*, passes beneath the Golden Gate on her return from a mapping mission in Alaska.

towers, used to overcome interference with vision, have become standard equipment.

Modern science has put much of the procedure on a "push-button" basis. An adjustment here and there on this or that gadget and you come up with the correct dope.

Laying the groundwork for all of the Survey's calculations is not a push-button affair, however. It takes sweat—or perhaps icicles in your beard—to get tide gages properly mounted. After ground surveying operations, the "bench marks" must be driven into bed rock or planted in cement for permanency—so future surveyors can make use of them.

Sometimes the Survey's crews work in tropical climates. Sometimes they work in Arctic regions.

Not all operations can be carried out at the same time, however. In Alaska, for example, ground surveys must be conducted while the ground is hard. But hydrographic work is possible only during periods when the ice-pack has receded from shore and the lagoons are free of ice.

Every sailor knows the magnetic compass is still the basic instrument of the navigator. That instrument is needed to steer surface vessels or aircraft along any desired course.

The direction and strength of the magnetic forces of the earth are constantly changing. Magnetic declination—known as "variation" to the Navyman—varies from place to place

and from day to day, sometimes even during the course of a day. Since 1840, for example, in the vicinity of Princeton, N.J., the magnetic needle has changed six and one-quarter degrees in direction.

The Coast and Geodetic Survey conducts constant studies of these changes to meet the needs of the navigator and the surveyor.

In these days of steel ships, the sailor must allow for "deviation" caused by the ship's structure or armament as well as for the "variation" caused by the needle's point-

ing to "magnetic North" rather than "true North."

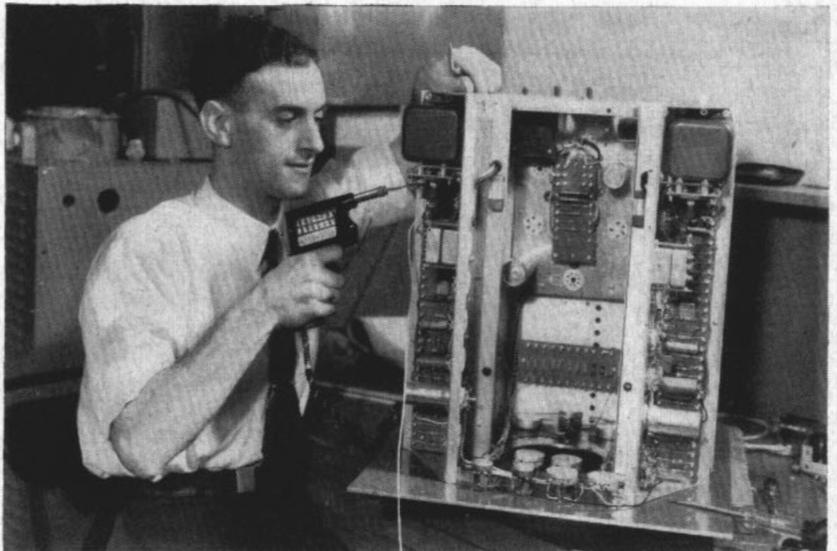
In 1926, an aeronautical charting program was initiated. The Survey now compiles and prints charts for the United States and its possessions for both civil and military aviation. Charts are also made of international airways that are required primarily by U.S. civil aviation.

Aeronautical charts show important features such as shorelines, streams, land elevations, roads, railroads, cities, towns, and important landmarks. Airports, beacon lights, radio ranges and other aeronautical installations are overprinted in color.

Before the chart is published it is checked by an experienced observer who flies over the charted area, comparing the information on the chart with the ground below.

The work of the Coast and Geodetic Survey is a continuing process. Charts, once completed, are not "good forever." Changes in topography, tides, currents, the earth's magnetic forces, all mean more studies, more charts, more figures.

Officials of the Survey usually answer the question "When will the Survey's work be over?" by saying: "When the ocean currents cease to flow, when the Mississippi River stops bringing silt to the Gulf, when Rockaway Point ceases to crawl across the entrance to New York harbor, when earthquakes cease to trouble in a part of our frontier—then and not until then will the work of the Survey itself cease."



**BEHIND SCENES**, a technician makes repairs to an electronic receiver which, spotted on a shoreline, will help to determine a survey ship's position.

# LETTERS TO THE EDITOR

## How Many Days in February?

SIR: In a letter to the editor (ALL HANDS, June 1951, p. 27) you indicated that a person whose pay record was opened on 1 Feb 1951 and closed on 28 Feb 1951 would be entitled to 30 days' pay.

I maintain that a person in such a case would be entitled to only 28 days' pay. Am I right?—R.E.F., LTJG, SC, USN.

• You are right in the particular case that you cite. However, February is considered as having 30 days for pay purposes in the more than 99 percent of the cases where a man's pay accounts remain open for more than 30 days. For example, if a man were paid on 15 Feb by the time 15 March rolled around he'd have a full 30 days' pay due him—even though only 28 days had passed.

The example you cite is an exception in that it is a short-time period, not in excess of 30 days, which involves both the opening and closing of a pay account within a 30-day period.

This rarely applies to naval personnel, since pay accounts are ordinarily opened at the beginning of an enlistment and are reopened at six-month intervals starting with January and July of each year.—Ed.

## Eligibility for Awards

SIR: Two awards, the United Nations Korean Medal and the All Forces Reserve Medal, are now being sold in uniform shops. What are the conditions under which these awards are made?—D.M.M., PHGC, USNR.

• The United Nations Korean ribbon is not an official award and may not be worn by members of the U.S. armed forces.

The "All Forces Reserve Medal" is actually the "Armed Forces Reserve Medal," created by Executive Order 10163 of 25 Sept 1950. Regulations for earning this medal have been established by SecDefense and will be announced officially in the near future. No applications for this award will be accepted, however, until the medals are available for distribution.

Many unauthorized medals are being sold to armed forces personnel by private concerns. The Navy Department, of course, has no legal authority to control or prohibit such sales.

The Navy has published, however, a pamphlet, Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard, 1861-1950, which contains full information on all such awards authorized for naval per-

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.

sonnel as of 1 July 1950. This pamphlet (NavPers 15790) should be available on all ships and stations. Awards authorized since that date have been announced in the Navy Department Bulletin, ALL HANDS and other publications.

Eligibility for service awards should be entered in each sailor's service record. If you are in doubt as to eligibility for any award, it is suggested you write to BuPers for official verification.—Ed.

## GI Bill for Korean Vets

SIR: Will personnel who enlisted after the announcement of the national emergency be eligible for GI educational benefits when their enlistments expire? Is there any truth in the rumors now going the rounds that only personnel who served in the Korean area will be eligible for these benefits?—J.S., HN, USN.

• The rumors concerning a "GI Bill" for Korean veterans are based on certain bills which have been introduced into Congress but on which no definite action has, as yet, been taken.

These bills do not limit the proposed benefits to persons actually serving in the Korean theater of operations but extend the benefits to those with service between the period 27 June 1950 and the end of the present "emergency" when declared later by the President.

The only educational benefits now authorized for veterans, other than disabled veterans, are those provided by the Serviceman's Readjustment Act of 1944, as amended, better known as the GI Bill. The provisions of this law extend only to World War II veterans—persons with duty between 16 Sept 1940 and 25 July 1947. However, Public Law 894, 81st Congress, as recently amended, provides the educational benefits of Public Law 16, 78th Congress (the World War II Vocational Rehabilitation Act) to persons with disabilities sustained in service during the present "emergency" period.

When and if final legislation is enacted concerning a GI Bill for veterans of the present "emergency," full coverage will be given in official Navy directives and in ALL HANDS.—Ed.

## Two Medals of Honor

SIR: The October 1951 issue of ALL HANDS, p. 54, commented on a new Navy book listing the names and records of Congressional Medal of Honor winners. The article specifically stated that "during the 87-year period, nine men received two Medals of Honor," and listed the nine men.

It is my understanding that a Marine Corps officer, namely LtCOL Cukela, received two Medals of Honor. I would appreciate your comments concerning the omission of this name.—W.J.B.

• Major (then sergeant) Louis Cukela did receive two Medals of Honor, however, not from the Navy. The book Medal of Honor, The Navy, names only the Navy medal winners of Navy and Marine Corps personnel. He received the Medal of Honor from the Army for advancing alone against an enemy strong point that was holding up his line. After working his way to the rear of the hostile position, he rushed the machine-gun emplacement. He then killed or drove off the crew with his bayonet, bombed out the remaining part of the strong point with German hand grenades and captured two machine guns and four enemy.

In one of the relatively few exceptions to the law which provides against the award of two medals for the same service, Major Cukela, USMC (Ret), received the Medal of Honor from the Navy for the same action—the battle in the Forest de Retz near Viller-Cottertes, France, 18 July 1918.—Er.

## Extra Pay For Messmen

SIR: I would like the answers to three questions in order to settle an argument. (1) When did the Navy start paying messmen additional pay of \$5 monthly? (2) For what purpose is this \$5 paid? (3) Was there at any time a pay checkage made against messmen for breaking mess gear?—R. L. H., SK1, USN.

• About 50 years ago—15 Oct 1901 to be exact—President Theodore Roosevelt issued an executive order authorizing messman pay. This pay is called "extra compensation for messmen" by the BuPers Manual. It is compensation for duties performed in connection with serving meals. There has never been any specific authority for a checkage in the pay account of a member for broken mess gear. Messman pay was discontinued as of 30 Sept 1949.—Ed.

**Retirement and Household Effects**

SIR: I would like to know if I am entitled to have my household effects shipped at government expense to the place I intend to make my home when I am retired and released from active duty. I expect to be retired for physical disability. I have about 15 years' continuous service.—W.E.K., GMC, USN.

• Upon retirement, other than temporary disability retirement, all members on active duty under retirement orders, orders to home to await retirement, shipment of household goods from the last and any previous duty station and/or place of storage to home is authorized. A period ending one year after the termination of World War II or one year after the date of retirement (other than temporary disability retirement) is fixed as the time within which household goods must be turned over by the owner

to a transportation officer for shipment at government expense. Home, in connection with retirement for members of the regular services, means a place which the member within the time limit selects as his home for the purpose of receiving mileage or an allowance for transportation.

Upon temporary disability retirement members of the regular services are authorized shipment of household goods from the last or any previous duty station (or place of storage in connection therewith) to home.

Home, in connection with temporary disability retirement, is the place currently recorded as the home of the member.

The net weight allowance of household goods authorized to be shipped at public expense for a chief petty officer is 4,500 pounds.—Ed.

**Shore Duty Eligibility**

SIR: In a recent shipboard discussion regarding active duty Reservists serving in sea duty billets, certain questions arose concerning sea duty and shore duty eligibility. The most important question—which we'd like you to answer—is, "What effect does a man's broken service have on his eligibility for shore duty?"

Three other questions are: (1) When does credit for sea duty begin? (2) When does credit for shore duty begin? (3) How does the Bureau of Naval Personnel go about setting up shore duty eligibility?—C. A. F., PN3, USNR.

• Men reenlisting under broken service (i.e., more than three months after date of discharge) do not receive credit for sea duty in prior enlistments for the purpose of establishing shore duty eligibility. Similarly, Reservists do not receive credit for sea duty served in prior enlistments or active duty if they were on inactive duty for more than three months.

Credit for sea duty, in the case of both USN and USNR personnel, begins on the date of detachment from last shore duty to sea duty. In the case of Reservists this would normally be the date of detachment from the receiving station where they were outfitted and processed.

Credit for shore duty, in the case of both USN and USNR personnel, commences with the date of reporting to any shore activity in the continental U.S.

All computations for shore duty eligibility are made in the Bureau of Naval Personnel. The computations are based upon the individual's complete service record. Anyone in doubt can officially request determination of his own case. It should be noted that every request for placement on the Bureau's shore duty eligibility list is carefully processed and checked in order to ensure that the individual attains his proper standing on the list.—Ed.

**All-Navy Sports**

SIR: Please furnish some information regarding the All-Navy Tennis Tournament or the 6th Naval District Tennis Tournament?—J. C. K., JO1, USN.

• Because of the restricted availability of air transportation and the prohibitive cost of commercial travel, the Navy is no longer conducting the "All-Navy" sports program. Local and naval district level competitions within the Navy for all sports are encouraged and are in operation.

Tennis competitions are conducted by nearly all naval district and station athletic programs. Check with your welfare and recreation officer.

There is an All-Navy boxing tournament this year, however, being held in conjunction with the Olympic try-outs.—Ed.

**Evaluation Sheets for Chief Petty Officers and PO1s Explained**

SIR: Will any appointments to WO or LDO be made as a result of the petty officer evaluation sheets submitted to BuPers last July 1950 and January 1951? Will Naval Reserve personnel receive any of these appointments during fiscal year 1952?—R.W.S., EM1, USN.

• Apparently there is a misunderstanding or misinterpretation of the provisions of BuPers Circ. Ltr. 23-50 (NDB, January-June 1950) and BuPers Circ. Ltr. 173-50 (NDB, July-December 1950). The former announced the development and prospective use of the chief and first class petty officer evaluation sheet in order to provide the Navy with more detailed information on the performance of individual senior petty officers. The latter directs commanding officers to insure prompt and proper submission of these reports. Both letters have been cancelled and superseded by BuPers Circ. Ltr. 91-51 (AS&SL, January-June 1951). Additional information on Circ. Ltr. 91-51 will be found in ALL HANDS, August 1951, p. 47.

Although the cancelled letters announced that this form would be used by selection boards convening for the selection of officers, and Circ. Ltr. 173-50 announced tentative plans for the temporary appointment of chiefs and PO1s to warrant and commissioned grades, neither letter opened a program for the procurement of permanent or temporary officers in the Regular Navy or Naval Reserve.

These evaluation sheets designed to help selection boards determine the fitness of applicants for WO and LDO but do not automatically place a candidate on a "waiting list" for promotion.

A program for the appointment of

limited duty officers is currently in effect as publicized by BuPers Circ. Ltr. 62-50 (AS&SL, January-June 1950). Eligibility for appointment under this program is restricted to commissioned warrant officers, chief petty officers and first class petty officers of the Regular Navy who have completed 10 years' active naval service.

Appointments are being made to temporary warrant grade in the Regular Navy from among eligible Regular Navy enlisted personnel to meet the needs of the service.

The tentative program for temporary appointment of eligible personnel to commissioned grade—which was announced by Circ. Ltr. 173-50—has not yet been established and there is no definite information as to when this program will be opened.

Authority exists under which Naval Reserve personnel on active duty may be appointed to temporary warrant and commissioned status in the Naval Reserve. Exceptions from this authority include Fleet Reservists and Naval Reservists on active duty in connection with organizing, administering, recruiting, instructing, training, or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work.

No program exists at this time, however, for the temporary appointment of Reserve personnel to warrant or commissioned grade in the Naval Reserve. It is not anticipated that a program will be opened in the near future for the temporary appointment of Reservists under this provision of law inasmuch as permanently appointed Reserve officers are available in sufficient numbers to meet the needs of the service.—Ed.

## Shooting a Rifle

SIR: The back cover of the August ALL HANDS shows a most attractive young Wave shooting a rifle. It may be that the rifle this young lady is handling has no kick to it, but if there is a kick she had better be careful. Otherwise, that right eye of hers is mighty apt to have a sign hung on it, "Closed for the season."

Many years ago I used to do a lot of shooting at Quantico, Va., I can still hear the old Marine top kick giving me and the other novice riflemen a bad time for having our thumbs in this position—across the stock and behind the cocking piece. I also remember the number of broken noses and black eyes that resulted when the instructions were not complied with.—E.H.C., CDR, USNR (Ret).

• When the Marine Corps used the Springfield bolt action rifle two positions of the thumb of the right hand were taught and considered good positions. One position was thumb across the stock behind the cocking piece. The other position was thumb along the right side of the cocking piece in prolongation with the stock.

Both of these thumb positions were common and were used by some of the best rifle shooters. However, in recruit camps and on some ranges when inexperienced rifle shooters were undergoing instruction the position of the thumb along the stock was preferred. Reason for this was that it appeared to be easier to teach trigger squeeze when the novice shooter didn't grip the rifle quite so tightly.

When the thumb is placed in the position the Wave has hers, it is necessary to grip the rifle with a firm grasp to prevent the thumb from hitting the shooter in the lip or eye.

Among rifle shooters it is common knowledge that when firing in the standing position a firm grip of the right hand with the thumb across the stock aids materially in holding the rifle steady.—Ed.

## Benefits for Retired Personnel

SIR: Please advise what benefits are allowed to retired personnel for transportation outside the United States. Also, what are the hospitalization privileges of dependents of retired naval personnel.

Can dependents of naval personnel on active duty receive dental care at naval dental facilities?—J.E.B., ADC, USN.

• Retired members entitled to hospital care are also entitled to dental care, subject to local conditions. They are also entitled to out-patient treatment in naval medical facilities, and their dependents may be accorded the same privileges as accorded the dependents of active duty personnel. No dental care is authorized for dependents of naval

## No Award for Guam

SIR: I served at the Naval Supply Depot, Guam, from 13 Feb 1949 until 26 Apr 1951. Several rumors have been circulating concerning a ribbon awarded for service there during this period. Is there such a campaign ribbon?—R. E. L., SK3, USN.

• Service at Guam during the period 1949-51 is not creditable for either the Navy Occupation Service medal or the Korean Service medal since that area is not within the territories prescribed for these awards. There are no other medals authorized for such service.—Ed.

personnel except in case of extreme emergency. See ALL HANDS June 1951, p. 55; BuPers Manual H-7501 and BuPers Circ. Ltr. 20-51 (NDB, 15 Feb 1951) which is based on the Career Compensation Act of 1949, Public Law 351, 81st Congress.

Travel for retired personnel is covered by Joint Travel Regulations. Sections 7008 and 7009 of the regulations provide for travel of dependents.—Ed.

## Extra Pay for Movie Operators

SIR: Can you tell me if there is a directive providing for extra pay to movie operators when required to work after regular working hours? What is the standard pay for movie operators? Are officers required to pay movie operators when movies are shown only to them, or does this pay come from the ship's welfare and recreation fund?—B. D. C., ICFN, USN.

• Motion picture operators working outside of working hours, operate motion picture projectors as part of the welfare and recreation activity of the command. They may receive extra compensation in accordance with BuPers Manual, Art. C-7414(3), and current BuSandA directives.

Recreation funds may be used to make payments to enlisted personnel for services performed during off-duty hours, provided the amount paid to any one individual shall not exceed \$75 per month. The average payment on one station, where more than one person is employed, shall not exceed \$50 per month per person. The CO sets the pay scale in accordance with existing directives.

Motion pictures obtained under the Fleet Plan Motion Picture Service are for the benefit of both officers and enlisted personnel. Officers do not pay extra compensation to motion picture operators for separate showing of movies to them. BuPers Circ. Ltr. 68-49 (NDB, Jan-June 1949) with Enclosure A III (8)(b) provides for the plan of compensation to motion picture operators.—Ed.

## Extra Duty, Extra Police Duty

SIR: What's the difference between "extra duty" and "extra police duty"? If a man is awarded extra police duty as a sentence of a court-martial, does he rate liberty during the period of extra police duty or is he restricted to the limits of the ship or station?—R. C. M., YN1, USN.

• Before 31 May 1951—the effective date of the Uniform Code of Military Justice—Articles 30, 35 and 64 of the Articles for the Government of the Navy authorized courts-martial to inflict extra police duty as a punishment additional to any of the punishments otherwise authorized. Article 24 authorized commanding officers to inflict the punishment of extra duty.

The distinction between "extra duty" and "extra police duty" was mainly in the authority which assigned these duties as punishment: extra duty being the punishment assigned by the CO and extra police duty being the punishment assigned by the sentence of court-martial.

Since 31 May 1951, under the Uniform Code of Military Justice, a CO may inflict the punishment of extra duty for an offense committed. However, such extra duty must not exceed two consecutive weeks and must not exceed two hours per day, holidays included. See Uniform Code of Military Justice, paragraph 131-b (2) (b).

A punishment of extra police duty is not authorized under the Uniform Code of Military Justice. However, a summary court-martial may award a sentence of hard labor without confinement for a period of 45 days to personnel in pay grades E-1 through E-4 and a special court-martial may award a sentence of hard labor without confinement for periods of up to three months.

The manner of administering extra duty punishment is largely at the discretion of the CO. Upon completion of the daily assignment, however, the accused should be permitted to take leave or liberty to which he is properly entitled.

Further details on the new Uniform Code of Military Justice are contained in ALL HANDS, June 1951, pp. 46-47.—Ed.

## Payment for Unused Leave

SIR: Will a Reserve officer with 60 days' unused leave on the books be paid for this leave when he reverts to inactive duty?—J. L. M., LCDR, USNR.

• Yes. Paragraph 54393-2, Bureau of Supplies and Accounts Manual, provides that Naval Reserve officers released from active duty are entitled to a lump sum payment for unused leave upon such release.—Ed.

## Normal Tour of Duty

SIR: Some activities in this area contend that once a man reports to an overseas activity in Hawaii or Alaska, he must complete a full tour, regardless of the amount of sea duty he may have accumulated prior to reporting to the overseas activity and his standing on the Shore Duty Eligibility List.

If the policy of some activities is pursued, men with seven or eight years sea duty will stand by and watch men with three or four years island duty, in the same rating, being ordered ashore.

Please clarify this question.—R.K., YNC, USN.

● *Personnel on shore duty or serving in non-rotated ships outside the continental United States with dependents on station are required to complete a normal tour of duty for the area, commencing upon date of arrival of dependents in the area, as prescribed in BuPers Circ. Ltr. 74-50 (AS&SL, January-June 1950), prior to being considered for transfer to a normal tour of shore duty. This restriction is considered necessary to justify transportation of dependents and household effects from the United States.*

*Personnel on shore duty or serving in non-rotated ships outside the continental United States, West of Hawaii (not including the Hawaiian Islands), without dependents on station are required to complete one year on station prior to being considered for transfer to a normal tour of shore duty. This restriction is considered necessary in the interest of permanency of personnel, and in view of the excessive time spent in transportation en route to these activities and the resultant overall loss of the man's services to the Navy if he were transferred back to the continental United States for shore duty after having been on station for only a short period of time.*

*However, provisions have been made in BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950) that, in special circumstances it may be necessary to detail personnel to shore duty regard-*

## Transfer from Navy to Marines

SIR: Would it be possible to get a transfer from the Navy to the Marine Corps? If so, I would like to finish out my present enlistment as a Marine.—J.D.S., SN, USN.

● *The Navy Department does not authorize direct transfer to another branch of the military service. Further, it is not the policy of the Navy Department to authorize discharge of enlistment personnel on active duty prior to the expiration of enlistment for the purpose of enlisting in another branch of the service.—Ed.*

## Using Form B for GED Purposes

SIR: One of the various requirements for appointment under the LDO program is that the candidate must have completed the GED Test (High School Level).

In 1946 I took the GED Test (High School Level—Test Form B) at a local high school. I have not taken the Form A test (which was for military personnel on active duty).

Is Test Form B sufficient for the requirements of BuPers? Or is it necessary for me to complete Test Form A?—C.F.W., DKC, USN.

● *Test Form B is sufficient. The Navy accepts for in-service purposes GED test results from an official agency of the Veterans Testing Service of the Educational Testing Service.*

*Submit an official high school transcript with GED test scores in an official letter and it will be acceptable to BuPers.—Ed.*

*less of the length of time spent on station.*

*At the present time, in view of the curtailment of sea/shore rotation from July 1950 to July 1951, and in fairness to those personnel on the SDEL with long periods of continuous sea service who are serving on shore or in non-rotated ships west of Hawaii without dependents on station, orders to a normal tour of shore duty provide that these personnel will be transferred regardless of the length of time on station.—Ed.*

## Figuring Leave Credit

SIR: We have an argument here on a question which I would like you to settle. Two yeomen say that if leave credit at the end of a fiscal year results in a half day, credit is given for one full day. For example, if a man was on active duty for 11 full months, no extra days, they say that leave credit for the fiscal year should be 28 days. I believe that it should be 27½ days and that the extra half day is given only when the record is being closed out, such as separation, death, or desertion. Who is right?—P. M. L., YN1, USN.

● *Your interpretation is correct. When a half day leave credit is involved at the end of a fiscal year the half day is carried forward to the new fiscal year. For example, if a member were on active duty for 11 full months on 30 June and took no leave, his leave credit on 1 July is 27½ days and should be so entered in his leave record. The extra half day is given only when the leave record is being closed out for the reasons cited in your query.—Ed.*

## GI Loan Eligibility

SIR: I reenlisted for four years in 1939 and extended that enlistment for three years in 1943. Then, in December 1943, I accepted a temporary commission which I now hold. My status as an enlisted man has not changed or terminated.

I am now in the process of buying a home and I find I am not considered a "veteran" for the purposes of obtaining a GI loan. Is there any way I can qualify for a GI loan?—A.J.H., LT, USN.

● *The Serviceman's Readjustment Act of 1944, as amended, was passed primarily for the benefit of persons who were returning to civilian life. Therefore, the GI Bill requires, as a prerequisite to entitlement to the loan benefits, a discharge or release from active service.*

*Since you have not been discharged or released from active service since your reenlistment in 1939—which was prior to the passage of the GI Bill—you are not eligible for the GI loan guaranty at this time.*

*Personnel who have remained on active duty and who have been given loan guarantees have received these guarantees because they were able to present some evidence of discharge or separation as required by provisions of the law.—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.*

● *USN Base Hospital No. 3 (Espiritu Santos, New Hebrides): A reunion of all officers and enlisted men of Cub 1 and Cub 13 Medical Units serving during the Guadalcanal campaign will be held in June 1952. Interested personnel should contact Dr. Albert S. Hyman, 450 East 63rd St., New York 21, N. Y.*

● *uss Miami (CL 89): All former members, officers and enlisted personnel, interested in a reunion to be held in the spring of 1952, with time and place to be decided, should contact Lester D. Cavner, Cavner Funeral Home, Eureka Springs, Ark.*

● *uss LST 534: All former members interested in a reunion to be held in the spring of 1952, with time and place to be decided, should contact James G. Sarres, 166½ Main St., Oshkosh, Wis.*

● *uss Arkansas (BB 33): All former shipmates interested in a reunion, time and place to be decided, should contact Tom Maher, 9154 86th St., Woodhaven, Long Island, N.Y.*

### Functions of the Marine Corps

Sir: In a recent discussion the questions arose, "What is the job of the Marines? Are the Marines trained and equipped to perform functions different from the infantry?" I have heard that there is some type of landing that the Marines can make, in accordance with International Law, without constituting a state of war. Is this so, and are there any particular functions of the Marine Corps which are not performed by the Army?—R.J.R., RMN3, USNR.

• There is no embodied code known as "International Law." International Law is a body of doctrine that has gained tacit, or implied, acceptance through traditional practice. Traditionally, Marines have been the troops landed on foreign shores to protect U.S. lives and property because they comprise a highly mobile naval force in being and thus were either at the scene aboard naval vessels or readily available for immediate action. No international wars have resulted from this type of intervention.

The functions of the Marine Corps are spelled out by the National Security Act of 1947 (Public Law 253, 80th Congress, as amended by Public Law 36, 81st Congress and Public Law 216, 81st Congress). Section 206 (c) states, "The United States Marine Corps, within the Department of the Navy, shall include land combat and service forces and such aviation as may be organic therein. The Marine Corps shall be organized, trained and equipped to provide fleet marine forces of combined arms, together with supporting air components, for service with the fleet in the seizure or defense of advanced naval bases and for the conduct of such land operations as may be essential to the prosecution of a naval

### Wearing Gold Hashmarks

Sir: I have received the second and third Good Conduct Ribbon awards. Am I required to wear gold hashmarks and rating badge? —M.R.M., BUC, USN.

• Enlisted personnel eligible to wear gold lace service stripes and a gold rating badge are required to do so in accordance with U.S. Navy Uniform Regulations, Art. 9-80(b).—Ed.

campaign. It shall be the duty of the Marine Corps to develop, in coordination with the Army and the Air Force, those phases of amphibious operations which pertain to the tactics, technique, and equipment employed by landing forces. In addition, the Marine Corps shall provide detachments, and organizations for service on armed vessels of the Navy, shall provide security detachments for the protection of naval property at naval stations and bases, and shall perform such other duties as the President may direct: PROVIDED, That such additional duties shall not detract from or interfere with the operations for which the Marine Corps is primarily organized. The Marine Corps shall be responsible, in accordance with integrated joint mobilization plans, for the expansion of peacetime components of the Marine Corps to meet the needs of war."

It can be stated on the record, then, that (1) the Marine Corps is a traditionally highly mobile striking force in being with a ready reserve, (2) that it has pioneered and developed to the highest degree the tactics and techniques of amphibious assault, and (3) that it is the only balanced air-ground combat component whose members serve on land, at sea, and in the air.—Ed.

### No Travel Time on Leave

Sir: I was under the impression that Article C-6310, BuPers Manual, could be used reversibly when administering leave to natives of American possessions and territories. I know of many instances where travel time was charged against the sailor's leave account, however. This means the sailor would have to take about 60 days' leave in order to have 30 days at home. What is the regulation on this?—R. B., YNSN, USN.

• Leave regulations approved by the Secretary of the Navy do not permit the granting of travel time to members traveling to localities outside the continental limits of the United States while on authorized leave.

Therefore, all travel time and delay involved in such cases must be charged to the man's leave account.—Ed.

### Quarterly Marks

Sir: I have a question about performance of duty (or quarterly) marks. According to the BuPers Manual, non-rated personnel in the seaman branch are to be marked in seamanship. Are Wave seamen and seaman apprentices to be marked in seamanship?—K.P.W., YN2, USN.

• Seamanship marks, so the BuPers Manual says, are required for personnel of all rates in Group I Deck and Group II Ordnance. This would include seamen and seaman apprentices striking for rates in those groups. Seamen and seaman apprentices striking for rates in other occupational groups need not be marked in seamanship.

With the exception of the fire control technician (FT) rating, women are not authorized to strike for deck or ordnance ratings. Consequently, marks in seamanship for women strikers of all other ratings are not required.

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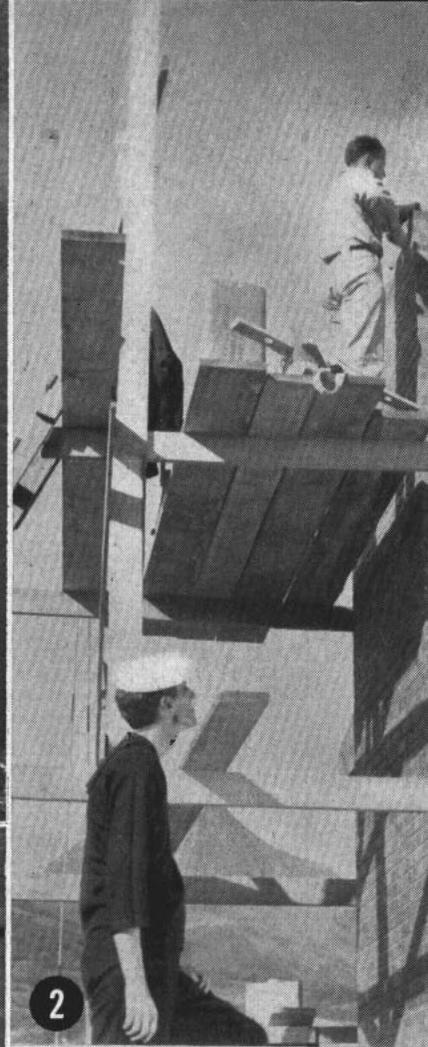
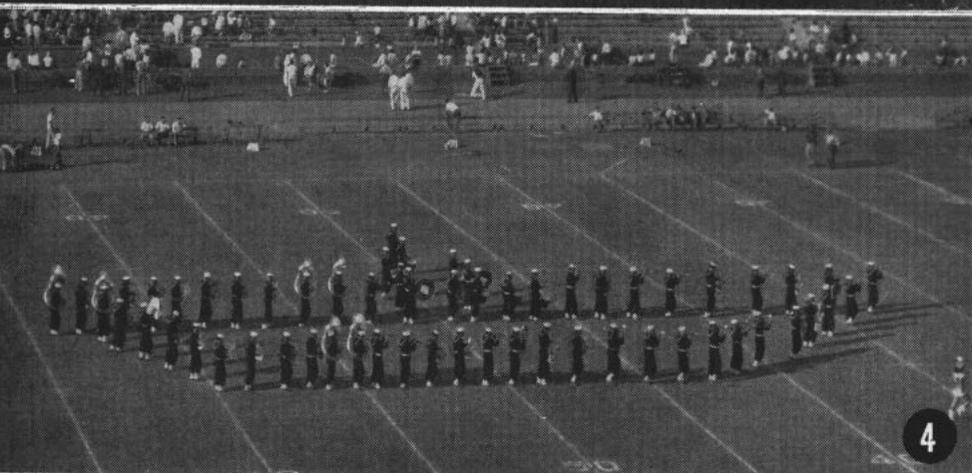


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# TODAY'S NAVY

## Rear Admiral J. F. Bolger Is Named The Deputy Chief of Naval Personnel

Rear Admiral Joseph F. Bolger, USN, has relieved Rear Admiral Frederick W. McMahon, USN, as Deputy Chief of Naval Personnel. Before this assignment, Admiral Bolger served as Assistant Chief of Naval Operations (Air). He was the first commanding officer of *uss Midway*, the first of the CVB class.

Admiral Bolger has been associated with the Navy's aeronautical organization for more than 27 years, beginning in February 1924, at NAS Pensacola, Fla. He commenced his first aviation duty in the fleet in the aircraft tender, *uss Wright* (AV 1). During World War II his duties included that of Operations Officer on the staff of ComAirScoutingForce and Chief of Staff of Fleet Air, West

Coast. As commanding officer of *uss Intrepid* (CV 11) from May 1944, to February 1945, Admiral Bolger was twice awarded the Navy Cross during operations in the Pacific.

Admiral McMahon has assumed command of Carrier Division Five, U.S. Pacific Fleet. Prior to his assignment in September 1949, as Deputy Chief of Naval Personnel, Admiral McMahon was Director, Aviation Personnel, Office of the Chief of Naval Operations. He has a background of many years of service in Fleet aviation activities, commanding an escort carrier in the Pacific during World War II.

### Marine 'Copter Squadron

A second transport helicopter squadron has been formed at the Second Marine Air Wing at Cherry Point, N.C. This brings the number of such squadrons up to four. Of the remaining squadrons, one is in California and the other is in Korea.

The formation of another East Coast squadron, a Marine Corps spokesman said, will further the development of the Marine's new concept of amphibious warfare. This is the "air head," which supplements the "beach head." It involves vertical envelopment (from the air) as compared with the conventional seaborne amphibious movement.

Marine transport helicopter squadrons employ HRS-1 aircraft.

### ← The Navy in Pictures

1. Men of *USS Boxer* take a unique way of showing they gave 2377 pints of blood during recent drive.
2. Apartments which will house families of 56 enlisted men are going up at Kodiak, Alaska.
3. Curvaceous Josita Hernandez sings a welcome to 2,000 Marines arriving at San Juan, P.R., on liberty from rough LantFlex exercises.
4. Bluejacket band from NTC San Diego struts its stuff during a game between San Diego Navy and Southern Cal.
5. B. O. Bower, AM2, shows Red Cross worker Dorothy Dickinson the inside story on a TBM turret at the 1951 Atlantic Rural Exposition.

### YESTERDAY'S NAVY



U.S. monitor *Patapsco* sunk off Charleston by a Confederate torpedo, 15 Jan. 1865. A Curtiss biplane was first plane to land on a ship, *USS Pennsylvania*, 18 Jan. 1911, Frisco Bay. *USS Turner* exploded Jan. 1944, 100 lost.

### JANUARY 1952

SUN	MON	TUE	WED	THU	FRI	SAT
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6	7	8	9	10	11	12
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27	28	29	30	31		



BACK FROM LIBERTY in a holiday mood come sailors of the mythical ship USS *Beeno*, fresh from solving some of the perplexities of a foreign land.

### Talented Carrier Crew Produces Musical Comedy

A musical comedy which points out all the pitfalls that await the crew of a U. S. Navy ship on its first cruise in the Mediterranean was played before appreciative audiences in the Norfolk, Va., area.

Conceived, written and staged by the crew of *uss Midway* (CVB 41), the show's seven original skits describe vividly the money exchange problem, the odd customs of the natives and the inevitable woman trouble. Ten lively songs written by the show's producer, Lieutenant (j.g.) Beaumont Glass, underline the main theme. Samples: "Don't Say It With Flowers, Say It With Francs," "You Speak Joe?," "Another Port, Another Girl" and "Go See The

Chaplain"—all very catchy tunes.

In the six months required to put the revue together, all hands pitched in to help. *Midway's* carpenters assembled the scenery. Electrician's mates operated the stage lights. The ship's recreation council chipped in to meet the modest budget. Even the carrier's mascot got into the act. Dressed in some canine finery and ready to hit the beach, he was billed as a "liberty hound."

The accompanying program gave the audience fair warning of what to expect. In small print, it stated, "Any resemblance to any persons living, dead, or aboard the *uss Midway*, is just one of those funny coincidences."

### Fastest and Highest

A Navy plane has gone faster and climbed higher than any other aircraft. Exact figures remain classified, but the altitude attained was well over the previous record of 72,394 feet. The speed surpassed 1,000 miles per hour. This high-flying speedster is a Douglas D-558-II *Skyrocket*.

A rocket-powered job with swept-back wings, the *Skyrocket* is ordinarily equipped with both a jet engine and a rocket engine. For the speed and altitude flights and other similar flights, the jet was removed and more rocket fuel tanks were installed to enable the plane to make

further research flights at greater speeds. Fuel consumption is large, a ton of propellant a minute being eaten up by the rocket engines.

The *Skyrocket* is launched, while well aloft, from a B-29. Flying as it does in the upper atmosphere, the plane is able to make its great speeds because rocket operation is more efficient in thin air. After the plane expends its fuel the pilot brings it down in a wide-swinging spiral descent. The pilot lands it on the Muroc desert lake bed of Southern California at over 150 mph deadstick.

Main purpose of these flights is to furnish important information on supersonic flight.

### LtGen Shepherd Heads USMC

Lieutenant General Lemuel C. Shepherd, Jr., USMC, has been nominated by the President as Commandant, U.S. Marine Corps, to succeed General Clifton B. Cates, USMC, whose four-year term expires 31 December.

General Shepherd who is currently Commanding General, Fleet Marine Force, Pacific, commanded the First Provisional Marine Brigade and led the invasion in the recapture of Guam in mid-



LtGen L. C. Shepherd

1944. After organizing the Sixth Marine Division from the First Brigade and leading it in the Okinawa campaign, General Shepherd landed with his division at Tsingtao, China, and received the surrender of the Japanese forces in that area.

The general's career began in May 1917 as a second lieutenant with the Fifth Marine Regiment in World War I. He was twice wounded in Belleau Wood and again in the St. Mihiel and Meuse-Argonne offensives and won the Navy Cross, the Distinguished Service Cross and the Croix de Guerre in these actions. He holds more than 30 American and foreign decorations.

General Cates will step down from four-star rank and assume command of the Marine Corps schools establishment at Quantico, Va., as lieutenant general. The retiring commandant recently returned from Korean front line inspections and conferences and in his last press conference, lauded the "significant contribution made by our Reserve components to the Marine Corps' efforts during the present emergency."

### New Model 5-Inch Gun

A new model dual-purpose 5-inch gun is now in production for the Navy. It is a gun incorporating new techniques of firing mechanisms and ammunition supply.

This gun is being produced by a mid western manufacturing firm. It was developed by personnel of that firm working with Bureau of Ordnance research and engineering specialists.

## U.N. Forces Recover MIG-15

From the west coast of Korea to Dayton, Ohio, it's a long way to transport a battered and broken plane. But when that plane is a MIG-15 jet fighter—the first to be captured by U.N. forces in reconstructible condition—it's worth the trouble. Aviation experts of various testing facilities, who are now closely studying this jet fighter, can thank a small group of fighting men from three U.N. nations for the object of their studies.

The Navy played a key part in recovering the downed jet fighter, along with U.S. Army and Air Force, British and ROK forces. Behind that recovery is a story of derring-do in the shallow waters off Western Korean shores.

Last summer word began to reach U.N. Navy officers telling of a downed enemy plane lying off shore about 100 miles behind the fighting lines. First reconnaissance attempts to establish this as fact were hampered by fog and overcast skies. Later flights furnished photographs which verified the existence of the downed plane. To mark its position, a USN helicopter flying from a British carrier dropped a buoy over the aircraft's position.

Studies of the prospects of salvaging the MIG showed it to be a double threat affair. First, there was the difficulty of getting salvage craft and crews to the plane. This involved maneuvering the craft in fast-running currents and through twisting channels leading to the shoal water where the plane lay. Second, there was the threat of gunfire from enemy forces ashore and attack by enemy forces overhead. As it developed, the threat from the ground forces materialized.

Keystone of the plane salvage operation was *uss LSU 960*, which was rigged with a mobile crane. The "960" was carried to the seaway off the shallow water area in the well deck of the *uss Whetstone (LSD 27)*.

At the entrance to the main channel leading to the downed plane, a parade was formed. In the lead was the motor launch from British frigate, *HMS Cardigan Bay*. Following were *LSU 960* and an ROK motor launch. Overhead flew *Sea Furies* launched from *HMS Glory*. These planes performed the double service of pointing the way through

## This Naval Apiator Has Thousands of Wings

Very few men in the Navy can call themselves naval apiators. Robert G. Manning, AMC, usn, stationed at Barber's Point Naval Air Station, Oahu, Hawaii, can because his hobby is beekeeping.

Not so long ago Chief Manning investigated a swarm of bees causing a disturbance in a church building. He smoked them into a box, robbed them of their honey and found himself in the bee business.

The enterprising chief built beehives out of boxes. He made himself a protective suit from a discarded rubberized survival suit, adding a screen helmet to complete the outfit.

A friend helped the cause along by asking Chief Manning to smoke out some bees that had set up housekeeping in his home. Manning added another beehive.

Now, he has six beehives and a shelf of books on beekeeping. Quite a lot for a man who doesn't even like honey.



**BEESSNESS** is very good with Robert G. Manning, AMC. The unstung hero shows 'comb swarming with bees.

narrowing channels between sand banks and affording a protective umbrella.

When the little group reached the area, the main brunt of the work fell on the USN-manned "960." Sailors, Army and Air Force technicians secured slings around the plane's engine and hoisted it aboard the "960." The engine was covered with mud, but it was intact.

Operations continued until nightfall. The craft remained in their exposed position during the night. *HMS Glory's* planes were relieved by aircraft from *uss Sicily (CVE 118)*. These planes furnished air cover during the remainder of the operation.

Early the following morning salvage was resumed. While this offshore operation was underway, another party ventured ashore and went about collecting scattered parts of the MIG-15. Two hours after the morning's work had begun, the shore party sent word that they were under heavy machine gun fire. *Sicily* responded by dispatching Marine-piloted *Corsairs* to furnish cover for the shore party. Later the beach group again called for help. Once again the *Corsairs* zoomed low

over the shoreline rocketing and strafing the enemy troops for ten minutes. This forced them back to the surrounding hills. Still later, Red heavy artillery opened up, but this too was silenced.

By mid-morning the "960" and accompanying small craft had loaded aboard all sections and pieces of the downed plane. The little group then began picking its way through the channels leading out to deep water and the protection of large warships. The Russian fighter was on the first leg of its stateside trip.

## Exhibit Honors Coast Guard

"The Coast Guard in Action Since 1790" is the title of the winter exhibit at the Truxtun-Decatur Naval Museum, Washington. The exhibition opened on 16 November and will extend through February 1952.

In this seventh exhibition, the Naval Historical Foundation pays honor to the Coast Guard which is an outgrowth of the earlier Revenue Marine, Revenue Cutter and Life Saving Service.

The exhibit will include paintings, photographs, prints, models, objects and documents.

**Mobile Foam Generator  
A Wet Blanket to Fires**

The Navy has a new battle-proven system for extinguishing oil and gasoline fires. Believed to be the most efficient in the world, it is the result of 10 years' development by the Naval Research Laboratory of the Office of Naval Research.

The system involves the first motorized mechanical foam generating equipment to be engineered specifically for fighting oil and gasoline fires. Such fires have long been considered the Navy's primary hazard.

Two methods of tackling large tank fires have been tested in the laboratory and during the Korean conflict. One utilizes surface application by means of pipes installed on the tank. The other method is by "subsurface injection." Foam is "injected" into the tank through the bottom and rises up through the cold fuel to the burning surface where it cools and extinguishes the fire. The injection method is particularly valuable because it enables the fire fighter to control the foam injection from a safe distance.

Working in cooperation with the Bureau of Ships, NRL recently completed the redesign of large-capacity piped foam systems aboard aircraft carriers. These systems have put out many fires in the Korean conflict. A reliable push-button remote control puts the entire apparatus in motion in just 12 seconds.



NEW UNIT spews out 2,000 gallons per minute and needs only 12 seconds to swing into action.

**Womanpower Drive**

An all-out campaign to bring more women into the armed forces is under way.

The eight-month drive to raise the total in all branches to 112,000 women began last month on Armistice Day. In the opening ceremonies, an invitation to join up was made by the President to young women between the ages of 18 and 34 qualified for military service. Anna M. Rosenberg who, as Assistant Secretary of Defense and the top woman in the nation's defense program, is one of the leading sponsors of the call for women to the services.

"Womenpower" must be included in any discussion of manpower in the defense department, says Mrs. Rosenberg. The program is planned to accomplish three objectives: first, publicize the fact that the military needs many more women in the services; second, create public acceptance of the fact that women-in-uniform are doing their duty, and a woman's job; and third, to accelerate the flow of quality as well as quantity in recruiting. The objective is 82,000 more women in the services by June 1952, in addition to the present 30,000.

The nine separate women's services combining the coordinated campaign are: Waves, Navy Nurse Corps, women marines; Wacs, Army Nurse Corps, Army Women's Medical Specialists Corps; Wafs, Air Force Nurse Corps, and Air Force Women's Medical Specialist Corps.

Coast Guard Spars are not within the immediate plan since, under non-war emergency conditions, they exist only in Reserve status. In the event of a national emergency, Coast Guard would automatically operate under Navy, and Spars at that time would be integrated into the over-all women's organization in the armed forces.

**Navy's Shipbuilding Program**

The Navy's current expansion program provides for the construction, conversion or modernization of upwards of 180 vessels. This work is being done both by private construction firms and by various naval shipyards.

Already under construction or soon to be started are almost 100 vessels. Mustered by types and numbers they are as follows: one large aircraft carrier (CVB); 28



BIG CHIEF James Thompson, SKC, smiles out of mirror at the old James Thompson, SK1, in this trick photo.

mine sweepers (AMs); 44 auxiliary mine sweepers (AMSs); six fleet oilers (AOs); 15 landing ships tank (LSTs) and one destroyer escort (DE).

Paralleling the shipbuilding part of this program is the conversion and modernization work going on in the nation's shipyards. Here is the breakdown by types and numbers: 12 destroyers are being converted to radar picket destroyers (DDRs); 23 submarines (SSs) are being converted to six anti-submarine submarines (SSKs); four radar picket submarines (SSRs), one guided missile submarine (SSG) and 12 guppy (greater underwater propulsive power) submarines—retaining the same letter designation —(SS).

Five heavy cruisers (CAs), one light cruiser (CL), one antiaircraft cruisers (CLAA) and 52 destroyers are also included in the conversion program. Their conversion differs from the above change-of-designation type in that it is an armament conversion. The destroyers undergo conversion during regularly scheduled naval shipyard overhauls.

Four Essex-class aircraft carriers (CVs) are undergoing modernization or are scheduled for modernization. One aspect of this work is the strengthening of the flight deck, enabling these ships to launch and land heavier planes with larger bomb loads.

## Two U.S. Ships to Korea

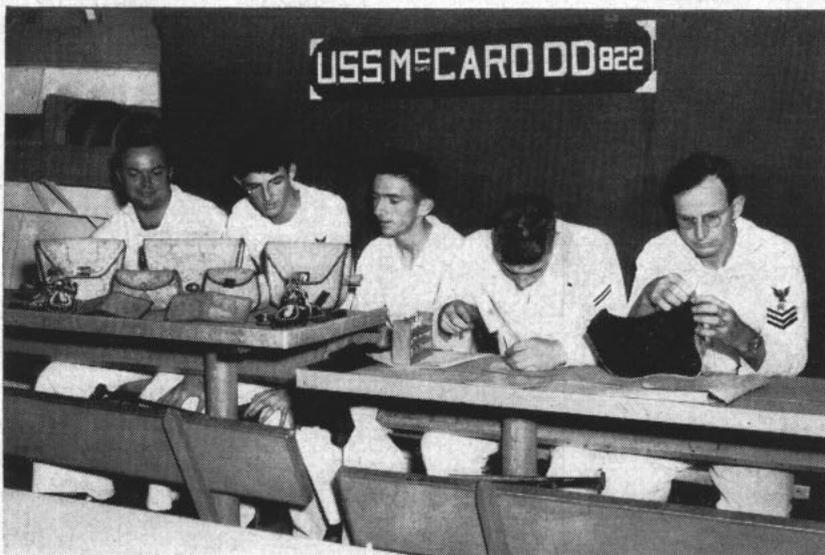
Two hard working ships of the U.S. "small ship" Navy have been loaned to the Republic of Korea Navy. The transfer ceremony for these two—the *uss Tacoma* (PF 3) and *uss Hoquiam* (PF 5)—took place at Piedmont Pier, Yokosuka, Japan.

Since their commissioning in 1943, these two patrol frigates have had varied careers. Built for the Navy at a west coast shipyard they saw World War II service in the Aleutians. During this period they were manned by Coast Guard personnel. In 1945, along with several other patrol frigates, they were transferred to Russia in accordance with Lend Lease provisions in effect at that time.

Little is known about their activities while under the banner of the hammer, sickle and star, but they appear to have worked out of Vladivostok. At any rate the Russian crew members departed for Vladivostok on a Russian freighter after the frigates were returned to the U.S. Navy late in 1949. This ceremony also took place at Yokosuka.

In mid-1950, because of the Korean conflict and the prevailing shortage of escort and patrol vessels, 12 of the Yokosuka-based PFs were reactivated, *Tacoma* and *Hoquiam* among them.

Ere long they were engaged in United Nations Blockading and Escort Force operations in Korean waters. This time *Tacoma* and



LEATHERCRAFT is practiced by crewmen in their off-hours aboard USS McCard (DD 822). Mess hall tables are cleared and presto—a hobby shop.

*Hoquiam* were manned by USN and USNR crews. They did well for themselves.

*Hoquiam* set a record for frigate class ships of 73 days in Korean waters. In North Korea, at Hungnam, she acted as communications and "crypto" center during the evacuation. In December 1950, she was underway on anti-junk patrols and mail runs to Wonsan. She also served as traffic control frigate in the Hungnam channel and as aircraft homing beacon ship off the entrance to the channel.

Both frigates took a very active

part in shore bombardments of enemy installations while part of the U.S. Navy. Indications are that their duty in the ROK Navy won't be far different.

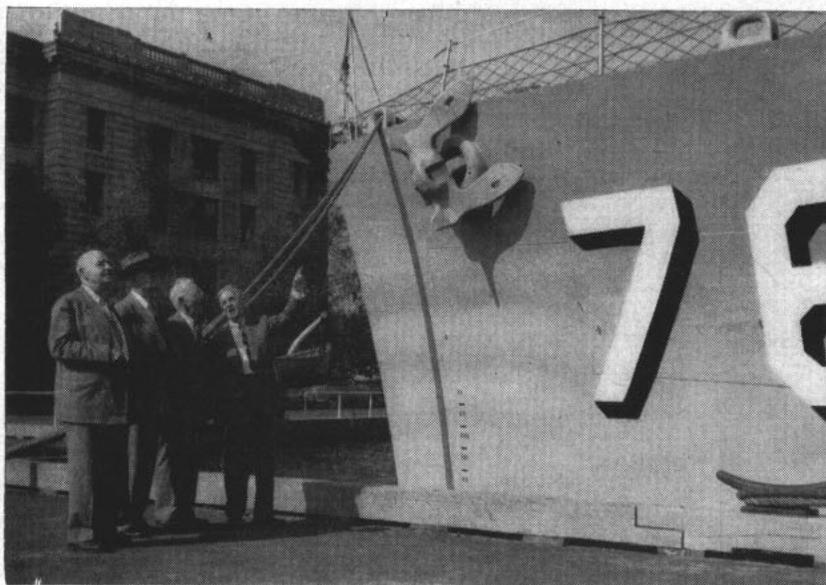
## Ship Is Seafood Special

Because of a dam in Guam, a Military Sea Transportation Service ship was bestowed with a new unofficial nickname. The ship—USNS *General D. E. Aultman*. The nickname—"The Seafood Special."

The Guam dam backed up a river, forming a reservoir. The still waters of the reservoir offered an excellent mosquito breeding ground. To prevent mosquito populations from expanding, the best bet is to snuff out their lives while they are still in the larvae stage. Science, represented by the California Game and Fish commission, reminded the Navy about "mosquito fish"—little monsters with an insatiable appetite for mosquito larvae. The commission then presented the Navy with 1,500 mosquito fish.

These fish were shipped aboard *Aultman* in six 50-gallon drums. A vital part of this piscatorial installation was a small compressed air motor which kept the fish supplied with fresh air.

Somehow, West Coast reporters got word that the fish were to be fed a mysterious preparation called Ingredient X. It developed that this preparation was common, every-day seafood to give a change of diet to the mosquito fishes' regular diet of low-grade hamburger.



NAVY OLDSTERS—Four members of the Naval Academy class of '97 look at DDE of the new Navy during Alumni Homecoming festivities at the Academy.



OO—O—PF! Blaine Elton plants a stiff left in Walter Bowen's face at a NavSta San Juan P. R., smoker.

**Cricket—Softball**

There were lots of laughs for the spectators when sailors from HMS *Superb*, British cruiser visiting Newport, R. I., and a group of Fleet Training Center athletes got together for a double-feature exhibition of cricket and softball.

As was expected, the Yanks lost at cricket and the British at softball. Accustomed to gloveless cricket, the British team found it a bit rugged playing softball without mitts, but

it was equally as tough for the Newporters when they had to play cricket bare-handed.

The most confusing to both sides was the little matter of the bat. In cricket, the bat has to be carried by the runner in order for a score to tally. Failing to do this and instinctively dropping the bat after each hit cost the Yanks many points. On the other hand, it was amusing to see the British hitters lugging the bat around the bases.

**National Archery Champ**

The 1951 national archery champion is Reuben Powell, ADC, USN, of NAAS Miramar, San Diego.

Entering the competition with only two years of experience, and using a homemade bow, Chief Powell topped 473 of the best archers of America and Canada to win the title at the Sixth National Annual Field Archery Meet at Watkins Glen, N. Y.

**Parris Island Cagers Strong**

Hoop prospects for the current season are bright at MCRD Parris Island, S. C., home of the 1950-51 All-Marine basketball champs.

Among the more than 25 candidates to answer the initial call for practice were all five of last season's starting quintet. Also on hand to assist the P. I. leathernecks in the defense of their trophy are six other veterans of the All-Marines squad.



HAPPY HUNTERS — Proud trio from Yokosuka, Japan, displays a 220-lb. wild boar bagged in the nearby hills.

**Navy Wins Sailboat Regatta**

Small craft racers of the U. S. Naval Academy won the annual Hexagonal Regatta for dinghies held at Annapolis, Md.

In addition to gaining first total-point place, Navy annexed honors for most first places in the 12-race event.

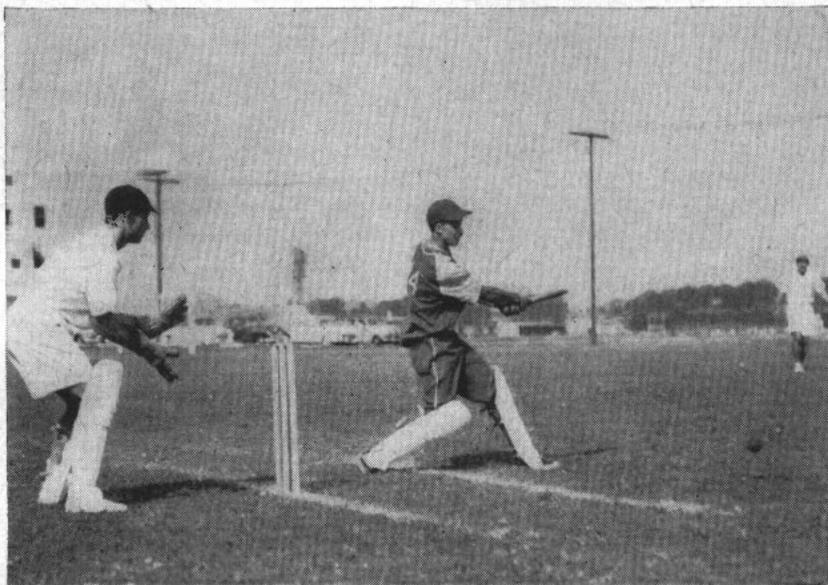
Other contenders, in the order of their final standing, were Georgetown and Catholic U., of Washington, D. C.; Duke, of North Carolina; and Haverford and Lafayette, of Pennsylvania.

The Navy skippers ran up a 65 to 56 point margin over the second-place Georgetown entries.

**Pond Built For Fishing**

When piscatorial sportsmen at Quantico Marine Corps Schools decided that what they needed was a good still-water fishing area, they turned to in typical Leatherneck get-it-done fashion and built themselves a private pond within the schools' reservation.

The first of a series of such projects, Camp Upshur Pond, as the miniature lake is called, is now open for fishing. Following its completion by the Quantico Rod and Gun Club last year, the pond was stocked with 1,200 fingerlings, including some 200 black bass, and has been fertilized periodically to ensure a bountiful supply of finny specimens.



WICKED WHACK connects for E. L. Livramento, YN1, of Newport, in the U. S.-British cricket match. Britons won at cricket 10-3; Yanks, at softball 20-1.

## Cruiser Wins Trophy

Crew members of uss *Manchester* (CL 83), recently commended for outstanding service while their vessel was operating in Korean waters, have added to their laurels by winning the Athletic Excellency Trophy for 1951 (battle-ship, cruiser and destroyer tender class).

The trophy is awarded annually to the Pacific Fleet ship whose athletic teams have made the most prominent achievements during the year.

## Wrestler Wins Honors in Japan

Richard A. Delgado, SN, USN, potential Olympic wrestler of Naval Training Center, San Diego, has returned with mat honors from an exhibition tour of Japan as a member of a top-flight five-man U. S. National Amateur Athletic Union team.

Grappling in the flyweight division, 124.5-pound Delgado won eight of his nine matches. He arrived at San Diego loaded down with a silver cup, two trophies, two gold plaques, and seven belt buckle awards.

In this competition, the first Japanese "Good Will Championship," the American athletes gained valuable experience under the international rules by which the 1952 Olympic wrestlers will be governed.

## Who Won on the Gridiron

Among Navy gridiron forces to report "mission completed" are the NAS Alameda (Calif.) "Hellcats" who copped the 12th Naval District cup by thumping the Moffett Field "Flyers" 33-6 in the playoff contest.

The NAS Quonset Point (R. I.) "Flyers" are the 1st ND title winners by virtue of a 25-14 victory over the runner-up team, NTS Newport.

Santa Barbara College of California was one of the nation's few unbeaten and untied elevens until it was beaten on 27 October by the Amphibious Force, Pacific Fleet, gridgers in a close one, 25-21.

In touch football circles, FasRon 112, intramural champs of NAS Whidbey Island, Wash., added another mug to their trophy case by routing FasRon 895 of NAS Sand Point, for the Fleet Air Seattle championship.

# SIDELINE STRATEGY

Many a hunter will come home with an empty bag this fall, but one who should do OK, providing he lives up to his name, is a Sioux Indian at NTC Great Lakes—Abel Benedict Catch The Bear, SN, USN.

"Sunday movies every day," is the situation at Little Creek, Va., where the Amphibious Force Fleet Movie Exchange is in charge of Harold L. Sunday, SN, USN.

The uss *Franklin D. Roosevelt* "Presidents," winners of the 1951 ComAirLant baseball championship, were steered to the title by Co-Captain Thomas R. Rudder, AN, USN.

For outsiders to bring "ammunition" and "malt liquor" into a penal institution, and get away with it, would be a neat trick any week. But it happened recently in Florida where the "Bullets," exhibition boxing team of NavSta Green Cover Springs, invaded Raiford State Prison, taking along squad member Heinz C. Beer, CSR3, USNR.

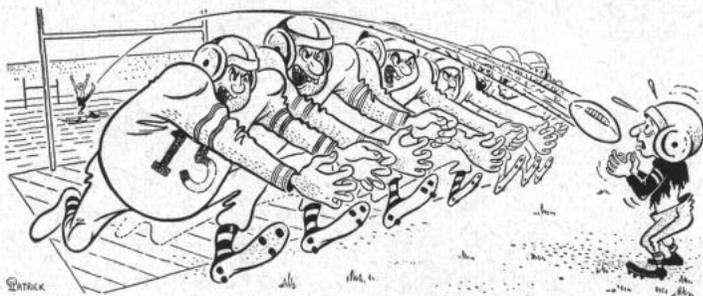
The 5th Annual Puget Sound Naval Shipyard Recreation Association Salmon Derby offered among its 200 prizes, one deep freeze unit. Of the more than 2,800 entrants, the angler to win the deep freeze was Vernon Heater.

At the end of the second quarter of the Camp Lejeune,

N. C. fishing tourney, the high man was Lowe.—Cpl R. L. Lowe, USMC.

Most all men, as boys, have at one time or another harbored the secret ambition to lead a parade. One such aspiration has finally been realized by SSgt Rene Nadeau, USMC, of MCAS El Toro, Calif. While on leave recently in his home town of Eagle Lake, Me., Sergeant Nadeau was appointed grand marshal of a gala parade arranged in celebration of the opening of a mill which lays claim to the distinction of being the only one of its kind in the U. S. Its operation is devoted exclusively to the manufacture of bowling pins.

Gridiron spectators had their eyes goggled when a Maryland player intercepted a Missouri pass behind his own goal line and romped 105 yards for a touchdown to set a new Maryland long-distance statistic. This stunt brings to mind another football marathon record which still stands on the books of the Los Angeles Memorial Coliseum. It was established in 1944 in a contest between NTC San Diego and the University of Southern California. "Gus" White of the Navy Blue-jackets scooped up a USC kickoff five yards behind his own zero stripe and slithered into the promised land 105 yards away.—Ernest J. Jeffrey, JOC, USN.



# THE BULLETIN BOARD

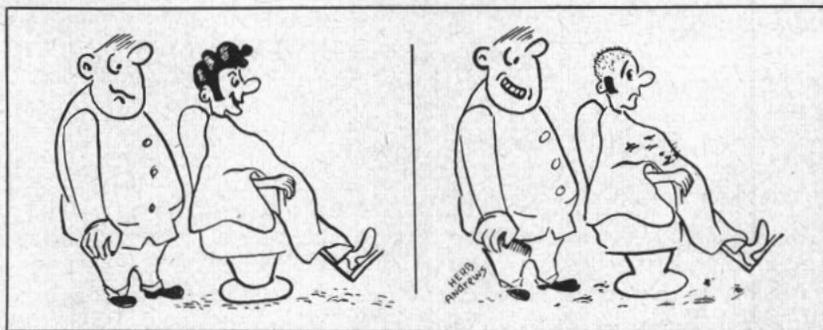
## New Type Scoring System For Advancement Exams; Other Changes Are Listed

Several changes have been announced concerning the service-wide competitive examinations for advancement in rating, effective with those scheduled for January 1952. (See ALL HANDS, October 1951, p. 40).

The most important change is the combination of the military and professional exams into one over-all exam. The military questions will be slanted to the requirements for the rating group involved.

A new scoring system is being put into effect which differs from the present 2.5-4.0 system. The new scoring system will be scaled from 0 to 80. The passing score will be set at an intermediary point on the scale after an analysis of the exam itself—based on the requirements set forth for each rate—and the performance of all examinees in each examination. Thus the passing score may vary for each individual examination for every rate.

As the examinations must be pre-



"Leave the sideburns."

"Next!"

pared at least six months prior to scheduled examination dates to allow time for printing and distribution some questions may be obsolete or no longer appropriate at the time the examinations are held. For this reason the instructions include a statement that obsolete questions will not handicap a candidate who marks the answer that he believes to be most nearly correct. Obviously, candidates should not attempt to determine whether or not any given question is obsolete. They should answer all questions to the best of their ability. If a question has been found faulty or inappropriate by the Ex-

amining Center after distribution or upon receipt of the examination returns, action is taken to eliminate the question from the scoring process and succeeding examinations. Such faulty questions may be revealed by review of the examinations at the Center, by comments received from examining boards and commands or by analysis of returns at the center. Responses to every question are analyzed and if the percentage of incorrect answers to any question is abnormally high the question is considered faulty.

Marks attained by candidates will not be reported with the authorizations for advancement. Instead, the score under the new system will be computed directly into the "final multiple," which is based on the individual's score, time in the Navy, time in pay grade and awards. The advancement authorizations received by commanding officers will indicate that the individual passed and will show the final multiple earned individual.

The post card notice, used in July and announced for the January 1952 exams, which advises the individual at an early date as to whether or not he passed the exam, will be discontinued after the January 1952 exams. The new scoring procedure makes it impracticable to mail such information to candidates at a date sufficiently in advance of the official notification to serve a useful purpose.

Further details are contained in BuPers Circ. Ltr. 183-51 (NDB, 31 Oct 1951). Earlier information on the Naval Examining Center which did not include the above, is in ALL HANDS, October 1951, pp. 48-50.

## HOW DID IT START

### "Ship Ahoy!"

The customary hail to a boat or vessel, "Ahoy!" is believed to have derived from the war cry of the ancient Vikings, the piratical, sea-roving Norsemen whose adventures and conquests during the period between the 8th and 13th centuries made them famous in European history.

When these dreaded sea kings went into battle, they uttered the cry "A'Oe!" This, through the years, has become the distinctly nautical hail, "Ahoy!"

In this connection, it is amusing to note that when the first telephone switchboard and exchange was installed in 1878 at New Haven, Conn., the salutation was not "Hello," but "Ahoy! Ahoy!" The word "hello" has not been found in literature previous to 1880 when the word became the common telephone response. Thomas A. Edison is credited with the introduction of "Hello!" a variant spelling and pronunciation of the 16th century huntsmen's call of

"hallow," "halo," or "hillo." By the 19th century it had been corrupted into the word "hullo."



## 16 Months of Active Duty Is Maximum for Certain Veteran Enlisted USNRs

Sixteen months' active duty since 25 June 1950 is the maximum service now required of enlisted Reservists if they are *veterans* (as defined below) and *were not receiving drill pay* at the time they were ordered to active duty, according to a revised separation phasing schedule resulting from the 1952 Department of Defense Appropriation Act.

To be considered a veteran for purposes of separation, an enlisted man must have served on active duty in any branch of the armed forces for 90 days or more between 7 Dec 1941 and 2 Sept 1945 or for 12 months or more between 16 Sept 1940 and 24 June 1948.

The ruling establishing 16 months as the maximum active duty required does not apply, however, to Reservists who voluntarily consent to remain on active duty. The only other exceptions are personnel who are hospitalized or otherwise under medical treatment or who are in a disciplinary status.

To insure that qualified Reservists are separated not later than the date they complete 16 months' active duty, those who are to be transferred for separation must be transferred in sufficient time to allow for completion of all travel to the place of separation, plus an additional seven days to allow for unforeseen delays and separation processing. Reservists who are to be separated at their duty stations should be separated on the date they complete 16 months' active duty,



"We got any atomic powered submarines?"

if practicable, but in no case later than that date:

For example, W. T. Door, RM3, USNR—a veteran as defined above who was not receiving drill pay at the time he was ordered to active duty—reported for active duty on 1 Oct 1950. He will be eligible for separation by 1 Feb 1952.

Enlisted Reservists in Class O1 or O2 and those in Class V1 or V2 associated with an Organized Reserve Unit in a drill pay status, are considered to be Reservists who "were receiving drill pay" for purposes of determining their release category even though, through non-attendance at drills, they did not actually receive drill pay.

The new ruling does not affect the separation of enlisted Reservists in other categories who are required to serve up to 22 or 24 months' active duty.

Additional information is contained in Alnav 109-51 (NDB, 31 Oct 1951).

## Newest Movies Available For Distribution Now to Ships and Overseas Bases

The motion pictures listed below have been obtained by the U.S. Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn 1, N.Y., for distribution to ships and overseas bases. For the convenience of personnel drawing films, program numbers follow the title. Technical color films are indicated by (T). All prints are 16-mm size.

ALL HANDS will carry new Navy Motion Picture Exchange listings from time to time.

*Mask of the Avenger* (725) (T): Drama; John Derek, Jody Lawrence.

*Saturday's Hero* (726): Melodrama; John Derek, Donna Reed.

*Rich, Young and Pretty* (727) (T): Comedy; Jane Powell, Vic Damone.

*China Corsair* (728): Melodrama; Jon Hall, Lisa Ferraday.

*Shouboat* (729) (T): Musical; Kathryn Grayson, Howard Keel.

*Tomorrow Is Another Day* (730): Drama; Ruth Roman, Steve Cochran.

*Captain Horatio Hornblower* (731) (T): Adventure; Gregory Peck, Virginia Mayo.

*New Mexico* (732): Western; Lew Ayres, Marilyn Maxwell.

*People Will Talk* (733): Comedy; Cary Grant, Jeanne Crain.

*The Basketball Fix* (734): Scandal; John Ireland, Marshall Thompson.

*Adventures of Captain Fabian* (735): Melodrama; Errol Flynn, Micheline Prele.

*Disc Jockey* (736): Musical Comedy; Ginny Simms, Michael O'Shea.

*Angels in the Outfield* (737): Melodrama; Paul Douglas, Janet Leigh.

*The Tall Target* (738): Melodrama; Dick Powell, Paula Raymond.

*Darling How Could You* (739): Comedy; Joan Fontaine, John Lund.

*The Strip* (740): Mystery; Mickey Rooney, Sally Forest.

*Best of the Bad Men* (741): Western; Robert Ryan, Claire Trevor.

*The People Against O'Hara* (742): Melodrama; Spencer Tracy, Pat O'Brien.

*Rhubarb* (743): Comedy; Ray Milland, Jan Sterling.

*Force of Arms* (744): War; William Holden, Nancy Olson.

*David and Bathsheba* (745) (T): Drama; Gregory Peck, Susan Hayward.

*The Red Badge of Courage* (746): Drama; Audie Murphy, Bill Mauldin.

*Two Dollar Bettor* (747): Melodrama; John Littel, Marie Windsor.

*You Can Never Tell* (748): Comedy; Dick Powell, Joyce Holden.

## New Officers' Correspondence Courses Available

The following correspondence courses are now available for officers:

Title	NavPers	Retirement Points	Applicable to the following officers:
Postwar CEC Developments*	10914	6	CEC Officers, 5105
Industrial Management	10947	20	All Officers
BuShips Duty for Engineering Specialists*	10939	12	Engineering Officers, 1405, 1408
Cargo Handling	10973	12	Supply Officers, 3105, 3108

\* These courses classified "restricted."

### Voluntary Retirement of Certain Regular Officers Prohibited by New Rules

Revised regulations concerning the *voluntary* retirement of Regular Navy and Marine Corps officers (both temporary and permanent) have been established under provisions of the Department of Defense Appropriation Act of 1952.

The amendment to the Appropriation Act prohibits the payment of retired pay to Regular officers except under the following conditions:

- Upon reaching the age of 62 years, the same age as specified by law for involuntary retirement.
- When an officer is unfit to perform the tasks of his grade and office by reason of physical disability incurred in line of duty.
- Upon written application, requiring approval of the Secretary of



"Is this the way to Baker docks?"

Defense, in cases of individual hardship or in the best interest of the service.

The purpose of the provisions in the new law regarding voluntary retirement is to avoid the loss of trained Regular Navy personnel under the statutory retirement age at a time of national emergency when the country is having to order Reservists in large numbers to active duty to meet the increasing needs for additional personnel in the armed forces.

The revised regulations apply to voluntary retirement of chief warrant officers and all higher grades of USN and USMC officers, *whether permanently or temporarily commissioned.*

The law has no effect upon the retirement of warrant officers or enlisted personnel, nor does it change existing regulations concerning the *involuntary retirement* of officers.

The amendment continues in effect until 30 June 1952. While the provisions of the law are in effect, an officer who desires to request voluntary retirement may still do so, but he must include reasons justifying approval on the basis of one of the conditions specified above, and at least two months in advance of the desired date of retirement to allow sufficient time for consideration of the Secretary of Defense. Voluntary retirement of officers *with* pay in such cases will not be approved unless fully justified, and voluntary retirement *without* pay will be approved only if warranted by circumstances. (Existing restrictions as contained in Alnav 83-50, which states that requests for retirement with less than 30 years' service will be held in abeyance, are also still in effect.)

### Navy Speeds Up Program For the Construction of Rental Housing Units

The Navy's rental housing construction program is being speeded up by legislation which authorizes grants to help builders meet increased cost of land, installation of public utilities, and site preparation.

Rising costs had delayed about 30 projects—involving some 12,000 apartments for Navy personnel—this past summer. Grants allowed by the new legislation will help meet these costs, enabling project sponsors to build and operate units that can be profitably rented to Navy personnel at rates within their ability to pay.

At the present time, one project has been completed at Annapolis, Md., with 390 units. The project of 1054 units at Camp Le Jeune, N.C., and another at Great Lakes, Ill., of 760 units are partially complete and families are moving in as sections of these projects become ready for occupancy. Eleven more projects have been awarded, containing 6461 units. Plans and specifications are "in the mill" or have been completed for projects in another 44 localities.

Locations of the 13 contract-let projects are as follows:

- NS and NAAS, Monterey, Calif.; 135 units
- Stockton Annex, NSC, Oakland, Calif.; 43 units
- NS, Green Cove Springs, Fla.; 392 units
- Naval Base, Key West, Fla.; 1,000 units
- NTC, Great Lakes, Ill.; 1,000 units
- NAS and ATS, Patuxent River, Md.; 1,000 units

### SONGS OF THE SEA



#### Around Cape Horn

Around Cape Horn we've got to go,  
To me way, hay, o-hio!  
Around Cape Horn to Call-eeo,  
A long time ago!

'Round Cape Horn where the stiff winds blow,  
'Round Cape Horn where there's sleet and snow.

I wish to God I'd never been born  
To me way, hay, o-hio!  
To drag my carcass around Cape Horn.  
A long time ago!

—Old Sea Chantey.



"Try whistling 'Anchors Aweigh.'"

Marine Barracks, Camp Lejeune, N.C.; 1,054 units

Marine Corps Air Station, Cherry Point, N.C.; 1,421 units

Marine Corps Recruit Depot, Parris Island, and Naval Hospital, Beaufort, S.C.; 85 units

NAS, Memphis, Tenn.; 540 units

Marine Corps School, Quantico, Va.; 450 units

NAS, Whidbey Island, Wash.; 300 units

NAS, Barbers Point, Oahu, T.H.; 355 units.

The 44 localities in which housing project designs are either under way or have been completed are listed below (no definite dates can be given as to when construction will begin):

Naval Powder Factory, Indian Head, Md.; 400 units

Naval Proving Ground, Dahlgren, Va.; 50 units

Naval Base, Newport, R.I.; 52 units

Naval Communication Station, Winter Harbor, Me.; 19 units

Naval Base, Boston, Mass.; two projects: North Boston; 127 units and South Boston; 302 units

NAS, Quonset Point, R.I. and PuDocks Supply Depot, Davisville, R.I.; 522 units

Naval Air Rocket Test Station, Lake Denmark, Dover, N.J.; 25 units

New York City metropolitan area; 408 units

NSD, Bayonne, N.J.; 156 units

NAS, Niagara Falls, N.Y.; 33 units

Naval Submarine Base, New London, Conn.; 450 units

NAS, Akron, Ohio; 58 units

NAS, Willow Grove, and Naval Air Development Center, Johnsville, Pa.; 124 units

NAS, Lakehurst, N.J.; 230 units

Portsmouth, Va.; area; 159 units

Fleet Air Defense Training Center, Dam Neck, Va.; 28 units

Naval Auxiliary Air Station, Oceana, Virginia Beach, Va.; 256 units

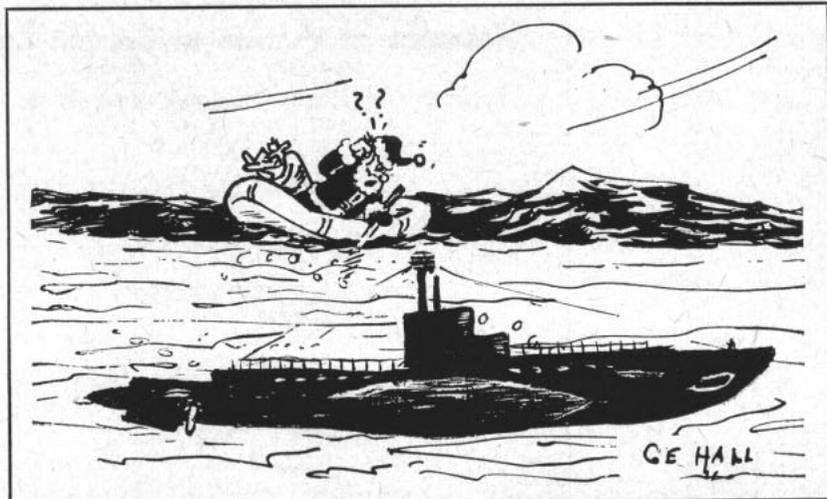
Norfolk, Va., area; three projects: total 1,316 units

Naval Schools, Mine Warfare, Yorktown, Va.; 29 units

Naval Air Facility, Elizabeth City, N.C.; 42 units

NAS, Pensacola, Fla.; 200 units

NAAS, Whiting Field, Fla.; 96 units



NAS, Dallas, Texas; 129 units

NAS, Corpus Christi, Texas; 340 units

Naval Station, New Orleans, La.; 90 units

NAS, Minneapolis, Minn.; 96 units

NAS, Glenview, Ill.; 264 units

Naval Ammunition Depot, Crane, Ind.; 200 units

NAS, Olathe, Kans.; 120 units

Naval Ordnance Test Center, Inyokern, Calif.; 712 units

Marine Corps Supply Depot, Barstow, Calif.; 337 units

Naval Station, Port Hueneme and Point Mugu, Calif.; 326 units

Marine Barracks, Camp Pendleton, Oceanside, Calif.; 562 units

Marine Corps Air Station, El Toro, Santa Ana, Calif.; 571 units

Naval Base, San Diego, Calif.; 1,791 units

Naval Hospital, Oakland, Calif.; 55 units

Naval Shipyard, Mare Island, Vallejo, Calif.; 358 units

Naval Magazine, Port Chicago, Calif.; 126 units

NAS, Moffett Field, Calif.; 72 units

San Francisco metropolitan area; three projects: total 483 units

Naval Station, Tongue Point, Ore.; 50 units

Naval Base, Pearl Harbor, T.H.; 962 units

NAS, Denver, Col.; 92 units

NTC, Bainbridge, Md.; 1,249 units.

Four additional housing projects, for which plans have not been started as yet, have been scheduled for the following locations:

Naval Communications Station, Cheltenham, Md.; 23 units

Naval Base, Philadelphia, Pa.; 540 units

Naval Aviation Ordnance Test Station and Naval Air Facility, Chincoteague, Va.; 306 units

Naval Supply Center and NAS, Oakland, Calif. and NAS, Alameda, Calif.; 349 units

### Hidden Communist Trucks 'Found' by Napalm Bombs

"If at first you don't succeed—try, try again." That old adage was followed by a pair of Navy pilots as they worked over two Communist trucks hidden beneath a bridge near Wonsan.

Lieutenants (junior grade) Bill O. Teague, Jr., and James W. Morris, flying with a *uss Boxer* (CV 21) squadron, had tried various methods of setting the concealed trucks afire, but with no luck. First they dive-bombed and rocketed from a high angle. Then they tried skipping rockets into the target. This blew the bridge apart but it left the trucks unscathed.

Next they tried strafing. The trucks still looked as though they needed more treatment. Finally, they literally rolled napalm jellied gasoline along the ground directly under the bridge wreckage and into the trucks. Skyward-shooting flame and smoke told them that their persistence had paid off.

## Roundup of Action on Current Legislation of Interest to Naval Personnel

Legislation of interest to naval personnel is reported in ALL HANDS each month when Congress is in session. Only new bills and changes in the status of previously discussed legislation are reported, covering

generally the four-week period immediately prior to the date this issue goes to press.

If there has been no change in the status of a particular bill since the time it was last reported in ALL

HANDS, it will not be covered in the current issue. The last round-up was carried in the November 1951 issue, page 52.

**Military Pay Increase**—H.R. 5715 (formerly H.R. 5664); approved by House committee; no further action taken by Congress before adjournment; to raise pay of service personnel (including retired personnel) by 10 per cent over current pay and allowances.

**Income Taxes**—Public Law 183 (evolving from H.R. 4473); increases income tax liability by approximately two per cent for the calendar year 1951 and approximately 11½ per cent for calendar 1952. Other changes, including "combat zone exclusions" for periods of hospitalization resulting from combat service, are discussed in a tax article in this issue.

**Commissary Stores**—Section 628, Title VI of Public Law 179 (Department of Defense Appropriation Act of 1952); provides that no appropriation shall be available for any direct expense in connection with the operations of commissary stores, except where reimbursement for such expenses is to be made by the services. A possible effect of this provision is that the services may be required to include in the sales price of commissary goods overhead items or any direct expense, including transportation, maintenance, operation and management of commissary stores.

**Voluntary Retirement**—Title II of Public Law 179; prohibits voluntary retirement of Regular officers except upon reaching the statutory age of 62, or for physical disability, or upon approval of the Secretary of Defense in cases of individual hardship or in the best interests of the service. See article on this subject in this issue.

**Active Duty of Reservists**—Section 604, Title VI of Public Law 179; limits appropriations so as to prohibit the retention of certain Reservists on active duty for longer than 16 months if they were not members in drill pay status at time of being ordered to duty, and providing they meet defined qualifications as World War II veterans. See Alnav 109 and article in this issue.

**Flight Pay**—Section 633, Title VI

### Christmas Parties for Underprivileged Kiddies

Christmas is the time for parties. On board Navy ships and at shore stations a special type of party is becoming more and more prevalent — entertainment, refreshments and gifts for needy children. Behind these parties lies the real meaning and spirit of the Yuletide.

Let's take a look at a ship which is preparing a party for the children of a near-by orphanage, with Christmas only a few days off.

Ice cream machines are doing double duty. The ship's bakers are working on elaborate cake decorations. In the CPO quarters the more portly chiefs are deciding among themselves who will play Santa Claus—with an unsuspecting 250-pound PO1 ahead in the balloting.

In ship's compartments—such as the steering engineroom or secluded store rooms—sailor-musicians are shaping up their program. Virtuosos of the guitar, accordion and harmonica, they practice the harmonizing which will shortly be one of the highlights of the afternoon's entertainment. Also brushing up on their acts are the ship's magicians with their bags of tricks.

In the "movie shack" are the motion picture operators setting aside all the animated cartoons. Christmas records are being readied for the ship's public address system record player.

With the party only a few hours off, members of the entertainment committee have a last minute look at the kids' gifts, while the men working together on the decoration committee rig the crepe paper and streamers which will brighten up the Christmas tree in the spacious mess hall.

Signs of the holiday are also evident outside the ship. High in the superstructure the ship's "car-

penters" rig wood frames shaped like a star or a Christmas tree. On the weather decks below, the electrician's mates spread out strings of colored lights that will be secured to the frames. Other strings of colored lights will run up the mast and run back down along the shroud lines, the forestays and backstays.

In a like manner, Christmas parties ashore for underprivileged children and orphans are also planned by Navymen. For example, personnel from *uss Repose* (AH 16) recently decided to observe the ship's first year of continuous duty in the Far East by throwing an "early-Christmas" celebration. The recipients of *Repose's* good will were children of a Pusan, Korea, orphanage.

All things in order, a group of *Repose* crewmen headed by the CO left for the orphanage with gifts and needy items. This included bedding and clothing. There was a brand new toy for each little boy and girl, crutches for the lame and crayons and color books for orphanage classroom use.

At the orphanage, the CO, through a Korean interpreter, expressed the best wishes of himself and his crew. Then the children went through 40 gallons of ice cream and 200 pounds of cake. Bed patients in the orphanage hospital got first choice of the refreshments during the sailors' visits to the wards.

In this manner *Repose* carried on with one of the Navy's most popular customs. This custom took hold during the twenties and thirties, suffered a necessary setback during World War II days, had a rapid revival soon after the end of hostilities and is now going stronger than ever.

of Public Law 179; restricts payment of flight pay to personnel whose actual assigned duties involve operational or training flights (including such flights as are necessary to maintain the proficiency of administrative personnel). See Alnav 111.

**Correction Payments**—Public Law 222 (evolving from H.R. 1181 and S. 308); amends existing law so as to authorize payment of claims arising from the correction of a number of military and naval records.

**Korean Veterans' G.I. Bill**—H.R. 5702: introduced; to extend to service personnel serving on active duty on or after 27 June 1950 the benefits of education, loan guarantees and employment, etc., under Titles II, III, and IV of the Servicemen's Readjustment Act of 1944 as amended, popularly known as the G.I. Bill.

**Personal Property Claims** — H.R. 404: passed by House with amendments; to amend the Military Personnel Claims Acts of 1945; would authorize replacement or payment of claims for damage to or loss, destruction, capture or abandonment of personal property which occurs incident to the service of military personnel, providing such loss is not due to negligence or wrongful act of the claimant of his representative, and further providing that such loss shall not have occurred in quarters occupied by the claimant within the continental United States (excluding Alaska) which are not assigned to him or otherwise provided in kind by the Government.

**Foreign Decorations**—S. 2165: introduced and reported as approved by Senate Judiciary Committee; to prevent unauthorized acceptance or wearing of foreign decorations by officers of the United States unless tendered through and delivered by the Department of State pursuant to an Act of Congress authorizing such delivery.

**Reserve Components of Armed Forces**—H.R. 5426: passed by House; to supplement the recent U.M.T.S. Act (Public Law 51) and place all Reserve components of the armed forces on an equal basis in so far as practicable. Provisions of the bill call for establishment of a Ready Reserve, a Stand-by Reserve and a Retired Reserve, in each of the services in lieu of existing organization structures.

## Homeward Bound Pennant Again Makes Appearance

The homeward bound pennant began to make a reappearance on a number of ships shortly after the fighting in Korea went into its second year. While it will be seen flying from more and more ships as they enter stateside ports, many vessels will not be qualified to carry it because of the requirements.

When you see a ship flying this long streamer you'll know that she has been out of the states for a long time—a year or more of continuous duty in foreign waters outside the continental limits of U.S.A. being the essential requirement for this distinction.

Flying the homeward bound pennant is a fine old tradition. Though no mention is made of it in the "Honors and Ceremonies" chapters of *Navy Regulations*, it is a well established ceremony. Official recognition of it was given by Admiral Chester Nimitz, usn, when he was serving as Chief of Naval Operations, in OpNav 47-789 (NDB, Cumulative Edition 1948), which outlined dimensions and usage of this pennant.

This pennant—it's not listed in any of the Navy's standard stock catalogs, being strictly a product of the ship's bunting repair QM—is flown by the ship rating it upon getting underway to proceed to a port in the U.S.A. It is displayed until sunset on the day of arrival in the stateside port.

In shape the homeward bound

pennant resembles a giant, elongated commission pennant. It is divided vertically into two parts: the short portion next to the hoist is blue while the much longer portion (the fly) is divided horizontally into halves. The upper half is red and the lower half is white.

In the blue portion is placed one white star for the first year that the ship has been continuously on duty in foreign waters outside the continental limits of the U.S.A. Another white star is added for each additional six months spent on such foreign assignment.

Normally the over-all length is determined at the rate of one foot for each enlisted man and officer on the ship who has been on duty outside the U.S.A. for more than a year. In cases where this would produce an excessively long pennant this rule is disregarded so that its length can be kept within practical limits.

Upon being hauled down, the portion containing the star or stars is presented to the commanding officer. The remainder of the pennant is divided equally among the officers and men of the ship's company.

Ships of the old Navy flying an exceptionally long pennant kept the tail aloft by securing it to an inflated hog's bladder. In present times an aerological sounding balloon is substituted for the hog bladder.

## 'Thermos Boot' to Protect Feet in Winter Fighting

Frostbite—a crippling enemy in the U.N.'s Korean campaign last winter—will be up against stiff competition this winter. A new insulated rubber boot, tested at 45° below zero, is replacing the shoe-pac for combat marines in the Korean theater. The new boot operates on the principle of sealed insulation, similar to a thermos bottle, and is the result of joint Army-Navy-Marine Corps research.

The new type boots are being shipped direct to combat supply centers for distribution. "Guinea pig"

officers of the Marine Corps have tested the thermos boots, both outdoors and in chambers at sub-zero temperatures, by putting on frozen socks and freezing a cupful of water in the boots before putting their feet into them. As long as a man moves once an hour to keep up normal circulation in his feet, they cannot freeze or develop trench foot, the Marines reported.

Such winter gear as sleeping bags, woolen blankets, winter clothing, parkas, gloves and mufflers, are being distributed to the marines and to all U.N. troops in Korea. A new type of warming tent and stove is also included in the fighting gear.

## Latest Available Reports on Living Conditions in Naples and Rome, Italy

ALL HANDS continues its coverage of overseas living conditions with reports on Naples and Rome, Italy. Pamphlets, giving detailed information on these locations, may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

### Naples, Italy

**Climate**—Naples has a mild climate throughout the year, with the temperature rarely reaching the freezing point and seldom exceeding 86° Fahrenheit. The "rainy season" extends from November to April.

**Housing**—Overcrowded housing facilities are the rule at Naples. Most Americans stationed there live in Posillipo, one of the most desirable residential sections of the city. The annual apartment rental ranges from \$500 to \$1,500. Light and heat are not included in the rental, however, and cost from \$300 to \$450 extra per year.

**Utilities**—Electricity is irregular



"You ever hear of the Rules of the Road?"

because of the high load, poor equipment and insufficient productive facilities. Gas may be used for cooking in some parts of Naples but the pressure is very low. Industrial current, rated at 260 volts, 50 cycles, can be used with reasonable cost for cooking, water heating, ironing and refrigeration.

**Automobiles**—Officers entitled to diplomatic status may import one

automobile with free entry privilege. Other American personnel may bring a car to Italy in the following manner: First, the car must be registered in the U.S. The owner should then apply for a "carnet des passage" or "International Triptic" through the American Automobile Association in New York City. In this way, the owner may bring his car to Italy in the same manner as an American tourist does. The car may be driven in Italy for three months before the "Circulation Tax" comes due. After three months, the owner is liable for this tax which varies with the horsepower of the vehicle. The tax on a jeep (21 horsepower), for example is about \$56 per year; for a medium sized auto about \$125 per year.

If clearance is not obtained through the AAA, the car owner should send full information concerning his car to the U.S. Naval Attache in Rome at least 30 days before he plans to ship the car.

Italian roads are not too good and cars develop weaknesses much sooner there than in the States. Gas is all low octane which causes considerable carbonization in the motor. Spare parts for American vehicles are hard to find.

**Radios**—Radios are not considered "household effects" as yet. Therefore, importation and clearance of radios through Italian customs for non-diplomatic personnel is a complicated and tedious procedure which should be accomplished after the radio arrives in Italian customs. Duty on the radio is approximately 18 percent of the value assessed by the Italian Customs House.

**Clothing**—The type of clothing required in Washington, D. C., is suitable in Naples for all members of the family. Although the winter temperature is generally mild, the houses are damp and cold due to inadequate heating facilities. Naval and Marine Corps personnel are therefore instructed to bring winter clothing when ordered to the Naples area.

Men should bring shoes, socks, shirts and most other accessories inasmuch as local prices are quite high for these items. Women should bring along shoes, hosiery and at least a six months' supply of cos-

### 150th Anniversary Honors Navy's First Admiral

The Navy this year honors the 150th anniversary of the birth of the Navy's first admiral — David Glasgow Farragut.

His name is one of the best known in the Navy's history; his fighting words are some of the most famous in U. S. history. The words, "Damn the torpedoes . . . full speed ahead!" were said while the vessels of his Union fleet were forcing their way into Mobile Bay under Confederate protest in 1864.

The old sea fighter was born in a log cabin near Nashville, Tenn., in 1801. At the age of nine he entered the Navy as a midshipman. Less than a year later he began his sea duty. (The Naval Academy at Annapolis was still about four decades away.) During the early fighting of the War of 1812 he served in the Frigate Essex, suffering capture by the British.

Fifty-action packed years later he was in command of the fleet that captured New Orleans. For this great victory Congress made him a rear admiral. His leadership at

Mobile Bay brought him the rank of vice admiral. A year after the end of the Civil War he was raised to the rank of admiral. Both of the last two ranks were created for him by Congress.

Admiral Forrest P. Sherman in one of his last speeches (ALL HANDS, pp. 2-4, June 1951) recalled certain words written about Farragut which had been an inspiration from his earliest days. These words bear repetition, for they well typify the lives of both of these great American naval leaders.

"The moral of Farragut's life is, that success is not accident: that the surest way to become great is by rising to the top of one's own profession, thoroughly mastering the duties of each grade as it is reached. To such a man, fame, if it comes, is but an episode; his mind is fixed solely upon the full development of his powers and the effective performance of his appropriate work."

Admiral Farragut died at Portsmouth, N. H., in 1870.

metics. Children's clothing and shoes should be brought to Naples.

**Household effects**—Suitable furniture is difficult to find, so better bring your own. China, glassware and silver is obtainable at prices comparable to those in the States. Fine linens are available at Sorrento at very high prices.

**Food**—High prices cause the chief complaint about food in Italy. Persons coming to Naples should order at least a six months' supply of the following items from the U.S.: coffee, sugar, flour, cooking oil, canned meat and fish, condiments and special foods. Jams, jellies, canned fruit and vegetables are expensive in Naples and sometimes inferior to American products.

Fresh milk is available but the quality is poor and it must be boiled before it is used. Most personnel rely on canned milk or powdered milk ordered from the States.

Raw seafood is not considered safe because of the prevalence of typhoid. Water is safe for drinking in Naples. Ice is limited and somewhat costly.

**Servants**—Wage rates for servants are relatively low. The low cost of servants is counter-balanced by the food they eat and the amount of "extra items" such as used clothing which must be presented to preserve good feeling.

**Medical Care**—Hospital facilities are not adequate and every effort should be made to have patients taken to a naval vessel for treatment, or, if necessary, have a Navy doctor attend the patient at a local hospital. Dental practice is fair but handicapped by lack of material, so better get those cavities checked before leaving the States.

All necessary medicines, bandages, cotton, adhesive tape and the like should be brought. Freon insecticide bombs, insecticide powder and mosquito nets will prove helpful, especially during the summer months.

**Education**—The Navy has just established an elementary school for dependents in the Naples area. By January 1952, the school is expected to accommodate about 130 children. Good secondary schools are found in both Rome and in Switzerland. In the event it is necessary to send children to schools requiring tuition, Navy personnel may be re-

## Many Vessels Qualify as a "Family Ship"

A relatively new Navy term that is getting more and more usage is "family ship." This describes a ship that has several sets of brothers serving in her. Among family ships, destroyer types seem to be the most numerous. Among destroyer types, the number *seven* seems to be the favorite for those with several sets of brothers. *Ten* is the top figure for sets of brothers to date.

The last ALL HANDS round-up on brothers (October 1951, p. 16) listed two DDs with seven sets aboard. Latest reports from the fleet give four DDs and one DE also with seven sets aboard. In addition, there were reports of five, six and eight sets of brothers serving in other destroyer type ships.

The DD with five sets is *uss James E. Kyes* (DD 787). The brothers are: Richard and Melvin Steele, James and Donald Picht, Kenneth and Robert Price, Claude and John Shurtleff, and Dave and Don Fouts who are twins.

*uss Glennon* (DD 840), a destroyer named for a father and son, has six sets aboard: William and Carlis White, William and Charles Woolhouse, William and James Easter, William and Joseph Lally, Raymond and Joseph Decker, and Harold and Ernest Demaine.

First of the present group of family ships to report seven sets is *uss Meredith* (DD 890). Brothers serving in her include: Richard and George Stiffler, James and Eugene Lewis, Kenneth and Donald Bainbridge, Richard and Henry Hering and Carl and William Hart. Two sets of twins also serve in *Meredith*: Paul and Donald Toft and Glen and Lynn Trivett.

Next comes *uss Bausell* (DD 845), also with seven sets of brothers: Raymond and Samuel Uptain, James and Marvel Stout, George and James Stallings, Earl and Harley Monroe, James and John Grimm, Michael and Nicholas Christopher and Dale and Dean Albertson, who are twins.

The first ship to report a large number of brothers (ALL HANDS, May 1951, p. 50) was *uss Ozbourn* (DD 846). Since that time one set has been transferred, but three

other sets have reported aboard. The Buchan boys left and the following brothers came aboard: Oral and Sebern Diver, Dale and Dalmer Herman and David and Dennis Klaaken. That change in the muster books brought her total to seven sets of brothers.

Qualifying *uss Everett F. Larson* (DDR 830) as one of the family ships are her seven sets: Donald, Harry and Russel Davis, Gilbert and David Lane, Leslie and Robert Lipke, Thomas and Ross Kimmerly, Bob and George Mulvaney, Henry and Donovan Taylor and the Brown twins—Daryle and Dayle.

Rounding out the *sevens* is a destroyer escort — *uss George A. Johnson* (DE 583). Considering that this type of ship would have only about half the number of men as a DD type, seven sets of brothers is an exceptionally high percentage. W. B. and W. M. McCaleb, D.C. and L. Osti, J. G. and L. W. Wright, A. W. and R. J. Hudson, G. V. and W. P. Miller, L. E. and J. A. Jones, and G. R. and D. R. Smith are the brother combinations serving in *George A. Johnson*.

There are two destroyer type ships with eight sets each. These are *uss Carpenter* (DDE 825) and *uss Frank Knox* (DDR 742). Brothers in *Carpenter's* allowance are as follows: Ronald and John Westrom, Paul and Joe Herron, James and William Cattlett, Nick and Manuel Arvon, George and Robert Brewster, Allen and Walter Buente, Sam and Walter Fellenbaum and Jack, Miles and Wesley Ramsdell.

Brother acts billeted aboard *Frank Knox* are: Emmett, Wayne and Herschel Thornton, Richard and Frederick Rowland, Jack and Henry Cumbra, Eugene and Robert Gibson, James and Jack Bird, William and George Bacon, Leslie and Phillip Hodnett, and Victor and Donald Stuchlick, who are twins.

The ship which led her class in the last brother muster (*uss Hollister*—DD 788) continues to lead with her 10 sets of brothers.

The Navy's current policy on brothers serving in the same ship can be found in BuPers Circ. Ltr. 134-51 (NDB, 15 Aug 1951).

imbursed for actual costs up to a maximum of \$300 per child per year. The age limit is from 5 to 21 years. The University of Naples is considered an excellent institution by European standards and tuition is reasonable.

**Religion**—Many Roman Catholic churches are available. Services in English are conducted at the local Church of England. Protestant and Jewish places of worship are available.

**Recreation**—Tennis is played the

year around. There are no golf courses in the Naples area. Plenty of good skiing is available near by. The Bay of Naples provides good sailing throughout most of the year. Local and international regattas are held from time to time. Attractive beaches are found at Capri and Sorrento. There are many places with historical and scenic interest.

**Rome, Italy**

**Climate**—The summers are hot with very high humidity—causing

most activity to cease between 1300 and 1600 daily. The winters are mild; the cold season lasts from November through March but the temperature seldom drops below freezing.

**Housing**—Apartments and villas (houses) are available but difficult to find. Rents vary from \$175 to \$350 per month for two or three bedrooms, with kitchen, bath and living room arrangement.

Hotel rates—with food and such “extras” as heat and baths—are also rather high.

**Household effects**—Most apartments and villas are furnished. Furniture is plentiful but constructed of unseasoned wood. Termites cause considerable yearly damage.

Radios, refrigerators and electric stoves are found in very few furnished apartments. An icebox and a somewhat decrepit gas stove are usually provided, however.

Bed linen, blankets, glassware, dishes and table silver are quite expensive and should be brought from the U.S.

**Utilities**—Lighting voltage varies from 90 to 130 volts and is seldom steady. Industrial current is available for cooking and heating at 220 volts, 45 cycles. All heaters and cooking equipment should, therefore, be wired to operate on 220 volts because the price of industrial current is about half that of lighting current. Better check with the manufacturer to determine whether a standard U.S. 60 cycle refrigerator or other motor driven appliances—such as record changers—will operate satisfactorily on 45 cycles, or can be modified to do so.

Italian wall plugs and sockets utilize the round, pronged European design. Adapters may be purchased to accommodate the U.S. flat tongue prongs or Italian plugs may be attached to one end of an extension cord with an American two- or three-way socket on the other end.

**Food**—Fresh fruits and vegetables are plentiful in season. Meat, fowl and fish are also plentiful but prices are somewhat higher than those in the States. Milk is of questionable quality and most Americans prefer to use canned milk or powdered milk brought from the States. American canned goods are available in

**Carrier Features Daily Broadcast of the News**

Shadowy in the twilight, the aircraft carrier *uss Princeton* (CV 37) slogged along beside a fleet tanker off the coast of Korea. A hard day of replenishment was about over. While the tanker would soon be back, briefly, at friendlier shores, the carrier apparently would not.

Suddenly, a cheerful, familiar voice boomed over the ship's public address system: “Good evening, everyone. It's time once more for your Princeton Varieties — fifteen minutes of the news of the world, news of your ship, and a report on the doings of our air group.”

For several minutes before, men had been gatherings in groups beneath P.A. speakers throughout the ship. Now, card games in the living compartments came to a stop; sailors who had been engrossed in acey-ducey games shifted to better listening places. Around the speakers, men checked their watches, exchanged glances, and grinned. The “Varieties” were a little late, but they were on. All was well aboard the “*Sweet P*,” and everyone felt a bit less isolated.

The professional-sounding man behind the mike was Lieutenant Franklin Metzner, USN, of Coronado, Calif. Besides carrying out his duties as pilot of a night-flying *Skyraider* and as leader of *Princeton's* night attack group, the lieutenant finds time to put on his daily “broadcast.” Having been a newspaperman and a radio announcer, Lieutenant Metzner is right at home behind a microphone, news-script in hand. An assistant announcer, James Coker, SN, also helps out.

“The need for some kind of intra-ship broadcast was evident as soon as we left Pearl Harbor for the forward area,” says the pilot-announcer. “Everyone I talked to felt completely cut off from the world once we got out of range of the commercial stations in Hawaii.”

With the germ of a plan in mind, he went to the executive officer and the captain. They gave the go-ahead. “From there on, it just seemed to grow,” the lieutenant says.

The original broadcasting station was the in-port quarterdeck area. There the announcer stood for his quarter-hour stint each day, holding down the microphone button as he announced the news. Later, the ship's damage control center was made to double as the broadcasting studio.

Besides news, the “show” furnishes the answers to many questions. At first, there were only 10 or 12 a day. Now there are as many as 80 or 90. Men drop their questions into a slotted box; Lieutenant Metzner or his assistants dig up the answers to be read on the next program. The result: fewer wild rumors and better morale.

When his duties as a Navy pilot call him away from the microphone, Metzner is relieved by Seaman Coker. Coker also takes over and interviews the lieutenant and other Navy pilots when they return from aerial strikes at the enemy.

Sometimes, quite frequently, the announcer and his night fliers make their own news with dramatic strikes at enemy forces and installations.—J. F. Downs, QMS2, USN.

some shops but the prices are high. Italian products are cheaper but inferior.

The American Embassy operates a limited commissary through which basic staples are procured at cost plus 10 percent. Cigarettes are carefully controlled, with a monthly ration of five cartons per adult.

Personnel planning to rent an apartment or house should bring at least a six months' supply of all staples such as coffee, tea, cocoa, chocolate, flour. Also toilet articles, soap, water softener and the like.

Orders for such food and household items may be placed with reliable export companies, large department stores or certain mail order houses.

**Clothing**—Complete outfits of both summer and winter clothing should be brought to Rome. Bring plenty of shoes, stockings and shirts. Tailor-made suits can be purchased for the price of ready-made suits in the States.

**Servants**—Plenty of servants are available but references should be checked carefully. Most servants expect to live and eat in your home.

**Medical Care**—There is one civilian hospital approaching American caliber in Rome and several fair clinics and small hospitals with limited facilities. Steps are being taken to improve medical facilities. There are good doctors and dentists in Rome but supplies are limited. Americans should have all foreseeable dental and optical treatment performed before leaving the U.S. Better bring all necessary medicines with you.

**Education**—Most American children attend either a joint British-American school, "The Overseas School of Rome," or the Marymount School. Tuition is about \$20 per student per month. There is a shortage of English language schools for high school boys. Many good schools are available in nearby Switzerland.

**Religion**—The Vatican lies within Rome. Other churches are also represented in the city.

**Automobiles**—Cars registered in the U.S. may be brought into Italy under "International Triptic," available through offices of the AAA. See comments in the section above on Naples.

**Recreation**—A fine beach is located

## Built for Comfort Not for Speed—the APL

"She's not the Ritz, she's not the Astor—but she looks mighty good to me." Many a Navyman living in a jury-rigged barracks might make such a statement when seeing an APL being towed to a nearby anchorage.

APLs—short for non-self-propelled barracks ships—act as the Navy's floating hotels. They are not luxurious, but they have all that's necessary for comfortable living. Their primary function is to furnish berthing and messing accommodations for port crews and personnel in a transient status.

Typical is APL 30, located at a naval base in Japan. She has an officer in charge, a crew of 89 and can berth up to 750 men.

Most of the long staying guests serve in the local cargo handling battalion, shore patrol activity,

fleet post office or mobile boat pool. The "over nighters," of course are the transients.

In one month the dispensary treated 1,800 patients, the post office took care of 14,000 letters and packages, and the laundry handled 16,500 separate items.

Probably better known as a "feeder" than a "sleeper," APL 30 can feed 1,000 men at one meal. That's almost half again the number of men she berths.

In some of her services she tops even the best hotels. There is free barber and cobbler service (the customer paying only for the new shoe leather). Two movies are shown nightly.

Then there's the swimming pool. In her usual position, moored to a pier, APL 30 has a large salt water pool on three sides.

at Ostia, 12 miles from Rome. Another good beach is located at Fregene, 25 miles north of Rome. There are good golf courses, tennis courts, a swimming pool, race track, theatres, movies—including two English-language film houses—concert halls and night clubs. In summer there is the outdoor opera at Terme di Caracalla and the Royal Opera House opens early in December.

## Selection Boards Pick Captains and Commanders

Selection boards have been convened to choose USN and USNR officers for promotion to the grades of captain and commander, according to BuPers Circ. Ltr. 147-51 (NDB, 31 Aug 1951).

Line officers eligible for promotion to commander include officers who reported on or prior to 30 June 1951 for extended active military service and who will have four years' service in the grade of lieutenant commander as of 30 June 1952, computed from date of rank. The promotion zone will terminate with Joe B. Decker, signal number 6736.

Staff officers of the Regular Navy and Naval Reserve who reported

for extended active military service on or prior to 30 June 1951, whose line running mates as described in the preceding paragraph and in Alnav 70-51 (NDB, 31 July 1951), are eligible for selection. The promotion zone in each applicable corps terminates with the officer whose running mate is the junior officer named above or in Alnav 70-51, or who is senior thereto. The promotion zone for commanders undergoing selection under the provisions of Alnav 70-51 ends with signal number 2644.

No selection boards will be convened at this time to recommend women officers of the line, Medical Corps and Supply Corps for promotion to the grade of commander.

The schedule of selection boards was as follows:

9 Oct 1951—Line: For promotion to commander.

30 Oct-1951—MC: For promotion to captain and commander; MSC: For promotion to commander; NC: For promotion to commander; SC: For promotion to captain and commander; CHC: For promotion to captain and commander.

23 Oct 1951—CEC: For promotion to captain and commander.

30 Oct 1951—DC: For promotion to captain and commander.

## Reservists May Receive One of Two Medals for 10 Years of Service

Reservists with 10 or more years of creditable service in the armed forces now may elect to receive either the new Armed Forces Reserve Medal or the Naval Reserve Medal. The requirements for the two medals differ in certain respects. Types of service for which one of the medals is awarded may not be counted toward eligibility for the other award.

Department of Defense regulations specify that the 10 years' service required for the Armed Forces Reserve Medal may be in any one or more of the Reserve components of the armed forces of the United States, and the years need not be

consecutive. However, the qualifying service must have been performed within 12 consecutive years.

The new medal was authorized by Executive Order 10163 and its design will be announced later. The front side will be standard for all services, but the reverse will bear a distinctive design which will identify the Reserve components in which the individual is serving at the time of the award or in which he last served.

The Armed Forces Reserve Medal will be worn on the left breast immediately following all U.S. decorations and service medals and preceding all foreign awards.

When designs are approved and medals are available for distribution, they will be distributed upon application of the individual concerned to the appropriate service.

Revised regulations relating to the award of the Naval Reserve Medal have been approved by the Secretary of the Navy, retroactive to 1 July 1950. The revisions as outlined in BuPers Circ. Ltr. 167-51 (NDB, 30 Sept 1951), provide for the award of the medal by the Chief of officer and enlisted personnel of the Organized Reserve, Volunteer Reserve and Merchant Marine Reserve who have completed 10 years

## Two Marines Win Medal of Honor for Action at Chosin Reservoir

Two Marine Corps infantry officers have been awarded Medals of Honor for extraordinary heroism in Korea. The two are Major Reginald R. Myers, USMC, and Major Carl L. Sitter, USMC.

Scene of their heroic action was the area south of the Chosin reservoir, in northern Korea. Time of the action was the closing days of November, last winter, when Chinese Communist hordes were threatening to envelop the U.S. Tenth Corps at the reservoir.

After 14 hours of raging combat, Major Myers and 70 fighting men remaining from a small force of 250 recaptured and firmly held a strategic hill, beating back an estimated 4,000 enemy troops.

A reinforced Chinese regiment had seized the dominating height east of the besieged military base at Hagaru-ri, at the south end of the reservoir. Ordered to recapture the steep, snow-covered hill, Major Myers, executive officer of the Third Battalion, First Marines, First Marine Division (Reinforced) began the attack with 250 hastily mustered troops. These included non-infantry survivors of the earlier Chinese attack, service troops and technicians from six diverse units.

Lacking trained non-coms and officers, Major Myers ranged the attacking front, leading his men upward. As dawn broke, it became



Major Myers

Major Sitter

obvious to the enemy that he was sparkplugging the attack, so they concentrated fire upon the major. His radio operator and executive officer both fell. Myers continued to lead and direct his men while proceeding to direct the artillery and mortar fire.

Hagaru-ri with its supply dump and air strip, was thus held open for the 5th and 7th Marine Regiments fighting their way back from west of the reservoir so they could reform for the fight to the sea. The major and his men killed 600 enemy and wounded 500.

As death was thus being dealt to the enemy east of Hagaru-ri, Captain (later Major) Sitter and his "G" Company, Third Battalion, were fighting their way into the Marine perimeter from the southeast. They broke through, despite 25 per cent casualties. Then Sitter began reorganizing his depleted company to capture a dominating hill—also steep and snow ridden—

which had just fallen to the Red hordes.

If it remained in enemy hands, this hill would have enabled the enemy to turn the Marines' perimeter into a shooting gallery and cut off the route to the sea.

Boldly leading his depleted unit up the frozen height through blistering fire from a deeply entrenched force of regimental strength, Sitter attacked, and by nightfall the Marines had taken the summit.

Nine hours of intensive enemy counter-attack immediately followed, with hand-to-hand fighting continuing throughout the night. The hill blazed with fire.

Hit by grenade fragments in the face, chest and arms, Captain Sitter refused to stay down. He lifted freezing men from foxholes to re-deploy them. He moved among service troop replacements and directed their fire. He directed evacuation of wounded and resupply of ammunition. He helped stem the breakthrough by enemy platoons and companies, once wiping out an attack that swept over his command post. At daylight the enemy withdrew, with more than 50 per cent casualties. Captain Sitter's company suffered 149 casualties.

Captain Sitter and his men, after 36 hours of combat, could relax. The way out of Hagaru-ri was guarded by Marines.

of "satisfactory federal service" as defined by Public Law 810, 80th Congress.

All honorable service, active or inactive, as a member of the Naval Reserve prior to 1 July 1950 may be counted for qualifying purposes. All service in the Naval Reserve subsequent to 30 June 1950 must meet the requirements of Public Law 810 which allows the time accrued toward eligibility for the Marine Corps Reserve Medal to be counted in establishing eligibility for the Naval Reserve Medal, if the applicant has been appointed or enlisted in the Naval Reserve within three months of separation from the Marine Corps Reserve. The applicant will not be eligible if he has received a Marine Corps Reserve Medal based on any portion of the time included in his application for the Naval Reserve Medal.

For each additional 10 years of qualifying service the Chief of Naval Personnel will, on request, authorize wearing of a bronze star on the ribbon.

The Bureau of Naval Personnel states that the Naval Reserve Medal will be superseded by the Armed Forces Reserve Medal sometime in 1958. Until this effective date, eligible applicants may elect to receive either of the two medals, but not both.

Public Law 810, as amended, provides that in order to achieve a year of "satisfactory federal service" for the Naval Reserve Medal, a Naval Reservist must accumulate during each anniversary year a total



"You don't seem to understand . . . his name is Wolf."

## WAY BACK WHEN

### Close-Quarter Fighting

In modern sea warfare, large combatant ships can hurl tons of explosives at an enemy target so distant that often the objective is invisible over the horizon.

In contrast to such long-range tactics, it is interesting to recall the close-quarter fighting typical of naval engagements in the days of the old sailing vessels.

One example of this was the Revolutionary War encounter 23 Sept 1779 between the British *Serapis* and the American *Bonhomme Richard*, the latter under command of John Paul Jones who in that battle uttered his now famous "Surrender? I have not yet begun to fight!"

During the engagement, the ships became lashed together, stem to stern, with the exposed starboard sides suddenly swinging so close that *Serapis* gunners, running across to work their starboard guns, could not open the closed portlids and were obliged to fire through them, blowing them off.

An American officer, in giving an eyewitness account of the fight, told of seeing a gun's crew of his men racing with one in *Serapis* to get loaded first, each gunner having to poke the handle of his muzzle rammer through the porthole of the enemy in order to ram the charge home.



In this particular instance, the English gunner managed to fire first, dismounting the American gun.

To further demonstrate the closeness of the two ships, an English prisoner on board *Bonhomme Richard* effected his escape to *Serapis* during the confusion of battle by creeping from one ship to the other through open ports.

of 50 retirement points by one of the methods, or a combination of them which are set forth in BuPers Circ. Ltr. 167-51, as follows:

- Points will be credited on the basis of one point for each authorized drill period in an organized or volunteer unit.
- One point for each period of appropriate duty, or equivalent instruction, or equivalent duty.
- One point for each day of training duty, served with or without pay.
- One point for each day of active duty.
- A varying number of points for completion of each correspondence course.
- Fifteen gratuitous points are automatically credited annually to all Naval Reservists by virtue of their membership in the Naval Reserve, regardless of their participation in any of the Naval Reserve training programs; provided, that they are not on active duty, the Inactive-Status or the Honorary Re-

tired List of the Naval and Marine Corps Reserves.

An anniversary year commences on 1 July and ends the following 30 June, except in the case of persons who joined the Naval Reserve after 1 July 1949, in which case the anniversary year begins on the anniversary of the day they joined the Naval Reserve.

Under these revised regulations credit may be accrued toward the *Naval Reserve Medal on either active or inactive duty*, and the required 10 years need not be continuous.

Eligible applicants should forward requests to the Chief of Naval Personnel via the chain of command and requests should contain an endorsement stating that the applicant is credited with 50 points for each anniversary year used in computing the 10 years' service subsequent to 1 July 1950. Officers' applications should be forwarded to attention of Pers B4, and for enlisted personnel attention of Pers E3.

## You Share in Profits of Navy Exchanges Through Recreation Funds

Maybe you don't know it, but if you wear a Navy uniform you're a stockholder in one of the world's biggest businesses—the Navy exchanges. Although the dividend check for the past fiscal year wasn't addressed to you in person, you shared in the four and one-half million dollars contributed toward the Navy recreation funds last year.

Navy exchanges, along with commissary stores, ship's stores afloat and ashore, and MSTS exchanges,

are operated by the Navy Ship's Store Office in Brooklyn, N. Y., for the Navy Bureau of Supplies and Accounts. Aside from the benefits of the exchanges and stores themselves, the exchange "profit dollar" goes a long way toward financing movies, recreation halls, play courts and equipment, swimming pools and similar recreation facilities. If you're at a station which doesn't have an exchange, don't get the idea that exchange profits are no benefit to you.

Each month, a goodly portion of these profits are made available to the Central Recreation Fund—and that fund is of benefit to all.

You, as stockholder, should know how Navy exchanges are operated. It's your money which makes the wheels go around.

The present-day operation of Navy exchanges is very different from what it was a few years ago. Before 1946, the stores—then called ship's service stores—operated independently under the COs. Some stores were very efficient, but many were not so efficient. The mushroom-like growth of the Navy and naval activities during World War II focused attention on this situation, and in 1944 Secretary of the Navy Forrestal appointed a board to study the problem. This board was composed of Reserve officers who had established national reputations in department store and chain store operation. Their recommendations have been substantially carried out.

The Bureau of Supplies and Accounts was given cognizance of ship's service stores and commissary stores. The Navy Ship's Store Office was established in 1946 to serve as a central office for the over-all operation. The Navy Ship's Store Office, usually referred to by the shorter title "NSSO," completed taking charge of the stores in March 1947 and established merchandising and accounting procedures comparable with the best commercial practices.

Actually, what NSSO *does* cannot be readily seen by you—either as a customer or as a stockholder. Though NSSO may have contracted for the merchandise on sale in the retail stores, the merchandise is in the store simply because the local exchange officer decided to buy it. There are price limitations, but these were established by the Departments of the Army, Navy and Air Force for the "state-side" stores of all the services—not by NSSO. But you get proper amounts of meat in your hamburger, or a better shoe repair job, because a NSSO specialist has been around visiting the exchange and inspecting these service functions. Also, you can be sure that the sun glasses you buy aren't going to injure your eyes. They've been tested. The canned goods and candies will be of the best

### WHAT'S IN A NAME

#### Torpedo

"Torpedo" comes from the Latin *torpere*, to be stiff or numb (torpid). Toward the end of the 16th century the name was commonly used to denote anyone or anything that could paralyze, benumb, or stupefy. It was early applied to the several species of flat circular-bodied crampfish, numbfish, and electric rays, capable of producing electrical shocks, sometimes severe enough to disable a man. This order has been reversed by today's sailor who calls torpedoes "fish."

In the ordnance sense, the word torpedo was in use in the U. S. at the start of the Revolutionary War to describe variously-shaped mines or cases of gunpowder designed to explode on contact under water. A few were rigged with crude and undependable detonators.

In 1805, Robert Fulton carried on experiments to prove the possibility of destroying ships by exploding charges under water against the hull. In the 10 Sept 1807 edition of the "Chronicle" of Bath, England, it was written that "A Mr. Fulton has proposed to the American government a plan to destroy the British navy. It is to

be effected by an apparatus called a torpedo, filled with combustibles, placed under the bottom of the ships, and when exploded to blow them into the air."

By the time of the Civil War, torpedoes of many shapes and sizes had been developed, and methods of detonation considerably improved. Of the more successful types, was the "spar" or "outrigger" torpedo, consisting of a large guncotton bomb placed at the end of a pole roughly 40 feet long and attached to the bow of a ship in such a manner that the charge itself would be about 10 feet under the surface.

A boat thus equipped, in making an attack would have to bring the charge in contact with the bottom or side of the enemy ship, and explode it by electricity. Although the disadvantages of this method of naval warfare are apparent, the effectiveness of the submarine missiles of those days is evidenced by war bulletins such as appeared in the New York Herald of 15 Apr 1865: "The Union ironclad No. 48 sunk by a torpedo. The United States tinclad Rodolph lost by the explosion of a torpedo; two others blown up in similar manner."

But those weapons were indeed a far cry from today's deadly-accurate torpedo. Over 20 feet long, weighing some 3,000 pounds, and containing more than 1,300 precision-built parts, the cigar-shaped missile can speed at nearly a mile-a-minute clip toward a target several miles distant and explode by concussion upon contact. In fact, the modern torpedo, more than a mere missile, can be visualized as a miniature warship, complete with cargo, engine room, and mechanical navigator and crew.

It's ability to "paralyze, benumb, or stupefy" is unquestioned.



quality because they, also, have been tested—by NSSO testers.

The function of the Navy Ship's Store Office is two-fold. Besides attempting to give you the best merchandise and service at the lowest practicable cost, it wants to return to you as many "profit dollars" as possible. That means efficient over-all operation.

How is efficient over-all operation attained? Having a central office for the entire system is one way in itself. Centralized purchasing — and the negotiating of "open-end contracts"—has lowered the cost of merchandise through direct dealing with the prime sources of materials. Mechanized accounting procedures at the central office have brought about a savings in personnel throughout the system—and more accurate bookkeeping, too.

Prepayment of invoices by the central office has resulted in savings through receiving cash discounts on purchases. More savings have been realized through centralized insurance procurement and a self-insurance program. Employing one auditing firm for the entire system has also reduced expenses. More economies and profits have come from transferring equipment and excess stock from stores where they weren't needed to stores where they were.

Since 1947, all exchange officers and many civilian store managers have been given a six-week course

## More Enlisted Correspondence Courses Available

Six more enlisted correspondence courses are now available to personnel—USN or USNR—on active or inactive duty. Naval Reservists on active duty will not receive retirement point credit for completion of these courses.

Title	NavPers	Retirement Points	Applicable to the following ratings in particular:
Aircraft Materials	91616	12	AM, AMS, AMH
Aviation Storekeeper, Volume 1	91651	15	AK
Aircraft Welding	91617	14	AM, AMS
Aviation Boatswain's Mate, Volume 2	91655	12	AB, ABU, ABG
Aircraft Engines	91628	15	ADE, ADF, ADP, ADG, AD
Boatswain's Mate 1	91244	12	BM, BMG, BMB, BMS, BMK, BMR

in exchange management. Many of these later conducted training programs in their individual stores. Operational handbooks and other instructional material are available for many of the exchange service departments.

NSSO publishes a monthly magazine which contains much information on store operation in addition to merchandising news and interesting news from stores throughout the system. Service department specialists and buyers at the Navy Ship's Store Office welcome inquiries from the field and are glad to advise on specific problems. These specialists and buyers also study and analyze individual store operation in order to advise on how to attain efficient operation. Field representatives are available for inspections and visits to assist in store operation.

"Comparative shopping" supplements the reports of commercial and naval laboratories in merchandise evaluation. Merchandise is tested for customer acceptance through a system of sample shipments. Afterward, the results are published to the field.

Remodeling and modernization of stores is a continuing program. This includes designing of layouts by specialists at the Navy Ship's Store Office to permit efficient use of available space in attractive surroundings.

The first five per cent of all exchange net profit is paid directly to welfare funds. The next three per cent is reserved for the central of-

fice, but usually less is used. Any profits over eight per cent are returned to the COs and the Central Recreation Fund.

Thus it is that you, as customer and stockholder, share from start to finish in the benefits of your Navy exchanges.

## Selection Boards Meet To Pick LTs and LCDRs

Selection boards for the promotion of Regular Navy and Naval Reserve officers on active duty to the grades of lieutenant and lieutenant commander have been announced.

To be eligible, officers must have reported for extended active duty before 1 July 1951. Their dates of rank in grade must be prior to the following: 2 Jan 1946 for lieutenants; 1 July 1949 for lieutenants (junior grade); 1 August 1946 for women lieutenants; 2 July 1949 for women lieutenants (junior grade).

Eligible staff officers are those whose line running mates are eligible as described above.

Tentative dates for the convening of the selection boards are as follows: 13 November, for lieutenant commander, line and staff, except Dental and Supply Corps; 4 December, for lieutenant commander, Dental and Supply Corps only; 22 Jan 1952, for lieutenant, line and staff corps.

Officers reporting for active duty on or after 1 July 1951 will be considered for promotion beginning early in 1952. Details will be announced later.

## QUIZ ANSWERS

QUIZ AWEIGH is on page 7

- (b) Chief of Naval Operations. The officer is Admiral William M. Fechteler, USN, named CNO following the death of Admiral Forrest P. Sherman, USN, in Italy 22 July of this year.
- (a) President.
- (c) Drivers (CDs).
- (b) Mechanics (CMs).
- (c) Stadimeter. (Note: Because of its delicacy, this instrument should be used only by authorized personnel.)
- (b) Ascertaining the distance of an object of known height (ship's masthead, lighthouse, stack, etc.). An important instrument in station keeping, the stadimeter measures distances quite accurately up to 2,000 yards, and provides generally satisfactory results with measurements up to 10,000 yards.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 103—Announces that annual physical examinations shall be conducted in accordance with Para. 21104, *Manual of the Medical Department*, except in cases of flag officers whose examinations shall be conducted regardless of previous examinations during the year.

No. 104—Announces convening dates of selection boards to recommend USN and USNR officers on active duty for temporary promotion to grade of lieutenant and lieutenant commander.

No. 105—Summarizes regulations on travel of dependents to overseas areas in the Pacific, including Alaska and Japan, and cancels Alnavs 125-50, 128-50 and 34-51.

No. 106—Establishes government's right to penalize a contractor in government procurement contracts and purchase orders where contractor offers gratuities in the form of entertainment, gifts, or otherwise, to any officer or employee of the government with a view toward securing a contract or favorable treatment for awarding or amending a contract.

No. 107—Directs that the term "security information" must be included at least once on all classified matter, and that it appear immediately below the classified category marking, when practicable. This applies only to classified material originated subsequent to 27 Oct 1951.

No. 108—Announces changes in federal income tax regulations as result of enactment of Revenue Act of 1951 (Public Law 183, 82d Congress).

No. 109—Modifies Alnavs 62-51 and 73-51 on subject of release of Reserve personnel to inactive duty, and establishes 16 months as the period of active duty for Reservists who were not in a drill pay status when ordered to active duty pro-



"Betcha I know what we're gonna have fer Christmas dinner."

vided they are World War II veterans as defined in Alnav 37.

No. 110—Lists the names of officers promoted to the temporary grade of colonel, USMC.

No. 111—States that flight pay may not be paid to personnel whose actual assigned duties do not involve operational or training flights, following enactment of a law intended to limit flight pay to personnel on specific order for such flights, including flights as are necessary to maintain the proficiency of administrative personnel.

No. 112—Pertains to negotiated contracts and insertion of new conditions in contracts pursuant to Public Law 245, 82d Congress.

No. 113—Lists the names of officers promoted to temporary grade of captain, CEC, usn.

No. 114—Lists the names of officers promoted to temporary grade of commander, USN.

No. 115—Lists the names of officers promoted to temporary grade of commander, USNR.

No. 116—Lists the names of officers promoted to temporary grade of lieutenant colonel, USMC.

BuPers Circular Letters

(Note: Due to space limitations a complete listing of current circular letters was not published in the November 1951 issue of ALL HANDS. The following summary covers BuPers Circ. Ltrs. 145 through 160 which were previously omitted, and continues with the listing of newly published circular letters. The directive listed in the November issue as BuPers Circ. Ltr. 174-51 was in-

correctly listed; it is BuPers-Mar-Corps Joint Ltr., 28 Sept 1951 [NDB 30 Sept 1951].)

No. 145—Pertains to Uniform Code of Military Justice as it applies to the withholding of privileges or the restriction to specified limits of officer personnel; also limits forfeiture of officers' pay, when imposed by commands authorized to convene general courts martial, so as not to exceed one-half month's pay.

No. 146—Lists the names of Reserve line and staff officers on active duty promoted to the temporary grades of lieutenant and lieutenant commander.

No. 147—Announced convening of selection boards to recommend Regular and Reserve line officers to temporary grade of commander, and to recommend staff officers to the temporary grades of captain and commander.

No. 148—Standardizes disciplinary procedures and instructions involving confinement and other types of restraint, and includes definitions of various types of restraint.

No. 149—Provides instructions on the preparation and distribution of *Report of Separation from Armed Forces of the U. S.* (Form DD-214), and cancels BuPers Circ. Ltr. 196-49.

No. 150—Modifies BuPers Circ. Ltr. 101-51 as it applies to the administration of offenses involving unauthorized absence of enlisted personnel.

No. 151—Authorizes the advancement of enlisted personnel who have returned to inactive duty in the Naval Reserve following successful completion of service-wide examinations taken while on active duty, providing advancement is effected within prescribed periods; also applies to Regulars separated from the service who enlist in USNR within three months of separation.

No. 152—Announces the annual nation-wide competitive examination on 18 and 19 Feb 1952 for appointments to cadetship in U. S. Coast Guard and enrollment in USCG Academy, and lists qualifications of naval personnel eligible to compete for such appointments. Completed applications must be postmarked not later than 15 Jan 1952.

No. 153—Modifies BuPers Circ. Ltr. 127-51 concerning eligibility re-

quirements and processing procedures for appointment of qualified enlisted personnel to commissioned grades in USNR for active duty as unrestricted or restricted line officers, Supply Corps or CEC officers.

No. 154—Approves the participation of Navy and Marine Corps personnel in the Olympics and announces that any qualified officer or enlisted man interested in trying for a place on the Olympic team will be given opportunity to apply for selection.

No. 155—Announces the names of personnel (in addition to those listed in BuPers Circ. Ltr. 76-51) advanced to temporary CPO status, acting appointment, following successful completion of rating examinations held 13 Feb 1951.

No. 156—Announced revised convening dates for selection boards to recommend Dental Corps officers to grade of rear admiral and to consider captains for continuation on active list, and boards to recommend staff corps officers (except Dental Corps) for promotion to grades of captain and commander.

No. 157—Authorizes the advancement of those warrant officers to Pay Grade W-3 who were on the waiting list published in BuPers Circ. Ltr. 106-51, and announces tentative convening date of another selection board to select commissioned warrant officers in USN and USNR.

No. 158—Lists names of USNR officers on active duty promoted to temporary grade of lieutenant.

No. 159—Amends BuPers Circ. Ltr. 33-50 on subject of officer designator code 1420.

No. 160—Lists newly completed training films sponsored by various Navy bureaus and offices, prints of which are available at Training Aids Sections.

No. 161 to No. 174—See ALL HANDS, November 1951, p. 55.

No. 174—Outlines requirements and procedures for USNR officers on active duty who desire to obtain assignment to primary legal duties.

No. 175—Announces opportunity for officers and enlisted personnel to apply for training at Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indian Head, Md.

No. 176—Announces convening of a board to consider LDO officers for reappointment and temporary pro-

motion to the temporary grade and precedence (not to exceed grade of LCDR) to which they would have been entitled had they not accepted their permanent appointment as LDOs.

No. 177—Concerns the large numbers of candidates reporting at enlisted service schools for instruction for which they are ineligible, and lists most frequent violations of eligibility requirements.

No. 178—Pertains to security requirements for naval personnel attending classified courses at naval and other armed forces schools.

No. 179—Announces availability of pamphlet entitled "Reinstatement Rights of Persons Who Leave Positions to Enter Military Service" which will be distributed by civil readjustment officers to personnel being separated from active service.

No. 180—Announces award of Navy Unit Commendation to Task Element 90.62 (including USS *Mansfield*, *DeHaven*, *Henderson*, *Gurke*, *Lyman K. Swenson* and *Collett*) for Korean action 13-15 Sept 1950.

No. 181—States that the affiliated local public employment offices of the Labor Department are prepared to assist in channeling persons released from active duty who are looking for civilian jobs.

No. 182—Provides that a woman officer must be present when an enlisted woman is being interrogated or investigated under procedures outlined in SecNav Ltr. P13-7 of 10 Dec 1949 (NDB July-Dec 1949) and specifies that a woman may not be disciplined without consultation with a woman officer assigned by CO.

No. 183—Outlines the general provisions of the current system of servicewide competitive examinations for advancement in rating and points out changes in system effective with January 1952 examinations.

No. 184—Announces action required on changes in the enlisted rating structure affecting Naval Reserve personnel in the ratings of PNS, ESB, ET, CTI, CTS, and CTY.

No. 185—Calls attention of all personnel whose voting residence is Pennsylvania that absentee ballot privileges may be exercised by persons on active duty who are otherwise qualified regardless of whether they have previously registered or are enrolled voters.

Nothing sounds quite so lubberly to a true seaman as the expression, "The ship is rocking." Reason for this is that a landlubber's "rocking" means several distinctive motions. The most familiar of these are the



plunging and leaping motion known as *pitching* and the side to side motion called *rolling*. Some ships roll with such persistency that their crews accuse them of rolling even while drydocked.

\* \* \*

Another ship's motion, one that is especially worrisome to helmsmen, is *yawing*. This is the motion most usually associated with fast-moving seas that are overtaking a ship on her



quarter. A swell lifts the stern high and throws the ship off course, but as it passes it tends to swing the ship back to her original course.

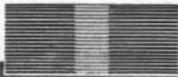
\* \* \*

Actually a ship is subjected to six different "freedoms of motion." In addition to rolling, pitching and yawing there is *swaying*, *surging* and *heaving*. Though these last three are



less perceptible motions, they all involve complete displacement of the ship. Swaying is a sideward set and return; surging is a forward and backward set and return. Heaving is an up and down motion, much like a cork bobbing on a wave.

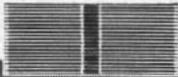
# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

## First award:

- \* HOWELL, Claude "C", Jr., ENS, USN (posthumously): Pilot of a fighter plane in Fighter Squadron 24, attached to *uss Boxer*, in action against enemy forces in Korea on 29 Sept 1950.
- \* WAGNER, William G., ENS, USN (posthumously): Pilot of a fighter plane in composite Squadron 62, attached to *uss Leyte*, during action against enemy forces in Korea on 28 Nov 1950.



BRONZE STAR MEDAL

## Gold star in lieu of third award:

- \* FERRALL, William E., CAPT, USN: For meritorious achievement as commanding officer of *uss Bayfield* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

## Gold star in lieu of second award:

- \* ARNDT, Ralph W., CDR, USN: For meritorious service as Commander Tactical Air Control Squadron One and Tactical Air Commander on the staff of Commander Task Force 90 during the planning and execution of amphibious operations against enemy forces in Korea from 11 to 24 Dec 1950.
- \* BASS, Albert F., Jr., BM3, USN: For heroic service as assistant wave guide commander, attached to Underwater Demolition Team One, during the amphibious assault against enemy forces at Inchon, Korea, on 15 Sept 1950.
- \* BOSWELL, Covington H., Jr., QM3, USN: For heroic service as assistant wave guide commander, attached to Underwater Demolition Team One, during action against enemy forces in Korea on 15 Sept 1950.
- \* CARMICK, Edward S., CAPT, USN: For meritorious service as ordnance officer attached to the staff of Commander Service Squadron Three engaged in support of U.S. ships operating against enemy forces in the Korean area from 1 Aug 1950, to 28 Feb 1951.
- \* COFFIN, Clarence E., Jr., CAPT, USN: For meritorious achievement as commanding officer of *uss Bexar* in connection with operations against enemy

forces in Korea from 11 Aug to 21 Sept 1950.

\* DONOHUE, Timothy F., CAPT, USN: For meritorious achievement as commanding officer of *uss Okanogan* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\* EDWARDS, John A., CAPT, USN: For meritorious achievement as commanding officer of *uss Algol* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\* LOVELAND, Kenneth, CDR, USN: For meritorious achievement as commanding officer of *uss Catamount* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\* WILDER, Lawrence A., LT, USN: For meritorious service as operations officer on the staff of Destroyer Squadron Nine during operations against enemy forces in Korea from 26 Jun to 24 Oct 1950.

\* WILSON, Phillip A., LTJG, USN: For meritorious achievement while attached to Commander Transport Division 111 for temporary duty from Underwater Demolition Team One during operations against enemy forces in Korea from 6 to 8 Oct 1950.

## First award:

\* ALARCON, Frank, HN, USN: For heroic achievement as a corpsman, attached to a Marine Medical Company, Seventh Marines, First Marine Division, Reinforced, during operations against enemy forces in Korea on 7 Dec 1950.

\* ARMSTRONG, James L., HMC, USN: For heroic achievement as a corpsman, attached to the First Marine Regiment, First Marine Division, Reinforced, during operations against enemy forces in Korea on 29 Nov 1950.

\* BANKS, Lawrence E., LCDR, MC, USN: For meritorious achievement as medical officer attached to First Marine Air-Wing prior to and during operations against enemy forces in the Korean area from 14 Jul to 12 Dec 1950.

\* BANKS, Stanley C., LT, USN: For heroic achievement as leader of a Shore Fire Control Party, serving with the First Marine Division, Reinforced, during operations against enemy forces in Korea from 26 Oct to 12 Dec 1950.

\* BELL, George M., CDR, MC, USN: For meritorious service as regimental surgeon, attached to a Marine Artillery Regiment, First Marine Division, Reinforced, during operations against enemy forces in Korea from 28 Nov to 10 Dec 1950.

\* BENSON, Gardner R., HN, USN: For heroic achievement as a member of an evacuation team, attached to the First Medical Battalion, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea on 25 Sept 1950.

\* CARDWELL, James L., BM3, USN: For meritorious achievement as coxswain of an assault boat, attached to *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

\* CASAVANT, Daniel J., HN, USN: For heroic achievement as a member of the collecting section of the First Marine Medical Battalion, First Marine Division, Reinforced, during operations against enemy forces in Korea on 27 Sept 1950.

\* COLEMAN, Wilson M., CDR, USN: For meritorious achievement as operations officer on the staff of Commander Carrier Division 15 during operations against enemy forces in Korea from 3 Aug 1950, to 15 Jan 1951.

\* CONATORE, George E., ENS, USN: For meritorious achievement as boat officer on board *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

\* CONCANNON, Leslie E., ENS, USN: For meritorious service as personnel officer on the staff of Commander Service Squadron Three in support of U.S. ships operating against enemy forces in the Korean area from 10 July 1950, to 1 Feb 1951.

\* CROSS, John W., SK2, USN: For heroic achievement while serving on board *uss LSMR 404* during the amphibious assault against enemy forces at Wolmido and Inchon, Korea, on 15 Sept 1950.

\* CUNNINGHAM, Thomas D., CDR, USN: For meritorious service as commanding officer of *uss Keppler* during operations against enemy forces in Korea from 10 Jul 1950, to 5 Feb 1951.

\* DAVIS, William P., HM3, USN: For heroic achievement as a corpsman serving with a Marine Infantry Company in the Seventh Marines, First Marine Division, Reinforced, in action against enemy forces in Korea on 2 Oct 1950.

\* DECKER, Harvey L., LTJG, USN: For meritorious service as gunnery officer of *uss Lyman K. Swenson* during operations against enemy forces in Korea on 8 Jul 1950.

\* DICKSON, Joe A., ENS, USN: For meritorious achievement as Officer-of-the-Deck of *uss Lyman K. Swenson* during operations against enemy forces in Korea on 8 Jul and 13 Sept 1950.

\* DONAGHE, James W., HM3, USN

(posthumously): For heroic achievement as acting company corpsman, attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 20 Sept 1950.

\*ECKERT, Kenneth E., BM3, USN: For meritorious achievement as coxswain of an assault boat, attached to *uss Horace A. Bass*, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

\*EDWARDS, John A., CAPT, USN: For meritorious achievement as commanding officer of *uss Algol* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\*EIDNESS, George W., LTJG, USNR: For heroic service as gunnery officer on board *uss Pledge* during minesweeping operations in densely mined waters off Wonsan, Korea, on 12 Oct 1950.

\*FERGUSON, James E., HN, USN: For heroic achievement as company corpsman serving with a Marine Infantry Company in the Seventh Marines, First Marine Division, Reinforced, during operations against enemy forces in Korea on 3 Nov 1950.

\*FIELDING, Teddy R., LTJG, USN: For heroic achievement while serving as a Boat Group Commander and control officer attached to the Advance Attack Group during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

\*GREELY, James W., CDR, USN: For meritorious service as maintenance officer on the Staff of Commander Service Squadron Three engaged in support of U.S. ships in operations against enemy forces in the Korean area from 10 Jul 1950, to 28 Feb 1951.

\*GREENE, Thomas J., CDR, USN: For meritorious achievement as commanding officer of *uss Colonial* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\*HARPER, Harry J., HN, USN (posthumously): For heroic achievement while serving as corpsman, attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 3 Oct 1950.

\*HICKEY, Bernard L., LTJG, ChC, USN: For meritorious achievement as Regimental Catholic Chaplain, attached to the Fifth Marine Infantry Regiment, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea from 15 Sept to 2 Nov 1950.

\*HUDSON, George K., CDR, USN: For meritorious service as operations officer

on the staff of Commander Service Squadron Three in support of U.S. ships operating against enemy forces in the Korean area from 22 Jul 1950, to 28 Feb 1951.

\*KANE, Edward T., QMQ1, USNR: For heroic service on the staff of Commander Mine Division 32 embarked on *uss Pirate* during assault mine sweeping operations at Wonsan, Korea, on 12 Oct 1950.

\*KANG, Yong Jop, LTJG, ROK Navy: For meritorious service as assistant to the commander of an intelligence unit, ROK Navy headquarters, in connection with operations against enemy forces in Korea from 25 Jun to 10 Oct 1950.

\*KOONCE, Robert S., HN, USN: For heroic achievement as a corpsman serving with a Marine Infantry Battalion in the First Marine Division, Reinforced, during operations against enemy forces in Korea on 5 Nov 1950.

\*LASSOR, Frank J., HM1, USN: For heroic achievement as a corpsman, attached to a Marine Medical Company, First Medical Battalion, First Marine Division, reinforced, during operations against the enemy on 7 Dec 1950.

\*LEE, Marvin G., LCDR, USN: For meritorious achievement as air intelligence officer on the staff of Commander Carrier Division Three, embarked in *uss Valley Forge*, during operations against enemy forces in the Korean area from 1 Jul to 14 Aug 1950.

\*LONG, Thomas A., CDR, SC, USN: For meritorious service as logistics officer, attached to the staff of Commander Service Squadron Three engaged in support of U.S. ships operating against enemy forces in the Korean area from 10 Jul 1950, to 28 Feb 1951.

\*MAGINNIS, Jack, CAPT, USN: For meritorious achievement as CO of *uss Winston* in connection with operations against enemy forces in Korea from 15 Aug to 21 Sept 1950.

\*MCDONALD, Marvin B., HM2, USN: For heroic achievement as a corpsman attached to a Marine Infantry Company in the First Marine Division, Reinforced, during operations against enemy forces in Korea on 27 Nov 1950.

\*MOFFITT, George R., Jr., LTJG, MC, USNR: For heroic achievement as battalion surgeon attached to a Marine Artillery Battalion, First Marine Division, Reinforced, during operations against enemy forces in Korea from 1 to 9 Dec 1950.

\*OLIVAS, Cornelio, Jr., HN, USN: For

heroic achievement while serving as a medical corpsman attached to an assault company in the First Marine Division, Reinforced, during operations against enemy forces in Korea from 24 Sept to 4 Oct 1950.

\*OWSLEY, Robert T., FA, USN: For heroic achievement while serving on board the *uss LSMR 404* during the amphibious assault against enemy forces at Wolmi-do and Inchon, Korea, on 15 Sept 1950.

\*QUINN, Robert D., CDR (then LCDR), USN: For heroic achievement as CO of the *uss Perch* during operations against enemy forces in Korea from 8 Aug to 17 Oct 1950.

\*RYE, James D., HN, USN: (posthumously): For heroic achievement as acting company corpsman attached to the First Marine Division, Reinforced, in action against enemy forces in Korea on 20 Sept 1950.

\*SIANI, Salvatore A., HMC, USN: For heroic achievement as medical corpsman serving with a Marine Infantry Battalion in the First Marine Division, during operations against enemy forces in Korea on 7 Dec 1950.

\*SIMONS, Carlyle E., HM3, USN: For heroic achievement while serving with the First Engineer Battalion, First Marine Division, Reinforced, in connection with operations against enemy forces in Korea on 3 Dec 1950.

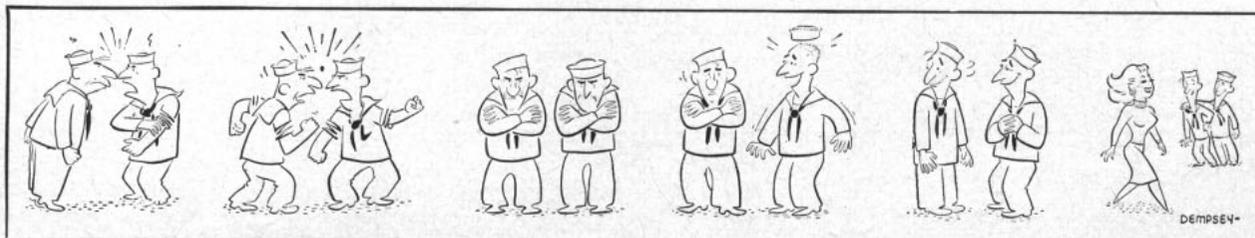
\*SMITH, Dupont P., HN, USN: For heroic achievement while serving as a corpsman with a Marine Infantry Battalion during operations against enemy forces in Korea from 23 Nov to 3 Dec 1950.

\*SMITH, Edwin P., Jr., LTJG, USN: For meritorious achievement while attached to Commander Transport Division 111 for temporary duty from Underwater Demolition Team One, during operations against enemy forces in Korea from 6 to 8 Oct 1950.

\*THOMPSON, James L., LT, USN: For meritorious achievement as CO of *uss Conserver* during operations against enemy forces in Korea from 10 Jul to 28 Dec 1950.

\*THRO, John B., LCDR, USN: For meritorious achievement as CO of *uss Wantuck* during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

\*WILDT, Victor H., CDR, USN: For meritorious service as CO of *uss Fred T. Berry* during operations against enemy forces in Korea from 10 Jul 1950, to 5 Feb 1951.



# BOOKS: LATEST VOLUMES ARE IN SHIP'S LIBRARY

GOOD HOLIDAY READING is in store for you if you stop in at your ship or station library. Here are some of the latest books, chosen for Navy-men by the BuPers library staff:

● *Clear the Decks!*, by Rear Admiral Daniel V. Gallery, USN; William Morrow and Company.

Tie a salty, fast-moving wartime narrative together with a string of first-rate sea stories and you've got *Clear the Decks!*

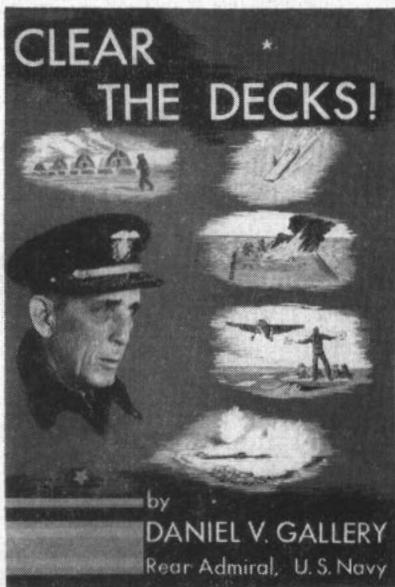
Anti-submarine activity during the Battle of the Atlantic, operations at an air base in Iceland, and the biography of a hard-working flat-top—nicknamed the "Can Do"—are the chief ingredients. From the "palm trees" at Reykjavik to the capture of a German submarine, almost every page is filled with plenty of red meat and good humor.

If your taste in reading matter runs to sea stories with the unmistakable flavor of war, this is your book—for when it comes to spinning colorful yarns in this vein, Admiral Gallery "can do."

\* \* \*

● *A Sailor's Treasury*, by Frank Shay; W. W. Norton and Company.

This is a book for all salts and would-be salts, written by the com-



TALE OF THE SEA by a fighting admiral includes a thrilling description of the capture of a Nazi submarine.

piler of *American Sea Songs and Chanteys*. In it, the author describes mermaids and seamonsters and other "denizens of the deep." He harks back to the days of oak and canvas to recount the legends and yarns told and retold by seafaring men.

The story of the "Flying Dutchman," islands that appear and then disappear, the "captain who could taste his ship's position," "Storm-along John," and many others are told in detail.

Sprinkled with quotations from Melville, Dana and others, Mr. Shay's book makes interesting reading. It would be worth having if only for the section on "Salty Speech," which contains an alphabetical listing of cries, epithets, gripes and maxims. Sail Ho!

\* \* \*

● *Welcome Aboard*, by Florence Ridgely Johnson; U. S. Naval Institute.

Designed primarily as a service manual for the naval officer's wife, this book should also appeal to the wives of enlisted personnel.

It describes the naval organization from the official angle. It gives valuable information on personal affairs, legal matters, emergency help, what to do in case of accident or death.

The writer, wife of a rear admiral, lets you take advantage of her more than 20 years' experience as she tells about customs and ceremonies, social usage—from calling cards to the military wedding—and dispenses helpful tips on personal possessions and the "rules of the road."

\* \* \*

● *The Voice of Asia*, by James A. Michener; Random House.

"Today Asia is of utmost importance to Americans. What happens there may make or mar us as a nation. We need to know what makes Asia tick." With this as his major premise, James Michener, author of *Tales of the South Pacific* and *Return to Paradise*, went on a jaunt through the exotic continent. He talked with some 120 Asians,

recording their views, their motives.

Mr. Michener did not seek out the chiefs of state—though he did talk with some in high places. He chose to talk with the schoolteacher, the Japanese ex-soldier, the Buddhist monk. The result is an excellent cross-section, illuminating to a great extent the Asian mind.

\* \* \*

● *The Wanderer*, by Mika Waltari; G. P. Putnam's Sons.

The sequel to Waltari's best-selling novel, *The Adventurer*, is another example of the Finnish writer's ability to capture the glamour of "faraway places."

Algiers, Istanbul, Vienna, Buda and Bagdad are some of the areas covered. Beheadings, sieges, pirates, wrestling matches (in which arms and necks get broken), political intrigues and—yes—love, all go into the tale of Michael-el-Hakim, the Wanderer.

\* \* \*

● *Aleutians, Gilberts and Marshalls*, by Samuel Eliot Morison; Little, Brown and Company.

This is the seventh volume of the History of U.S. Naval Operations in World War II. Seven more are in prospect.

If the Japanese had not occupied Kiska and Attu early in 1942, the Americans—according to Morison—would probably "have left the Aleutians to the Aleuts." There resulted, however, months of relentless pounding with neither side having enough "wherewithal" to accomplish its aims.

Descriptions of the many operations including the famous "Battle of the Pips" and the ironic bombardment and "invasion" of the already evacuated Kiska fill the first part of the book which ends when the Allies again secure the Aleutians early in 1944. Except for occasional raids by the Japanese, the battle in the "Theatre of Military Frustration" was over.

The remaining two portions of the volume are devoted to details of the capture of the Gilberts and Marshalls. In these pages of naval history, carrier and amphibious operations really come into their own.

As in the past, Morison's text is well-written. The accurate and painstaking documentation detracts not at all from the easy-flowing prose. Humor—sometimes grim, sometimes just plain humor—dots the pages.



**1952**

# ALL HANDS

**1952**

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY						
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