

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1952

Navpers-0

NUMBER 420

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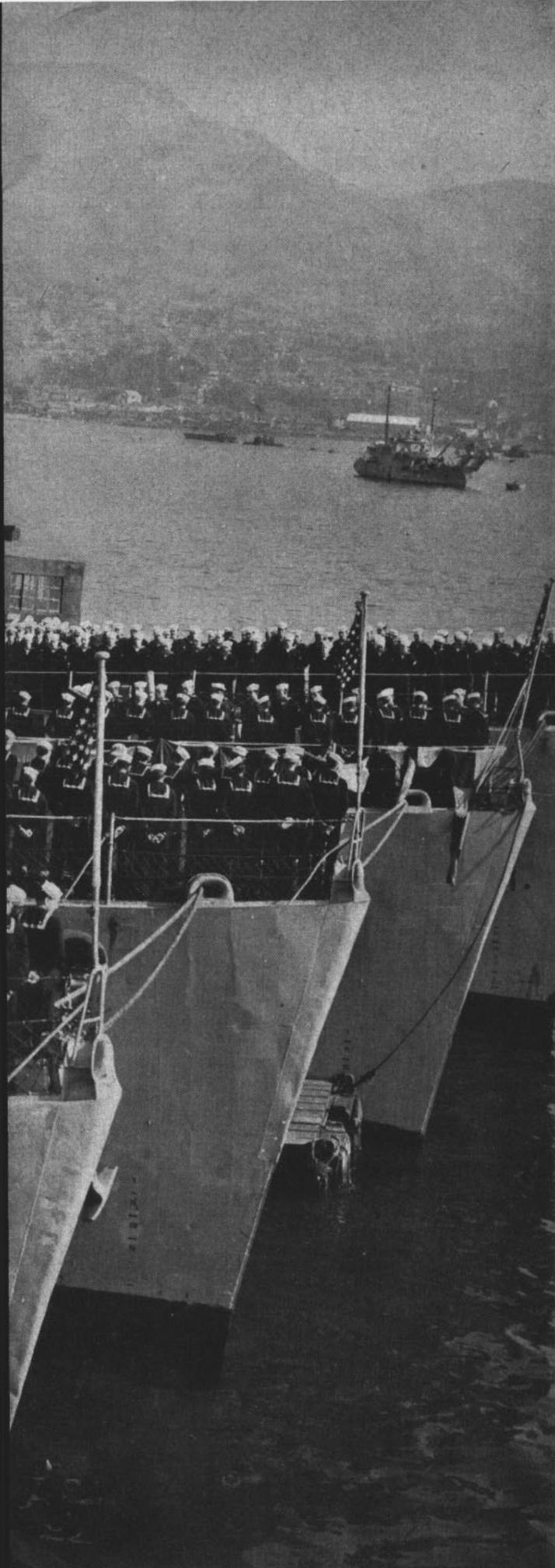
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● FRONT COVER: Smart seamanship and nautical know-how are exemplified by Charles H. Collins, QMS1, USNR, at the helm, and LTJG V. C. Moriarty, USNR, as they bring USS Robert F. Keller (DE 419) into port.—Photo by William J. Larkin, PH3, USN.

● AT LEFT: Personnel of DesDiv 91 crowd their ships in Sasebo, Japan, to receive the Navy Unit Commendation. By coincidence, the destroyers are berthed in their numerical order: USS *DeHaven* (DD 727), USS *Mansfield* (DD 728), USS *Lyman K. Swenson* (DD 729) and USS *Collett* (DD 730).

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 19, Coast Guard.



# Victory Over Mine Damage

**T**HE CREW of USS *Ernest G. Small* (DD 838)—a seriously damaged destroyer now undergoing extensive repairs at the Long Beach (Calif.) Naval Shipyard—can tell a noteworthy story of present day perils at sea.

It begins when *Small* had just completed a day-long bombardment of enemy installations in Red-held Hungnam.

While *Small* was working her way out from Hungnam to join the main body of Task Force 77, a terrific blast jolted the ship. She had struck and detonated a submerged mine. The explosion blasted a 50-foot hole in her port side abreast of number two mount causing tons of green seawater to gush into the crew's messing compartment and the compartments directly beneath.

Nine men were killed and 51 injured as a result of hitting the mine. Rescue work was performed immediately; at the same time *Small's* crewmen brought their damage control training into instant action.

The quick actions of damage control party members isolated the power and steam lines and localized the damage as much as possible.

In two respects the breaks were with *Small*. At the time of the explosion, the ship was at general quarters. Half an hour later, crew

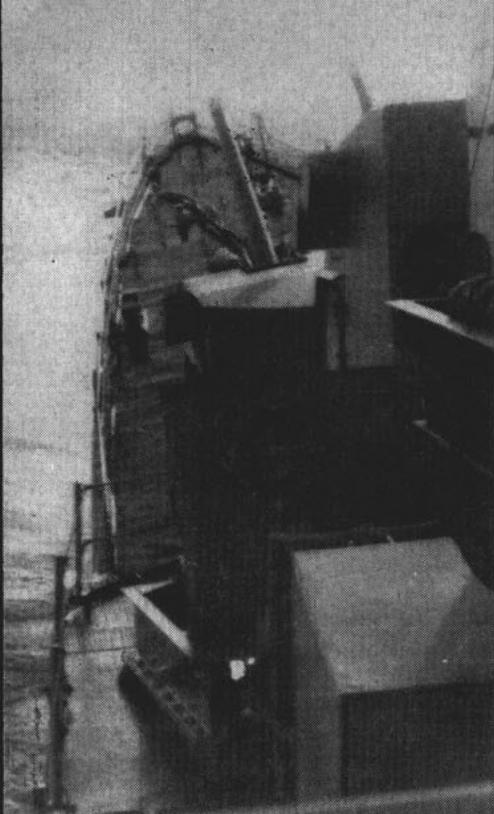
members would have been eating their evening meal in the part of the ship that took the brunt of the blow. Also at the time of the explosion, and for the next two days, *Small* enjoyed calm seas.

With the hole extending from her main deck almost to the keel and the entire forward one-third critically weakened, *Small* needed these calm seas. In the Sea of Japan and Shimonoseki Straits she cruised on seas that were protected somewhat by land, but as she cleared the straits she ran into seas that were being built up by an approaching typhoon.

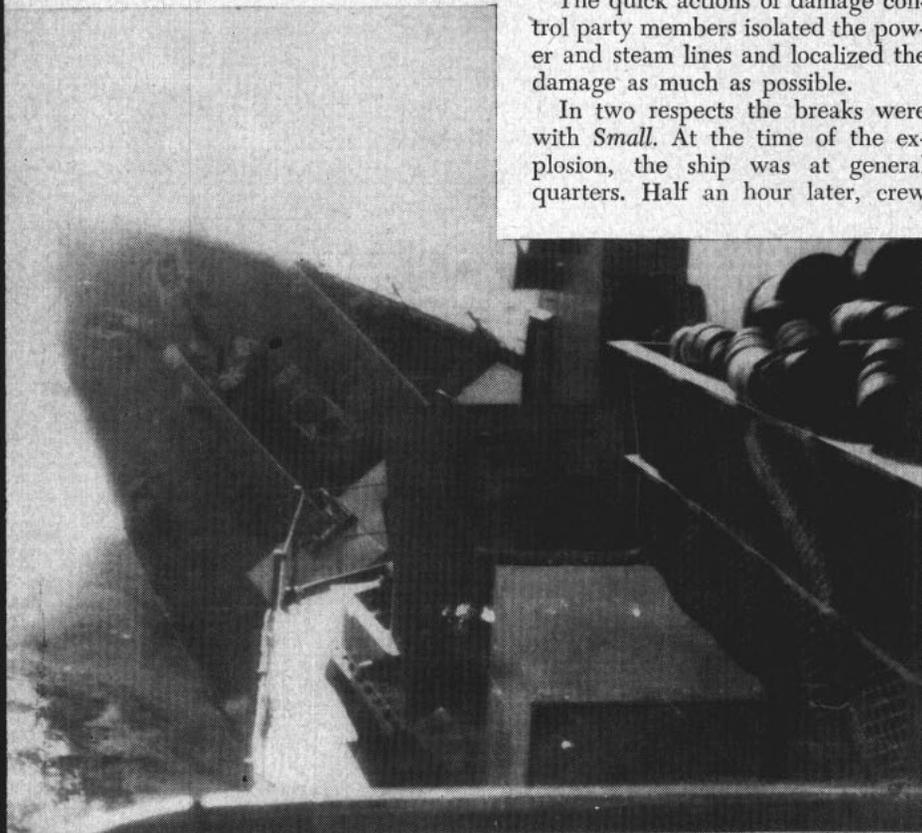
The whip-sawing action of the seas on the weakened bow section caused it to work itself loose at the messing compartment's forward bulkhead.

Contained in this forward section were the boatswain's storeroom, the anchor gear, the chief petty officers' forward living and messing compartment, the officers' lower forward living quarters, the crew's forward living compartment and number one mount with its handling room and the magazine. This severed forward section continued to float.

"That was an odd sight," a seaman declared later. "One-third of the ship was sailing off by herself. The other two-thirds was us."



STARTING TO GO, the bow begins to twist off to port. The ship's keel had been broken by the force of underwater explosion of the mine.



TEARING OFF with a rending of metal, 110 feet of destroyer bow breaks off just forward of the crew's mess, carrying with it *Small's* No. 1 gun mount.





BACKING toward Japan, *Small* was later aided by a tug. Right: Stub bow enabled the destroyer to proceed to Pearl.

*Small* tried proceeding stern first, but the action of the relatively flat stern digging into the seas shook the *Small* to a dangerous degree. She stopped and stood by for a fleet tug to take her in tow.

This same tug—uss *Hitchiti* (ATF 103)—had sunk the drifting bow by gunfire. Afloat, it would have been a menace to navigation.

Later, *Small* entered Kure harbor where a Japanese shipbuilding concern started to rig a temporary “stub”

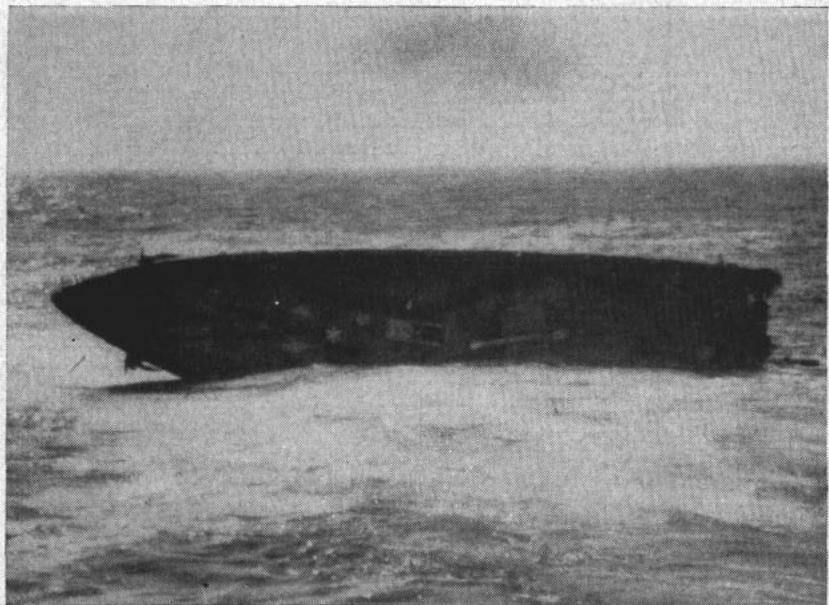
bow. The typhoon which had harried *Small* on the open sea caught up with her in Kure harbor. She weathered it with the help of borrowed towing wire—all other mooring lines were parted by the storm.

After her stub bow was buttoned up for sea, *Small* started the 5,000-mile cruise back to the States. Under her own power she made the trip by way of Yokosuka, Midway and Pearl Harbor, T.H.

Speaking of the stub bow, one

crewman said: “That fool contraption up front kept us uneasy. It took us 17 days from Yokosuka to Pearl, chugging along at less than 10 knots.”

The cruise from Pearl to Long Beach was another long, slow haul. A half year or so before, when *Small* previously made the trip, she did it in four days. This time—with her stub bow and an anxious crew—it took her 10.—W. J. Miller, QMC, USN.



BROKEN CLEAN, bow section floats by itself as ship backs away from it (left). This detached part later had to be sunk by gunfire as a hazard to navigation.

# THE WORD

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

• **MAGAZINES AVAILABLE** — Additional copies of 1951 issues of ALL HANDS Magazine are available to ships and stations desiring them. A few issues of all months in 1951 are available except January, February, April and May.

Commands desiring additional copies should request them from the Chief of Naval Personnel (Attn: Pers G-15), stating the month and number of magazines needed. Copies will not be mailed to individuals.

• **CLOTHING ALLOWANCES** — The initial clothing allowances for enlisted personnel of all pay grades were changed 1 Jan 1952 by authority of Alnav 131-51 (NDB, 31 Dec 1951).

The initial allowance for men of pay grades E-1 to E-6 was decreased to \$223.90 and will be paid in two increments—first, a cash payment of \$3 to cover cost of alterations to the initial outfit. The balance of the second increment is \$220.90.

Enlisted women will receive an increase in the first payment, raising the value of the first increment of the initial clothing monetary allowance to \$40. The second increment has been reduced to \$270.15, therefore, the initial clothing allowance remains at \$310.15.

All enlisted personnel who become entitled to an initial clothing allowance on or after 1 Jan 1952 will begin to receive the basic maintenance allowance after six months'

### Only Regulation Uniform Approved for Guard Duty

The wearing of unauthorized uniforms by naval personnel while performing sentry or guard duty at various naval shore activities is the subject of BuPers Circ. Ltr. 211-51 (NDB, 15 Dec 1951).

This letter directs discontinuance of the practice of wearing certain altered items of uniform that were designed for combat—not ceremonial or dress—use. These items in particular are white composition helmet liner, with various letterings and designs painted thereon, white pistol lanyards of different designs, and white (painted or bleached) pistol belts.

Only uniforms prescribed by *Navy Uniform Regulations* are to be worn by personnel performing such duties.

active duty in a pay status subsequent to the date of the last entitlement to the initial allowance.

Enlisted men of the Regular Navy, Naval Reserve, Fleet Reserve, and retired EMs of the Navy and Reserves (except members of the Navy and Naval Academy bands) upon advancement in rating to CPO while on active duty will be entitled to a special initial clothing monetary allowance of \$300.

• **NEW ABBREVIATIONS**—Use of the short titles ALCOR and ACTRU has been authorized by the Chief of Naval Operations. These titles apply to two components of the Navy's Fleet Logistic Air Wings.

ALCOR means "Air Logistic Coordination Center." ACTRU means "Acceptance, Transfer, and Training Unit." Both abbreviations will appear in a forthcoming change to DNC 25.

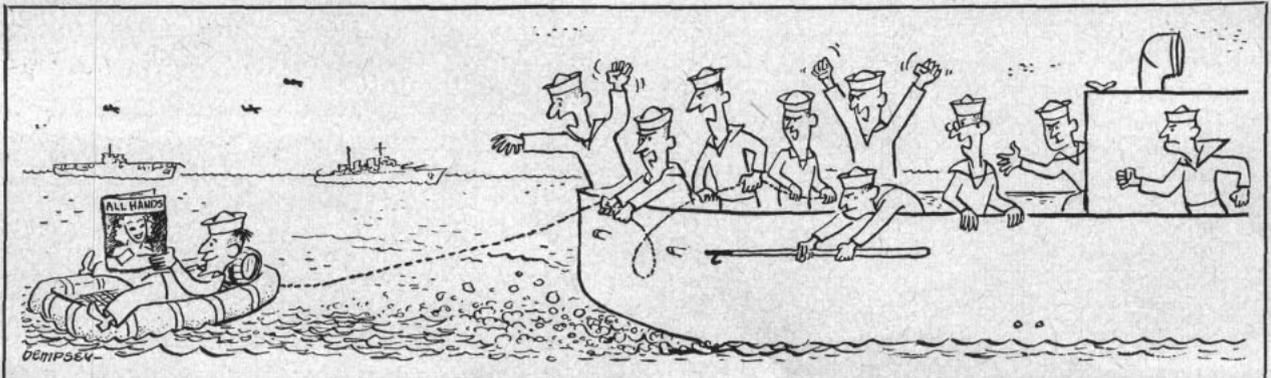
• **POST SERVICE INSURANCE** — Naval personnel who serve on active duty for 31 consecutive days or more after 27 June 1950 and who are covered by the Servicemen's Indemnity and Insurance Acts of 1951, are eligible for post-service term life insurance upon retirement or separation from service.

Applications for such insurance must be made within 120 days after retirement or separation. Policies may be renewed for successive five-year term periods—with premiums adjusted according to age attained at time of renewals—but may not be exchanged for or converted to insurance under any "permanent" plan.

Navy men who presently own "old" USGLI or NSLI policies (under waiver of premiums or otherwise) or who have the right to reinstate such policies are reminded that the provisions of the old-type policies are—in most instances—more favorable than the provisions of the new policies.

All personnel are urged to contact the Veterans Administration office nearest their home immediately following separation or retirement for advice concerning their individual insurance status.

Complete details concerning the new-type policies will be found in BuPers-MarCorps Joint Letter, 21 Dec 1951 (NDB, 31 Dec 1951).



PASS THIS COPY ALONG—Share every issue of All Hands with your shipmates so that they'll get the word, too.

## Dependents' Medical Care And Hospitalization

In its summary of the rights and privileges of Navy dependents, (November 1951 issue, pp. 46-47), ALL HANDS stated, under a subheading *Medical Care and Hospitalization*, that "Dependents of naval personnel are eligible for medical and hospital treatment when facilities are available. This includes 'out-patient' treatment—when the patient does not need to be confined to a hospital. 'In-patient' treatment—full hospitalization—is generally available at a prescribed rate of \$1.75 per day."

These statements are true, but they may have given the reader an erroneous impression concerning dependents' hospitalization. The law governing the subject specifically states, "Hospitalization of the dependents of naval and Marine Corps personnel . . . shall be furnished only for acute medical and surgical conditions, exclusive of nervous, mental, or contagious diseases or those requiring domiciliary care."

• **UNIFORM COLOR CHANGE**—A change in the shade of naval aviators and flight nurses' green winter uniforms has been approved by the Secretary of the Navy. The new shade (M-2) is the same as that of Marine Corps officers' uniforms.

Approval of the new standard shade does not make existing stocks of fabric and uniforms in the present shades obsolete or non-regulation. The present aviation green will continue to be regulation until stocks of fabric are consumed or uniforms worn out.

The Marine Corps M-2 shade was selected because it was considered desirable to standardize the shades of green for procurement purposes. Fabric manufacturers, who previously were required to produce two very slightly different shades, may now standardize their dye processing in the interest of efficiency and economy.

No changes or innovations are included in present uniform cuts or styles for aviation greens. New uniform shade materials will probably not be sold commercially until clothiers having the Navy shade have exhausted their present supply.

• **TEMPORARY RATES** — Sailors who enlist or reenlist in the Naval Reserve in their highest permanent rates will be advanced to the highest temporary rate which they may have held at the time of separation, according to BuPers Circ. Ltr. 207-51 (NDB, 30 Nov 1951).

Provisions of the letter extend to the Reservist who ships over for inactive duty in the Naval Reserve or for active duty as a shipkeeper, station-keeper, or in an administrative billet in the Naval Reserve program, the same privileges for readvancement as are extended to USN personnel and those USNR personnel who enlist or reenlist for active duty in general assignment billets of the regular establishment.

Personnel who have been processed for discharge in a temporary rate and who are enlisted or reenlisted in their permanent rate in the Naval Reserve will be advanced immediately to the temporary rate held at time of separation. Those who hold temporary rates will be discharged in their temporary rates at the expiration of their regular enlistments.

Continuous service conditions are not being imposed upon personnel enlisting or reenlisting in the Naval Reserve in order that such enlistees, who may have been discharged upon completion of a tour of active duty, may have opportunity to readjust to civilian life and to determine what effect additional obligated naval service may have on their future.

• **INSURANCE** — A substantial number of naval personnel are using *Change or Designation of Beneficiary* Veterans Administration Form 9-336 to attempt to change or designate beneficiary under the *Servicemen's Indemnity Act*. This form can be used only to change or designate a beneficiary under the *National Service Life Insurance*.

The beneficiaries of your Serviceman's Indemnity are in the following automatic order: spouse, children, parents, brothers or sisters. It is *not* required of you to designate your beneficiaries.

Should you desire to make a change in the automatic order of beneficiary under the Serviceman's Indemnity you should complete that information on DD Form 93, in accordance with the instructions of Alnav 55-51 (NDB, 30 June 1951).

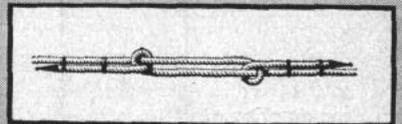
# QUIZ AWEIGH

Fair warning. February's quiz is no snap. The old thinking cap will have to be dusted off for this.



1. These men at work on a destroyer tender's 50-foot motor launch are engaged in (a) lowering the boat into the water (b) switching the launch from the port to the starboard crane (c) hoisting the launch aboard.

2. This process is known as (a) hoisting out (b) double hooking (c) switching the slings.



3. Pictured here is a (a) reeving-line bend (b) double carrick bend (c) knotted sheepshank.

4. It is used to (a) shorten a line (b) when a running loop is needed (c) for bending two lines together when the lines must run around at capstan or winch drum.



5. These men, making marks with grease pencils, are entering data on a (a) sound range recorder (b) horizontal type air plotting board (c) target designator transmitter.

6. The rating badge of the man at the right identifies him as a (a) radarman (b) sonarman (c) fire control technician.

ANSWERS TO QUIZ ON PAGE 53

# How Enlisted Personnel Become Officers

**W**HAT METHODS does the Navy provide for enlisted personnel who seek to advance to the status of commissioned officers in the naval service?

The Navy offers a number of opportunities to those who possess the basic foundation and capacity for development both in education and leadership, preparing them to assume higher responsibilities.

In addition to direct admission to the United States Naval Academy for qualified candidates, there are several channels through which enlisted men and women may prepare themselves for a commission, either through instruction and study or on the basis of naval and civilian education and experience.

Qualified applicants need not have college training to meet the requirements of some of the programs, and in certain cases persons who do not have high school diplomas may qualify.

The standards of qualifications and other factors which candidates must possess, listed briefly below, are currently in effect. However, the directives referred to in each of the following cases are subject to modifications. Prospective candidates should consult with their local Information and Education Officer for latest instructions.

#### • United States Naval Academy.

There are eight general classifications of candidates for entrance to the Naval Academy. Regardless of the channel of entry to USNA, each applicant must meet certain basic requirements, as follows:

All candidates are required to be citizens of the United States and

must not be less than 17 nor more than 22 years of age on 1 July of the calendar year in which they enter the Academy.

No person who is married, or who has been married, shall be admitted. Candidates must be of good moral character. Applicants must meet the educational qualifications and USNA aptitude tests which are outlined in *Regulations Governing the Admission of Candidates Into the United*

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### Chances for the Enlisted Man To Attain Officer Grade Have Never Been Better

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*States Naval Academy as Midshipmen and Sample Examination Questions, June 1951, (NavPers 15,010).* This publication also contains the required physical standards and disqualifying defects. Interested personnel may obtain this pamphlet by writing to Chief of Naval Personnel (Attn: Pers E-21), Department of the Navy, Washington 25, D. C.

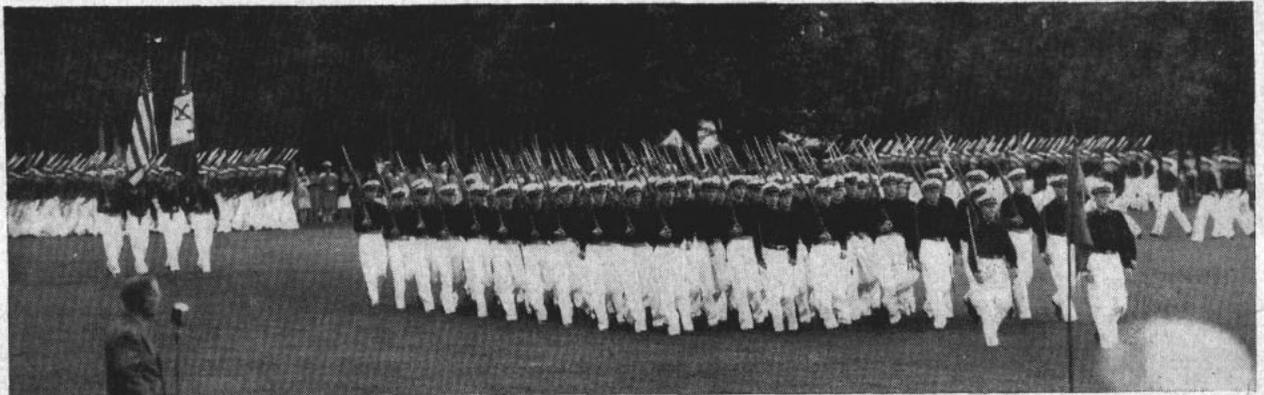
Here are the different channels of admission to the Naval Academy:

1. *Enlisted Personnel (Regular and Reserve) on Active Duty in the Navy and Marine Corps.* Each year the Secretary of the Navy may appoint 160 men from the Regular components and another 160 men from the Reserve components. Enlisted personnel on active duty enter the Academy via the Naval Preparatory School at Bainbridge, Md. The first step in this procedure is to make formal application to their commanding officers on Form

NavPers 675, prior to 1 July. Then, if the CO recommends the applicant, the applicant takes a *Preliminary Examination to Compete for Appointment to the Naval Academy* in July. The results of the examination and the CO's recommendation are forwarded to BuPers which makes the selections. Successful candidates are then enrolled in the Naval Preparatory School, which commences usually in the first week of September, for a course of study helping them to prepare for the *Entrance Examination to U.S. Naval Academy*, which is given the last Wednesday in March. (Further details are covered in the section under Naval Preparatory School.)

The educational requirement for active duty enlisted personnel are as follows: the candidates must have three years of high school or the equivalent, and in addition must have credit of two years of either algebra or geometry (one year each of both algebra and geometry).

2. *Naval or Marine Corps Reserve (Inactive Duty).* Inactive members must be members of a unit of the Organized or Volunteer Reserve in drill status on or prior to 1 July of the year preceding the year of entrance into the Naval Academy. They must be recommended by their COs and have maintained efficiency in drill attendance with their Reserve units. They must also meet the same mental and physical requirements as other candidates for appointment to USNA. Inactive personnel must take the *Entrance Examination in March*. Questions on the candidacy of personnel in this category are answered in two book-



NAVAL ACADEMY remains the major source of Regular Navy officers. Here the brigade of midshipmen parades.

lets, both of which may be obtained from the Reserve district commander, or from Chief of Naval Personnel (Attn: Pers C-1214), Department of the Navy, Washington 25, D. C. The booklets are: *Study Guide for Naval Reservists Preparing for the Mental Examinations for Admission to the U.S. Naval Academy* (NavPers 15,813), and *Regulations Governing the Admission of Candidates Into the U.S. Naval Academy as Midshipmen, and Sample Examination Questions, June 1951* (NavPers 15,010).

3. *Presidential appointments and Congressional appointments.* The President may make 75 appointments each year from the United States at large, and an additional five each year from the District of Columbia. The Vice President and each Senator, Representative, and Delegate in Congress are allowed a maximum of five midshipmen at the Naval Academy at any one time. The candidate must qualify physically and must pass the USNA's Aptitude Test and Entrance Examination. If an appointee happens to be an enlisted man on active duty in any of the armed services, he may request to be enrolled in the Naval Preparatory School at Bainbridge, Md. (see below.)

4. *NROTC Contract Students Appointed to Naval Academy.* Contract students in the NROTC units at 52 designated colleges and universities are eligible to apply for appointments to USNA from this source. Contract students should apply to the Professor of Naval Science at the college or university, who will in turn forward his recommendations to the president of the institution. Not more than three such candidates may be nominated each year by each of the educational institutions in which the NROTC unit has been established and is in operation, and they must be *contract* students (not Regular NROTC students).

5. *Honor graduates of military schools.* An honor graduate or a prospective honor graduate of a designated honor military or naval school should apply to the principal of his school for nomination as a candidate for admission to the Naval Academy. The details of submitting nominations are handled by the school and the Chief of Naval Personnel.

6. *Other American Republics and*



MIDSHIPMEN in Naval ROTC units at 52 colleges form a large part of Navy's Reserve officer strength. Ten percent of ROTC men are picked from the Fleet.

*the Dominion of Canada.* Congress authorizes upon designation of the President, not more than 20 persons at a time from the American Republics and Canada to receive instruction at the Academy. Separate regulations apply to candidates from the Republic of the Philippines, Puerto Rico, and Canal Zone. (NavPers 15,010).

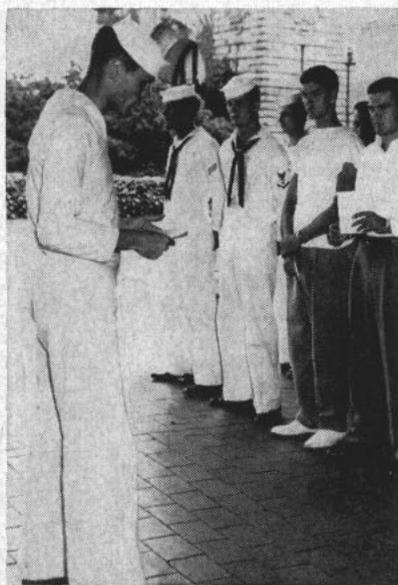
7. *Sons of deceased veterans.* Congress authorizes the appointment of 40 midshipmen from the United States at large who are sons

of deceased members of the armed forces of the United States who were killed in action or have died, or may hereafter die, of wounds or injuries received, or disease contracted, in active service during World War I or World War II. Provisions for such Presidential appointments are explained fully in NavPers 15,010. Enlisted personnel may apply under this provision. No recommendations or endorsement from any source is necessary. All applications should be forwarded to the Chief of Naval Personnel with full name and date of birth, home address and present address of applicant and full name, rank or rating, and date of death of parent. These candidates must of course pass the physical, mental and other qualifications required of all other applicants.

8. *Son of a holder of the Medal of Honor.* Any person otherwise qualified for admission to the Academy who is the son of a person awarded a Medal of Honor may be appointed or for further information should be addressed to Chief of Naval Personnel, stating full name, home address and present address, date of birth of the applicant and the full name, rank or rating of the person awarded the medal.

● *Naval Preparatory School.*

Enlisted men of the Navy and Marine Corps and Reserve components (on active duty) who have not reached their 22nd birthday on



FORMER ENLISTED MAN lines up his fellow plebes at Annapolis prior to marching them off for first haircuts.



AVIATION CADETS arriving at Pensacola (left) are greeted by the OD. A student (right) describes his first loop.

1 July 1952 may have an opportunity to qualify for the Naval Academy. They may enter the Naval Preparatory School, Bainbridge, Md., as candidates for later appointment to the Naval Academy as midshipmen. (The Naval Preparatory School also conducts a summer refresher course for active duty personnel who are in the quota for enrollment in NROTC colleges. See below.)

Personnel on active duty in the naval service (either Regular or Reserve), to compete for the Academy appointment must have enlisted on or before 1 July of the year preceding that in which the Naval Academy entrance examinations is held. For example, candidates for the USNA class beginning in 1952 must have enlisted on or before 1 July 1951.

Three years of high school is required of USNA candidates who desire to enter the Fleet competition for enrollment in the preparatory school (including the required algebra and/or geometry as specified above). If you don't have a high school diploma, you may still qualify if you complete the required USAFI correspondence courses to give you the equivalent of a diploma.

Any enlisted man desiring to become a candidate should make known such desire to his commanding officer now. Commanding officers of ships and stations conduct a survey of enlisted personnel, usually sometime between March and 1 July of each year, for the purpose

of nominating those who are deemed to be suitable officer material.

Applicants are required to take the *preliminary examination* about 1 July to determine their degree of aptitude in subjects involved in the Naval Academy entrance examination. Candidates who meet successfully these initial requirements are then transferred to the preparatory school at Bainbridge to prepare for the USNA competition. This school remains in session from September until the USNA Entrance Examination is held in March the following year. The top men coming within the quota limits from the Naval



WINGS OF GOLD gleam in the sun as a graduating cadet proudly receives his commission as an ensign, USNR.

Preparatory School are appointed to the Academy. Those standing below the first 160 in the competitive list but who pass the entrance exam become eligible for admission in event eligible candidates fail the physical exam, or for other reasons do not enter the Academy.

Enlisted men from the Organized and Volunteer Reserves on *inactive* duty are *not* eligible for the school.

Deadline dates and other information for competitive exams for the 1952 candidates will be announced in a Navy-MarCorps joint letter at a date tentatively set for June 1952.

• **Naval Reserve Officers' Training Corps.**

This program is open to both active and inactive duty personnel, and also to civilians. It was established in 1926 for the purpose of offering to certain college students the necessary Naval Science courses required to qualify them for commissions in the Naval Reserve upon graduation. The mission of NROTC was greatly expanded in 1946 to include the training of prospective career officers for the Regular Navy, as well as for the Naval Reserve, and this later program is generally known as the Holloway Plan.

NROTC training units are established in 52 educational institutions selected by the Navy. In 1951 a group of 1,800 inactive Reservists and civilian candidates were selected from high school seniors or graduates for NROTC training in the approved colleges and universities and enrolled as midshipmen, USNR.

Applicants must be at least 17

years old on or before 1 July of the year of enrollment in the NROTC college, but not over 21 on 1 July of the year of entry, except for those who have enough college credits to qualify for advanced training, they may not be more than 25 years old on 1 July of the year of graduation, under the program.

The candidates for Navy-subsidized education leading to commissions in the Reserve components of the Navy and Marine Corps are selected on the basis of the Naval College Aptitude Test scores and physical qualifications.

Regular NROTC students receive retainer pay of \$50 a month, their uniforms, and a four-year government-paid college education, including cost of tuition and books.

In addition to the 1,800 civilians and Reservists the Navy has a quota for 200 enlisted men on active duty who can qualify successfully in competitive examination in the Naval College Aptitude Test scores. These provisional selectees in an active duty status are ordered to the U.S. Naval Preparatory School, Bainbridge, Md., for an 8 to 10-week refresher course of study for the NROTC four-year college program. The refresher course is held in the summer.

Last year 346 Navy enlisted men and 107 enlisted marines on active duty were provisionally selected for enrollment in the NROTC program. From candidates who successfully complete the course at Bainbridge, a selection board fills the Navy's yearly quota of 200 enlisted men

for NROTC training. Upon completing the Bainbridge course the successful candidates are discharged and appointed midshipmen and ordered to the four years' college course. Students not selected are returned to the Fleet for duty.

Details of this program are contained in a BuPers-MarCorps joint letter (NDB, 31 May 1950).

*The date of the next NROTC test for qualified enlisted men, deadline for submission of nominations and other information will be given in a BuPers-MarCorps joint letter to be issued about May 1952. Check these with your I & E Officer regularly.*

Students in NROTC colleges are also eligible to apply for enrollment as NROTC contract students. This is a nonsubsidized program leading to a Reserve commission. This "contract student" program is not open to active duty enlisted personnel.

• **Naval Aviation Cadets.**

Early in World War II Congress authorized establishment of the *NavCad, V-5, USNR, program* following enactment of Public Law 698 (77th Congress). This law, as amended, provides for flight training of enlisted personnel of the Navy, Marine Corps and their Reserve components who meet the educational qualifications, moral, psychological and physical standards outlined in BuPers-MarCorps joint letter, 2 April 1951 (NDB, 15 April 1951).

Candidates for the NavCad program must be native-born or naturalized citizens of the United States; they must have graduated from an

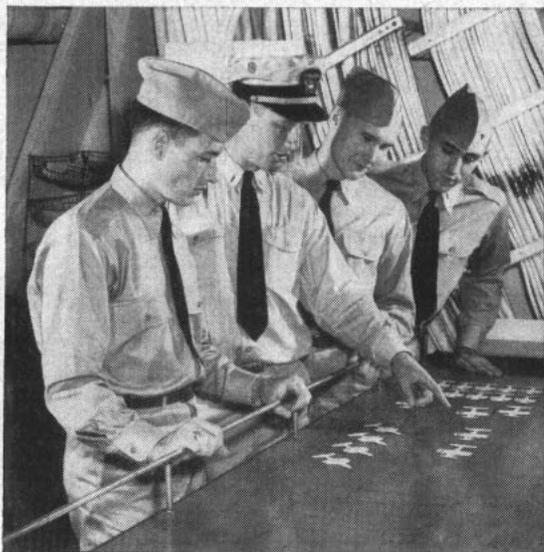
accredited high school (or possess an equivalency certificate) and those who have *not* had at least two years of college (60 semester or 90 quarter hours) must pass the USAFI college level general education development tests and must attain the following scores on Navy standard classification tests: for Navy personnel, GCT plus Ari 120, Mech 58; for USMC personnel, GCT 120, PA 116.

Applicants must be over 18 but under 27 years of age at the time application is submitted, unmarried and agree to remain so until commissioned, physically qualified, and with an aptitude for, and an intense interest in flight training. Each applicant must be recommended by his commanding officer.

If under the age of 21, consent of parent or guardian must be obtained to allow him to serve for a continuous period of not more than four years unless sooner released by the Navy.

NavCads successfully completing the 18-months flight training course will be appointed ensign (1325), USNR, or second lieutenant, USMCR.

An applicant who is separated from flight training may not elect discharge from the Navy but has the following options: be transferred to V-6 and remain on active duty for the period required by the current selective service legislation, active duty as a NavCad to count towards the total required; or, if the person is a former member of the Navy, USMC or USMCR, he may be discharged from the USNR to reenlist immediately in the branch in which he had served his previous grade or



NAVAL ROTC — Penn State midshipmen get cruise instruction (left). Illinois trainees perfect their marching steps.



**WAVE OFFICERS** go through a 16-week indoctrination before taking their place in the Navy organization.

rate and classification, if qualified.

There are no deadlines for the NavCad program applications. Flight training classes convene every week at Pensacola, Fla.

Assignment to flight training of active duty enlisted personnel for the NavCad program is based on the comparison of individual qualifications and position on a priority list. It is not possible to predict what time will be required between date of application and assignment to training.

Members of Reserve components on inactive duty are eligible for flight training on the same basis as civilian applicants. (See *ALL HANDS*, Sept 1951, p. 41.)

• **Officer Candidate School (Men).**

This program is open to enlisted men on active duty as well as inactive Reservists and civilians. A candidate must be: a graduate of an accredited college or university with a baccalaureate degree (four years' course); a native-born or naturalized citizen of the U.S.; physically qualified by standards set forth in the *Manual of the Medical Department*, with vision correctible to 20/20. Candidate must establish mental, moral and professional fitness by means of interviews and investigation of employment and naval record. The program leads to a commission as officers of the line, restricted and unrestricted, CEC and Supply Corps. Eligibility requirements and processing procedures for enrollment of active and inactive en-

listed men in the Naval School, Officer Candidate, at Newport, R.I., are outlined in BuPers Circ. Ltr. 127-51 (NDB, 31 July 1951), with additional modifications in BuPers Circ. Ltr. 153-51 (NDB, 15 Sept 1951).

Active duty enlisted personnel accepted for the OCS program will be ordered to the school in their present pay grade for a period of from 8 to 16 weeks, depending on the officer classification for which they have applied. Each enrollee's rate will be changed to the rating of "Officer Candidate (OC)" in the candidate's present pay grade. For example, a YN2 would become an OC2, USN, or USNR, as appropriate.

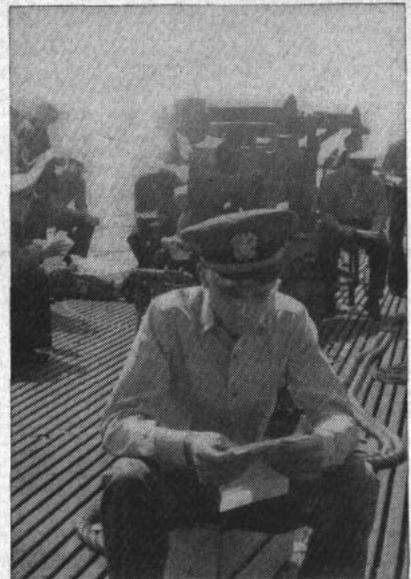
No deadline date has been set for applications to be filed this year.

Basic qualifications required for each of the various categories of the OCS program require that EM candidates for Unrestricted Line and Staff Corps must have reached their 19th but not their 27th birthday; for Restricted Line (Specialists), they must have reached their 19th but not their 33rd birthday. A candidate for grade of ensign must not be over 27 years and six months of age at time of appointment, and a candidate for lieutenant (junior grade) must not be over 33 years and six months of age at time of appointment.

• **Wave Officer Indoctrination.**

In the case of women applicants the Navy's program provides for appointment of grade of ensign (1105W), USNR, for immediate active duty, for qualified EWs of the Regular Navy and Naval Reserve, either on active duty or Reservists who return to active duty. Women applicants must have reached their 21st but not their 27th birthday at the time of submission of application. BuPers Circ. Ltr. 102-51 (NDB, 30 June 1951) which outlines the requirements of eligibility for women states that the candidate may be married; must be a native-born or naturalized citizen; meet physical qualification standards; establish her mental, moral and professional fitness for appointment by means of interviews and investigation of employment and naval service record, and be on active duty at permanent duty station for at least two months. Candidate must be a graduate of an accredited college or university with a baccalaureate degree (four years' course).

A 16 weeks' indoctrination class



**JUNIOR OFFICERS** for active duty in the Reserve are produced by the Officer Candidate School, Newport

for women appointed under this program was to convene at the General Line School, Newport, R.I., 3 January, 1 May and 20 Aug 1952. Applications should be sent to the Bureau of Naval Personnel via commanding officers as soon as practicable.

• **LDO Selection.**

Under this program an applicant must have permanent status in the Regular Navy as commissioned warrant officer, warrant officer, chief petty officer or petty officer first class. He must have completed ten years of active naval service (on active duty as a Regular or Reserve, exclusive of training duty in the Naval or Marine Corps Reserve), on or before 1 January of the year in which the appointment can first be made.

Present temporary officers whose permanent status is not above commissioned warrant, warrant officer and top two petty officer grades are eligible to apply. They must meet all other requirements. A large percentage of LDO selectees have come from this group of temporary officers because they have demonstrated superior qualities.

To insure that young men now advancing in the service will not be blocked from LDO careers by the older temporary officers, no one is allowed to apply under this program more than twice. Applications of all eligible candidates, and all their records, are considered by the LDO selection boards. Performance rec-

ords, as related to the technical field for which application is made, undoubtedly play a large part in the selection procedure. Impartial consideration has been the dominant feature of the program.

Latest information on this program is contained in BuPers Circ. Ltr. 140-51 (NDB, 31 Aug 1951).

Applications may be submitted by qualified personnel to the Chief of Naval Personnel via official channels with commanding officer's recommendations. The requirements, aims and methods of the Navy's LDO program are discussed in ALL HANDS, January 1951, p. 50, and deadlines under this program are covered on p. 42 of the November 1951 issue of ALL HANDS.

• **Reserve Officer Candidates (ROC).**

This program is open only to Naval Reservists on inactive duty. Enlisted personnel, men and women, on active duty are *not* eligible for ROC. If you are a member of the inactive USNR, Volunteer or Organized, and if you are attending college, you may apply for ROC training if you agree to continue in this status until you are commissioned or disenrolled. Each year the Navy selects a certain number of college students, men and women, for ROC training.

This program is not to be confused with NROTC where officer training is accomplished at selected colleges and universities. ROC schools, located at regular naval establishments conduct this training during the sum-

mer months between the end of the spring term and the beginning of the fall term of the regular college year.

Candidates are not required to take additional subjects at college, nor do they receive pay, paid scholarships, or other financial aid from the Navy during their regular academic year. However, candidates are paid while on active duty in connection with the summer ROC training. When the candidate has successfully completed the two summer sessions and found otherwise qualified, he or she is in line for a commission in grade of ensign, USNR.

Rules of eligibility are that you must be a citizen of the United States; at least 17 years old—18 for women—when first enrolled as an ROC student, and must not have reached your 27th anniversary of birth on 1 July of the year in which you will have completed the ROC training and graduated from college. Physical standards must be met, vision requirements are 20/20 for men, 20/100 for women correctible to 20/20.

• **Medical Service Corps.**

Another avenue to a commission for certain highly qualified enlisted men and women is the opportunity to make application for appointment in the Medical Allied Sciences and Pharmacy sections of the Medical Service Corps, USN, provided they are qualified under the provisions of BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951).

To be selected for this program candidates must be native-born or naturalized citizens. EMs must have reached their 21st but not their 32nd birthday, EWs must be 21 and not over 30 on 1 July of the calendar year in which appointed. They must be physically qualified as outlined in current regulations.

Applicants for appointment in the grade of ensign shall have a minimum of an acceptable bachelor's degree in pharmacy or a BA from an accredited college or university with a major of 30 semester hours in one of the required sciences allied to medicine. For appointment in the grade of lieutenant (junior grade), USN, candidates must hold an acceptable DSc or PhD degree in pharmacy or a medical allied science degree. Mental, moral and professional fitness, with an aptitude for appointment in the Medical Allied Sciences or Pharmacy sections of MCS, must be established. The

woman candidate is *not* eligible if married.

All candidates will be required to take a professional examination. No deadline for application has been established at this time. Applications must be submitted to the Chief of Naval Personnel (Attn: Pers B-6221) through official channels.

• **Warrant Officer, Temporary Appointments.**

From time to time appointments are made to temporary warrant officer, pay grade W1, from outstanding qualified chief petty officers and petty officers first class. Appointments are made from those personnel recommended by a Bureau of Naval Personnel special selection board after study of service records and petty officer evaluation sheets. Applications for such appointments are *not* desired by the bureau. From warrant officer status a man may advance to commissioned WO and higher commissioned status. No directives are issued on this program.

The Navy looks forward to passing on its leadership to the hands of young men and women imbued with the ideals expressed so aptly by John Paul Jones:

"It is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be, as well, a gentleman of liberal education, refined manner, punctilious courtesy and the nicest sense of personal honor."



LIMITED DUTY officer's billets—line and otherwise—are open to highly qualified EMs and warrant officers.



JUNIOR OODs like this one also can get their commission through the ROC program—cruises plus college.

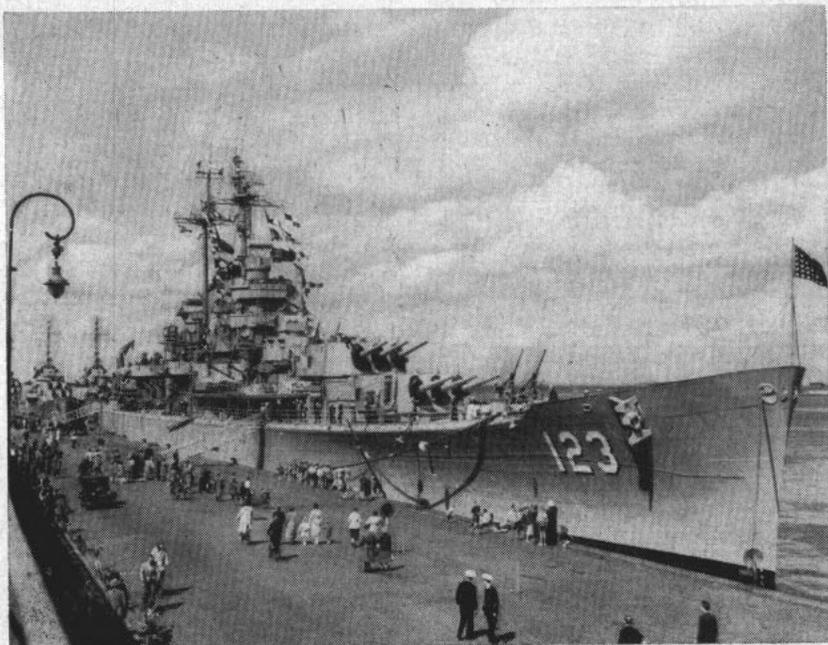
# Good Liberty



**CURIOS CROWDS** stroll down Langelinie Quay at Copenhagen to see USS *Albany* (CA 123) during a visit of U. S. naval forces to the Danish capital city.



**FAMOUS CASTLE** at Frederiksborg is a favorite sightseeing spot for visiting sailors. Below: Bicycles predominate in this holiday throng around *Albany*.



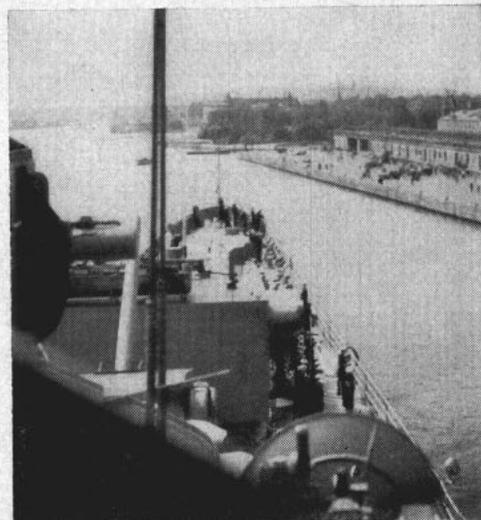
**C**OPENHAGEN, the capital city of Denmark, holds a hearty welcome for the visiting U. S. Navyman.

Here there are plenty of sights to see, the night life is colorful and gay, the shopping is good and the food delicious. And surprisingly, almost everyone speaks English.

In short, it is a good liberty port. It is also important in the defense of Europe for it sits astride the international channel that flows between Denmark and Sweden into the Baltic Sea. Pre-World War II figures showed that a greater tonnage of shipping moved through this channel than through either the Suez or Panama Canals.

As your ship approaches Copenhagen (pronounced Ko-pun-hay-gun), you may catch a glimpse of Kronberg Castle at Elsinore, Shakespeare's setting for his tragedy Hamlet. Soon you will nose into the narrow waterway that separates the city proper from the tiny island of Amager and slide into a mooring at a long quay, or wharf, in the well-protected harbor.

After a glance about a harbor crowded with shipbuilding facilities, freighters, tankers and a flock of fishing craft, you can wander ashore to find a bright and tidy metropolis of more than 1,000,000 persons. Friendly people, the Danes will wave cheerily at you from their front doorsteps and shout a friendly greeting while pedaling by on their



**SEA DETAIL** lines up in blues on deck as *Albany* noses in for a landing at the

# in Copenhagen

bicycles. Bicycles, incidentally, flow like water through the streets. One out of every two Danes rides one.

A good place to start your liberty is the *Tivoli*. The *Tivoli*, a world-famous amusement center, is located in the heart of the city where it has flourished for more than a century.

Like a giant street carnival, the *Tivoli* provides a steady round of fun fairs, roller coasters, symphony concerts, boating, dancing pantomimes, ballets and even acrobatic acts and trapeze stunts.

If you can pull yourself away from the *Tivoli* and want to get in some shopping, the *Stroget* (Main Street) is the place to go. The *Stroget* links together two main squares you will soon recognize, the *Raadshusplads* (Town Hall Square) and *Kongens Nytorv* (The King's New Market). Best buys for visiting shoppers: porcelain, glassware, textiles and silverware.

Elsewhere in Copenhagen you will find a variety of night clubs (no cover, no minimum), ten theaters, 50 movies and plenty of dance halls. Restaurants too are plentiful and there is nothing tastier than an order of Limfjord oysters, smoked salmon or lobster. And if you think you know what a sandwich is, just try a *smorrebrod* or Danish sandwich. It has no top layer of bread like an American sandwich—but it has everything else!



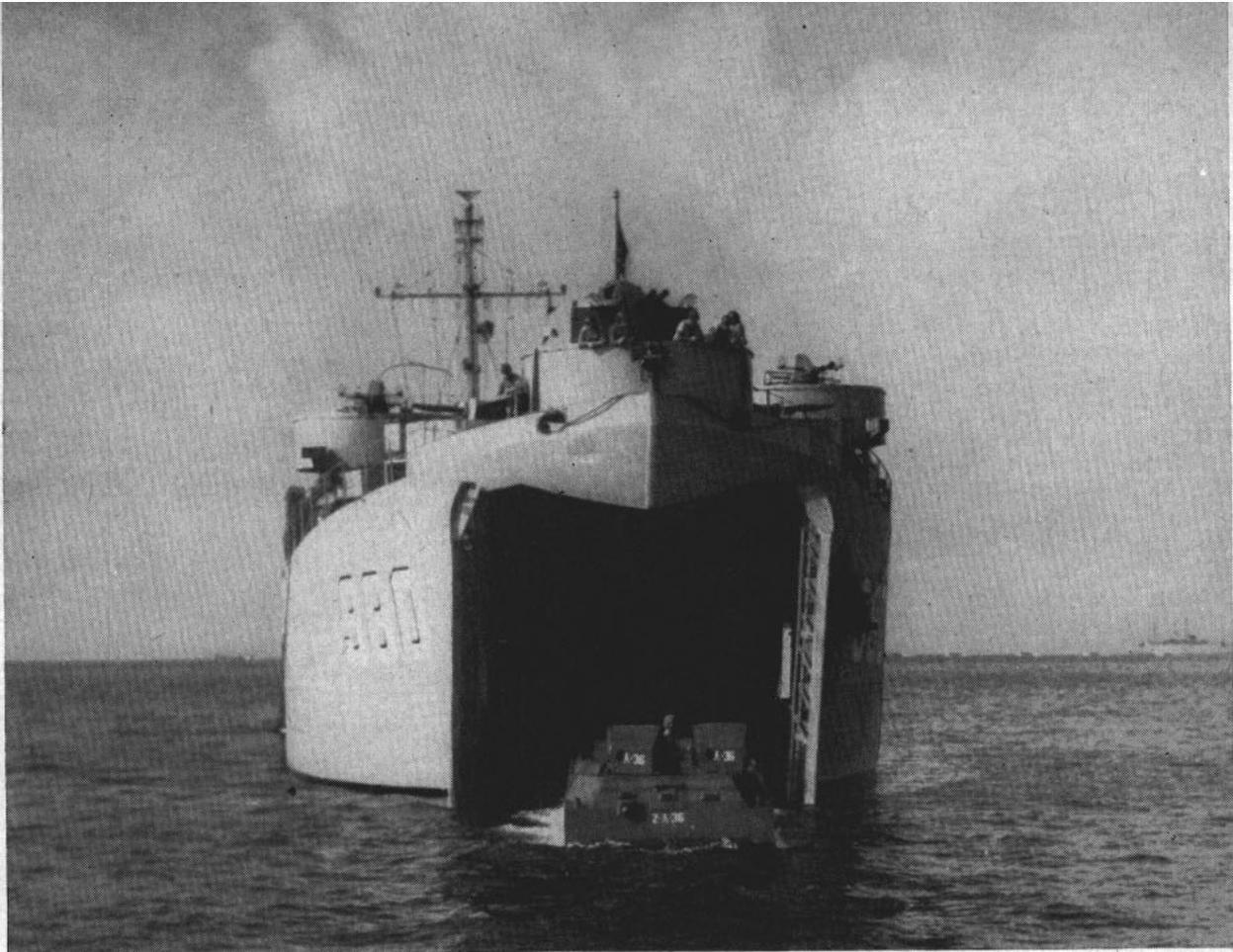
ANOTHER CASTLE, this one Kronberg at Elsinore, is within easy reach. It was here that Shakespeare's *Hamlet* avenged his father's murder in the play.



MIDSHIPMEN from the Danish naval academy enjoy a smoke at life line of Albany during a visit by the officer candidates to the American warship.



quay. The navy yard, home of the Danish Royal Navy, is not far from here.



JAWS AGAPE, an LST maneuvering in open water disgorges an amphibian tractor (LVT) from its cavernous insides.

## Plain and Fancy LSTs Do Korean Jobs

**T**HOSE VERSATILE LSTs are again proving their worth in the Korean conflict—in a variety of different assignments.

A World War II baby, the LST remains an increasingly important type of Navy ship. Designated a landing ship tank, it is a vital part of an invasion fleet during amphibious operations. But it is more than that.

LSTs in Korea are serving as aircraft carriers (for helicopters). In revised form, and designated as ARVEs or ARVAs they are doing a stellar job as aircraft repair ships. Special modifications in the LST has adapted her to perform the functions of a general cargo carrier, with facilities for fast and efficient handling of her supplies.

The action of amphibious vessels, including LSTs, in the many Korean landings by U.N. troops is now part of history. In the Inchon invasion of September 1950, for example, LSTs reached the shore despite 30-foot tides, treacherous channels and dan-

gerous currents. In the first days of that assault landing the amphibians brought in 7,000 tons of supplies.

Along with other amphibious craft, LSTs played their part also in the amphibious operations at Chinnampo, Wonsan, Pohangdong, Iwon and Hungnam.

More than 1,000 diesel LSTs were built for World War II use in the period 1942-1945. Speed of the LST is about 11 knots and they still carry today the World War II nickname of "Large Slow Target."

But they continue also to carry on as potent workhorses in the Korean fighting, working successfully long beyond their expected normal life.

One example of the versatile LST

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**Brainstorm of World War II,  
The LST Is Adding to Its  
Reputation as a Hard Worker**

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in operation is that of the helicopter aircraft carrier, such as LST 799 (see ALL HANDS, September 1951 issue, p. 10). In the case of LST 799, the helicopters are used as mine-spotholders, and the vessel is also equipped with fuel, water, provisions and special minesweeping supplies, to be used in replenishing the sweepers working in the Korean theater.

An ordinary LST, even without conversion, can carry and operate two helicopters. Converted, they could operate as many as eight to ten planes.

One helicopter pilot assigned to LST 1084, which had not yet been converted for eggbeater duty, was astounded at the speed with which the men aboard the amphibious ship trained themselves to aid the fliers in landings and takeoffs. The pilot stated that in a few hours, men who had no aerial experience at all converted their LST into a smoothly operating base for helicopters.

Conversion of an LST to a floating landing field for 'copters calls

for removal of the rough spots and raised surfaces of the deck, transfer of life rafts from landing areas, installation of refueling facilities and adjustment of life lines and other safety measures.

Another landing ship, LST 618, has recently completed her sea trials following modifications to make her a cargo carrier. LST 618 is a veteran of many years of inter-island service (in the Ryukyus). Her experience and that of numerous other LSTs during World War II and the current fighting have illustrated the value of the landing ship-tank design for use in close support coastal service.

Not only is the LST seaworthy for long ocean-crossing voyages, but she can use shallow harbors and unimproved beaches, and she can sit undamaged in mud in locations where tidal conditions are extreme.

To fit LST 618 to carry general cargo, substantial modifications were made. Now she can do not only her original job of handling wheeled vehicles and tanks through her bow doors onto and off a beach, but also can work general cargo over the side onto a pier or into a small boat—all without loss of her original capabilities and without complication.

Equipped with a king post and four five-ton booms, the converted LST also has a second small hatch forward of the single hatch originally installed. The hatch coamings are set low and ramped so that trucks can be driven across main deck.

While dock and sea trials are completed, the LST has been undergoing continued study and research for more improvements which will not affect her ability to do the basic job of a landing ship for tanks.

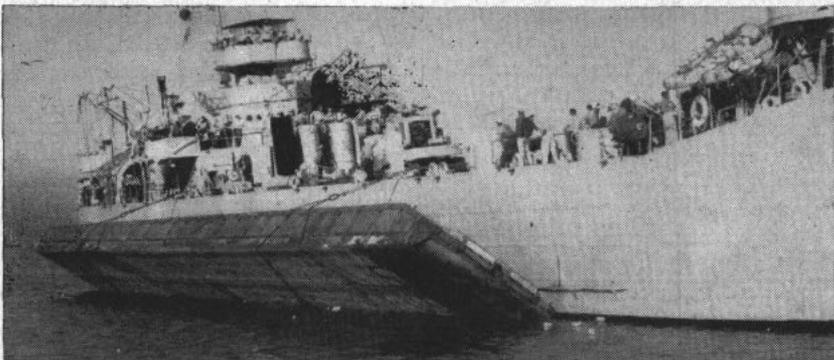
Two former LSTs have served in the Korean theater as the sole members of Aircraft Division One. They are *uss Aventinus* (ARVE 3) and *uss Fabius* (ARVA 5). *Aventinus* had the job of an aircraft repair vessel (engines) and *Fabius*' classification stands for aircraft repair vessel (airframe).

From outward appearance the aircraft repair ships look like ordinary LSTs. However, the converted LST hulls accommodate machine shops and storage spaces for the overhaul of aircraft and stowage of a huge assortment of spare parts.

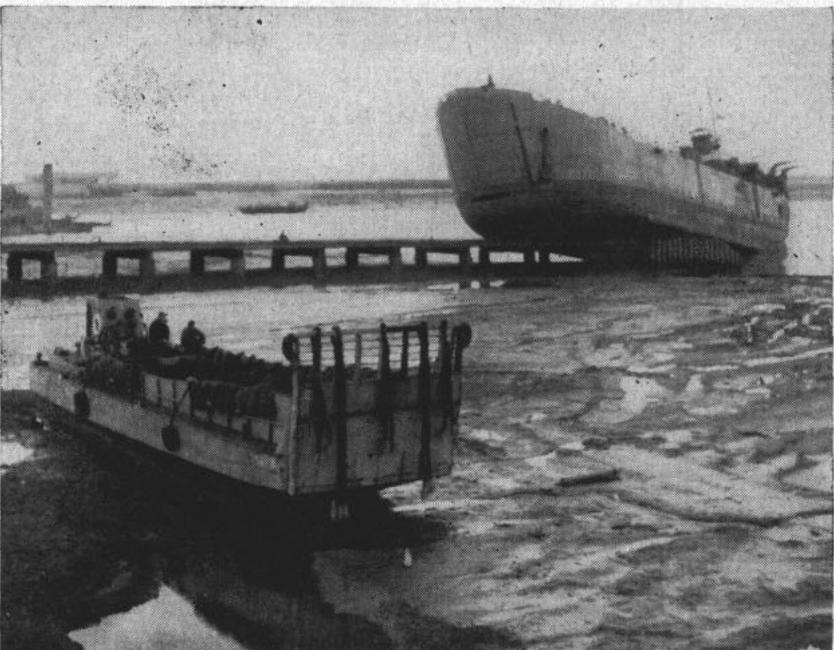
These repair vessels are adaptable, tailored to meet the particular needs

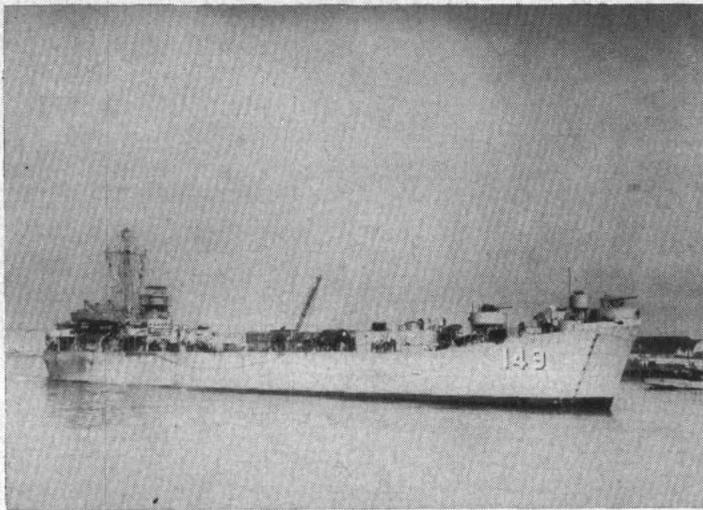


HELICOPTERS can operate easily from the broad deck of the craft. In Korea, one LST has been specially rigged to land 'copters on mine spotting duty.



HAULING PONTOONS to a beachhead, an LST becomes friend of Seabees. Below: Tide at Inchon was inconvenient but did not harm flat-bottomed amphibs.





ORDNANCE supply ship, USS *League Island* was converted from an LST. Right: Loads like this were carried to WW II invasions.



of differing circumstances. The job may call for overhaul of an engine as a unit, or it may involve a fix-up job on tail hook, starters and generators. And if the repair ships' crews do not find what they need in their stock bins, they have the know-how to manufacture it from scratch, or to salvage it from some war torn hulk.

Recommissioned from the Reserve fleet just a month after the Korean conflict began, *Aventinus* cleared away the dust and rust, and learned her new job as she went. Today the former LST, like her sister ship *Fabius*, is a really mobile aircraft repair and maintenance facility. Both ships, incidentally, are commanded by naval aviators.

The ships retain their bow doors

and ramps, but instead of flat upper deck for loading trucks, there are deck houses containing different types of repair shops.

Shops line both sides of the compartment. On board *Fabius*, for example, are the following shops: airframes, carbon dioxide transfer, fabric and upholstery, instruments, landing gear, hydraulic, machines, oxygen transfer, paint and dope, plating and anodizing, radio and radar, tie rod and cable, welding, heat treatment and metal, wood-working, sandblasting and metalizing. Each of these shops is complete—and still there's room for a crew, larger than that of an LST!

Turned over to other members of the United Nations team, LSTs have performed valiantly. Take, as

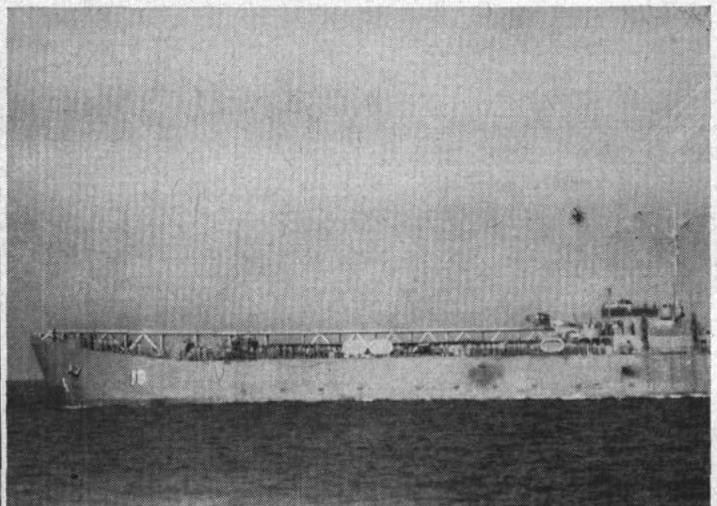
a typical case, the ROK LST which was assigned the task of deploying enemy troops from the West Coast to the East Coast of the Korean peninsula, just prior to the invasion of Inchon.

Transporting ROK Marines to the shore under UN gunfire support, the LST had to negotiate a landing through waves 15 feet high. The maneuver was successful, but the LST was a war casualty, impaled on rocks where she could not be saved because of the concentration of enemy forces in the area.

The LST and her crew are ready to go at all times—with a variety of cargoes and on any number of missions—and her ports are almost unlimited, for she can move safely where ordinary ships cannot venture.



LAST WAR—Some shuttled railroad cars to France (left) while others launched observation planes from special ramps (right).





## Ship's Variety Show

**T**HE DESTROYER TENDER USS *Bryce Canyon* (AD 36) has come up with a variety show that is so good it seems everyone in Japan wants to see it.

The show, an outgrowth of the ship's smokers, features such talent as a mouth-organ-playing trio called the "Harmonikittens"; a sly magician; a western singer who used to knock 'em dead in Wheeling, W. Va.; and a sudsy chorus dubbed the "Nervous Reservists." Popular wherever it appears, these *Canyon* capers have so far hit 20 different places in Japan and have been seen by upwards of 18,000 persons. On these side trips, the troupe carries with it an electrician, sound technician, prop man, spotlight man and even a writer—for any last-minute script changes.

**SHOW'S DIRECTOR** Ken Taylor, SN (left), checks lighting cues with R. C. Aldag, MLT (top left). Clockwise: 'Broadway Hillbillies' put over a tune. Taylor swaps quips with Comedian Wilbur Small, JO1. 'Nervous Reservists' take center stage. Ernie Butcher makes like a snake charmer.



Brief news items about other branches of the armed services.

★ ★ ★

TWELVE ARMY HELICOPTERS evacuated nearly 5,000 wounded Allied soldiers from Korean battlefields during the first 10 months of last year.

To accomplish this record the Army used three helicopter detachments in Korea, each equipped with four 'copters. The seriously wounded were removed from the battle zone to mobile surgical hospitals located from five to 30 miles back of the front. One-third of all the wounded were removed from no-man's land or from behind enemy lines.

The 'copters proved very sturdy. Eleven of the original 12 are still in service. Nearly all have been hit one or more times by enemy ground fire, but none so seriously damaged as to be forced down. Each aircraft is capable of carrying two litter patients and one ambulatory case.

The rescue 'copters do not replace ambulances, trucks and jeeps, which are extensively used to bring out most of the wounded. However, the small 'copters are an important supplement to the ground transportation in that the aircraft can get into rough Korean terrain, pick up a patient and deliver him to a forward surgical hospital in 30 minutes. A trip by motor vehicle over difficult, winding roads requires eight or more hours.

★ ★ ★

A STRATOSPHERE CEILING OF 300,000 FEET is now possible with a new lighter-weight miniaturized Army Signal Corps radar beacon and other new electronics equipment carried aloft by *Aerobee* rockets.

This represents an increase of 35,000 feet in the ceiling limit over that of older type rockets. The beacon relays signals from and to radar sets on the ground to indicate the rocket's position. It has been reduced by two-thirds in weight and by more than six times in size, thus cutting the payload.

Special instruments in the rocket also furnish meteorological research teams with better understanding of the weather and processes in the atmosphere which cause weather conditions.

AN ARMY DOG TRAINING CENTER has been established at Camp Carson, Colo. The center provides an eight-week course to train handlers and dogs together for specific duty assignments, a 16-week course for dog trainers, and a four-week canine familiarization course for officers and non-commissioned officers.

The use of dogs for military purposes can be traced back to the days of the ancient Greeks. In World War II the various belligerents employed a total of some 250,000 trained dogs, including messengers, scouts, sentries, patrols and attack dogs.

Technical supervision over the dog training program will be under the Provost Marshal General of the Army. The dogs—German shepherds meeting standard specifications set by the Quartermaster General—are purchased from commercial sources. The Army will not use "volunteer" dogs as it did during World War II when nearly half of the 19,000 civilian-loaned dogs were found to be unsuited for military training.



**BIG LOAD**—over 21 tons—can be put into this new transport. It's name: Navy, RD-70; Air Force, C-121.

THE WORLD'S LOUDEST SUSTAINED NOISE has been developed for the U.S. Air Force—a super-powerful air raid siren with a 140-horsepower unit rated at 170 decibels.

The first of four projected sirens for use outside the continental limits of this country throws a warning signal seven and a half miles, under normal atmospheric conditions.

The siren can be operated by one man at the installation site, or by remote control from a central civil defense center. Its total weight is nearly 5,100 pounds. The warning system makes one complete revolution on its base every minute.

★ ★ ★

SHOCK RESEARCH is the primary object of a group of Army doctors and scientists now in Korea.

In an effort to improve methods of handling casualties under combat conditions, the unit will make battlefield and aid station observations to determine how much water the patient has lost from his body during the initial phases of his injury. The team will also study ways to maintain the correct balance of fluid in the wounded man, the influence of infection on hemorrhagic shock and how to control it.

Participating in the on-the-spot project are two surgeons, a biochemist, a physiologist, an internist, a bacteriologist and seven enlisted men, all from the Walter Reed Army Medical Center, Washington, D. C.

★ ★ ★

INSECT-KILLERS, far more effective than DDT, are now going to Korea to combat the mighty lice that have resisted DDT. The Army Surgeon General's Office announced that the new powders, identified as lindane and pyrethrum, are being used to delouse Chinese and North Korean war prisoners on the island of Kojedo, off the southern coast of Korea.

So far more than 100,000 pounds of lindane has been used for dusting POWs. The other powder, pyrethrum, which because of its texture is not suitable for the dusting machines, is supplied in cans to all United Nations troops.

Because of hygiene and sanitation practices, the lice-typhus problem among U.N. troops has never been serious. However, the problem of body-lice is a major one for enemy troops.

**HIP-POCKET ARTILLERY** developed by the Army Ordnance Corps has made it possible for infantrymen in Korea to carry their own field guns into battle.

Armed with the powerful new mobile weapons, infantrymen no longer need to call for artillery fire on small targets of immediate opportunity. They now use three hard-hitting recoilless rifles which deliver, to greater advantage, the amount of firepower on a single enemy target. The mobile "hip-pocket" artillery is carried and mounted by infantrymen and the guns are named according to the size of shell they fire—57-mm., 75-mm. and 105-mm.

Because they place unprecedented offensive and defensive power in the hands of front-line troops, the trio of rifles literally are "the world's largest small arms." They are the biggest single reason that firepower of an infantry division has been nearly doubled since the end of World War II. As a result of greater range and accuracy, the three guns will do almost everything rocket launchers were unable to do. The guns are receiving full-scale use in the Korean conflict. Tactical employment already has shown them to be weapons of tremendous value to small infantry units.

Recoilless rifles do not replace the Army's existing weapons. They are used to supplement the speed and firepower of artillery and provide the infantry with a greater choice of assault weapons. With these guns, infantry troops are able to initiate fire on targets while artillery is being requested. They can attack fortified positions beyond the range of regular small arms and hold a strong point against overwhelming odds by pinpointing a line-of-sight target.

Weight—an all-important mobility feature of the powerful rifles—makes the 57, 75 and 105-mm. "family of weapons" the infantryman's king-size of small arms. The 57-mm. weighs 45 pounds and can be fired from the shoulder. The 75-mm. rifle uses a .30-caliber machinegun mount, while the 105-mm. is fired from its jeep mount.

**A REAL SEA RATION**, featuring such Oriental delicacies as seaweed and dried fish, is being distributed to Republic of Korea troops by the U.S. Army Quartermaster Corps.

Regular U.S. Army "C" rations did not suit the South Korean troops' taste or furnish the bulk to which Koreans are accustomed. The supply of food was a major battlefield problem of South Korean commanders, from the outbreak of hostilities in 1950 until the new ration was issued.

Other items in the special field menu are rice starch, biscuits, roasted peas, sugar, salt, red pepper, green tea and chewing gum. Latest addition to the new ROK ration is 15 grams of yolk cheese, made by curing egg yolks in dry salt, adding salt and flavoring and smoking repeatedly.

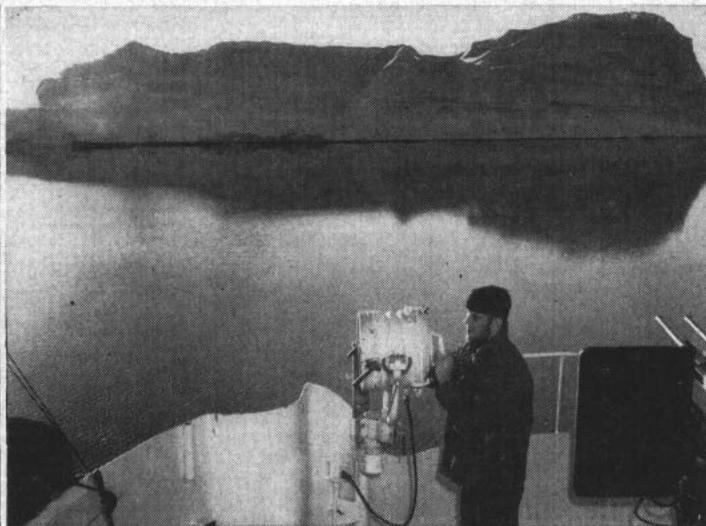
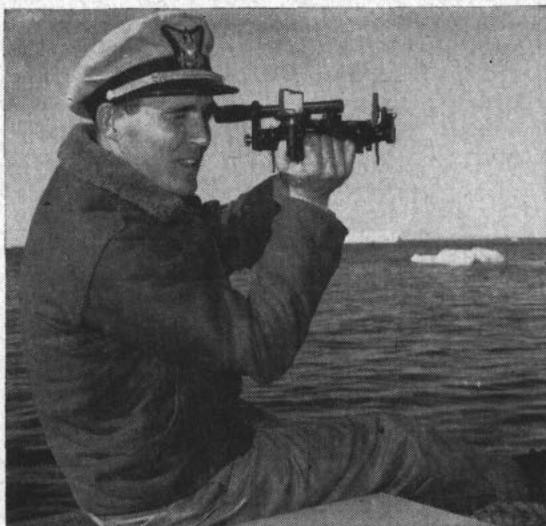
Americans who have tasted the cheese, incidentally, say it has an "hors d'oeuvre" flavor.

\* \* \*

**OLDEST ARMY UNITS** in existence today were first organized 315 years ago. Still carrying the Revolutionary War streamers on their Regimental Colors, they are the National Guard 187th Infantry Regiment and the 101st Engineer Combat Battalion of the Massachusetts National Guard.

The units were originally formed from volunteers in 1636 as the "North" and "East" Regiments, respectively, of the Massachusetts Colony Army. They later became a part of the Continental Army under General Washington. These two units are both active members today of the Army's reserve forces in the Massachusetts National Guard.

Claim for the record of being the oldest active unit now in existence in the *Regular Army* is put forth by Battery D of the 5th Field Artillery Battalion. The battery recently celebrated its 175th birthday on duty near Kitzingen, Germany. Dog battery, then known as the Alexander Hamilton Battery, fired its first artillery shots against the British 12 July 1776.



ICE BREAKERS like Coast Guard's *Eastwind* spearhead resupply expeditions to far-north weather stations. During a typical voyage, *Eastwind* officer (left) checks offshore position with a sextant; guardsman (right) sends a message.



RESULTS of good intelligence work are these aerial photos and detailed chart which define a vital objective.

## Naval Intelligence Fills a Vital Role

**A**LTHOUGH much of the work that's being done by Naval Reserve Intelligence is strictly hush-hush, you can be sure there's plenty of activity going on behind firmly closed doors.

Reserve Intelligence officials at headquarters are laconic about details but they will admit that, given the word from proper quarters, the Office of Naval Intelligence is as well prepared now to fill its required vital role in any future conflict as it did during World War II.

At that time, ONI found it necessary to enlarge its small Regular Navy staff with thousands of Naval Reservists. By V-J Day, more than 90 per cent of the officers of the intelligence service came from the Naval Reserve.

To preserve the organization which functioned so well during the war, the Navy officially activated the Reserve intelligence component in May 1946, with units established in all continental naval districts as well as Hawaii, the Canal Zone, Alaska and Puerto Rico.

Today, a large part of ONI's present staff consists of Naval Reservists

who have returned to active duty.

They didn't go in much for cloak-and-dagger stuff during World War II, nor do they now. Today's intelligence specialist is more likely to be found poring over statistics or reports than lurking behind a false mustache in Bagdad.

These men occupy a unique place in the Navy's operation. In addition to his specialty, a good naval intelligence officer must learn the fundamentals of each outfit of the Navy whether it be in such varied fields as submarine, air or amphibious warfare. He must understand strategy, logistics, counter intelligence, world affairs, escape and survival tactics. He must be an administrator, investigator, research specialist. He must keep up with new developments and research programs in science applied to naval warfare.

Such officers are not created over-

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**Trained Brains of the Reserve  
Are Back at Work Again  
Doping Out the Enemy's Intent**

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night. No matter how broad a background a man may have, he needs specialized training. Plenty of it.

Today, the training required to add the final polish to the typical naval intelligence officer is being conducted by ONI and the naval districts with the members of the peacetime Reserve intelligence components as star pupils.

The training program is similar for both Volunteer and Organized Reservists. It includes regular weekly meetings and annual training duty.

ONI's training policy is designed to aid the inactive Reservist to maintain the skills he now has and to develop new ones. In each naval district, supervision and administration of the Intelligence Reserve is the responsibility of the district commandant. Although training is more or less standardized, the district intelligence officer of the commandant's staff handles the actual direction of the program within the district and frequently conducts locally prepared classroom courses in the more specialized and advanced fields.

Basic training is centered about a

series of fundamental classroom courses in the various fields of Naval Intelligence. They include: naval orientation, intelligence organization and functions, security of classified matter, operational intelligence, strategic intelligence, investigations, and counter intelligence. Junior officers must complete these essential classroom courses to attain the basic qualifications required for officers holding the 1635 designator.

When reporting for active duty for training, Reserve officers have a wide variety of courses from which to choose.

On-the-job training is conducted in the District Intelligence Offices, Office of Naval Intelligence and major fleet commands.

In recent months, the Navy's air intelligence program has been built up until there are now a number of air intelligence officers on duty with ships and squadrons. Others are being trained to do the job in air intelligence which was done so well by Air Combat Intelligence of World War II.

Although active intelligence work is generally restricted to the officer level, there is a limited place in the Intelligence Reserve for enlisted personnel. Here's the picture:

The principal function of enlisted personnel is primarily clerical work.

If you are a yeoman on inactive duty, you will have little trouble finding a billet. To apply contact your district intelligence officer and, if found suitable, you will be assigned



**AERIAL SNAPSHOTS** of potential target areas are brought back to be carefully pieced together and analyzed for clues by trained intelligence officers.

to your local Organized unit, earmarked for intelligence and, in the event of mobilization, you will find yourself with an intelligence unit. You must, of course, be thoroughly investigated from the security angle before you receive clearance.

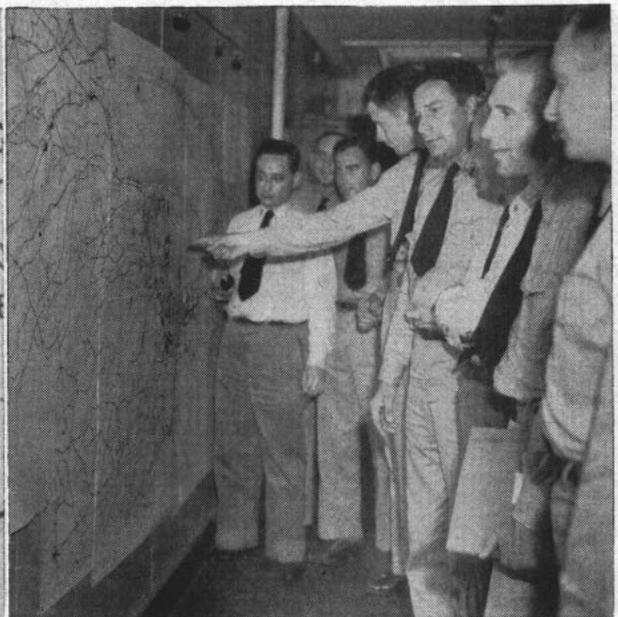
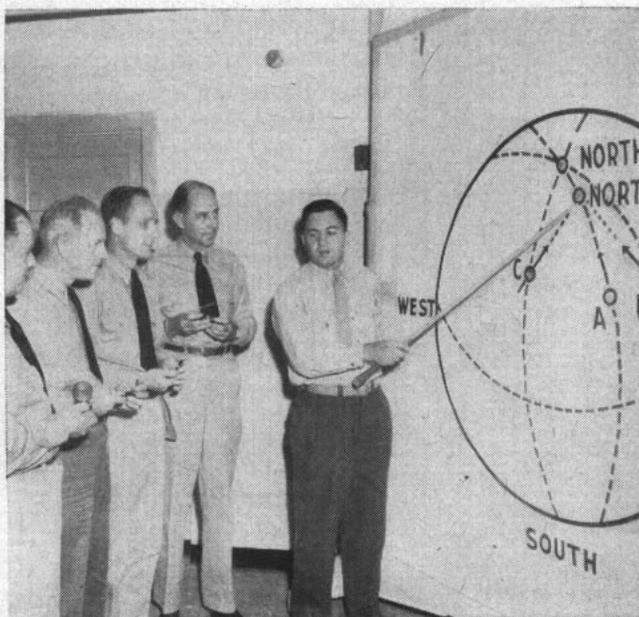
However, little encouragement can be given to personnel on active duty. There are many applicants and few billets.

Although the field is difficult for an enlisted man on active duty to enter, if you're really determined to make the grade the fact that you

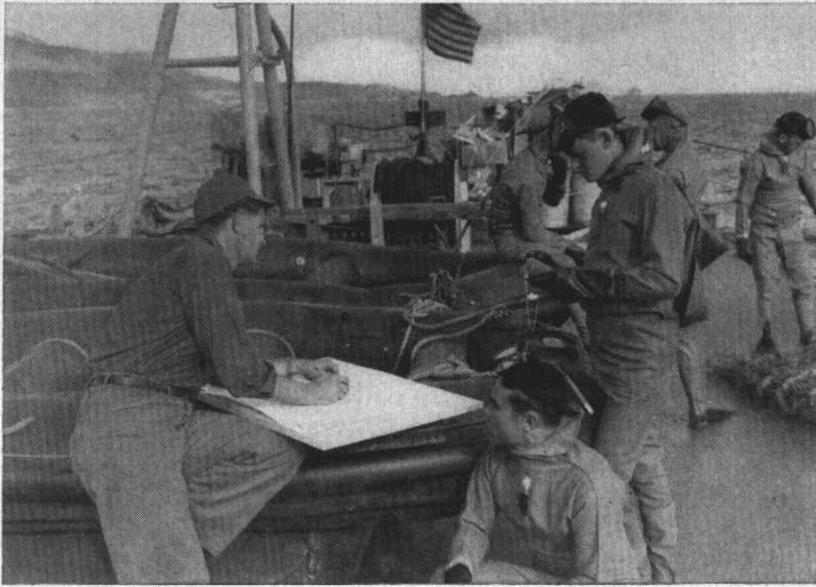
are on active duty will help you in your attempt to enter through the Officer Candidate School.

In addition to the general requirements as outlined in BuPers Circ. Ltr. 127-51 (NDB, 31 July 1951), here are the special qualifications required of a candidate for naval intelligence:

- Must be a citizen of the United States by birth, without questionable foreign connections, including family.
- Candidates with one or more of the following background qualifications are considered desirable for



**RESERVISTS** on training duty get refresher briefings in lensatic compass (left) and photo-interpretation (right).



**TWO-WAY TEST** during a demolition exercise off Coronado, Calif., checks frogman's powers of observation, intelligence officer's interrogation ability.

this program: architecture, engineering, archeology, geology, geography, cartology, hydrography, photogrammetry, legal, photography and mapping, good knowledge of at least one foreign language, shipping and transportation, technical or scientific background, extensive foreign travel and/or extended residence in a foreign country, investigative experience, broad contact experience, broad executive and administration background, experience in fields of research and analysis.

- Applicants must be cleared by representatives of CNO (DNI) before their applications can be forwarded to BuPers. Commanding officers will refer all applicants to the nearest district intelligence officer.

The basic qualifications require that you be a graduate of an accredited college or university with a baccalaureate degree, must be on active duty at a permanent duty station for at least two months and must have at least six months' obligated service under current enlistment.



**RELIEF MODEL** such as this World War II mock-up of Wotje are painstakingly constructed from many seemingly unrelated details gathered by intelligence.

## Synthetic Engine Oil

A new synthetic lubricating oil for gas turbine aircraft engines has been developed by the combined efforts of the Navy, the Air Force and industry.

The new lub oil is applicable to both turbo-jet and turbo-prop engines. Not intended for reciprocating engines, it won't replace petroleum products except where military application requires its specialized lubricating characteristics. The high cost and relatively short supply is expected to prevent widespread commercial use.

Operating temperatures of the new oil range from minus 65 to plus 500° F. At the lower temperature it is about one-third as thick, or viscous, as the best commercial petroleum-base product. Operating in the upper temperatures, the oil is one-twentieth as volatile as petroleum-base products and will not boil off—a vital characteristic for lubes used in gas turbine engines.

Initial research was done by the Naval Research Laboratory of the Office of Naval Research and the joint development and testing program by the Bureau of Aeronautics, the Air Force and industry. The combined efforts established the suitability and assured production of the oil for its restricted military uses.

## Navy Scrap Campaign

A Navy survey team returning from the Aleutians area has recommended that 31,000 tons of scrap be returned to the States to aid in the defense effort. The survey team also identified 5,000 tons of usable material (mostly lumber and net and boom material) and 7,000 tons of salvable material.

Most of the salvable material is automotive and construction equipment which is considered uneconomical to repair, but can be sold for spare parts.

Throughout the Navy there is an active campaign to recover dormant scrap to help industry overcome the present shortage. Especially desired are the ferrous metals. In each of the naval districts scrap and salvage officers maintain a continuous survey of all installations within their districts. This is to insure that available scrap is reported to National Production Authority scrap representatives and sent to steel mills.

# Navy Renders Full Honors to Washington

NAVY SHIPS on the Potomac passing George Washington's tomb at Mount Vernon pay tribute to the memory of our first President in one of the Navy's oldest ceremonies.

The tolling of the ship's bell is perhaps the most distinctive aspect of this ceremony, which is observed during daylight hours while the tomb and adjacent areas are abeam.

The full ceremony is covered in *Navy Regs* (Art. 2185). The manner of rendering these honors varies, depending on the size and complement of the ship. In so far as practicable, it calls for parading the full guard and band, playing the national anthem, half-masting the national ensign and tolling the bell.

Almost none of the Navy's smaller ships have bands or buglers nor do they have a regularly detailed guard. However, any naval vessel has a bell and a national ensign. Usual practice when cruising off Mt. Vernon is for all hands not on watch to be stationed topside.

If you should see the Presidential Yacht, *USS Williamsburg* (AGC 369), as she passes Mt. Vernon, you'd notice the crew lined up on deck with the tallest men nearest the bow. Then you'd hear one or two blasts sounded on the hand whistle. (One blast — attention to starboard; two blasts — attention to port.)

When opposite Washington's tomb, one blast is sounded to indicate "hand salute." Meanwhile the ship's bell is struck once every five seconds for a total of eight strikes. At the beginning of the first strike the national ensign is lowered to the half-mast position.

At the end of the tolling, the ensign is two-blocked and two blasts are sounded on the whistle indicating "end of salute." Immediately thereafter, three blasts are sounded to indicate "carry on."

Civilian personnel on board Navy vessels customarily uncover and place their hats over their hearts.

The frigate *Congress*, the first ship-of-war to reach the old Washington Navy Yard, appropriately enough was the first Navy ship to observe ceremonies while passing Washington's tomb. She did this in late May 1801, less than two years after his death.

The ceremonies carried out by *Congress* varied somewhat from

## Ceremonies Consist of Playing The Anthem, Half-Masting Colors and Tolling Ship's Bell

those of present times. Her sails were lowered, the colors half-masted and a mourning salute of 13 guns was fired. All who were not engaged in these operations were assembled on deck, standing motionless and holding hats in hand.

Naval vessels down through the years continued to observe passing-the-tomb ceremonies. As time went on, however, the form of the ceremony changed. Somewhere along the line the tolling of the bell, an observance used by merchant ships as they passed the tomb, replaced the gun salute. With the passing of sails on board men-o-war, their part

in this ceremony went by the board. Lowered or slack sails indicated mourning in the sailing ship Navy. Lastly, the hand salute took the place of removing the hat as the form of ceremonial salute.

President Theodore Roosevelt witnessed the ceremony from the deck of the old Presidential Yacht *Mayflower* (AY 1) in 1906. He inquired of the various naval persons present whether the ceremony were official. Finding that it was not, he said in effect: "Make it so."

As a result of this, an order was issued standardizing the ceremony and making it official. The ceremony prescribed by this order differed from the present full ceremony in two respects. First, the Marine guard (instead of the full guard and band) was paraded. Second, there being no national anthem at that time, none was played.



THIS IS HOW the traditional honors are rendered. The well-practiced crew of *USS Williamsburg* salutes as the presidential yacht passes Washington's home.

# No Peace Talks Planned in War on Rats

PASS THE WORD, men—two cartons of cigarettes for every rat caught aboard ship!” The chief’s words rang out loud and clear.

Orders for a “rat roundup” are heard less and less throughout the Navy today. Time was, however, when this was a frequent occurrence. Remember this old sea chantey?

*‘Twas on the famed Corean trip  
An order went throughout the ship,  
Of pardon to all men who blundered,*

*If they would catch, and kill, one  
hundred rats.”*

You seldom hear of pardons such as these now, but free cigarettes, a small sum of money or a purchase allowance at a store are offered from time to time as bounties to men who catch rats.

At Reykjavik, Iceland, for example, the U.S. Navy Fleet Air Base had a bounty of \$1.00 per head on rats during World War II. For several weeks catching rodents became a profitable and exciting pastime.

The Spokane Naval Supply Depot employs a trapper who has about 15 miles of trap-line. Sometimes he bags as many as 100 rodents a day.

Rats have always been a source of trouble for Navy men ashore and afloat. They infest ships, ports and call and shore stations. They eat all the food they can find. They damage property. They are reservoirs of disease — carrying such infections as jaundice, typhus, plague and pork-worm.

Since rat control is much cheaper than rat maintenance, Navy scientists are always testing and developing new means of poisoning or trapping rats. New methods of preventing rats from coming aboard ship are devised. Better ways of protecting

ports and shore stations from rats are being discovered.

Before going into the subject of rat control, however, it is necessary to know a few things about the rats themselves—the kinds of rats and their habits.

There are three major rat groups:

- **Norway Rat**—*Rattus norvegicus*. This is the familiar brown rat. It is also called the house rat, barn rat, wharf rat and sewer rat. The Norway rat is about 16 inches long, including its seven and one-half-inch tail, and is found in most parts of

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## Constant Control Program Battles Rodent Problem Both Ashore and Afloat

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the world—even in the barren Aleutians.

It is larger and more aggressive than the black rat which it has gradually displaced. The Norway rat’s tail is shorter than its body. The rat boasts short hairy ears and a blunt nose.

- **Black Rat**—*Rattus rattus*. This rodent is also known as the roof rat, gray rat and climbing rat. The group consists of those with tails longer than head and body combined, long naked ears and sharp noses.

- **Polynesian Rats**. These rodents are found in many Pacific islands but are not found in the United States or in other parts of the world. They are much smaller than the other two.

The Norway and Polynesian rats are seldom found on ships—the black rat is the “ship rat.” Norway rats are found in coastal cities. They in-

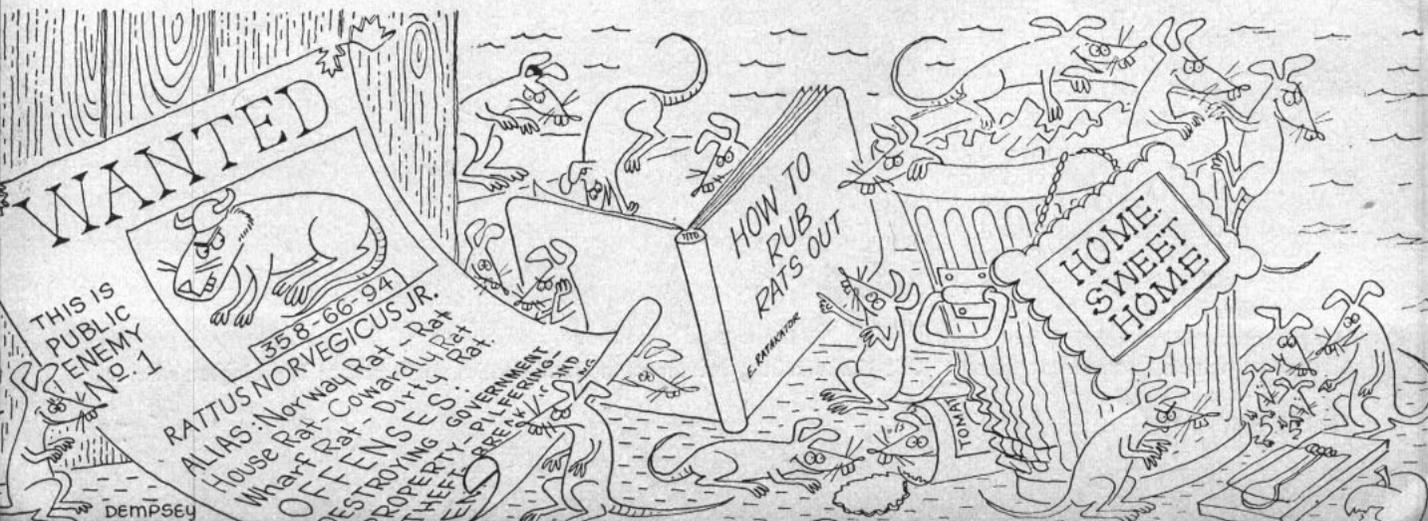
fest ports and warehouses and are even found in the tropics.

Rats are nocturnal creatures. They do most of their scrounging and, of course, their damage at night. They are good swimmers for short distances but they have a deep fear of drowning. This fact has provided a basis for the legend that rats will desert a sinking ship. One source says “rats will detect minor leaks and, because of their fear of water, will leave ship before it sets sail. They frequent the bilge, the part of the vessel usually first affected by minor leaks.”

William Shakespeare, in his play, *The Tempest*, wrote: “rotten carcass of a boat . . . the very rats instinctively had quit it.” A writer in the *Shipping Gazette*, in 1869, wrote: “It is a well-authenticated fact that rats have often been known to leave ships in harbor previous to their being lost at sea. Some of these wise-acres who want to convince us against the evidence of our senses will call this superstition.”

Many coal miners regard rats in the mines as their protectors and will not harm them. They say that rats sense impending cave-ins and give the miners warning of the danger by nervously scampering from that part of the mine. This theory is in line with that of the ancient naturalist, Pliny the Elder, who lived from 23 to 79 A.D. In his work, *Natural History*, he wrote, “When a building is about to fall down, all the mice desert it.” Francis Bacon said, “It is the Wisdom of Rats that will be sure to leave a House, somewhat before it fall.”

In both instances, it is probable that the rodents are frightened by tremors which are physically evident



to them in their nooks and crannies but are not apparent to the human observer.

Aside from the somewhat doubtful "value" of rats as described above, they provide invaluable assistance to the scientist in the laboratory. White rats—albino strains of the Norway rat—are bred for use in biological study.

Now that we know a little bit about rats, let's talk about rat control. Rat control means just two things: prevention or extermination.

Of course, prevention is the best policy to follow. In this respect, cleanliness must be the order of the day. Garbage must be disposed of. Waste materials must be stowed in containers. Buildings and grounds must be kept in tip-top condition. All holes must be plugged, broken windows and cracks in cement work mended.

Modern vessels—unlike those in the days of stout oak and sailcloth—are ratproof. That is to say they do not provide good homes for rats—even rats have a tough time gnawing through steel plates. But rats can climb aboard ship. They can hide among packing cases, stowage and the like. They can pilfer food from the galley, perhaps, or gnaw their way through cartons of provisions.

It is necessary, therefore, to keep rats from coming aboard ship. Experts have designed rat shields to be attached to lines. Rats can't crawl or climb past these shields. As a further precaution, ships should keep a certain distance from the landing to discourage rats from swimming out to the ship.

Ships with gangways should maintain close watch at all times to keep rats from boldly walking aboard. When not in use, these gangways should be raised sufficiently from the landing to prevent rats from jumping

aboard. (Rats can jump two or three feet without difficulty.) In addition, gangways should always be well-lighted at night and a gangway watch provided.

What happens if rats are found aboard ship or at a shore station? Extermination is the answer. Traps can be set to catch the rodents. Poisons can be placed at strategic points—near places where the rats are believed to harbor, where droppings, rat tracks or gnawings are found. Possibly the CO will offer a bounty "per head" for all rats caught.

In extreme cases, fumigation may be necessary. This must be carried out under close supervision. Trained exterminators can predict—usually down to the last rodent—just how many rats are "on board."

Many poisons are available for use in killing rats and vermin. A good rat poison should have three basic qualities: It should kill rats; not harm human beings or domestic animals; have a "delayed action" because rats soon catch on to quick-acting poisons and avoid them.

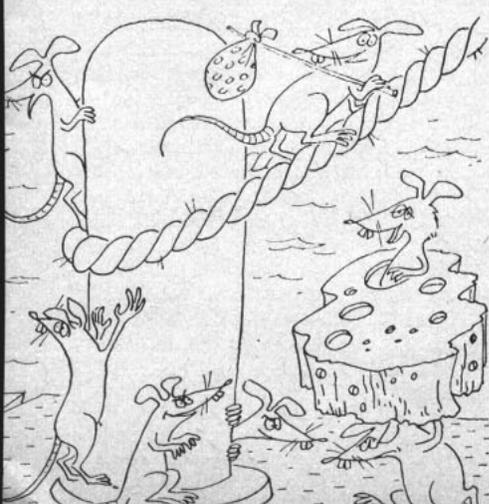
The newest and most efficient rat-killer to date is known as "warfarin." It causes rats to bleed to death. Rats are not tipped off about its source because warfarin requires several days before it begins to take effect.

The most potent rodenticide is known as "1080"—it was the 1,080th chemical tested by the U.S. Fish and Wild Life Service in an experiment to find an effective rat-killer. Ten-eighly is too efficient, however. It not only kills rats but other animals as well and is fatal to humans. This poison is not available to the general public and should be used only in extreme cases—and then only when the population can be completely controlled.

"Antu"—developed during World War II when it was impossible to obtain squill for the manufacture of the popular "red squill" poison—has proved moderately effective against Norway rats but is not effective against other types.

There are many types of traps used to catch and kill rats. They range from the relatively simple baited, spring-type rat or mouse-trap to devices operated electrically.

In the long run, however, the old saying that "an ounce of prevention is worth a pound of cure" holds good in rat control. Remember, if rats can't find food and shelter, they won't stay around long.



# LETTERS TO THE EDITOR

## Claim for Dependents' Travel

SIR: About a year ago I was transferred to an inland station from Norfolk, Va., and took my family with me. Could you advise me how to go about receiving the transportation money for my dependents?—D. W. B., TM1 (SS), USN.

• *Reimbursement for travel of dependents is not an automatic procedure. It is necessary for you to submit claim on Form 1012 and 1012A to the nearest disbursing officer, attaching the original and three certified copies of orders involved together with information as to the names of dependents, ages and sex of children, starting point and destination, how travel was performed and dates travel started and was completed. Information about travel for dependents is contained in chapter 7, Joint Travel Instructions.—Ed.*

## Naturalization of Vet Aliens

SIR: May a citizen of the Republic of the Philippines reenlist in the Navy after the expiration of his enlistment? Are citizens of the Republic serving on active duty in the Navy eligible to apply for United States citizenship? If a Philippine citizen is a veteran of the U.S. armed forces and is not now in the service is he eligible for U.S. citizenship?—N. B., TN, USN.

• *Since the Republic of the Philippines' independence on 4 July 1946, citizens of that country have not been accepted for enlistment or reenlistment under broken service provisions (after three months from date of discharge). The Navy established this policy 18 June 1946.*

*Citizens of the Philippines who are now members of the U.S. naval service on active duty may reenlist, under the continuous service provisions, at any time during the three months period*

## Who's a Chief of Staff?

SIR: What is the difference between a chief staff officer and a chief of staff?—D.C.G., QM1, USN.

• *A chief of staff will hereafter be allowed and designated only in a command normally commanded by a rear admiral or above.*

*In lesser commands—commanded by commodores or below—the senior line officer attached to the staff may be designated "chief staff officer," either by BuPers orders or by local designation, according to Alnav 88-43 (NDB, Cumulative Edition, 1948, p. 113).—Ed.*

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

*immediately subsequent to discharge. They remain citizens of the Republic of the Philippines.*

*Naturalization laws permit a person who had honorable service in the armed forces during World War II, ending December 1946, or at least three years honorable service during any other period, to have their naturalization authorized and facilitated as a result of such military or naval service. Requirements such as declaration of oath, residence, and the waiting period described in the case of other applicants for naturalization are waived. However, while there is no deadline on this benefit for persons with wartime service, those who have had no wartime service but who have three years honorable period of service must file application within six months following discharge.*

*The rights of aliens on active duty in the U.S. naval service to naturalization are outlined in BuPers Manual, Art. C-11102, Change No. 1.—Ed.*

## Top Score in GCT

SIR: In late 1950 while taking recruit training at Great Lakes I took a GCT test and received a score of 77. Is this the maximum score that can be attained in the GCT test? I would appreciate other information about the Navy's classification tests.—F. B., DK3, USNR.

• *The GCT (General Classification Test) currently in use is Form Five. This form has been in use since 15 Sept 1948 in all the recruit training centers. Highest attainable score is 77. You, therefore, did exceedingly well.*

*Form Five was developed by the Research Division of the Bureau of Naval Personnel and will continue in use until replaced by a new form of this test.*

*The general types of items included in the GCT are known to be among the most effective in the measurement of verbal reasoning ability and the use of words and combinations of words. Items in the test are those which serve to measure the mental functions most reliably as determined by experimental and statistical methods.—Ed.*

## Navy Needs Instructors

SIR: BuPers orders of 24 Nov 1950 requested my transfer to San Diego to attend instructors' school and, upon successful completion of the course, to a normal tour of shore duty at San Diego as instructor at Storekeeper Class A School.

As transfer could not be made within 30 days as required, the orders were cancelled and my name was placed on the Bureau's Instructor List and Shore Duty Eligibility List without penalty.

Is there a good possibility of my being ordered to this duty again or would it be advisable for me to cancel my shore duty request and try for overseas base duty?—E.E.C., SKC, USN.

• *If personnel ordered to instructor duty are unable to carry out the transfer directive due to exigencies of the service, their names are placed on the waiting list for consideration at a later date.*

*In view of the continuing need for qualified instructors, it is believed that such personnel can be assured of being reordered to instructor duty when their services are required.—Ed.*

## School for Airman

SIR: I am a fireman and would like to change my rating to airman and go to an aviation school. Can I go to school as a fireman and upon completion of school, change my rating to AN? If I can not go to school as a fireman how can I change my rating to airman?—W. D. K., FN, USN.

• *For personnel in your category who are motivated for aviation duty, a limited number of non-returnable quotas is available to the Airman School (Class P) at Naval Air Technical Training Center, Jacksonville, Fla.*

*The list of Navy Schools and Courses (NavPers 15795, revised October 1951), sets forth the selection criteria for Class A and P Aviation schools. The AN(P) school consists of an eight-weeks' course of instruction and study to determine ultimate Class "A" aviation school assignment in accordance with personal aptitude, motivation, and desire, consistent with the needs of the service.*

*It is suggested that you submit a request via chain of command to the Chief of Naval Personnel (Attn: Pers B212e) for the Airman School (Class P), setting forth in detail, your qualifications, and listing your GCT/ARI test scores. The score necessary for entrance into the AN(P) school is GCT plus ARI totaling 110.—Ed.*

### Military Police School

SIR: I have heard that the Navy is sending men to the Army C.I.D. school at Fort Benning, Ga. At present I am studying criminal investigation through USAFI. In the past I attended an Army criminal investigation school at Honolulu, T.H., and served as a special officer with the Honolulu police department.

With these qualifications, I feel that I am especially qualified for the Army school. I would also like a billet where I could put my criminal investigation training to good use.—J.A.K., CSI, USN.

• There are no billets for Navy EMs in work similar to that done by the Army's Criminal Investigation Division. Criminal investigation training, therefore, is not available to Navy enlisted personnel.

However, there is training of a similar type available to Navy EMs at the Military Police Enlisted Advanced Course at the U.S. Army Military Police School, Camp Gordon, Ga. Candidates for this course of instruction are limited to personnel permanently assigned to military police duties while on a tour of shore duty.

If you should be assigned to shore duty, you could submit a request for this training if your CO intends to assign you to shore patrol duties for at least six months after completion of the course of instruction.—Ed.

### No Back Porch Duty

SIR: I have only a few months left before becoming a Fleet Reservist and would like to know if the BuPers policy of assigning men to shore duty near their homes shortly before they are due to transfer to the Fleet Reserve is still in effect.—A.D.M., GMC, USN.

• No. Prior to the Korean conflict, it was BuPers policy to permit certain men to spend the last three months or less of their naval career on duty in their home naval district without regard for their shore duty eligibility status.

In practice, however, requests were only considered after the man had applied for transfer to the Fleet Reserve and the date of transfer had been fixed.

This policy has been suspended indefinitely due to Alnavs 73-50 (NDB, July-December 1950) and 62-51 (NDB, January-June 1951).—Ed.

### Not Exempt from Active Duty Orders

SIR: At present I am a member of the O-1 (Organized) Naval Reserve and am on inactive duty. For nine months in 1947 I was on active duty as a member of the U. S. Army.

Under present regulations am I eligible for involuntary call to active duty? As I see it, my previous Army service should exempt me from being called to active duty.—R. H., SA, USNR.

• Under current BuPers directives,

### Inactive Service in FR

SIR: I was placed on the retired list as of 1 Aug 1951. I am now receiving retirement pay for 18 years' service. On the last tour of active duty I was paid longevity for 22 years' service. Don't I rate 22 years' longevity retirement pay?—L. G. A., BTGC, USN (Ret).

• Inactive service in the Fleet Reserve (in your case, from 30 June 1949 to 11 Feb 1951) is creditable for basic pay purposes while on active duty. Inactive service in the Fleet Reserve is not creditable for pay purposes in computing retired pay.—Ed.

men in pay grades E1, E2 and E3 involuntarily ordered to active duty shall be limited to (among other classes of exemption) those who do not qualify under the following definition of veteran: "Have served honorably on active duty for a period of 12 months or more between 16 Sept 1940 and 24 June 1948, or for a period of 90 days between 7 Dec 1941 and 2 Sept 1945, in the Army, Air Force, Navy Marine Corps, Coast Guard, Public Health Service or the armed forces of any country allied with the United States in World War II prior to 2 Sept 1945."

Your nine months' service in 1947 is not long enough to exempt you from being ordered to active duty.—Ed.

### Duty Not Involving Flying

SIR: Before returning to active duty, I was designated as a naval aviator, 1315 USNR. Upon returning to active duty, my designator was changed to 1355, under orders for duty not involving flying.

Is there any provision by which I may fly under supervision while on duty not involving flying? I should like to maintain my flight proficiency.—V.P.McC., LCDR, USNR.

• No. You are not allowed to act as pilot of naval aircraft. Your designator, 1355, means that you are an unrestricted line officer, member of the aeronautical organization, non-pilot.—Ed.

### Can't Attend School Twice

SIR: I completed aviation machinist's mate "B" school December 1947. I would like to know if I am eligible to reattend? If not, when will I become eligible? If I am eligible, what is the proper procedure to gain readmittance?—A. J. N., AD1, USN.

• In view of the fact that you have already completed the Advanced Aviation Machinist's Mate School (Class B) you are not eligible for reassignment to the basic course of that school. Personnel who have attended a service school normally are not eligible for return thereto. In specific instances when sufficient changes have occurred in a school's curriculum, reattendance at the same school is sometimes authorized. There have been no curriculum changes to the AD(B) school basic curriculum since 1947 sufficient to warrant your reassignment.

There are several Class "C" courses in the AD(B) School to which you may be eligible for assignment. These are the Helicopter Maintenance, Jet Power Plants, and Jet Engine Special Maintenance Courses. Quotas for these courses are assigned by the Chief of Naval Personnel and individual requests should be forwarded, via official channels, to the Chief of Naval Personnel (Attn: Pers B212e) in accordance with the instructions contained in the List of Navy Schools and Courses (NavPers 15759). This volume may be obtained from your personnel officer.—Ed.

### Back-Down Speed of a DD

SIR: Can USS Douglas H. Fox (DD 779) back down at a speed of 20 knots? She is an Allen M. Sumner (DD 692) class destroyer, built in 1944.—F.W.L., FN, USN.

• Yes, under favorable conditions — and that doesn't mean going downhill. The Bureau of Ships Manual limits the shaft turns for ships of the Sumner class to a maximum of 210 rpm. At this figure the stern speed would vary between 15 and 20 knots, depending upon weather and sea conditions, displacement and other factors which would affect a ship's speed.—Ed.



USS DOUGLAS H. FOX can back down faster than many can go forward.

**MOP on Retirement**

SIR: On 4 Nov 1941, I was discharged and reenlisted for a period of four years. On 8 Aug 1942, I was appointed warrant gunner (T) and subsequently advanced to the rank of LTJG (T). On 23 Mar 1946, my temporary appointment as LTJG was terminated and I was transferred to the Fleet Naval Reserve, Class F-4-D, in the rating of chief firecontrolman.

As I understand it, payment of mustering out pay commenced in 1944. Since I have never been discharged since 1941, am I entitled to mustering out pay?—R.A.K., FCSC, USN.

• *No. Personnel transferred or returned to the retired or inactive list with retired or retainer pay are not entitled to mustering out pay.*—Ed.

**Receiving Army Award**

SIR: My crewmates and I were awarded a "Letter of Commendation" signed by the commanding general of the advanced area our LSU was operating under for our part in recovering a downed MIG-15 in the enemy-held coastal area of Korea.

Does this letter entitle us to wear the Army or Navy Commendation Ribbon?—W.F., EN1, USN.

• *A letter of commendation signed by an advanced area commanding general does not entitle one to wear the Navy Commendation Ribbon.*

*Though the Army Commendation Ribbon and the Navy Commendation Ribbon are comparable awards, the regulations for these are not identical.*

*Group commendations — copies of which are given to members of the group—do not entitle the holder to wear the commendation ribbon. In general, when a "ribbon-rating letter of commendation" is made, authority to wear the ribbon is contained in the letter.*

*In your case, a further check on the*

**Uniform Material**

SIR: Regarding the blue jumper and blue trousers—exactly what type of cloth are they made of?—J.E.L., SN, USN.

• *The material that goes into the trousers and the dress blue jumper is melton. This is described as "a stout, smooth woolen cloth with a short nap."*

*Your undress blue jumper, as you may have noticed, is made of a slightly different material. This is flannel—"a soft woolen cloth, of loose texture."*—Ed.

*right to wear the ribbon could be made by submitting your letter to the Decorations and Awards Branch, office of the Adjutant General, Department of the Army.*—Ed.

**Time for Service Stripe**

SIR: Does time served in National Guard units or in the Naval Reserve count toward earning a service stripe?—K.L.C., YN3, USN.

• *Naval Reserve time, yes—National Guard time, no.*

*Uniform Regs says that enlisted personnel shall wear one service stripe for each four years of active duty in the Navy, Marine Corps, Coast Guard, or Army or active service in the Naval Reserve, or any combination thereof. No mention is made of service in the National Guard and if it isn't listed in the book, it doesn't count.*

*The term "active service in the Naval Reserve" is employed to distinguish from "retired service." "Active service" is considered to mean service on the active list of the Naval Reserve, whether performed in an active or an inactive duty status or any combination thereof.*—Ed.

**Instructor Waiting List**

SIR: Some time ago I was notified by BuPers that my name had been placed on the instructor's waiting list. I had made this request in accordance with BuPers Circ. Ltr. 38-49.

It appears that this directive has been cancelled by a new circular letter—BuPers Circ. Ltr. 70-51, (NDB, 15 May 1951)—which states that a man has to be eligible for a normal tour of shore duty to request instructor duty.

Does this mean that the "old" waiting list of instructors has been abolished? Or will my name be carried on it until I am eligible for a normal tour of shore duty?—H.T.J., BTC, USN.

• *The previous waiting list for instructors was not abolished by BuPers Circ. Ltr. 70-51. Those men who submitted requests for instructor duty in accordance with BuPers Circ. Ltr. 38-49 and were informed that their names had been placed on the waiting list have had their names retained on the list—notwithstanding the newer circular letter.*

*These men come up for consideration when their services are required or when they fulfill the eligibility requirements for shore duty.*—Ed.

**BB Not Named for State**

SIR: Was there ever a USN battleship that was not named for a state?—G.S.C., Jr., MSGT, USMC.

• *Indeed there was—the old Kearsarge (BB 5). She was named for a hard sailing and hard fighting steam sloop of war which had won Civil War fame by sinking the famous Confederate cruiser Alabama. The steam sloop, in turn, had been named for a mountain in New Hampshire.*

*You might say it took an act of Congress to do it. In the Congressional Appropriations Act of 1895, two seagoing coast-line battleships were provided for. The act also declared that one of the BBs be named Kearsarge, although this violated the general policy—even then in effect—of naming this type of ship for states. Naming the planned BB as Kearsarge honored the steam sloop, which had wrecked herself on Roncador Reef off Central America the year before.*

*Battleship Kearsarge was commissioned in 1900. After a memorable career highlighted by a cruise around the world with the "Great White Fleet" (1907-09) she was placed out of commission in 1920. Soon after this, she was converted into a crane ship and officially lost her name. Now carried on the lists of active service craft as a crane ship, she performs weight-lifting duties in the 1st Naval District. AB-1 is her official designation—she has no official name.*

*The name Kearsarge is carried on by CV 33, a carrier of the Essex Class.*—Ed.



OLD KEARSARGE—Once queen of Great White Fleet, now a crane ship.

## Caps Off for Prayer

SIR: On occasions of invocations and prayers, there has been a question as to whether the cap should be removed.

Please give the guiding courtesies when (1) the affair is held inside a large building and officers and enlisted men are standing with their caps on and (2) when the group is assembled outside and the caps are on.—L. J. C., LCDR, USN.

• All officers and enlisted personnel, except those under arms, should remove their caps during prayer unless inclement weather would endanger the health of the participants. This applies to both indoor and outdoor ceremonies.

The usual signal for officers and enlisted men to remove their caps is the chaplain's removal of his cap. In a more military formation, an officer may give the command to uncover just before the prayer, in order that it might be done in a more uniform manner.—Ed.

## Minority Cruise and FR

SIR: Take the case in which a minority cruise has been terminated six months early under authority of Alnav 147-47. Is that cruise the equivalent of four years' service for computation of service for transfer to the Fleet Reserve or retirement?—R. B. H., PN1, USN

• Practically all men who "go for 20" at this time, will eventually transfer to class F-6 of the Fleet Reserve. Let's look at your question from that viewpoint.

A minority enlistment, terminated six months early under Alnav 147-47, is not considered equivalent to four years' service for the purpose of transfer to the Fleet Reserve under the provisions of the Naval Reserve Act of 1938 (as amended by Public Law 720-79th Congress).

Therefore, only day for day active service can be counted as active Federal service for the purpose of transfer to the Fleet Reserve Class F-6.—Ed.

## Wants Lighter-Than-Air Duty

SIR: What is the procedure for obtaining lighter-than-air duty? I have a flight instructor's rating and a commercial license and I am experienced in methods of air navigation. Is it possible for me to become a liaison pilot?—M. C., QMC, USN.

• Assignments to duty in an LTA activity are made by fleet and shore administrative commanders to fill authorized allowances. Personnel desiring shore duty in an LTA activity should submit a request for shore duty in accordance with the requirements as outlined in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

Personnel in the Atlantic Fleet desiring LTA sea duty should submit re-

## Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• uss Newport News (CA 148)—The chaplain will furnish copies of the ship's new Cruise Book at a cost of \$5.00, postpaid. Money orders payable to uss Newport News should be addressed to The Chaplain, uss Newport News (CA 148), Care of Fleet Post Office, New York, N.Y.

quests via the chain of command to ComServLant.

Personnel in the Pacific Fleet desiring LTA duty ashore should submit requests via the chain of command to the Chief of Naval Personnel.

Only naval aviators and designated aviation pilots are assigned duties in the lighter-than-air organization. Individuals who hold civilian pilot certificates are not eligible for designation as aviation pilots. It has been determined as a matter of policy that the qualifying of such persons under existing circumstances would be unproductive. Accordingly, it is desired that their services be utilized in the enlisted rating structure where their experience best fits them.—Ed.

## Previous Warrant Service Counts for Pay Grade Increase

SIR: In 1945 I was advanced to warrant officer. The following year I reverted to CPO. In 1951 I was again advanced to warrant officer. Does my previous time spent as warrant officer count toward advancement to commissioned warrant grade?

I understand that some W-1s recently made W-2 in three years instead of the usual six. —R.H.K., WOHC, USN.

• The Secretary of the Navy has recently approved a plan to credit warrant service under a previous appointment for purposes of promotion to commissioned warrant grade and assignment to higher warrant pay grades.

(Previously it was required that service in warrant grade be continuous from date of acceptance of current appointment as a warrant officer to be counted toward eligibility for promotion to commissioned warrant grade.)

In view of the changes authorized

## Language Qualifications

SIR: I have been studying Greek for some time and believe that, with a little advanced training, I could become an interpreter.

Is there any school for interpreters that I could attend? Is there any way that I can utilize my background in Greek while I am in the Navy?—C.S., SA, USN.

• The Navy has no school for the purpose of qualifying interpreters.

While linguistic qualifications are considered when personnel are selected for certain billets in foreign countries—such as on the staff of a naval attache or at a mission—BuPers does not order enlisted personnel to duty specifically as interpreters but rather for duties appropriate to their ratings.

Your name has been placed on file in BuPers, however, for consideration in the event that a special requirement for your qualifications should develop.

Enlisted personnel who desire—and are qualified for—naval attache or mission duty may submit requests to BuPers in accordance with paragraph 7c and d, Part I, BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

In addition, enlisted personnel who have been on sea duty for a minimum of one year since last shore duty or overseas duty may submit requests to ComServLant or ComServPac, as appropriate, for placement on the waiting list for overseas duty in localities of their tions might be utilized to best advantage.—Ed.

GCA School

SIR: What are the quotas, convening dates and qualifications for enlisted personnel (particularly radarmen) who want to attend the Ground Controlled Approach school? I would like to attend if possible.—J.J.R., RDI, USN.

• The RD rating was eliminated as being eligible for Ground Controlled Approach School (Class C) in February 1951. At the present time, training in the GCA school is limited to the Operators' phase, and only Air Controlmen ratings are now eligible for assignment. The Operators' phase is 10 weeks long and convenes every four weeks.

The Electronics Technicians' and Enginemen's phases, for which only ET and EN ratings are eligible, have been discontinued until further notice. It is contemplated that training in the ET and EN phases will be resumed early in 1952.—Ed.

National Guard Time Counts

SIR: I have 16 years' Regular Navy service. Prior to entering the naval service I served two years with the N. Y. National Guard. Now as a CPO at the completion of 20 years' naval service will I be entitled to retainer pay that includes the two years' National Guard service? I understand that my retirement will be for 22 years' service. Will you please clarify this question for me?—E. T., MMC, USN.

• Yes. Active service (that is, attendance at drills) in a federally recognized unit of the National Guard of a state is creditable for retirement pay purposes, as well as creditable for longevity pay during your active naval service. Upon completion of 18 years' active naval service, and counting two years' active service with the National Guard, you are eligible for transfer to the Fleet Reserve.—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.

• uss Sumner (AGS 5): A reunion is being planned for the spring of 1952, with date and place to be decided. Interested persons may contact Bill Frederick, HMC, USN, USNRTC, 52nd St. and First Ave., Brooklyn, N. Y.

• uss Estes (AGC 12): The third annual reunion is planned for a date this spring and a place to be decided. Former members of the ship's company may contact Andrew T. Ferguson, Jr., 2450 Montrose St., Philadelphia 46, Pa.

• uss Yorktown (CV 10): Former members of ship's company are invited to contact Commander J. N. Moody, CHC, USNR, president of uss Yorktown Association, care of the Cathedral College, 555 West End Ave., New York, N. Y., to arrange a reunion of all former officers and crewmen at a time and place to be decided. A history of the organization will be sent to all shipmates

sending a request to Chaplain Moody.

• 70th U. S. Naval Construction Battalion:—Former members of this unit are invited to attend the annual smoker to be held 18 Apr 1952. For information and reservations, contact Arthur J. Benline, 2015 Municipal Bldg., New York 7, N. Y.

• Naval Operating Base, Palermo, Sicily: A reunion of all officers and enlisted men of the base and the original Navy units will be held in Chicago, Ill., 14 June 1952. Persons interested in attending may contact W. A. Beam, P.O. Box 55, Moline, Ill.

• uss Sloat (DE 245): Former members of the ship's company interested in a reunion at a place and date to be decided may contact T. P. Quinlan, Jr., 35-16 34th St., Long Island City 1, N.Y.

• uss North Carolina (BB 55): A reunion of former officers of the Showboat is being planned for April 1952 in the vicinity of Washington, D.C. Interested personnel should contact CDR C. O. Marshall, USN, Naval Aviation Electronics Service Unit, Naval Receiving Station, Washington 25, D.C.

Safekeeping of Defense Bonds

SIR: I have allotted a part of my pay for the purchase of U.S. Defense Bonds. I understand the Navy will hold them for me in safekeeping if I so desire. Please advise me to whom I should write in order to arrange for such safekeeping and also how to withdraw them if I should need them.—A.B.B., TA, USN.

• All service personnel who have

registered Defense Bond allotments may write to the Chief of the Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio, to obtain information regarding delivery of bonds, safekeeping of bonds and the release of bonds the Navy is holding in safekeeping.

An informal letter to this address will get a prompt answer on any question regarding your bonds.—Ed.

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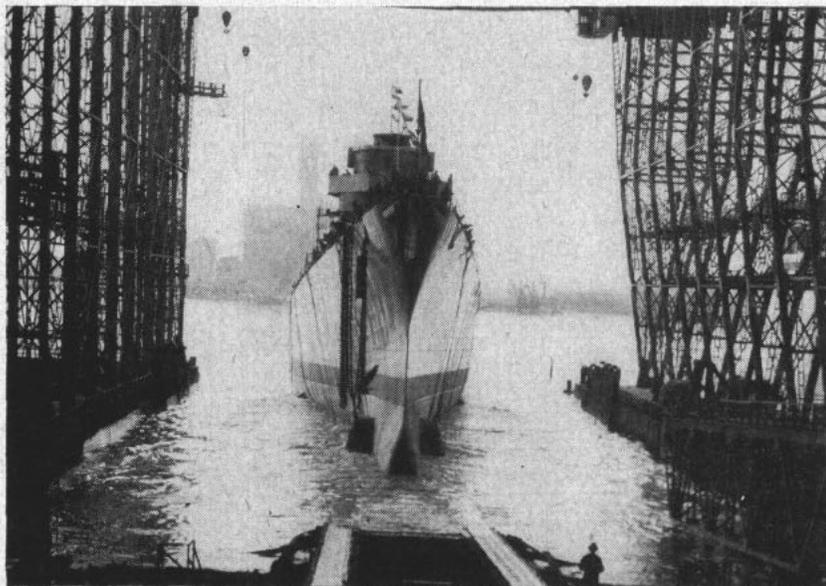
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# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NAVY'S FIRST destroyer leader, USS *Norfolk* (DL 1) has double-barreled mission of killing subs herself and coordinating the attacks of other ASW units.

## New DDEs Commissioned

Two of the Navy's new destroyer escorts will soon go into service with the latest modern equipment. USS *Bache* (DDE 470) has been completed at Boston Naval Shipyard and USS *Jenkins* (DDE 447) at Mare Island Shipyard.

While details of the vessels are not revealed, they are of the class of *Fletcher* (DD445), redesigned, converted and recommissioned. They will have the new gear for rocket launching as well as a 3-inch battery, in addition to some of the original 5-inch guns.

## Sea-Going Dredge

A sea-going dredge of a new design is being planned by Navy civil engineers. This design utilizes experience gained in World War II—when standard dredge hulls were found too light and lacking in freeboard (vertical distance from water line to deck) to withstand the open sea.

The primary difference between the new sea-going, non-self-propelled dredge and the standard harbor dredge will be in the hull and in protection provided for the superstructure. This new cutter-head-type,

hydraulic dredge is of a rugged design that takes into account necessity for handling a large range of materials, including sand, heavy gravel, coral, stone and blasted solids. Dredging power is provided by a 6,400 horse power diesel-electric system.

Planned length of the new dredge is 230 feet, width is 54 feet, with a draft of 10 feet and a freeboard of eight and one-half feet. This is about five feet higher than the freeboard found in standard dredge construction. Ability of this dredge to be towed in the open sea is made possible by the increased freeboard and by an "un-dredge-like" high, flared spud end (bow) which provides better sea-keeping properties.

## World's Largest Destroyer

When USS *Norfolk* (DL 1) recently slid down the launching ways the world's largest destroyer became waterborne.

*Norfolk* holds other records: She is the largest combat vessel launched since the end of World War II; she is the first-launched of the Navy's new destroyer leaders.

Originally classed as a hunter-killer cruiser, *Norfolk* has the hull of an anti-aircraft light cruiser. Her mother yard is the Camden yard of the New York Shipbuilding Corp.

*Norfolk* is listed as having a 5,500-ton standard displacement (as against 3,650 tons for DLs 2 to 5). Overall length is 540 feet. Her beam is 54 feet.

Designed to engage in hunter-killer operations even under the most adverse weather conditions, this new destroyer leader is equipped with the Navy's most modern surface vessel anti-submarine warfare equipment. Her structural design incorporates lessons learned at the Bikini A-bomb tests.

Trial speed of this ship is expected to exceed 30 knots. Her total cost, exclusive of ordnance, will be \$44,000,000. Manning her will be about 40 officers and 500 enlisted men.

This destroyer leader—which is larger than some ships rated as cruisers in foreign navies—is the only Navy destroyer type that is not named for a man or men. In naming this ship *Norfolk*, the Navy honors one of the most important ports and naval centers on the east coast, a city that has a long naval history.

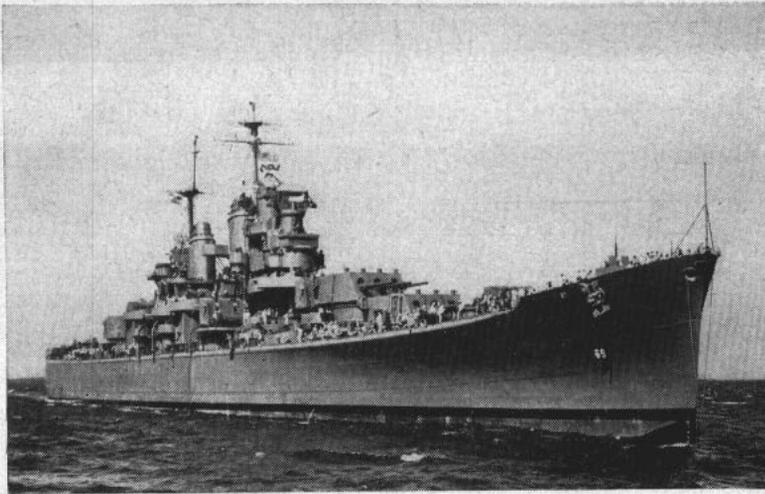
## YESTERDAY'S NAVY



USS *Constellation* left NY with a cargo of food for famine victims in Ireland, 3 Mar 1880. USS *Cyclops* (collier) disappeared March 1918. Mystery remains unsolved. 475 Jap planes destroyed Inland Sea of Japan, 20 Mar 45.

## MARCH 1952

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BALTIMORE-CLASS heavy cruisers USS *Boston* (CA 69), left, and USS *Canberra* (CA 70) are soon to become Navy's first guided missile ships.

### Guided Missile Cruisers

Two ships being readied for conversion to guided missile warships are heavy cruisers *uss Boston* (CA 69) and *uss Canberra* (CA 70). These *Baltimore*-class heavies until recently were members of the Reserve Fleet at Bremerton, Wash. They will undergo their conversions at private shipyards.

Completion dates of their conversions have not yet been announced. Their present main armament consists of nine 8-inch guns in two forward and one after turret. The addition of the new punch of guided missiles will likely result in a reduction of the 8-inch battery.

Both the 13,600-ton *Boston* and *Canberra* were commissioned in 1943 and went into the mothball fleet after the end of World War II. Funds for the start of their guided missile conversion were contained in the fiscal 1952 budget.

### Atomic Age Navy

Ability of carrier-based aircraft to deliver the atomic bomb to any target within 600 miles of the sea was acknowledged by Admiral William M. Fechteler, usn, Chief of Naval Operations.

The atomic bomb-delivering capabilities of aircraft carriers are also being increased generally, CNO stated in a speech.

Conversion of some reactivated ships for use as guided missile launching platforms, Admiral Fechteler added, is now under way.

Changes brought about in recent

years by improved weapons have increased the value of naval power, he said. All that we have experienced within the past 10 years has given increased emphasis of usefulness of the Navy.

Here is CNO's statement concerning carrier-based aircraft and the atomic bomb:

"Our new and our modernized carriers are capable of delivering the atomic bomb. The usefulness of carriers in delivering the atomic bomb increases as the bomb becomes smaller and lighter.

"This means that the Navy has the capability of delivering an atomic bomb, or many atomic bombs, from a point anywhere on the 70 per cent of the earth's surface that is covered by water to a target within the radius of action of carrier-based planes—a distance of some 600 miles.

"During a war this means, further, that within the radius of the carrier's planes we can launch an atomic attack without using a previously prepared position or airfield on land. And more importantly, it seems to me, we are able and we are free to launch an atomic attack from the high seas, from international waters.

"An enemy bombed from a carrier will not know in advance from whence the attack will come. He will have no fixed geographical position which he can destroy. He cannot easily retaliate after he has been attacked because the base from which he was bombed will not be in the same place after it has launched the attack."

Regarding defense by a naval force against an atomic attack by a

possible enemy, the Admiral had this to say:

"The atomic bomb in the hands of an enemy will not increase the vulnerability of carriers, nor indeed of any naval forces. Dispersion and mobility are the best defenses against the atomic bomb. A naval task force possesses both to a remarkable degree.

Speaking of ships of the Reserve Fleet, Admiral Fechteler said that the nation has an investment of from 40 to 50 billion dollars at current replacement costs.

"This is an investment which has been bought and paid for and is readily available," he said. "A few of these ships are being converted for use at launching platforms for guided missiles."

This section of his speech was concluded with the remark: "In view of the large and continually mounting costs of delivering the atomic weapon at its target, the paid up investment in the Reserve Fleet suggests a means of reducing the costs of delivering atomic weapons by conversions of ships of all types to guided missile ships."

### New Navy Transport Plane

The Navy's new R70-1, a huge triple-duty transport plane with an 82-foot cabin, is longer than a standard freight car. It is considerably faster than the commercial Model 749 *Constellation*, having a cruise speed at altitude of between 305 and 330 mph starting with full takeoff gross weight.

The versatile giant's interior is

convertible to either a 106-passenger troop transport or a flying hospital ship for as many as 73 litter patients, besides doctors and nurses. The aircraft is equipped with removable, foldup seats which can be left aground or stowed in the plane to make room for cargo or casualties. Total maximum cargo capacity is up to 40,000 pounds for maximum military effort.

Four "compound engines" power the new aircraft, the first basically commercial transport to benefit from this type engines' extra power and economy. In compound engines, an exhaust turbine helps spin the propellers.

Each plane has a "mechanical stevedore," a sub-floor conveyor with moving hooks for tugging heavy boxes to their stowage place. An air transportable 10,000-pound capacity cargo elevator can further facilitate cargo loading.

The planes normally will carry a crew of four—pilot, co-pilot, flight-engineer and radioman. Over ocean they carry a navigator.

Designed principally for the Navy as the R70-1 and Air Force as C-121C, it is to be used on transcontinental and intercontinental cargo missions, rather than for front-line supply.

### Underwater Television

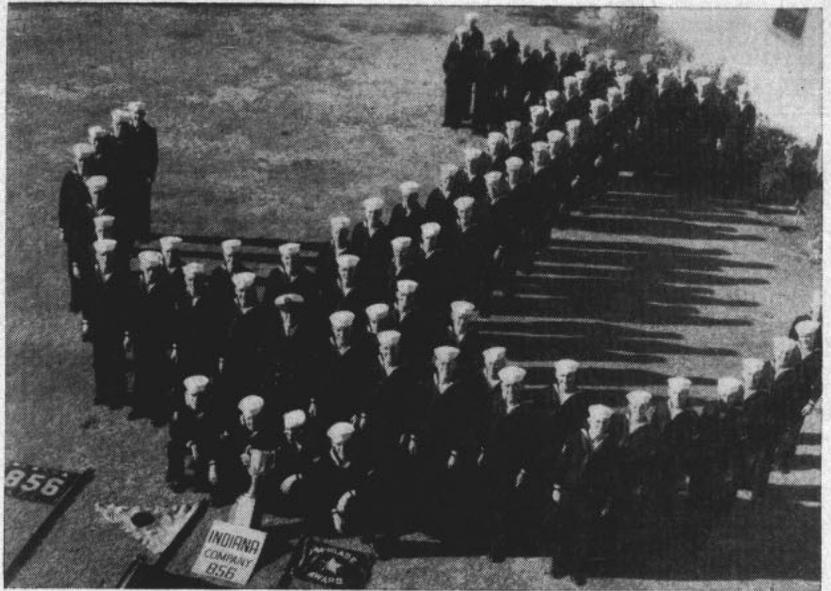
Davy Jones is keeping up with the Joneses—his locker now sports a television set.

Only trouble is he has to rise above the surface to get a proper view of what's going on. This item of equipment allows the Navy's deep sea divers to look before they dive.

Under present methods, a diver makes his first descent on a job with little knowledge of what he may find. For example, he may land on the jagged edges of a wrecked deck where his air hose is in danger of being fouled.

Under the new method, the Navy's specially designed TV set—a considerable advancement over standard commercial television equipment—can be lowered to virtually any depth desired. Objects as far as 120 feet from the H20/TV camera have been viewed on the TV screen when the camera was at a depth in excess of 300 feet.

Perhaps the first use of naval underwater TV was during the evaluation of the Bikini atom bomb



**HOT SHOT BUNCH** at NTC San Diego, Recruit Company 856 poses with its Efficiency Trophy and other awards. Company was made up of Indiana men.

tests in 1947. At Bikini the TV camera was manipulated and focused by remote control, transmitting images to the surface. In one of the experiments, two cameras were used simultaneously.

Developed under the direction of the Bureau of Ships, the underwater TV camera is the result of three years' of research. It is now possible, with a wide angle lens, to view the whole area in which a diver is working. A close-up of specific details can be provided simply by closing a switch on shipboard which changes the camera lens from wide angle to telephoto. The pictures appearing on the TV screen topside can also be put on film for later reference if necessary.

One of the chief advantages of the Navy's new TV system is the time saved in underwater exploration. The time a diver can spend underwater is severely limited due to water pressure and to the time it takes to lower and raise him. At depths of more than 200 feet, the time spent lowering and raising a diver exceeds the time he can spend on the bottom. With a television camera and underwater lights, an operator on the ship can examine the ocean bottom at his leisure before the diver goes over the side.

Underwater television has already passed one important test—it helped locate the sunken British submarine *Affray*. The British Admiralty borrowed a standard commercial TV broadcasting camera, put it in a

watertight container and surveyed the area where the sunken sub was known to be lost. At length, the long-missing sub appeared on the screen.

### 'We Must Have a Strong Navy'

The need for a powerful Navy has been emphasized by the chairman of the Joint Chiefs of Staff.

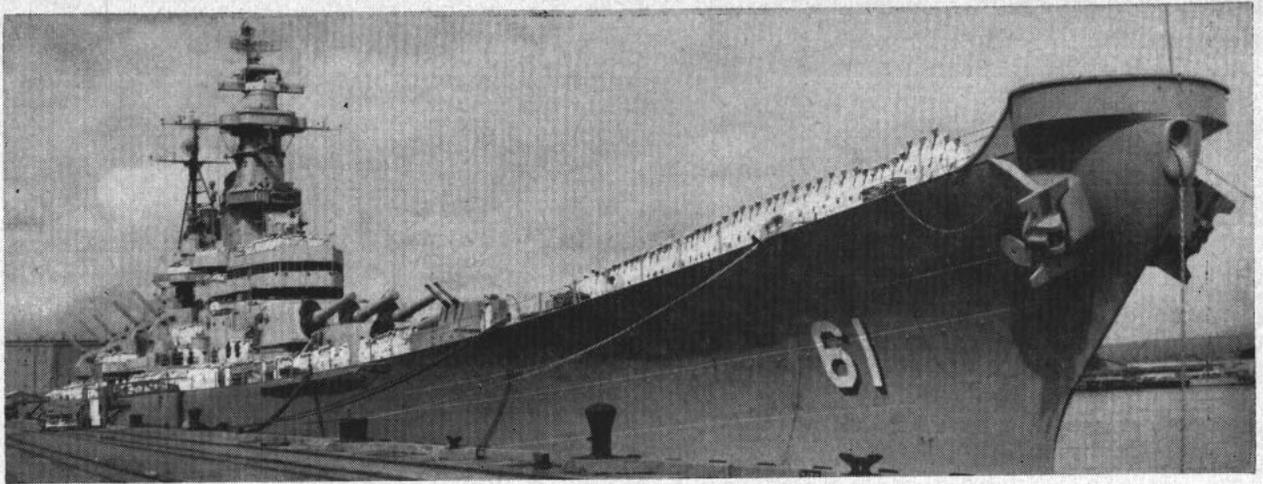
General of the Army Omar N. Bradley, USA, in a speech in Chicago, Ill., stated "Our need for a Navy is . . . great. Any nation which depends so heavily on raw materials gathered from abroad must keep the sea lanes open or sacrifice its economy and standard of living.

"If it comes to war, it is to our great advantage to fight the war somewhere else—where we have the greatest chances of victory and will suffer the least. A strong Navy can help make this possible.

"If it comes to war, we must have allies. To support our allies, we must have a strong Navy in control of the sea in order to furnish them the outpouring of our factories and arsenals.

"And if it comes to a battle, naval air power, based on swiftly moving carriers, can strike at enemy forces and airfields at a distance of more than 700 miles inland from the sea."

The general added that, in recommending additional air power, the Joint Chiefs of Staff have recommended a considerable increase in Navy and Marine Corps air strength.



NEW PHOTO of USS Iowa (BB 61) taken at Pearl shows crew lined up at the rail of the recently reactivated ship.

### New Cold Weather Tents

The new type cold weather tent which is now being used by the marines in Korea, is shaped like an Indian teepee. Designed by the Army, it houses five men, withstands severe sub-zero temperatures and strong winds. A ground cloth around the bottom seals in warm air.

The hexagonal shaped tent weighs 56 pounds and is carried by the five-man team it shelters. It can be erected or taken down quickly. The usual wooden supports are replaced by light aluminum pegs and a telescoping center pole. An opening on one side provides for a small but highly efficient gasoline Yukon stove.

An outstanding feature of the hex tent is its inner, fire-resistant white lining which not only provides insulation but also reflects light better than the usual olive drab color and prevents frost from falling on the occupants. It is high enough to allow a man to stand upright in the center—a marked improvement over the well-known two-man pup tent.

Flooring is not necessary now that the marines are equipped with down-filled mountain sleeping bags, warmer and more comfortable Arctic uniforms and improved winter footgear. The new equipment now being used in Korea was tested in Alaska by the Army Quartermaster Corps.

### Third Tour of Korean Duty

The Navy's first aircraft carrier to launch planes in the Korean combat area in July 1950, has set another carrier—first. USS *Valley Forge* (CV

45), went back into the fight early in December for her *third* tour of combat duty.

On the opening day of her third tour, the 27,000-ton *Essex* class carrier tallied high scores of damage to enemy supply and communication lines. She launched air strikes which inflicted damage on railroad lines leading south from the Red's northern supply centers. In addition, her planes knocked out five bridges, 17 ox carts laden with ammunition, two supply dumps and eight oil tanks on the east-central front in the Wonsan-Hamhung area.

One-fourth of *Valley Forge* crewmen are veterans of three Korean tours of duty. After an eight months' rest in the States, the "Happy Valley" completed underway flight operations training in Hawaiian waters before returning to the Korean conflict.

### Squadron Logs 'Firsts'

Navy Patrol Squadron Six (VP-6) has logged a number of "firsts" while serving in Korea.

It was the first squadron of P2V *Neptunes* to go into combat. It claims to be the first Navy patrol to take part in the Korean conflict.

The squadron had several midshipmen on its roster when it went into combat in July 1950. Among them was Midshipman David Styles, one of a few midshipmen to face the enemy since Civil War days.

Ninety-one men of the "Blue Sharks" squadron have been awarded the Distinguished Flying Cross for extraordinary achievement in aerial flight. More than half of the recipients are enlisted men.

### PG School Completes Move

The Naval Postgraduate School has completed a 3,000-mile journey from Annapolis, Md., to Monterey, Calif.

Overcrowded conditions at the Naval Academy caused the move from the rather makeshift accommodations of Halligan Hall to a 606-acre tract near the beach at Monterey.

Truck, rail, sea and air transport and private automobiles were used to move some 65 instructors, 375 students, and their families—together with the school's gear—to the west coast. Equipment—ranging from delicate chemical balances and microscopes to huge testing machines, boilers and wind tunnels—was included in the move, along with a 40,000-volume library.

Construction on additional buildings for the school is expected to get under way in May or June. An engineering building is first on the list, to be followed by a library, auditorium and other buildings. Plans call for completion of the project in four or five years.

The Postgraduate School is the only service institution authorized to grant master's and doctor's degrees. A few students are accepted from other branches of the armed forces and from foreign countries.

### Airborne Corpsmen

Many a serviceman wounded in the Korean fighting finds himself being attended by airborne hospital corpsmen as he is being loaded aboard a stateside bound Military Air Transport Service plane.

The corpsmen who perform this

"air evac" duty are serving on TAD with an Air Force medical evacuation squadron at Hickam Air Force Base, Honolulu, T.H. Since air evac flights are from the Far East to the West Coast, USA—with stopover points in between—these corpsmen span long stretches of the Pacific in this duty.

A typical "round trip" will start off in Honolulu with a couple of corpsmen boarding a westward bound cargo plane whose destination is Hanada Air Force Base, Tokyo, Japan. Upon arrival in Japan they sign in at the squadron detachment headquarters for the return trip.

After a layover of from one to five days, depending on the patient back log, they prepare patients for the east bound flight. Shortly after, patients are loaded aboard, the patients' litter safety belts are checked and other pre-take off procedures are completed.

Once the plane is airborne and has leveled off, it becomes in reality a flying hospital ward. Corpsmen spend their time preparing the patients for the maximum comfort possible in the aircraft. Walking patients are allowed to get out of their litters and move about as much as possible in the limited space. Litter patients are watched to see that the altitude has not caused their air mattresses to become over-inflated. The corpsmen take temperatures, assist the nurse in giving medications, take care of food and water and attend to personal problems.

After several hours in the air the plane lands at Wake Island to refuel and change plane crews. (Some planes, however, make this stop over at Midway.) A new crew aboard and the plane refueled, the plane takes off for Hickam. This being an eight to 12 hour flight, many of the litter patients tend to become restless and tired. The corpsmen must then include a little applied psychology in their duties.

When the plane arrives at Hickam, ambulances meet the plane and take the evacuees to the air evacuation ward at Tripler Army Hospital for a one or two day rest before continuing on to the states. For the corpsmen, however, Hickam is the end of the line. They sign in at MAES headquarters and stand by for another westward run.—R.E. Strickland, JO2, USN.

## Warping Tugs Battle the Surf to Do a Job

"Not much on looks, but they sure can do the job." That's what Amphibious Seabees say about the seagoing counterpart of their largest tractors. These are the ugly duckling warping tugs.

Unlike "standard" Navy vessels, which are designed by BuShips and built under BuShips supervision, warping tugs are a home-grown product. Assembled at Seabee bases, their characteristics vary to fit them to meet local operating conditions.

Originally designed to pull stranded barges off beaches, warping tugs are now also used to assemble and beach pontoon pier sections in amphibious assault operations.

The warping tug used by ACBs at the Little Creek, Va., amphib base differs from the tug used at the Coronado, Calif., training base. What's more, both of these differ from the warping tug now serving in Korean waters with Amphibious Construction Battalion 1.

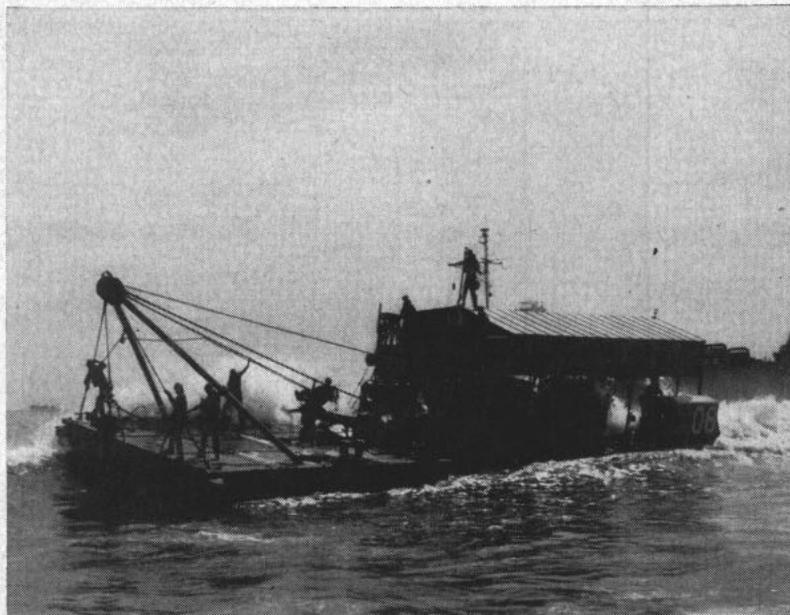
ACB 1's warping tug has that "lived-in" look. A long, low metal shed is mounted about eight feet above the deck providing living quarters for the nine-man crew. A coffee mess and facilities for heating "C" rations take care of the crew's on-the-spot messing needs.

Two 165-horsepower diesel outboard propelling units — one mounted on the after end of each outboard pontoon string—move the craft along. Steering is provided by a geared arrangement which allows the entire propeller assembly to be swung through a complete circle. This directed power pushes the tug where it is to go and does away with the need for a rudder.

Assigned to each of the two diesel units is a coxswain who does double duty as both steersman and throttleman. The two coxswains must work in unison to provide even steering. Other crewmen serve as winchmen, line handlers and rigger. The skipper is a CPO.

Ability of warping tugs to work and maneuver in almost any sea-way and weather makes them a valuable craft for amphibious tasks.

It is in line with their task of hauling stranded craft off the beach that warping tugs have a potentially odd twist. The standard warping tug is an "LST side-carry," being carried to the scene of action lashed to the side of an LST. There's no record of it yet, but one of these days a warping tug is going to haul the same LST off the beach that carried her side-saddle to the spot.



WAVE CRASHES into the side of one of the warping tugs as the pontoon-constructed craft maneuvers into position during an amphibious operation.



**DISC JOCKEYS** John Winston, TN (left) and Jack Harper, AEAN (right) have charge of one-hour record show aired daily for men of USS *Leyte* (CV 32).

**Seagoing Hillbillies**

"Mountain music," once an exclusively American institution, is slowly being spread throughout the world by various instrumental and vocal groups. Perhaps foremost among these folk-song and square-dance emissaries, at least as far as the Navy is concerned, are "Keystone Curly and the Buckskin Buckaroos" of USS *Des Moines* (CA 134).

Organized three years ago on board the heavy cruiser, this six-piece

hillbilly band has played its third cruise through the Mediterranean, adding to their popularity afloat and ashore by appearing at smokers in Sixth Fleet ships and at USO canteens at Athens, Greece, and Istanbul, Turkey, where they were enthusiastically applauded by Americans and natives alike.

The Buckskin bandmen are Dale Mabrey, BT1, from Missouri; Steve Allen, MM1, from Georgia; Bobby See, BM3, from Michigan; Walter Sochan, SN, from Pennsylvania; Bill Sheets, BT3, Tennessee; and Chuck Horner, BM1, from Maryland.

The many countries in which they have played include Haiti, Cuba, and France.—Eugene W. Francis, PN3, USN.

**Navy Wins Frostbite Regatta**

The Fifth Annual Frostbite Regatta has been won by Naval Academy sailboat skippers for the second straight year. The two-day dinghy race over a wind-swept Anacostia River course at Washington, D. C., saw the Annapolis Class A and Class B entries amass a total of 110 points to nose out a second place Tufts College crew who collected 106 points.

Other entrants and their order of finish by points, were George Washington University (97), Georgetown (90), Ohio Wesleyan (76), Lehigh (74), New York State Maritime College (73), Maryland (62) and Ohio State (60).

**12th ND Bowling Underway**

Competition to determine the best bowlers of the San Francisco area is well underway as Navy, Marine Corps and Coast Guard keglers are busy splintering pins in the 1952 12th Naval District Bowling League.

Launched last month, the tourney is divided into two groups—East Bay and West Bay—and is being rolled off on the NAS Alameda and Treasure Island alleys.

**Football in Japan**

A football game was the feature attraction of a gala program in celebration of the first anniversary of U. S. Naval Air Station, Atsugi, Japan. The NAS Flyers bombarded the Camp McGill Marines, 53-0, for their ninth win of the season.

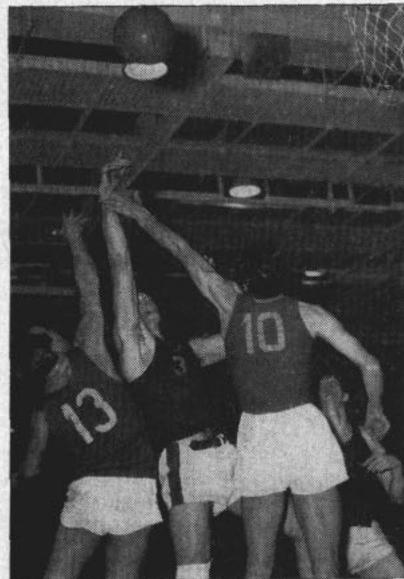
Other events of the day were fire-fighting demonstrations, movies, aerial displays, miscellaneous exhibits, and a gigantic picnic lunch as the Far Eastern outpost played host to personnel from near-by military installations and to Japanese friends from neighboring communities.

**Wrestlers Win Laurels**

A 16-man mat team of NAS Alameda, Calif., won second honors in stiff competition at the AAU Novice Wrestling Tournament at San Diego State College. By ending up



**HOT HOOPSTER** Bill Koncar, SKSN (No. 21) sparked USS *Eldorado* team to fine season in the 11th ND league.



**LEYTE LUCK** — K. C. Moore of CV's hoop team drops one in against an Italian team from La Spezia.

with one champion, three runners-up and two third place winners in the various weight matches, the Alamedan Hellcats totaled 51 points as against first place San Jose's 71.

Other teams entered in the tourney included those of University of California, Stanford, California Polytechnical, and San Francisco State College.

### Arctic Oil Field

Scientists and engineers have tapped an Arctic oil field for the Navy which is expected to yield from 30 to 100 million barrels of petroleum.

Site of the discovery is at Umiat, 350 miles northwest of Fairbanks, Alaska.

The oil-rich geological structure is about two miles wide and 20 miles long.

### Diesel Fuel Tests

A chemical compound, designed to raise the ignition quality of diesel fuel, is undergoing tests sponsored by the Bureau of Ships.

If successful, the compound will greatly increase the amount of fuel oil available for submarines and other diesel vessels without added strain on the nation's oil refineries.

Because diesel fuel is ignited by the heat of air compressed inside the cylinder—instead of by an electric spark as in a gasoline engine—diesel fuel must be of a quality sufficiently high to ignite readily.

Diesel fuel quality is raised to Navy specifications by a straight distillation refining process. This refining procedure limits the amount of usable fuel obtainable from a given quantity of crude oil. With use of the new fuel blend made possible by the chemical compound development, much of the refining might be eliminated which would permit refiners to meet the enlarged demands of the defense effort and to devote more of their facilities to the production of other critically needed fuels.

It may be possible that the chemical compound, when added in different amounts to fuels of different grades, can raise all of the fuels to a uniform ignition quality level. This would enable engines to be designed to operate on a uniform grade of fuel from coast to coast instead of on the broad range of fuels now being produced, thereby insuring better engine performance.

## SIDELINE STRATEGY

This is the tale of the wise old hawk — a Japanese fish hawk. Apparently driven offshore by a heavy storm, the bird (suffering from a broken leg as it was discovered later) was being buffeted about by strong winds many miles off the coast of Japan. Espying a ship approaching, the wild bird decided that the most sensible thing to do would be to land on the vessel, let come what may. So down he flopped to



make a clumsy one-point landing on the deck of the Navy hospital ship *USS Consolation*. Probably no wounded bird ever picked a better haven. Its leg was treated and placed in a miniature splint, and the entire crew became concerned with its health and welfare. Jimmy D. Clark, FN, USN, of Louisville, Ky., is pictured here with the sharp-eyed little fellow which he adopted as a pet.

★ ★ ★

Speaking of pets, it is the bull dog which is most commonly associated with Marine Corps units, but from time to time a group of leathernecks come up with some singular members of the animal world. Pfc K. W. Ulrich, USMC, of Marine Barracks, Treasure Island, Calif., has a monkey he brought back from the Philippines. This mischievous miss, mascot of the Marine reassignment barracks, is called Slake. Another Californian outfit, the

4th Infantry Battalion of Camp Pendleton, while on training maneuvers found and adopted a month-old doe which they've named Bambi. There's another Bambi at Bangor Annex Naval Ordnance Depot at Bremerton, Wash. He is the particular pet of the Bangor Marines assigned to patrol duty. A Marine watchdog had flushed the deer out of a big thicket near the annex where Bambi has become a tame visitor. At Marine Corps Recruit Depot, Parris Island, S. C., there is a pet raccoon named Henry I. He replaces an alligator known as The Jaw. The Navy, too, has an alligator mascot. Known as Norman, he divides his time between sunbathing and crawling around NATTCenter's administration building at NAS Jacksonville, Fla. At Guam, a carabao (water buffalo) is the mascot of a naval construction battalion and a Marine barracks football team. The choice is apt, inasmuch as the leatherneck eleven there are nicknamed The Carabaos.

★ ★ ★

Clinard F. Chambers, ADC, USN, of FASRon 7, NAS San Diego, was off the Coronado Islands fishing for halibut one fine day, when something struck his live anchovy bait with such a tremendous whack that his light tackle was nearly whipped from his grasp. Almost three hours later and with the assistance of a trio of fishing companions, Chief Chambers hauled aboard a monstrous sea bass. A check of the records later revealed the 306-pound specimen to be the largest known to have been caught anywhere in the past 17 years and tied a world's record set in 1934. Most amazing was the fact that the chief subdued this finny giant with only a 36-pound test line.—Ernest J. Jeffrey, JOC, USN.

# THE BULLETIN BOARD

## Transportation Allowances For Dependents Under The Missing Persons Act

New instructions pertaining to transportation allowances for dependents under the "Missing Persons Act" have been listed in Secretary of the Navy's letter dated 14 Dec. 1951 (NDB, 15 Dec. 1951).

The "Missing Persons Act" as recently amended, provides in part for transportation of the dependents and household and personal effects of all service personnel officially reported as dead, injured, missing for a period of thirty days or more, interned in a foreign country, or captured by the enemy.

As a result of passage of recent congressional legislation significant changes have been made in prior instructions contained in BuPers Circ. Ltr. 2-49 (NDB, January-June 1949). Among these changes:

- Previous instructions required that the death, injury or "missing" status be "as the result of military or naval operations." This phrase in the instructions has been deleted and the requirement is no longer in effect.

- Prior instructions required that the destination be the official residence of record of the person concerned—or that it be such other place as may have been specifically



authorized in advance as legitimate.

Present instructions have liberalized this. They now provide that the destination may either be authorized in advance—or subsequently approved—to any destination. There must first exist, however, a "reasonable relationship between the condition and circumstances of the dependents and the desired location."

An example of this might be provided by two widows of service personnel who come under conditions of the "Missing Persons Act." The first, having read about Australia and finding it interesting, decides to visit it and to list this as her destination. On this basis, "reasonable relationship" probably would not exist.

The second, an Australian "war bride" decides to return home and resume residence in her native land. In this case, her request for transportation allowances would probably be approved.

Among other changes to prior instructions is one concerning claims for transportation of dependents, household and personnel effects incident to death of any member between 8 Sept 1939 and 1 Apr 1951. Those claims which have not been presented—or if presented were rejected—may now be submitted for consideration or reconsideration of payment.

ALL HANDS readers are invited to call the attention of persons who might come under these provisions of the amended "Missing Persons Act" to the above mentioned SecNav letter.

## Rules Listed Concerning Marriage of Personnel Outside Continental U. S.

Marriage of naval and Marine Corps personnel outside the continental limits of the United States is the subject of the Secretary of the Navy's letter dated 20 Dec 1951. This letter states in part:

"The marriage of persons in the naval service who are on duty or on leave outside the continental limits of the United States, whether between service personnel and aliens or service personnel and United States Nationals, shall be governed by and subject to such local regulations as may be promulgated by the senior naval or Marine Corps commander, as appropriate, in the area concerned.

"Regulations issued in accordance with paragraph 3 (the above paragraph) must not be arbitrary, but rather afford both prospective spouses safeguards similar to those offered by the marriage laws of the various States. In addition, it is recognized that certain problems, such as those involving discipline, morale, and transportation, not common to marriage within the continental limits, will require consideration."

This letter also states, "As a general rule, requests to marry outside the continental limits should be approved when the appropriate naval or Marine Corps commander is reasonably certain that the following facts have received adequate consideration by the individual making the request:

- Reasonable courtship period.
- Adequate financial preparation.
- Permission of parents when either party is under 21 years of age.
- Both parties legally free to marry.
- Both parties free from infectious diseases.
- Adequate moral and legal counsel regarding marriage problems."

Other instructions concerning marriage of aliens to service personnel are contained in Army-Navy-Air Force Joint Letters dated 23 Jan 1951 (NDB, 28 Feb 1951) and 18 May 1951 (NDB, June 1951).

## Crew of a Small Ship Makes a Big Showing

The size of a Navy vessel does not limit the enlisted man's opportunities for training for advancement, if crew members have their hearts set on advancement. Witness the record of this little ship—uss *E-PCS 1431*.

In the July 1951 examinations only one man of the crew failed of advancement, which gave the ship an average of 83.3 per cent.

This record, and those published in previous articles, prove that training and study programs really pay off. See ALL HANDS, July 1951, p. 42; October 1951, p. 47, and January 1952, p. 56.

## Summary of Voting Information in Four States That Have Early Elections

In this election year there is widespread interest in voting.

Election dates and voting requirements vary, according to states. Therefore, a summary on voting in states with early elections is provided here for the information of naval personnel.

The states having early voting dates are Illinois, Louisiana, Minnesota, and New Jersey. Information on other states will be published in future issues of ALL HANDS.

Every command of the Navy and Marine Corps will disseminate through a designated *voting officer* all election information, including dates, qualifications and methods of obtaining ballots and voting, in compliance with BuPers Circ. Ltr. 180-50 (NDB, July-December 1950).

Naval personnel who are absent from their place of residence may vote by mail (in accordance with the election laws of their state) by obtaining the Federal Post Card Application, Form 76, from the voting officer of the activity or ship to which they are attached. The post card, when properly filled out, is mailed to the election district of the



"Mitchell requests permission to take his finger out of the leak."

voter, or as directed by the regulations of his state.

### ILLINOIS

#### Election dates:

- Primary election of 8 April to nominate persons for president, vice president, representatives of U.S. Congress, governor, lieutenant governor, secretary of state, auditor of public accounts, state treasurer, attorney general, state senators, state representatives, circuit clerk in county, recorder of deeds in county, state's attorney in county, and coroner in county.

- Special election of 2 June to elect judicial officers in *Cook County* only.

- General election of 4 November to elect persons nominated by primary election of 8 April 1952, plus presidential electors, and trustees of University of Illinois.

**Qualifications for Voting:** In order to vote, a person must be: (1) at least 21 years of age on date of election in which he wishes to vote; (2) a U.S. citizen having resided in the state for one year, in the county of residence for 90 days, and in the voting precinct for 30 days; and (3) a registered voter, if a civilian.

**Registration:** Registration for all civilians may be accomplished in person at any time except for the 28 days immediately preceding an election. *Armed forces personnel are exempt from registration requirements.*

**Obtaining Ballot and Voting:** Members of the armed forces may make application for ballot by mailing Federal Post Card, Form 76, so

as to reach either the county clerk or board of election commissioners at place of legal residence in Illinois at any time within the 100-day period immediately preceding any election. Ballots will be mailed to voters about 45 days prior to election day. Return marked ballots in sufficient time to reach proper official not later than day of election.

All other persons, except members of the armed forces, may make application for absentee ballot by writing county clerk or board of election commissioners at place of legal residence in Illinois any time within the 30-day period immediately preceding an election. Ballot will be mailed to voter who is not in the armed forces not earlier than 30 days before any election. Return marked ballot in sufficient time to reach proper official not later than day of election.

### LOUISIANA

#### Election dates:

- Run-off primary of 19 February to nominate candidates in those cases where nominations of candidates for state offices were not made in the 15 January primary.

- General election of 22 April to elect persons finally nominated in either the January or February primaries.

- Primary of 29 July to nominate candidates for representatives to the U.S. Congress, judge of the state supreme court, judge of the state court of appeal, judge of civil District court for the Parish of Orleans, member of public service commission, members of state board of education, members of parish school

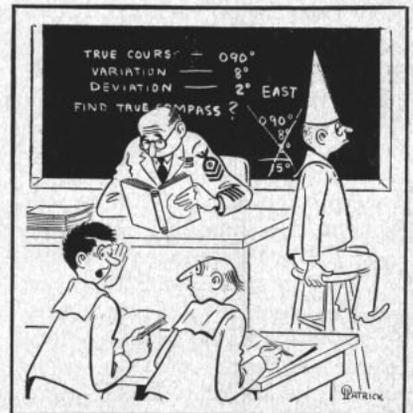
### Marine Blows Ill Wind For Reds on His Bugle

A marine bugler's ability to imitate the Chinese bugle call for "attack" is setting-up enemy targets for his buddies.

Having learned the Chinese bugle call, note for oriental note, the leatherneck blares the Chinese call for attack at the strategic moment. This brings the enemy running straight into the muzzles of the marines' M1s.

How did he learn the call? One day his own patrol surprised four enemy soldiers and the Chinese bugler blared out a call for help. The help came, but the marines promptly wiped them out.

The next day, the marines' bugler blew a Chinese solo. The Reds charged and the marines picked off their targets. Among the captured was a Communist bugler who bitterly complained that someone was muscling in on his racket.



"Chief's an ex-school teacher."

WAY BACK WHEN

"Cats" and "Colts"

boards, city judges and city marshals.

- Run-off primary of 2 September to nominate candidates in those cases where nominations were not made in primary of 29 July.

- General election of 4 November to elect persons finally nominated in either the July or September primaries plus presidential electors.

**Qualifications for Voting:** In order to vote in Louisiana, a person must be: (1) 21 years of age on election day; (2) able to read and write; (3) a U.S. citizen having resided in Louisiana for two years, in the parish of residence for one year, and in the voting precinct for three months; and (4) a registered voter.

**Registration:** Required of all persons and must be accomplished in person at place of Louisiana residence.

**Obtaining Ballot and Voting:** Members of the armed forces should mail Federal Post Card Application, Form 76, to clerk of court of parish where applicant is registered. State will accept application at any time prior to any election. Ballot will be mailed to voter by state *not earlier* than 30 days before any election. Marked ballot must be returned in sufficient time to reach proper official on election day. *All other persons except members of the armed forces, are prohibited from voting by absentee ballot.*

MINNESOTA

**Election dates:**

- Presidential primary election of 18 March to elect delegates to the Democratic and Republican National Conventions.

- State primary election of 9 September to nominate persons for U.S. senator, representative to U.S. Congress, governor, lieutenant governor, secretary of state, state treasurer, attorney general, railroad and warehouse commissioner, associate justices of the state supreme court, representatives to legislature, certain judges of district court, and certain county officers.

- General election of 4 November 1952 to elect persons who were nominated in the primary of 9 September plus Presidential elections. Five amendments to the state constitution will also be voted upon in the general election.

**Qualifications for voting:** In order to vote a person must be: (1) at

Congress, in 1850, abolished flogging forever from the American Navy. The passage of the act climaxed some 20 years of bitter controversy and growing resentment to corporal punishment, particularly that of back lashing. It finally was decided that such measures were but brutal relics of a barbaric age and a degrading spectacle unsuited to a democratic naval service.

Volumes have been written on discipline by the "cats" and "colts" for a long list of offenses ranging from possession of unwashed clothing to attempted desertion.

The "cats" (short for cat-o'-nine-tails) was an implement of crucial punishment consisting of nine cords, each with three knots, and all attached to a heavy piece of rope in such a manner as to permit a wide and powerful swing of the lash upon the bare back of the unfortunate offender. "Cats" were capable of inflicting severe and even fatal injuries, depending upon the number of lashes to which a man was sentenced. Some ships were equipped with a junior type of "cats"—called "boy's cats" or "kittens"—for the punishment of youngsters among the crew.

The "colt" or "starter" was a short thick piece of rope usually carried coiled up in the hat of a boatswain's mate. Many a man who had not committed any actual offense felt the sharp sting of the "colt" if he appeared to be slow in obeying a command. In response to an order to "start that man," the boatswain's mate was quick to lay on with a will.

Under the moral and disciplinary standards of the old sailing days, several offenses were unanimously considered serious enough to warrant punishment by lashing, but many accounts of flogging offer evidence that there were some officers so lacking in humaneness that they continually sought new and sundry excuses, how-



ever trifling, for meting punishment to "unruly" members of the crew.

For example, W. M. Murrell in his *Cruise of the Frigate Columbia Around the World* (published at Boston in 1840), wrote:

"This morning there were two hundred and forty lashes served out in a short space of time upon the backs of twenty of the berth deck cooks for the following trivial offence: It was 'customary' on board this ship, however 'uncustomary' in other men of war, for the first lieutenant to go round the berth deck every morning and inspect the men's 'tin pots and pans' with a piece of white paper, with which he wiped the insides of the said pots and pans, and if the least soil came off on the paper, the owner was sure to receive a dozen lashes from this *molly coddle* of tin ware." Murrell agreed that "cleanliness on ship is absolutely necessary and should be enforced," but he emphasized the unfairness of the above persecution by pointing out that "even *clean tin* will soil white paper, especially when dampened, as at sea."

least 21 years old on the day following the election in which he wishes to vote; (2) a citizen of the U.S. having resided in the State of Minnesota for a period of six months and in the election district for 30 days; and (3) a registered voter, if residence is in a city or town having a population of 10,000 or more.

**Registration:** May be accomplished by mail at any time by writing to the city clerk or the commissioner of registration at place of residence. In order for unregistered persons to vote in the primary election of 9 Septem-

ber, registration must have been *completed* by 9 August; and for the general election of 4 November, not later than 13 Oct 1952.

**Obtaining Ballot and Voting:** Members of the armed forces and Merchant Marine should mail Federal Post Card Application, Form 76, in sufficient time to reach the county auditor of residence not earlier than 30 days, nor later than one day preceeding any election. Election ballots will be mailed by State to voter not earlier than 12 days before any election. Marked

ballots must be returned to proper official not later than day of election.

*Persons other than members of the armed forces and Merchant Marine:* Civilians *outside* the continental U.S. may not vote by absentee ballot. Civilians *inside* continental U.S. may vote by absentee ballot by having a member of their immediate family request county auditor at least 30 days before election to mail ballot to voter. Ballot will be mailed by the State to voter not earlier than 12 days before any election. Marked ballot must be returned not later than election day.

#### NEW JERSEY

##### *Election dates:*

- Primary election of 15 April to nominate for U.S. senator, representatives to U.S. Congress, and county and municipal officers.

- General election of 4 November to elect persons who were nominated in the 15 April primary presidential electors.

*Qualifications for Voting:* In order to vote a person must be: (1) at least 21 years of age on date of election; (2) a U.S. citizen having resided in the State of New Jersey for a period of one year and in the county of residence for five months; and (3) a registered voter, if a civilian. *Armed forces personnel are exempt from registration requirements.*

*Registration:* Armed forces personnel may vote in any election *without* being registered. For others, registration must be accomplished in person at county of New Jersey residence at any time during the 40-day period preceding an election. Registration of persons is permanent unless a person fails to vote at least once in the 4-year period preceding an election.

*Obtaining Ballot and Voting:* Members of the armed forces may either mail the Federal Post Card Application, Form 76, so as to reach the clerk of county of residence at any time prior to an election, or application for ballot may be made by the member's parents, guardian, or other authorized person. In either case, ballots will be mailed by state to voter not earlier than 30 days before an election. Return of marked ballot to proper official not later than closing of the polls on election day. Civilians are prohibited from voting in New Jersey by absentee ballot.

## New Records Set for Correspondence Courses

New reports on large numbers of correspondence courses completed by individual Navymen in record time are challenging the achievements announced in the September 1951 issue of *ALL HANDS* (p. 35), which invited personnel with better records to send in an account of their accomplishments.

The previous score of seven courses completed in a 12-month period, achieved by Ensign John W. O'Brien, USN, has been bettered by Lieutenant G. B. Tamburello, USN, who has completed 10 correspondence courses in 11 months. LT Tamburello also challenges the two-year record of Edward F. Kral, YNC, USN, having completed the same number of correspondence courses (12) in less time, namely 19 months. Before reaching the two-year mark LT Tamburello, who is stationed at Naval Radio Station, Bainbridge Island, Wash., expects to finish at least one more course, making a total of 13 for the 24-month period.

Another report comes from Chief Electrician Max L. Leech, USN, Sub Group One, Norfolk Group, Atlantic Reserve Fleet. His record of eight correspondence courses completed in less than a year with an average of 3.91 places him very close to the top score.

Proof for the Navy man that a whole parade of educational opportunities marches before his eyes, no matter where he is stationed, is pointed up in another record achieved by Gershon Smith, ADC, USN, with ComAirPac. He has completed 15 correspondence courses over a period of 27 months. On eight officer correspondence courses he averaged 3.92 and on seven USAFI college correspondence courses he scored "with distinction" on five, and "satisfactory" on two.

Frank Busman, YNC, USN, member of a Navy detachment at Elgin AFB, Fla., "intends to better the one-year record of Ensign O'Brien in the next five months." He has completed four courses in the past several months with an average of 3.85.

A report from Busman's outfit,

the Navy All Weather Testing Program Detachment, at Elgin AFB, indicates it is striving for a record in group achievement. "This detachment of 15 enlisted men and two officers," according to the unit's report, "has nearly completed a total of 24 correspondence courses in the past seven months. In addition, five enlisted men are enrolled in a college curriculum at Florida State University. This extra-curricular study, coupled with normal study paths for advancement, has resulted in a commendable average in the competitive examinations for advancement. Eight out of nine persons recommended for advancement since the inception of this activity in February 1950, have successfully passed their examinations.

Enlisted correspondence courses, previously limited to Reserve personnel on inactive duty, are now available to all enlisted personnel on active duty. A list of courses available to EMs was published in *ALL HANDS*, November 1951, pp. 48 and 49.

The officers' correspondence courses administered by the U.S. Naval Correspondence Course Center are available to commissioned officers, warrant officers, and chief petty officers of the Regular Navy and the Naval Reserve, on active or inactive duty. Enlisted personnel other than chief petty officers are eligible also for enrollment in the officer courses if recommended by their commanding officers as potential officer candidates (*BuPers Manual H-4502*).

EM who have completed the available enlisted correspondence courses applicable to their rating and desire to improve their enlisted status by increase of knowledge and proficiency in rating may make application to study officers' correspondence courses. Commanding officers who cannot recommend an EM as a potential officer candidate, but feel that the man and the service would profit from his participation, should forward the man's application via the Chief of Naval Personnel for special consideration.

## Eligibility Requirements for Korean and Far East Service Ribbons and Medals

To dispel much of the confusion regarding your right to wear one or more of the Korean and Far East Service ribbons and medals, ALL HANDS summarizes the eligibility requirement for the awards for service during the Korean conflict.

• **Korean Service Medal:** This is awarded to armed forces personnel who serve or have served in Korea and immediate adjacent waters between 27 June 1950 and a terminal date to be announced later. Korean Service Medal ribbons are available now and may be worn by authorized eligible personnel. The medals will not be available for distribution until after the cessation of hostilities.

Engagement stars have been approved by the Chief of Naval Operations for the Korean Service Ribbon for participation in one or more combat operations during each of the following periods:

(a) North Korean Aggression period, 27 June through 2 Nov 1950.

(b) Communist China Aggression period, 3 Nov 1950 through a date to be announced.

(c) Inchon Landing period, 13 Sept through 17 Sept 1950.

Ships and units considered to have

participated in combat operations and entitled to one or more engagement stars are those which (during the above specified time):

(a) Engaged in blockade in Korean waters.

(b) Took part in shore bombardment, minesweeping, amphibious assault or redeployment under enemy fire or were part of mobile logistic support force in combat areas.

(c) Operated as part of carrier task groups from which offensive air strikes were launched.

(d) Participated in ground action or engaged in aerial flights over enemy territory.

(e) Engaged in or launched commando-type raids or other operations behind enemy lines.

(f) Engaged in patrol or escort operations which resulted in engagement in which a ship or aircraft suffered damage from the enemy or destroyed or severely damaged enemy ship or aircraft.

A list of ships and units designated by the Chief of Naval Operations as having met the requirements will be announced at a later date. Meanwhile, eligible personnel have been authorized to wear engagement stars

upon the ribbon bar of the Korean Service Medal in conformance with the above general policy. (See Joint MarCorps-BuPers letter of 20 March 1951, NDB, 31 March 1951).

• **United Nations Service Medal:** The Department of Defense and Secretary of the Navy have authorized eligible Navy and Marine Corps personnel to receive the United Nations medal for participation with the land, sea and air forces in the Korean conflict. The medal is made of bronze alloy and has an approximate diameter of one and three-eighth inches. It is attached



to a ribbon with nine blue and eight white vertical stripes. One side of the medal carries the inscription, "For Service in the Defense of the Charter of the United Nations," and the other side the U.N. emblem.

Eligibility requirements for wearing the blue-and-white, pin-striped ribbon are:

(a) Membership in armed forces serving in Korea and adjacent waters for service on behalf of the United Nations between 27 June 1950 and a terminal date to be announced. Service during the Korean conflict but *not* in the Korean theater does not qualify an individual for the medal. In other words, you must serve in the Korean theater to earn the U.N. Service Medal.

(b) Membership in para-military or quasi-military units designated by their national Governments for service in support of U.N. action in Korea and certified by the U.N. Commander-in-Chief as having directly supported military operations there.

(c) Membership in land, sea or air forces of the Republic of Korea serving in units participating in the U.N. action under direct command of the U.N. Commander-in-Chief.

Personnel of the naval service who meet the above requirements may wear the ribbon of the United Nations Service Medal subject to verification of eligibility when the medal is issued. The U.N. medal is to be

### USN 'Copter Unit Serves in British Carrier

U. S. Navy Helicopter Detachment Six, operating from British aircraft carriers in Korean waters, has picked up a lot of pointers on the Royal Navy's way of doing things.

The American 'copter crew — which spends most of its time rescuing downed pilots in the Yellow and Japan Seas and on the Korean mainland—has served on board HMS *Theseus* and HMS *Glory*.

Their U. S. helicopter sports the Royal Navy crown, superimposed on the Union Jack, as well as the squadron insignia—a life-line and ring.

The American Navymen eat and sleep in the same compartments with the Britons. Not used to sleeping in hammocks, the bluejackets prefer benches.

During their service on board the carriers, the bluejackets have picked

up a few choice words of British.

The Britons call their planes "kites." Pilots don't go off on "hops" but, rather, "flips."

Chow in the Royal Navy is called "scran" and the regulation pudding is known as "pusser's duff." There's no substitute for GI coffee, the American sailors found—not even His Majesty's tea. The seven crewmen buy their own coffee in the flat-top's store which is called NAAFI—Navy-Army-Air Force Institute—and which is operated by civilians.

Two customs, alien to the American Navy, are observed daily by the British sailors. At 11 a.m., the public address system announces "spirits up" and the Britons may have their traditional "tot of rum." At two p.m., "stand easy" call announces that it is time for all hands to have their afternoon tea.—Felix B. Grosso, JO1, USN.

worn next after the Korean Service Medal ribbon. The medal will not be struck until after the cessation of hostilities. Navy and Marine Corps personnel eligible for the *Korean Service Medal* also will be eligible for the U.N. medal.

• *Korean Presidential Unit Citation*: The right of eligible individuals to wear the ROK PUC ribbon must await approval of Congress on the recommendations already made by the Secretary of the Navy. SecNav has approved acceptance of the citation by designated ships and units, but individuals in these specified ships and units must await Congressional approval to wear the ROK PUC ribbon. In the meantime, Navy and Marine Corps personnel may *not* wear the ribbon of the ROK citation. Personnel serving in U.N. Naval Task Force 95 and specified units of the Marine Corps have been named to receive this citation providing Congress approves the SecNav recommendations.

• *Navy Occupation Service Medal*: Eligibility for this medal requires that the individual shall have been attached to, present, and serving on permanent duty in a designated occupation area with an organization in the naval service during certain periods of time specified by SecNav (see below). The medal may be earned by a member immediately upon reporting in one of the areas originally designated for this award when he is permanently attached to a unit ashore or a ship. Not more than one Navy Occupation Service Medal will be awarded to any individual regardless of whether service has been performed in different areas at different times. However, clasps, "Europe" and "Asia" are issued to indicate occupation duty in those areas and both may be worn if an individual qualified for the award in both areas.

The medal for occupation service on shore and on board ships is awarded as follows:

(1) For duty in the European-African-Middle Eastern area performed during the period beginning on and after 8 May 1945 until a terminal date still to be designated. Services performed in this area between 9 May and 8 Nov 1945 shall not be credited toward individual eligibility unless the individual is

## Ship to Try Out New Automatic Pilot System

For many years shipboard helmsmen have had a mechanical co-worker in their job. It goes by the name of *iron mike*, *automatic pilot*, *automatic steersman*, or more informally, *the helmsman's helper*.

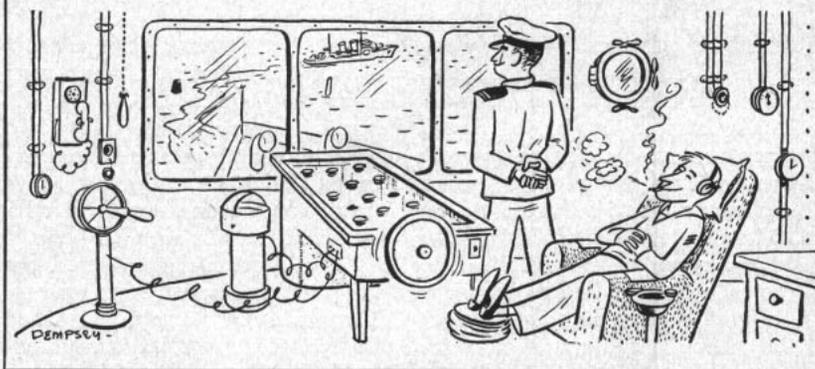
Latest of the helmsman's helpers is a new and different automatic pilot system being installed on board a Navy ship for evaluation purposes. Developed to BuShips' specifications by a commercial firm this new auto-pilot follows the course dialed into it with an average variation of less than one-half of one degree. This is close steering for even the best of Navy helmsmen.

One of the features of this system is an automatic compensator that neutralizes the effect of an unequal force working against one side of the vessel. On a twin-screw vessel, for instance, if the starboard screw went dead and the port screw continued going ahead, the vessel would ordinarily tend to go in a clock-wise circle. The automatic compensator kicks the rudder to the left, thus keeping the vessel

steady on its normal base course.

Other highlights include a weather adjustment which may be set to minimize rudder action in heavy seas, an *over-ride* which permits the helmsman to take the ship immediately from automatic control and place it under manual operation in an emergency, and an *automatic turn compensator* which keeps the ship from swinging past the desired compass heading when completing a turn. This turn compensator employs a rate generator, which—like a good helmsman—anticipates the approach to the new course.

Use of simple magnetic amplifiers to increase the power potential of this system may mean reduced maintenance requirements, since they replace more complicated and fragile vacuum tube amplifiers used in previous designs of auto-pilots. These magnetic amplifiers (actually transformers, rectifiers and saturable-reactors) instantly step up a small amount of power to a higher power level when it is needed.



already eligible for the campaign medal of this area for services performed prior to 8 May 1945.

(2) For occupation duty in the Asiatic-Pacific area for the period beginning on and after 2 Sept 1945. Services performed between 3 Sept 1945 and 2 March 1946 will not be credited toward individual eligibility unless the individual is already eligible for the campaign medal of the area for services performed prior to 2 Sept 1945.

Service in Korea and/or adjacent

waters since 27 June 1950 may *not* be credited toward eligibility for the Navy Occupation Service Medal. If you are serving or have served (during the occupation period) in Japan or waters adjacent to Japan *in a permanent status* you are eligible for the medal. Servicemen passing through Japanese waters as passengers are *not* eligible for the occupation medal.

• *China Service Medal*: Awarded for service during the operations in China subsequent to 2 Sept 1945

More on How to Tell Pier from Wharf from Dock

The illustrated article "How to Tell Pier from Wharf from Dock" (ALL HANDS, August 1951, pp. 12-13) brought comment from readers. Several letters indicated readers' pleasure in seeing these terms discussed.

One reader stated that certain naval publications he had read used these terms interchangeably. He was interested in knowing the authority for our definitions of the various terms used in the article, especially the use of the term "dock."

"How to Tell Pier from Wharf from Dock" was written in an effort to clear up some of the confusion surrounding these terms and others that are associated with them. Statements made by Navy authorities on the subject served as a guide for the article.

The head of the Department of Navigation and Seamanship at the Naval Academy, Captain F. D. McCorkely, usn, in the *Naval Institute Proceedings* (March 1951, pp. 320-321) makes the following statements on this subject:

"The interplay in the use of the words 'pier,' 'wharf' and 'dock' is startling. It is known for certain that these terms are frequently and incorrectly used by mariners and those who inhabit the coastal ports in all parts of the United States. Moreover, the misuse of these words appears frequently among other peoples, as well as those of the United States. This is all the more curious when it is appreciated that the following definitions appear to be pretty generally accepted by the more experienced seafarers irrespective of their nationality.

"(1) *Pier*. (a) A mole or jetty carried out to sea to serve as an embankment to protect from the open sea vessels moored or at anchor in an inner harbor.

"(b) A platform of timber or stone or other material on a support extending in a harbor or navigable stream where vessels may be moored alongside for loading or unloading.

"(2) *Wharf*. A wharf is a platform on a support alongside which there is sufficient depth of water for

a ship to moor for the purpose of loading and unloading. A wharf may be parallel with and continuous to the shore margin when it is more especially called a 'quay,' or it may project away from it with an opening underneath for a flow of water when it is distinctly called a 'pier.'

"(3) *Dock*. A dock is the water space between piers. It is the loading and discharge place of a vessel. There are a number of kinds of docks such as a dry dock, floating dock, or graving dock.

"An examination of the above definitions discloses that under certain circumstances the words 'pier' and 'wharf' are synonymous. However, the word 'pier' is more broadly defined to include 'the protective mole or jetty which surrounds a harbor area,' while an additional meaning for the word 'wharf' includes a platform arrangement parallel to and continuous to a shore line better known as a 'quay.'

"It is not understood how 'This ship will dock at Pier 10' is a correct statement in the most accurate sense. It probably means 'This ship will moor at Pier 10,' or that 'This ship will go in dock at Pier 10,' meaning in the water space adjacent to Pier 10. Likewise, 'I want to go down to the wharves, to Pier 10, where the ship is docked' could be more vividly and accurately expressed by stating 'I want to go down to the waterfront, to Pier 10, where the ship is moored.'

"The above definitions . . . are supported . . . by two other sources: *The Century Dictionary* (published about 1914) and Gershom Bradford's *A Glossary of Sea Terms* (1927)."

The above definitions of the terms were substantiated by Rear Admiral A. D. Alexis, CEC usn, who summarized and outlined the terms as used by the civil engineering profession, in an article which appeared in the September 1951 issue of the *Naval Institute Proceedings* (page 993). It gives precise definitions of *wharves, piers, wet docks* and *dry docks* which coincide with the explanations given in the ALL HANDS article.

and until a terminal date to be designated. Service performed between 3 Sept 1945 and 2 March 1946 shall not be credited toward eligibility for the China Service Medal unless the individual is already eligible for the medal for this area for service performed prior to 2 Sept 1945. Persons in a passenger status, or as observers, visitors, couriers, escorts, inspectors, or other similar status not permanently attached to an eligible unit are not qualified for this award. Persons awarded the China Service Medal for service prior to World War II shall wear a bronze star in lieu of a second award on the suspension ribbon of the medal and on the service ribbon.

*Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard* (NavPers 15790, revised) contains a list of ships and units eligible for campaign areas, occupation services, engagements, devices and other awards. This book, however, does not yet list the names of ships and units receiving awards or medals for service during the Korean conflict but will be revised from time to time to include this information regarding ships and units eligible to receive such awards.

672 Are Promoted to LCDR; 1,428 on Selection List

Promotion of 672 line and staff, men and women officers of the Regular Navy and Naval Reserve on active duty to the grade of lieutenant commander has been approved.

Effective date of the temporary appointment of these officers was 1 Jan 1952. These officers previously had been recommended for promotion by a selection board.

In addition to these officers, 1,428 other officers were selected for promotion to lieutenant commander, their temporary appointments to be authorized at dates subsequent to 1 Jan 1952.

Announcement of these selections and appointments was made in BuPers Circ. Ltr. 222-51 (NDB, 31 Dec 1951). This letter also listed the names of 33 women officers of the Regular Navy who were selected for permanent appointment to lieutenant commander and whose promotional procedures were to be announced at a date subsequent to 1 Jan 1952.

## EMs Must Study Uniform Code of Military Justice For Advancement Exams

All enlisted personnel may now take the officers' correspondence course in *Uniform Code of Military Justice* (NavPers 10873). The course is an aid in preparing for the service-wide competitive advancement examinations.

Advancement examinations formerly contained questions on *Articles for the Government of the Navy* under *Military Requirements for all Enlisted Personnel in the Navy* (Subject .201 of "Manual of Qualifications for Advancement in Rating," NavPers 18068).

The new Uniform Code of Military Justice became effective 31 May 1951, and examinations are now based upon the new code.

In addition to the military requirements examination for all non-rated and rated personnel listed under Subject .201, the *professional* exam subjects for yeomen and other ratings (including personnel men, journalists, shore patrolmen, boatswain's mates and others, as specified in the *Manual of Qualifications for Advancement in Rating*), will include certain questions on those articles of UCMJ which are especially applicable to enlisted personnel.

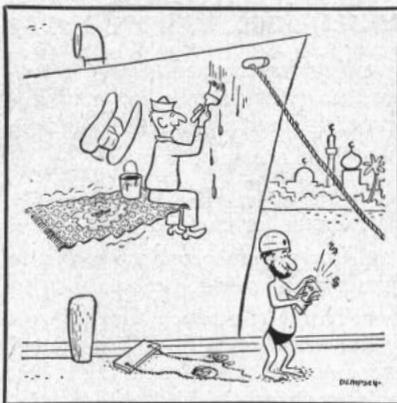
BuPers Circ. Ltr. 210-51 (NDB,

### Cruiser Hits Bullseye At Range of 13 Miles

A record of some sort for long-range, one-shot bullseyes was set by *uss Rochester* (CA 124), covering the Red-held Kyongsong area of northeast Korea.

At a range of 13 miles she laid in a single projectile from one of her 8-inch rifles which wiped out a Red gun emplacement. Air spotters, describing this feat as "uncanny", stated that it smashed an inland ridge position and destroyed 40 North Korean troops.

Perhaps it was the warming-up *Rochester* received that day that accounted for her accuracy. Working 'round-the-clock against enemy shore positions on that same day she tallied her 6,000th round against North Korean forces.



15 Dec 1951) provides the authority for all active and inactive EMs to study the officers' correspondence course on UCMJ. Applications for enrollment may be made on Form NavPers 922. The course is designed for home or off-duty study and is not to be used for group study. The commanding officer's endorsement on applications for this course need not certify that the applicant is a potential officer candidate as required by *BuPers Manual*, Chapter 5, Sec. H-5402 (1), for officers' correspondence courses.

Personnel interested in preparing for the Military Justice portion of the service-wide exams may study the code in sources other than the officer's correspondence course. The several articles of UCMJ which are applicable to enlisted personnel (as required by Art. 137, UCMJ) may be studied through any one of the following publications which are available in all ships and shore activities:

- *Navy Regulations*, pages 1 to 20-L, inclusive.
- Extracts from the UCMJ, NavPers 10873.
- *Manual for Courts - Martial, United States, 1951*, Appendix 2, p. 411.
- JAG letter of 13 June 1950 to All Ships and Stations (NDB, January-June 1950, p. 139).

Application forms for the correspondence course are available from naval district commandants for inactive personnel and from the information and education Officer for active personnel. Inactive EMs must send their applications via their naval district commandants. Active EMs will forward applications via their COs.

## Moral Standards Program Will Feature Recreation, Education and Religion

A four-point program for the protection and further development of moral standards in the Navy and Marine Corps is now under way.

Commanding officers are expected to take the lead in the strengthening of the moral, spiritual and religious lives of officers and enlisted personnel of both services.

The program provides that COs should

- Ensure that all personnel are reached by group instruction and by personal interview on all matters that promote the realization and development of moral, spiritual and religious values consistent with the religious beliefs of the individuals concerned.

- Take a personal interest in the off-duty activities of personnel and ensure the availability of a well-rounded program of religious, educational and recreational activities.

- Ensure that the type of entertainment presented, the contents of publications sold or circulated—including ship, station and post newspapers—and the activities of officers' and enlisted men's clubs conform to established moral standards.

- Cooperate with agencies—civilian and military—which may contribute to the moral and social well-being of personnel.

In this program, subordinate officers will assist COs in carrying out the objectives. The chaplain is one of the key officers in such a program. Other officers whose duties make their contribution to the program important are the special services, medical, information and education, legal and public information officers and provost marshals.



"... dramatics, always dramatics ..."

## Roundup Tells Naval Personnel Just Who Pays Income Tax on What Items

With income tax deadline day—15 March—not far off, ALL HANDS presents a brief roundup on who should pay what to the Bureau of Internal Revenue.

Income earned by members of the armed forces is generally subject to income tax. In some cases, the tax will be withheld for Navymen by the Navy. In other cases, it is up to the individual to list a specific item as income and pay the proper tax.

*The following items of Navy income are subject to withholding tax:*

- Basic pay—including base pay plus “longevity” (periodic pay increases).
- Sea pay, foreign service, flight, submarine, diving, and other hazardous duty pay, including \$100 per month to doctors and dentists.
- Retired pay, generally, if retired for other than physical disability. (See exclusions.)

*Items of income which are subject to income tax but on which no tax is automatically withheld at source are as follows:*

- Pay for accrued leave on separation. (But not the amount representing quarters or subsistence.)
- Reenlistment bonus.
- Battle efficiency prizes.
- Credit for back pay.
- Lump sum payment made to former naval aviation cadets.
- Travel allowance for mileage. (Servicemen should deduct actual expenses and pay income tax on remainder, if any.)
- Interest earned on savings accounts deposits.
- In the case of a commissioned officer above the rank of chief warrant officer, the excess of \$200 per month while entitled to a “combat zone” exclusion.

*Exclusions are made of the following items of income (that is, the income listed below is not subject to tax and should not be reported on the tax form):*

- Certain allowances—including subsistence, quarters, rental and family allowances contributed by the

government, per diem allowance in lieu of subsistence.

- Retired pay computed on basis of physical disability. However, if an individual retired for a physical disability resulting from active service elects to receive retired pay computed on basis of longevity, he must pay income tax on that amount of his retirement pay which exceeds the amount computed on the basis of his physical disability. In other words, if—for example—his disability retirement pay is \$150 monthly, computed on basis of longevity, and if his retirement pay would be \$50 computed on the basis of his physical disability, the \$50 would be tax-exempt but he would have to pay income tax on the remaining \$100.

- Mustering out pay of enlisted personnel.

- Uniform gratuity or allowance paid to officers, nurses or enlisted personnel.

- Veterans’ pensions received from the United States by a veteran or by his family. Pensions paid by a state for services are subject to federal income tax.

- Insurance dividends, including special dividends received from NSLI and USGLI insurance as well as dividends from commercial life insurance policies.

- Benefits received under the G.I. Bill—including unemployment compensation, disability pensions and compensation, educational benefits, vocational rehabilitation, on-the-job training, etc.

- State bonuses for services to the Federal Government.

- Amounts received under life insurance policies in case of death of the insured, paid either by the government or private companies.

- Soldier’s Bonus — paid under World War Adjusted Compensation Act.

- Social Security benefits—including amounts received from the federal or state governments under the Federal Social Security program.

- Proceeds from surrendered government insurance policies.

- Proceeds and dividends from government endowment insurance policies.

In addition, all income from serv-

## HOW DID IT START

### Scuttlebutt

“Scuttlebutt,” the sailor’s word for unauthenticated rumor, combines the term “scuttle butt,” the name for the casks of drinking water carried in old-time vessels, and around which the crew would gather to exchange views and gossip while awaiting their turn at the fresh water.

Strictly speaking, to “scuttle” means to make an opening below decks to permit the inflow of water, causing a ship to sink. A “butt” is a cask or hogshead. Thus, a “scuttle butt” is a cask with a hole in it of some sort.

In addition to the large oaken casks, filled before setting forth on a voyage, some vessels were equipped with smaller butts for convenient distribution about the crew’s quarters. These could be filled through scuttles from the larger casks and often had spigots driven into another scuttle or hole in the lower side.

Somewhat more elaborate than the butts of early sailing days, was that of USS *United States*, described in an account of 1843 as follows: “The scuttle butt is a goodly, round, painted cask, standing on end, and with its upper head removed showing a narrow circular shelf within where rest a number of tin cups for the accommo-



dation of the drinkers. Central within the scuttle butt itself stands an iron pump, which, connected with the immense water tanks in the hold, furnished an unending supply of the much admired Pale Ale. . . .”

In sharp contrast to the old “butts” are the shiny electric drinking fountains found on today’s ships, but these modern bubblers, in Navy lingo, still are referred to as scuttle butts. Unsubstantiated rumor, gossip or speculation remains pure scuttlebutt.

## WHAT'S IN A NAME

### Skin of a Ship

ice pay earned by enlisted personnel and warrant officers for each month's service (or part of a month's service) while in a *combat zone* between 24 June 1950 and 1 Jan 1954 is exempt from income tax. Similarly, commissioned officers—in pay grade O-1 and above—may exclude up to \$200 of their monthly income from service pay for each month (or part of a month) in a *combat zone*.

Income earned during periods of *hospitalization resulting from wounds, disease or injury incurred while serving in a combat zone* is also exempt from income tax. This provision is retroactive to 24 June 1950.

Personnel who have paid tax on such income for 1950—and it is estimated that thousands of servicemen have—may apply for cash refunds by amending their returns, attaching "hospitalization" certificates, deducting their excludable pay and filing a Form 843. When they file their income tax returns for 1951, they must include a certificate from the unit personnel officer, showing the period of hospitalization prior to 1 Nov 1951 and the amount of pay earned during that time. Certificates must be obtained individually by the servicemen.

Navy men who may be in line for refunds on 1950 income taxes are advised to consult local Internal Revenue collectors or the Bureau of Supplies and Accounts, Code OB-1, Navy Department, Washington 25, D. C.

Additional information on income tax may be found in *Alnav 108-51*, (NDB, 31 Oct 1951) and in *ALL HANDS*, October 1951, p. 14, and December 1951, p. 7; also, in the Bureau of Supplies and Accounts Federal Income Tax Information pamphlet, dated 18 Dec 1951.

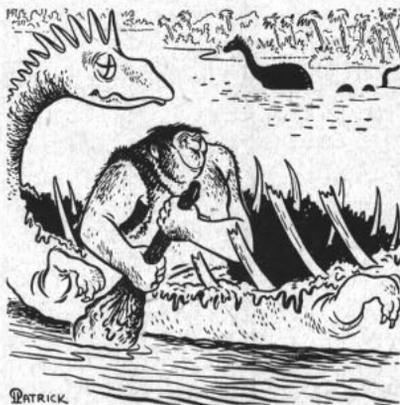
### Transfer Deadline Extended For USNR Dental Officers

Deadline date for Reserve dental officers to apply for appointment in the Dental Corps, USN, has been extended. Requests for consideration should now be received in the Bureau of Naval Personnel prior to 1 May 1952. Previous deadline date was 15 Oct 1951. BuPers Circ. Ltr. 214-51 (NDB, 31 Dec 1951) contains this information.

Reference to the outer planking or plating of a vessel as the "skin of the ship" is believed to have come down from ancient days when the earliest types of boats were crude skin or bark-covered canoes used by primitive tribes.

The kayak, employed extensively even today by the North American Eskimo is a survival and excellent example of the skin canoe of centuries ago. Such craft consist simply of a light wooden framework over which animal skins, sinewed together, have been stretched when green and allowed to dry to form a very taut covering. Such "shells" are kept watertight by frequent oiling. The more advanced types of primitive vessels had their framework covered with a "skin" of comparatively thin wooden planks. In today's modern iron and steel ships the outside plating forming the sides and bottom of the vessel is consequently called the ship's skin.

The fold or line formed by sewing to-



gether the pieces of skin which covered the primitive boats was called a seam, another term retained in modern ship construction nomenclature to designate those areas where planking or metal plating joins.

### One-Package System Speeds Correspondence Courses

A new system to insure fast and up-to-date service for all new Supply Courses has been started at the Naval Correspondence Course Center, Brooklyn, N.Y.

One-package mailing—to include both the course book and the manual required as a textbook—will cut down the time lag for enrollees. Formerly, a supply course would be mailed out from the Center and the BuSandA Manual, needed as a text, sent from Washington.

Manuals are now corrected at the center so that they are as accurate and complete as possible. In addition, a new-type course book provides for easy and prompt replacement of pages when corrections or changes are made. Thus the enrollee need no longer correct his own course book or manual and the "errata sheet" is all but eliminated.

Two new courses — *Accounting*, NavPers 10984, and *Disbursing*, NavPers 10976—are now ready for distribution under the new system. They are available to all officers and CPOs, Regular or Reserve. Other petty officers, considered as potential officer candidates, can obtain the

courses upon the recommendation of their COs.

Another new course, *Cargo Handling*, NavPers 10973, which was designed for officers who are expected to coordinate this type of supply operation, is also available from the center.

### USNR Boards Meet to Pick Captains and Commanders

During the second week of February selection boards will convene to recommend line and staff corps officers of the Naval Reserve for promotion to the grades of captain and commander. These boards will consider both officers on inactive duty and those who reported for active service, other than training, after 30 June 1951.

Eligible are those inactive officers who have met the established eligibility requirements of the Reserve program and those officers who reported for active military service with the Regular Navy for more than 30 days between 30 June 1951 and 1 Jan 1952. Also eligible are those who reported for active duty in the Naval Reserve program prior to 1 Jan 1952.

**Enrollments Are Increased For the College Training Program for USN Officers**

The Navy's College Training Program (Five Term) for USN officers has received new impetus. Enrollments, temporarily suspended in 1950, and resumed shortly thereafter, are currently being increased.

In addition to the Five Term program for eligible officers, two additional academic years of college training are provided for those officers commissioned from flight-midshipman status under the Naval Aviation College Program (NACP) who desire, and are selected for, retention in the Regular Navy.

Provisions for the Five Term program are as follows:

- Commissioned officers—ensigns through commander—who transferred to the Regular Navy after 1 Oct 1945 are eligible for college training if they have had not more than two years of college-level education. Such officers will be given an opportunity to receive an amount of college-level instruction which, when added to their previous education, will constitute a minimum of five semesters or the equivalent.

- Commissioned officers—ensigns through commander—who transferred to the Regular Navy between 27 Aug 1940 and 1 Oct 1945 are also eligible if they have had less than two years' college education. These officers will be allowed to receive an amount of college-level instruction which, when added to their previous education, will constitute a minimum of four semesters, or the equivalent.

Required courses—the minimum prerequisites for the General Line training—include:

- Mathematics through solid geometry and trigonometry.
- One-year course in college English.
- One-year course in college physics.

It is not necessary to request assignment to either the Five Term program or the NACP program. Eligible officers will receive orders to an appropriate college as soon as BuPers can determine their availability.

Eligible officers who desire to attend a particular college or university

**SONGS OF THE SEA**



**Shenandoah**

*Oh, Shenandoah, I love your daughter,  
Away, my rolling river!  
I'll take her 'cross yon rolling water.  
Ah, hah! We're bound away,  
'Cross the wide Missouri!*

*Oh, Shenandoah, I love your Nancy,  
Oh, Shenandoah, she took my fancy.*

*Oh, Shenandoah, I long to hear you,  
'Cross that wide and rolling river.*

*Oh, Shenandoah, I'll ne'er forget you,  
Away, my rolling river!  
Till the day I die, I'll love you ever.  
Ah, hah! We're bound away,  
'Cross the wide Missouri!  
—Old Sea Chantey.*

should submit a list of preferences to the Chief of Naval Personnel (Attn: Pers-C1222) as soon as possible. BuPers must also have a record of all high school and college courses completed.

Enrollments in the two programs are scheduled on a year-round basis. Assignments to school will be made on the following basis:

- Naval aviators will be ordered to colleges which are within a reasonable distance of naval air stations so that they may maintain flight proficiency.

- Student officers will be ordered to a college or university in or near their home state whenever possible, or to the college preferred.

Information on the two programs has been consolidated in BuPers Circ. Ltr. 201-51 (NDB, 30 Nov 1951).

**Lower Cost Reduces Prices On Clothing, Footwear and Other Small Stores Items**

The Navy's first adjustment to lower price-levels for clothing and footwear sold through small stores since prices were raised 1 March 1951, became effective 1 Jan 1952. The new lower price level gives the Navyman considerable savings over the 1951 price level—approximately a 20 per cent reduction.

Reduced prices to the Navy of materials recently purchased and an indicated future downward market-trend in textiles and footwear has made the lower-price adjustments possible, according to the BuSanda announcement.

The biggest price changes were made for peacoats and blankets. The overcoat formerly sold for \$39.65. The new price is \$32. Blankets are down to \$12.50 from \$20. Low-cut black shoes, down to \$6.50 from \$8.50. Here are some of the new prices on important items:

	WAS	NOW
White jumpers .....	\$ 2.55	\$ 2.15
White trousers .....	2.90	2.60
Blue jumpers, dress .....	16.50	12.50
Blue jumpers, undress .....	11.65	7.10
Blue trousers .....	15.00	12.20
Khaki shirts .....	2.90	2.25
Khaki trousers .....	3.75	3.60
Dungaree shirts .....	1.35	1.10
Dungaree trousers .....	2.00	1.75
Shoes, brown low-cut .....	8.50	6.50
Shoes, high .....	7.50	6.25
Undershirts, cotton .....	.60	.45
Drawers, cotton .....	.60	.45
Socks, all colors, pair .....	.35	.30
Dungaree jackets .....	2.00	1.70
Hats, white .....	.90	.80
Cooks' aprons .....	1.20	1.00
Stewards' jackets .....	3.15	2.70
Pillows .....	1.20	.80

Studies by the Navy's Clothing Supply Office of the use of blends of synthetic fibers with wool fibers for clothing fabrics are expected to bring about further reductions in costs and conservation of the more expensive wool.

As further reductions in production costs are effected, lower prices will be passed on to Navy personnel in accordance with the price-adjustment policy.

A complete price list may be obtained from your ship's or station's small stores office.

## Eligibility for Release and Drill Pay Status of Enlisted USNRs Clarified

The basis for determining the drill pay status of certain enlisted Naval Reservists—and the date of their eligibility for release from active duty—is clarified in BuPers Circ. Ltr. 223-51 (NDB, 31 Dec 1951).

This directive does not affect personnel who were never members of, or were never associated with, an organized unit and who consequently were never in a drill pay status. The length of obligated active service of a Reservist is determined by his status as a veteran, and his drill pay status at the time he received his orders to active duty. (See ALL HANDS, Dec 1951, p. 41.)

A Naval Reservist in Class 01 or 02, or in Class V1 or V2 who was eligible to receive drill pay at the time he was ordered to active duty (according to entry in service record), is considered to have been in a drill pay status for the purpose of determining the date of eligibility for separation from active duty.

Individual service records of personnel in either Class V1 or Class V2 must be carefully screened to determine drill pay status. It is possible for Reservists in these classes to be in either a drill pay or a non-drill pay status. Cases where positive evidence is established that the Reservist should have been transferred to a non-drill pay status in Class V1, V2 or V6, prior to being ordered to active duty, but because of an adminis-

### Triple Play by Irish Scores for U.S. Pilot

A triple play by the U. S. operating off the Korean peninsula caught the fancy of a communications man on the carrier Task Force 77 flagship, *uss Essex* (CV 9), when he sent this message:

*"O'Malley to McGinty to O'Bannon."*

The message meant that Lieutenant Francis J. O'Malley, USN, of Air Group 5 in *Essex*, who was shot down at sea, was picked up by *uss McGinty* (DE 365) and transferred to *uss O'Bannon* (DDE 450) for return to his home carrier.

trative error was not so transferred, should be referred to the Chief of Naval Personnel (Attn Pers-E3).

Examples of "positive evidence" of transfer from a drill pay status to a non-drill pay status are as follows:

- Entries on the drill attendance page indicate that the Reserve member *did not attend so much as one drill* subsequent to 1 Apr 1950. The absence of a drill attendance page, or the lack of an entry on the drill attendance page, shall not in themselves constitute positive evidence of non-attendance at drills. Such cases shall be referred to the Chief of Naval Personnel, via the commanding officer of the organized unit to which the Reserve member was attached at the time of receipt of orders to active duty, for verification of drill attendance.

- A letter from the Reserve member, enclosed in his service record, dated prior to 25 June 1950, requesting transfer to a non-drill pay status.

- An official letter in the service record, or in the possession of the Reserve member, informing him that if he did not resume drill attendance he would be transferred to a non-drill pay status, and his service record indicates that he did not thereafter resume drill attendance. (This is not applicable if the letter involves non-attendance of drills subsequent to 25 June 1950.)

- Entry on page 9 or 13 of the service record indicating the Reserve member return his uniform clothing in before such a transfer.

## Motion Pictures Available To Ships, Overseas Bases Listed for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in December.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

*Mister Drake's Duck* (779): Comedy; Douglas Fairbanks, Jr., Yolanda Donlan.

*Lady from Texas* (780): Comedy; Howard Duff, Mona Freeman.

*My Favorite Spy* (781): Comedy; Bob Hope, Hedy Lamarr.

*Let's Make It Legal* (782): Comedy; Claudette Colbert, MacDonald Carey.

*Odette* (783): War Drama; Ann Neagle, Trevor Howard.

*F.B.I. Girl* (784): Drama; Cesar Romero, George Brent.

*Cave of the Outlaws* (785): Western; MacDonald Carey, Alexis Smith.

*Roadblock* (786): Crime Melodrama; Charles McGraw, Joan Dixon.

*The Raging Tide* (787): Melodrama; Shelley Winters, Richard Conte.

*Thunder on the Hill* (788): Melodrama; Claudette Colbert, Ann Blyth.

*Love is Better than Ever* (789): Comedy; Liz Taylor, Larry Parks.

*Too Young to Kiss* (790): Comedy; Van Johnson, June Allyson.

*Detective Story* (791): Drama; Kirk Douglas, Eleanor Parker.

*The Blue Veil* (792): Drama; Jane Wyman, Richard Carlson.

*The Lady Says No* (793): Comedy; David Niven, Joan Caulfield.

*Flying Leathernecks* (794) (T): Drama; John Wayne, Robert Ryan.

*Son of Dr. Jekyll* (795): Drama; Louis Hayward, Alexander Knox.

*An American in Paris* (796) (T): Musical; Gene Kelly, Leslie Caron.

*Silver City* (797) (T): Western; Yvonne DeCarlo, Edmond O'Brien.

*Bright Victory* (798): Drama; Arthur Kennedy, Peggy Dow.

*The Tanks Are Coming* (799): Drama; Steve Cochran, Marie Aldon.

*The Unknown Man* (800): Melodrama; Walter Pidgeon, Ann Harding.

*Hotel Sahara* (801): Comedy; Yvonne DeCarlo, Peter Ustinov.

*The Sea Hornet* (802): Melodrama; Rod Cameron, Adrian Booth.

### QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 5

1. (b) Switching the launch from the port to the starboard crane.
2. (b) Double hooking.
3. (a) Reeving-line bend.
4. (c) For bending two lines together when the lines must run around a capstan or winch drum, or reeve around any turn where a bulky knot would get fouled. Also used as a method of connecting two hawsers in such a way that they will reeve through an opening, offering as little obstruction as possible.
5. (b) Horizontal type air plotting board.
6. (b) Sonarman.



**Strange Language, Mixture of Many, Used in Korea**

Lack of interpreters for Americans and their Korean allies has led to the development of a strange pidgin jargon which reveals a combination of the more easily understood words of three languages—English, Korean and Japanese—plus the unmistakable flavor of American slang.

The Korean language, although less complex, grammar-wise, than American-style English, is filled with strange-sounding hissing and grunting noises that are meaningless to most Americans. The alphabet consists of 25 letters—11 vowels and 14 consonants. It was developed from older oriental alphabets about 500 years ago by the Korean king Sei-Ching.

Unlike the Chinese language, which has thousands of ideographic characters, the Korean alphabet is versatile and adaptable to forming words. The written language, however, is read from top to bottom, right to left—a custom which adds to the general confusion.

It is the Korean habit to say "I greet you for the first time," while an American utters a quick "hello." Koreans are now saying "hello."

Since many Koreans understand Japanese and a number of our marines and soldiers also know some Japanese, quite a few words

from this language have been used to aid mutual understanding.

For example, the Japanese word "ichiban," meaning topmost or foremost, is now part of the front-line jargon in Korea, ranking with "Number One"—a term Koreans use when trying to wheedle something from an American, or merely for flattery.

The Japanese words "toksan" and "shoshi," meaning big or many and little or few, respectively, are being used universally in Korea. A "shoshi sergeant" is a short non-commissioned officer.

Other evidence of the Japanese language influence crops up in terms such as "boy-san"—meaning "waiter"—and "poppa-san" or "momma-san," which apply to men and women obviously past middle age.

Americans and Koreans are no longer saying merely "yes" and "no" at the front. "Hava-yes" and "hava-no" have become the vogue, instead.

Koreans refer to themselves as "Han-gooks." They call Americans "Me-gooks."

Three Korean words seem to have survived the unofficial merger of languages unscathed: "Idiwa," which means "come here"; "Kara," which means "go away"; and "Chotah," meaning "Okay" or "all right."



**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. 125-51—Modified BuPers Circ. Ltr. 152-51 so as to permit increased numbers of personnel to compete for appointment to cadetship in the U.S. Coast Guard. Personnel assigned to units in the following additional areas where examinations will be given are eligible: Sangley Point, Philippine Islands; Argentina, Newfoundland; Tokyo, Japan; Antwerp, Belgium; Bremerhaven, Germany; London, England; Naples, Italy; Piraeus, Greece; Trieste, Italy.

No. 126-51—Authorized the early separation of USN and USNR personnel who would normally be eligible for separation between 20 Dec 1951 and 6 Jan 1952.

No. 127-51—Cancels Alnav 100-51 (NDB, 30 Sept 1951) and now authorizes boneless beef in general messes within continental limits in those cases where carcass beef is not available.

No. 128-51—Christmas message to the armed forces from the President.

No. 129-51—Christmas message to Navy and Marine Corps personnel from the Secretary of the Navy.

No. 130-51—Christmas message for the armed forces from the Joint Chiefs of Staff.

No. 131-51—Announces changes to clothing regulations effective 1 Jan 1952, and specifies initial clothing monetary allowances for enlisted personnel.

No. 1-52—Provides voting information for service personnel from state of Louisiana, where early elections are being held.

**NavActs**

No. 10-51—Authorized the cash sale of meals to immediate families of enlisted personnel in general messes during Christmas and New Years holidays.

**BuPers Circular Letters**

No. 208-51—Names the following

units as having been awarded the Navy Unit Commendation for certain World War II actions: Patrol Bombing Squadron 18, Patrol Squadron 42, Patrol Squadron 43, Patrol Squadron 91, and announces award of NUC to Underwater Demolition Team One for action in Korean conflict.

No. 209-51—Names the First Marine Division, Reinforced, as having been awarded the Presidential Unit Citation for action in Korean conflict.

No. 210-51—Pertains to the inclusion of the Uniform Code of Military Justice among examination subjects for advancement of certain enlisted personnel, and covers the manuals and correspondence course which may be studied to prepare for the examinations.

No. 211-51—Orders discontinuance of the wearing of unauthorized uniforms by personnel performing sentry or guard duty, and lists the most common unauthorized types currently being worn.

No. 212-51—Announces openings for enlisted instructors in special training units at recruit training commands.

No. 213-51—Pertains to changes in submarine qualifications for Organized Submarine Reserve officers and

enlisted men ordered to active duty.

No. 214-51—Modifies BuPers Circ. Ltr. 135-51 on applications for appointment of Reserve dental officers in the Regular Navy.

No. 215-51—Announces convening of selection boards to recommend Reserve line and staff officers to temporary grade of captain and commander, and specifies eligibility requirements.

No. 216-51—Modifies current instructions, specifically concerning the entry of qualifications, in the *Report of Separation from the Armed Forces of the United States* (Form DD-214).

No. 217-51—Revises BuPers Circ. Ltr. 8-51 (NDB, 31 Jan 1951) to conform with changed eligibility requirements (calling for attainment of GCT score of not less than 29) in the enlistment in the Regular Navy of USNR personnel serving on active duty.

No. 218-51—Announces availability of revised pages of *Court Memorandum* (NavPers 601/Nav. S.&A. 516—Rev. 6-51) and *Supplementary Court Memorandum* (NavPers 601A/Nav. S.&A. 516A—Rev. 6-51).

No. 219-51—Emphasizes the need for shipboard training of junior line officers and calls for accelerated on-board officer-training programs to insure that the large numbers of newly-commissioned officers (from USNA, NROTC, ROC and OCS programs) and presently inactive USNR officers who will be ordered to active duty will be prepared as rapidly as possible for their responsibilities in ships.

No. 220-51—Pertains to rental charges to civilians quartered in Commissioned Officers' Messes Closed.

No. 221-51—Refers to training program for officers.

No. 222-51—Lists the names of officers of the Navy and Naval Reserve on active duty promoted to temporary grade of lieutenant commander, and includes additional lists of officers selected whose promotion will be authorized at a date to be announced.

No. 223-51—Clarifies instructions for determining drill pay status in the case of enlisted Reservists on active duty for the purpose of establishing date of eligibility for their release to inactive status.

### Priorities Established For V-12 or ASTP USNRs

USNR officers on inactive duty who participated in the V-12 or ASTP pre-medical or pre-dental training programs have now been placed in priorities one and two for purposes of being ordered into active military service.

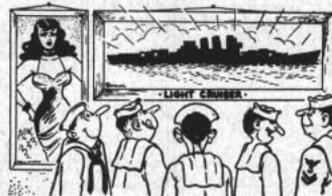
- Priority one includes those officers who served on active duty for less than 90 days after they completed or were released from the program.

- Priority two includes those officers who served on active duty for more than 90 days but less than 24 months after they completed or were released from the program.

Such officers are, therefore, subject to being ordered to active military service, dependent upon the needs of the service.

## HERE'S YOUR NAVY

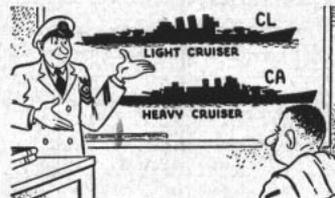
Naval action reports both during World War II and the Korean conflict speak again and again of the Navy's fighting cruisers. Considered by many to be among the world's most beau-



tiful ships, they are as deadly as they are beautiful. The cruiser is a fighting man's ship. Currently there are almost 20 in active service and about 45 in mothballs.

★ ★ ★

For many years the Navy has divided its cruisers into two main categories: heavy and light. A relatively new type is the anti-aircraft cruiser—the CLAA. The main distinction between the "heavies" and "lights" lies in the



caliber of their main battery guns—not in their tonnage. In fact, two of the Navy's newest lights (Worcester and Roanoke—CLs 144 and 145) are actually heavier than all but three of the Navy's heavies. These are the three heavyweights of the Salem (CA 139) class.

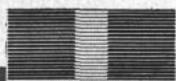
★ ★ ★

All heavies mount 8-inch main batteries; all lights, 6-inch batteries. The CLAA's mount 5-inchers. The three Salem class heavy sisters displace 17,000 tons, have a length of 716.5 feet and a rated speed of 33



knots. Nine guns are in their main batteries and a dozen 5-inch, 38 caliber guns in their AA batteries. The two light sisters have a standard displacement of 14,700 tons, length of over 679 feet and kick up 32 knots with their 120,000-shaft horse power.

# DECORATIONS & CITATIONS



NAVY CROSS

## First award:

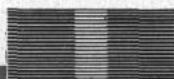
★ **CHRISTENSEN, Thomas A., Jr., DN, USN** (posthumously): While serving as corpsman with a Marine Railroad Train Guard, attached to the First Amphibian Tractor Battalion, during operations against enemy forces in Korea on 6 Nov 1950, Christensen boldly exposed himself to intense enemy machine-gun grenade and small-arms fire to rescue the wounded and to administer first aid when the train was ambushed by a greatly outnumbering hostile guerrilla force. Despite severe wounds sustained while helping a stricken comrade, he continued his valiant efforts until he was mortally wounded by vicious hostile fire delivered at point-blank range.

★ **MERRICK, Richard C., CDR, USN** (posthumously): As Air Group Commander of Carrier Air Group 19, attached to *uss Princeton*, in action against enemy forces in Korea on 1 and 18 May 1951, Commander Merrick initiated a daring aerial torpedo attack in an attempt to destroy the gates of the Kwachon Reservoir Dam. In this initial attack, Commander Merrick defied intense antiaircraft fire to execute the first low-level torpedo run and score a direct hit on the target. By his exemplary leadership, he served to inspire other members of his flight in scoring five more hits, completely destroying two gates of the dam. On the morning of 18 May, he again led his flight on a bombing mission to relieve hostile pressure on a battalion in danger of being surrounded near Chongpyong-ni. Despite heavy antiaircraft fire, he spearheaded a series of crushing low-altitude napalm bombing attacks, ultimately forcing the enemy to retire from the area. Determined to accomplish his task, he sacrificed his life when his plane was shot down by antiaircraft fire.

★ **PAGE, John U. D., LtCol, USA** (posthumously): On 10 Dec 1950, near Sudon-ni Korea, when numerically superior enemy forces ambushed a Marine regimental convoy with which he was traveling, Lieutenant Colonel Page repeatedly exposed himself to intense hostile machine-gun, mortar and small-arms fire to move forward in an effort to organize friendly elements and reduce the roadblock. Realizing the extreme danger to the stationary convoy while under the fire of enemy forces commanding high

ground, he fought his way to the head of the column accompanied by a Marine private. Undaunted by point-blank machine-gun fire, he continued directly into the hostile strong-point, taking 30 of the enemy by surprise. With the Marine private wounded, Lieutenant Colonel Page ordered him to withdraw and provided him with covering fire, continuing to engage the enemy single-handedly and killing 12 of them before he himself was mortally wounded.

★ **THORNTON, John Wm., LTJG, USNR** (missing-in-action): As pilot of a helicopter, attached to Helicopter Unit Two, Task Group 95, in action against enemy forces near Wonsan, Korea, 31 Mar 1951, Lieutenant (jg) Thornton volunteered for the dangerous mission of rescuing a key intelligence unit trapped on a high ridge behind enemy lines. First to arrive at the scene, he attempted a landing on a small clearing atop the ridge. Although his craft was wrecked during this operation, he quickly extricated himself and prepared to direct other helicopters as they arrived to rescue the marooned unit. Undaunted by small-arms fire from fast converging hostile forces, he refused to be evacuated and continued to direct the hovering helicopters as they hoisted three men into their aircraft and departed. After requesting one of the rescue pilots to return with guns and ammunition, he was last seen firing his rifle at the enemy.

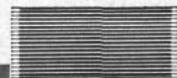


DISTINGUISHED SERVICE MEDAL

## First award:

★ **OFSTIE, Ralph A., RADM, USN**: As commanding officer of Task Force 77, consisting of carriers, support and screening vessels, during action against enemy forces in the Korean area from December 1950 through April 1951, Rear Admiral Ofstie exercised meticulous care and foresight in developing new techniques of aerial warfare to meet the unique needs of the Korean campaign. He expertly directed his command in carrying out successful naval air attacks on hostile supply centers, railway and highway bridges, transportation junctions and staging points, thus paralyzing enemy traffic moving toward the front lines from Northeastern Korea. During the withdrawal of our forces from the Hamhung

area in December 1950, he directed air squadrons in providing close air support for the operation. Under his leadership, jet fighters from his flagship were carrier-launched with bomb loads for the first time in U.S. naval aviation history, adding a new weapon to the offensive arsenal of the task force.



LEGION OF MERIT

## Gold star in lieu of second award:

★ **CLARK, Eugene F., LT, USN**: Member of a special operations group, attached to G-2, General Headquarters, Far East Command, in connection with operations against enemy forces in North Korea on the nights of 13-14 Mar 1951.

## First award:

★ **BYRD, David L., LCDR, USN**: Assistant operations officer for ships on the staff of Commander Task Force 77, operating in the Yellow Sea and Sea of Japan against enemy forces in the Korean area from 24 Aug to 25 Dec 1950.

★ **FORTIN, George V., QMC, USN**: Quartermaster on the staff of Commander Mine Squadron Three during operations against enemy forces in Korea from 15 September to 19 Nov 1950.

★ **JULIAN, Scott M., Jr., LTJG, USN** (posthumously): Executive officer of *uss Partridge* during action against enemy forces off Yangyang, Korea, on 2 Feb 1951.

★ **NEALE, Edgar T., CAPT, USN**: CO of *uss Bataan* during operations against enemy forces in the Korean area from 20 Dec 1950, to 7 Apr 1951.

★ **RICE, Lester K., CAPT, USN**: CO of *uss Valley Forge* during operations against enemy forces in the Korean area from 29 June to 5 Oct 1950.

★ **SHIELDS, Ward T., CAPT, USN**: Executive officer of *uss Valley Forge* during operations against enemy forces in Korea from 25 June to 19 Nov 1950.

★ **SPOFFORD, Richard T., CAPT, USN**: Commander of Task Group of mine-sweepers in operations against enemy forces in the waters off Korea from August 1950, through February 1951.

★ **ZURMUEHLEN, Gerald D., CAPT, USN**: CO of the *uss Union* during amphibious training operations in Japan and amphibious operations against enemy forces in Korea on 18 July and 15 Sept 1950.



NAVY AND MARINE CORPS MEDAL

**First award:**

\* BERRY, Raymond B., SA, USN: For assisting in the rescue of 13 survivors of an aircraft which had crashed in to the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

\* BOWEN, James J., DC3, USN (posthumously): For assisting in saving the lives of a number of fellow passengers in a motor launch which capsized while en route from the Fleet Landing at Newport, R.I., to a berth in Narragansett Bay, R.I., on 24 May 1951.

\* BULL, Joseph B., DCFN, USN: For assisting in the rescue of a downed pilot in danger of drowning off the coast of Korea on 5 Dec 1950.

\* COCOZZA, Jesse R., MM2, USN (posthumously): For saving the life of a shipmate in North Charleston, South Carolina, on the night of 4 Apr 1951.

\* GAY, Jesse B., Jr., CDR, USN: CO of USS *Stickwell* rescued a sailor from drowning in the Sea of Japan off the coast of Korea on 5 Dec 1950.

\* HALL, Horace W., BTC, USN: For heroic conduct as a member of the trial crew from the Mare Island Group, Pacific Reserve Fleet, attached to the USNS *Benevolence*, following a collision with the ss *Mary Luckenbach* in a heavy fog off the coast of San Francisco, California, 25 Aug 1950.

\* HUBBARD, George T., IC2, USNR: For attempting to save a shipmate from drowning after being washed overboard from USS *Chikaskia* into the waters of the Pacific Ocean east of Japan on 23 Jan 1951.

\* JACKSON, Wilfred R., CHRELE, USN: For heroic conduct as a member of the trial crew from the Mare Island Group, Pacific Reserve Fleet, attached to USNS *Benevolence*, following a collision with the ss *Mary Luckenbach* in a heavy fog off the coast of San Francisco, California, 25 Aug 1950.

\* LITTLE, Howard G., SN, USN: For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

\* MARTIN, Leo N., LTJG, USNR: For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

\* PLOSS, Richard L., LT, USN: For heroic conduct while serving as the damage control assistant attached to USS *Manchester* when a fire broke out in the after fireroom while underway from San Francisco to Pearl Harbor on 3 Aug 1950.

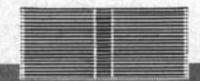
\* RHODES, Raymond D., ENFN, USN:

For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

\* SMITH, Charles W., SA, USN: For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

\* TODD, Chester B., AD3, USN: Crew member of a helicopter attached to USS *Philippine Sea* while attempting to rescue a seaman from drowning in waters off the coast of Korea on 13 Dec 1950.

\* TULLY, Robert L., CDR, USN: For assisting in the rescue of a downed aircrewman in danger of drowning off the east coast of Korea on 5 Dec 1950.



BRONZE STAR MEDAL

**Gold star in lieu of second award:**

\* MOTHERSILL, Philip W., Jr., CAPT, USN: Second in command of Advance Attack Group during the amphibious assault against enemy forces at Inchon, Korea, on 15 Sept 1950.

\* MUNDORFF, George T., Jr., CAPT, USN: Chief of Staff, Commander Seventh Fleet, during operations against enemy forces in Korea from 26 June to 18 Aug 1950.

\* NORVELL, William C., CAPT, USN: Commander Destroyer Division 92 operating in support of naval forces during operations against enemy forces in the amphibious invasion of Wonsan, Korea, from 10 to 20 Oct 1950.

**First award:**

\* BURNS, Hoyt N., LTJG, USN: Communications officer and air controller on board USS *Fletcher*, a unit of Task Force 77, during operations against enemy forces in the Korean theater from 27 June to 29 Oct 1950.

\* BUSTARD, Melvin E., Jr., LCDR, USN: CO of USS *LSMR 401* during operations against enemy forces in the amphibious assault on Inchon, on 15 Sept 1950.

\* CHISHOLM, William K., CDR, USNR: Assistant logistics and maintenance officer on the staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 1 July to 20 Nov 1950.

\* DANIELS, James W., GM3, USN: Gunner's mate on board USS *LSMR 401* during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

\* FISHER, George L., HM3, USN (posthumously): Company corpsman, attached to a Marine Infantry Company, First Marine Division, Reinforced, Fleet

Marine Force, in action against enemy forces in Korea on 27 Nov 1950.

\* FLEMING, Joseph P., LTJG, USNR: Boat officer, attached to USS *Mt. McKinley*, during operations against enemy forces in the amphibious assault on Inchon, Korea 16 Sept 1950.

\* JONES, Edward, Jr., HN, USN (posthumously): Corpsman, attached to a Marine Infantry Battalion, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 27 and 28 Nov 1950.

\* LINANE, Joseph E., BM2, USN: Coxswain of an *LCVP*, attached to USS *Comstock*, during operations against enemy forces in Korea on 2 Feb 1951.

\* LINDSAY, Harry M., Jr., CDR, USN: Chief staff officer and operations and planning officer on the staff, Commander Transport Division 12, during the training of U.S. Eighth Army elements and during the planning and execution of amphibious operations against enemy forces in Korea, 18 July 1950, and the assault landing at Inchon, 16 to 27 Sept 1950.

\* MARSHALL, Harvey H., ADC, USN: Maintenance chief in Fighter Squadron 112, attached to USS *Philippine Sea*, during operations against enemy forces in Korea from 5 August to 29 Sept 1950.

\* MCCAIN, Charles E., GM1, USN: Gunner's mate on board USS *LSMR 403* during the amphibious assault against enemy forces at Wolmi-do and Inchon, Korea, 15 Sept 1950.

\* MURPHY, James A., Jr., ADC, USN: Leading maintenance chief petty officer, attached to Fighter Squadron 31, embarked on USS *Leyte*, during operations against enemy forces in the Korean theater from 8 October 1950 to 19 Jan 1951.

\* O'TOOLE, Daniel M., LTJG, USNR: Company surgeon, attached to a Marine Medical Battalion, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea from 28 November to 12 Dec 1950.

\* SMALE, Gordon F., CDR, USN: CO of Patrol Squadron 42 during operations against enemy forces in Korea from 12 Aug 1950, to 1 Apr 1951.

\* STEWART, Charles F., HM3, USN (posthumously): Company corpsman, attached to a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 27 Nov 1950.

\* WING, Virgil N., CHMACH, USN: For heroic achievement as salvage officer attached to USS *Bayfield* during the evacuation of the last company of the covering force of the seventh Regiment, Third Infantry Division, at Hungnam, Korea, on 24 Dec 1950.

\* WRIGHT, Henry P., Jr., CAPT, USN: For meritorious achievement as CO of USS *Montague* in connection with operations against enemy forces in Korea from 11 Aug to 21 Sept 1950.

# BOOKS:

## VOLUMES FEATURE FICTION AND FACT

A GOOD CROP of fiction and non-fiction books is on its way to Navy libraries ashore and afloat, selected by the BuPers library staff. Following is a cross-section of some of the latest:

• *Thar She Blows!*, by Chester S. Howland; Wilfred Funk, Inc.

Whaling adventures and mutiny make up this volume of old sea stories, told by a man who has spent a lifetime collecting yarns, photographs, movies and records of all kinds about whaling in windjammers.

In *Thar She Blows!* you will read about the capture of the only all-white bull sperm whale ever caught (Moby Dick was a legend, you know). You will read of the only woman who ever shipped on board a whaleship, disguised as a man. A bloody mutiny fills one chapter. Another chapter includes the attack on *Sullivan* by South Sea head-hunters.

Virtually every page is action-packed. The yarns are told in a readable, straightforward manner. Many

are authenticated by excerpts from ships' logs and other data. If you like your salt mixed with a liberal amount of whales, this book is a good choice.

\* \* \*

• *The Peculiar War*, by E. J. Kahn, Jr.; Random House.

This is a collection of observations and stories about the Korean conflict which originally appeared in the *New Yorker* magazine.

The interminable hills, the shabby, wasted areas, the dust and mud of Korea form the background of Kahn's version of the "war." He describes forward actions, the Battle of the Imjin, Seoul—a ghost town, bare and burned. He tells about Pusan—"the Oriental Dunkirk."

This is a combat man's view of the Korean conflict. There are no "big guns" sounded, no polishing of brass takes place. Instead, Kahn gives you the fighting from a foot-soldier's vantage point. If you like war stories, this book should please you.

### Good Suggestion Results in Change in Manual

A chain of events was started when a chief warrant boatswain read the Navy training course, *Seaman* (NavPers 10120-A), and spotted what to him looked like an error. Careful study convinced him that he was correct. He then sat down to write a letter, via his commanding officer, to BuPers. The result was a return letter of thanks from the Navy to CHBOSN, John H. Makinen, USN, announcing a change in forthcoming editions of the manual. This is one of the ways the Navy maintains a high degree of accuracy in its training manuals and publications.

The illustrations and the text in the *Seaman* training manual indicate a method of belaying boat falls that makes use of a half hitch. This, in the chief warrant's own words, seemed to be "promoting poor seamanship in the recommendation of half hitching boat falls to a cleat."

Lines that are half hitched to cleats, he pointed out, frequently require cutting in order to cast off after a binding strain has been

placed on the hauling part.

Much preferred in belaying boat falls is the method specifying two round turns followed by a figure eight and succeeding round turns. During long shipboard observation and experience this method has never been seen to slip, bind or cause delay in lowering a boat, the chief warrant points out.

"Cleats," he continued, "were designed to furnish a simple method of making lines fast which would not require hitching, and which would be easy to cast loose or slack off. To half hitch to a cleat is to defeat the whole purpose of cleats."

Mr. Makinen's method, officials of the BuPers training division and at the seamanship department of the Naval Academy agreed, is the correct one. A letter of appreciation from the Chief of Naval Personnel then followed, citing his initiative in noting and preparing a correction for the *Seaman* training manual, and stating that his proposed corrections will be incorporated in forthcoming editions.

• *Cross-Channel Attack: European Theatre of Operations*, by Gordon A. Harrison; Government Printing Office.

The U. S. Army's part in the planning and operation of D-Day, Europe, in World War II is told in great detail by Mr. Harrison.

Using captured documents not previously made public, he weaves German activities with those of the Allies.

Each step in the invasion and in the establishment of beachheads is carefully set forth. The final objective of Operation Overlord — the thrust to the Baltic, the Elbe and into the heart of Germany—remains to be told in another volume in the series.

Well-documented, written in great detail, this book is one of the best in the field. A "must" for students of World War II.

\* \* \*

• *The Dark Moment*, by Ann Bridge; Macmillan Company.

This tale of two feminine adventurers in Turkey—last month's Literary Guild selection—takes place during the revolution started by Mustafa Kemal Ataturk.

Accustomed to fancy living and the protection accorded the old, aristocratic society, Feride and Nilufer are forced to become pioneers of a sort. They must learn to cook, market and keep house—amid the roaring of Greek guns. In the course of the fighting, Nilufer lost both her husband and baby. Feride spent much of her time nursing the wounded soldiers. Both later joined Ataturk in his efforts to modernize Turkey.

Excitement aplenty is on tap for the reader of this book. Good, light reading but, a word to the wise: don't start it unless you have time to finish it at one sitting.

\* \* \*

In addition to the books above, four perennials are due to reach ship and station libraries this month. Valuable for reference—or for just browsing—they are:

• *Jane's Fighting Ships*, 1952 edition.

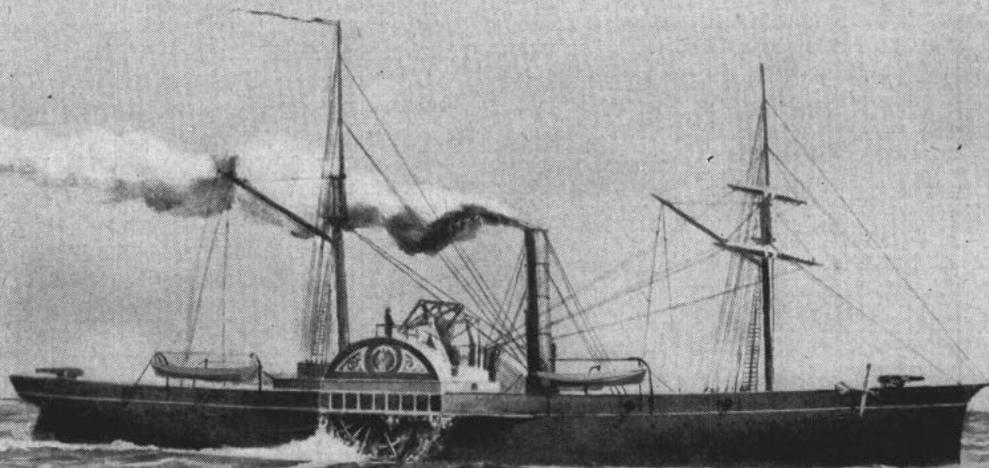
• *Jane's All the World Aircraft*, 1952 edition.

• *World Almanac*, 1952 edition.

• *How To Make Good Pictures*, by Eastman Kodak Company, 29th edition.

• *The Best Humor Annual*, edited by Louis Untermeyer and Ralph E. Shikes.

# CONFEDERATE NAVAL ACADEMY



## School Ship 'Patrick Henry': 1864-65

Life of the South's midshipmen during the Civil War, studying in the realistic surroundings of combat ships and opposing land forces of the Union and the Confederacy, is told by a former rebel midshipman, James Morris Morgan, in "Recollections of a Rebel Reefer."

The Confederacy's naval academy was a unique institution—a man-of-war anchored in the James River, which served not only as a school for midshipmen but also as a transfer vessel for prisoners of war and as an obstacle to block the channel in the event Union naval forces attempted to move up the river to Richmond, Va.

Life on board the South's school ship *Patrick Henry* during the latter part of the Civil War is described by James Morris Morgan, a young midshipman who had previously enrolled in the U.S. Navy to study at Annapolis.

Barely 15 years old when he took the midshipman examination at Annapolis, "Little Morgan" had been assigned in 1860 to the Federal school ship anchored in the Severn River, the historical frigate *Constitution*. Between the time he left this Union training vessel and boarded the Confederate's school ship *Patrick Henry* in 1864, the young midshipman saw a good deal of naval combat.

The rebel "reefer" (a slang term for midshipmen) first reported on the Confederate sloop-of-war *McRae* and sailed up the Mississippi and Ohio Rivers to combat Federal forces ashore and afloat. His ship participated in the battle of New Orleans against the fleet of Admiral Farragut. Then, on board the light draft steamer *Herald* he ran through the Union blockade to Bermuda and on to Europe, where Morgan joined the crew of Commodore

Matthew Maury on the Confederate cruiser *Georgia*, which captured many ships in Atlantic waters.

A seasoned sailor by 1864, Little Morgan took the examination for promotion to "passed midshipman," but as he had "not opened a school book" since leaving Annapolis, he failed to pass. He was sent to the Confederate naval academy to start where he had left off.

The following excerpts are taken from his book "Recollections of a Rebel Reefer," relating experiences on board the school ship and incidents in the lives of the Southern midshipmen, up to the time they completed their last assignment, that of escorting the wife of the Confederate President and half a million dollars from the Southern Treasury into safekeeping, just ahead of the invading forces of General Sherman.

RECEIVED MY ORDERS. Instead of being sent to an ironclad I was ordered to report on board of the [Confederate] schoolship *Patrick Henry*.

The *Patrick Henry* was a small sidewheel seagoing steamer with a walking-beam engine and a brigantine rig. She had been converted into a man-of-war by having ten guns put on board of her and she had played quite a conspicuous part in the naval battles in Hampton Roads.

She had now become the most realistic war college

From *Recollections of a Rebel Reefer* by James M. Morgan. Copyright by Mrs. Daniel H. Wallace. Published by Houghton Mifflin Co. 1917.

## CONFEDERATE NAVAL ACADEMY

that ever existed. She was anchored in front of Drewry's Bluff, Richmond's principal defense [against the Union Forces] on the James River, seven miles below the city.

The reason for her being located there was that the "school" was expected to sink itself in the channel between the obstructions in case the enemy's ironclads tried to force a passage by the land batteries.

One always associates a collegiate institution with peace and quiet, but this naval college was located in the midst of the booming guns. Below Drewry's Bluff, on the south side of the river, were the [Confederate] naval land batteries of Wood, Brooke, Semmes and Howlett, and on the other side of the river were the Federal batteries of Bohler, Signal Hill, Crow's Nest, and the Dutch Gap batteries.

When they all broke loose together the din they made was not conducive to that peaceful repose so prized by all students.

There were about 60 young midshipmen on the *Patrick Henry*, varying in age from 14 to 17. Their jackets were made out of very coarse gray cloth and the food they had to eat was, at first, revolting to me. The menu offered little variety. If it was not a tiny lump of fat pork, it was a shaving of fresh meat as tough as the hide which had once covered it, with a piece of hardtack and a tin cup of hot water colored by chicory or grains of burned corn. But no one kicked about the food, as it was as good if not better than that the poor soldiers in the trenches received.

The James River furnished a capital article of chills and fever—not malaria, but the good old-fashioned kind with the shivers which made the teeth chatter and burning fever to follow. On an average about one half of the midshipmen went through this disagreeable experience every other day. No one was allowed to go on the sick-list on account of chills and fever; one was, however, allowed to lie down on the bare deck while the chill was on, but had to return to duty as soon as the paroxysm was over.

Lieutenant William H. Parker, who had been a professor of seamanship at Annapolis, was the superintendent of this extraordinary naval academy, and he was assisted by two or three Navy lieutenants and a like number of civilian professors.

There were on the hurricane deck and between the paddleboxes two little recitation rooms, and on top of these rooms were posted signalmen who from daylight to dark wigwagged to, and received messages from, the batteries. The scenes in the recitation rooms were fre-

quently exciting and interesting. The guns on shore roared and the shells burst, and the professor would placidly give out the problem to the youngster at the blackboard, to be interrupted by the report of some gun which his practiced ear told him was a newcomer in the fray.

He would begin by saying: "If  $x - y$  - One moment, Mr. Blank. Would you kindly step outside and find out for me which battery it is that has opened with that Brooke gun?"

The information obtained, the recitation would be resumed, only to be again interrupted by a message from the captain that a certain battery was short of officers and a couple of midshipmen were wanted.

It was useless to call for volunteers, as every midshipman clamored for permission to go. So these details were given as rewards.

It was from among these midshipmen that the men came who steered the boats when the [Union] gunboat *Underwriter* was boarded and captured in the night, and it was in that fight that Midshipman Palmer Saunders had his head cloven to his shoulder by a cutlass in the hand of a big sailor. Saunders was only seventeen years of age.

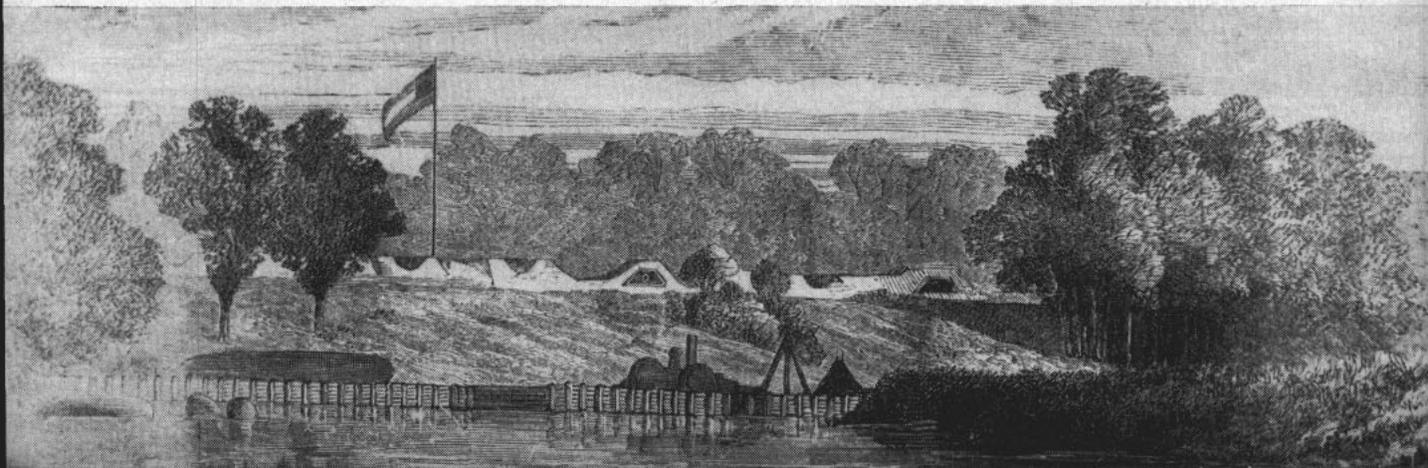
It was in that same boarding expedition that Dan Lee, another midshipman from the *Patrick Henry*, called out to his would-be rescuer, when a sailor had him down and was trying to kill him, not to shoot, as the man on top of him was so *thin!* Lee and Saunders were of the same age.

The *Patrick Henry*, besides being a naval academy and stopgap for the river obstructions, also served as a receiving ship. Steamboats under flags of truce, carrying Northern prisoners to Harrison's Landing for exchange, had to stop alongside of her to get permits to continue their trips, and returning frequently discharged their human freight of Confederate prisoners on board the school ship while they went again down the river for more.

One day, while I was assisting the officer of the deck in receiving these poor, forlorn fellows, I was trying to hurry them forward so that they would not block the gangway. This was necessary, as with few exceptions they were so glad to be once more under their beloved Confederate flag that those who did not succeed in embracing the officer of the deck at least wanted to swap congratulations with the gray-coated midshipmen.

I was continually interrupting them by begging them not to block the gangway, but to pass forward, and that I would attend to their wants as soon as the rest could come aboard.

DREWRY'S BLUFF, a Southern strongpoint, was school's site. 'School' itself was later scuttled to block the channel.



Suddenly, the shabbiest, the raggedest and most unkempt of the lot, with his matted hair reaching to his shoulder and looking as though it had never known the caress of a comb, shambled across the gangplank, and in rather a peremptory manner demanded the name of my captain.

I replied with the usual advice, "Go forward, my man; go forward!"—when to my amazement the human wreck drew himself up and rather sternly said:

"Little Morgan, I will apply for you as soon as I get a command and I will then show you, sir, who goes forward!" The man was Commander Beverly Kennon, who had rammed and sunk the U.S. sloop-of-war *Varuna* when Farragut passed the forts below New Orleans. I thought I should faint when I became aware of his identity. Here was I, a poor devil of a midshipman, ordering forward a man who ranked me so far that I would hardly be able to see where he passed along!

It was not fair. Kennon [had been] last seen by his compatriots in the fight at the forts standing on the paddlebox of his ship while the *Hartford*, *Brooklyn*, and the frigate *Mississippi*, with their tremendous broadsides, were shoohing him ashore, when suddenly they blew him up, set fire to him, and sunk him almost simultaneously. By all the rules of the game he was a dead man, and had no right to come back and scare a poor innocent midshipman out of several years' growth. Several years afterward Kennon served in the Egyptian Army where he was a full colonel and I was again his junior. He seemed to take a delight in telling his brother officers how he had once been "ordered forward by a d——d midshipman!"

From the *Patrick Henry* we could see the constant movement of troops, both Union and Confederate, on the north side of the river, where they frequently clashed in skirmishes; but this sort of thing was so common that to break the monotony two of the midshipmen got permission to go ashore, and improved the time by fighting a duel with muskets.

One morning we saw our soldiers hastily constructing a pontoon bridge on the river a short distance above where we were anchored. We soon learned that the cause of their activity was that General Grant's troops had surprised and captured Fort Harrison during the night, and that Fort Harrison was the key to our advanced line of defenses on the north side of the stream.

The bridge was no sooner completed than Hoke's North Carolina division were rushed across it. These were the best-dressed and best-cared-for troops in the Confederate Army, as the State, with commendable paternalism, owned its steamers and had gone into the blockade-running business on its own account.

Believing that the object of the sudden movement was to retake the fort, Midshipmen Carter, Hale, Wright and myself asked and received permission to go ashore and see at close range the coming fight. Following the troops we saw them form their line of battle in front of the fort and its outlying breastworks, while the shells of the enemy were bursting over their heads as well as in front, behind, and among them.

Soon we heard the rumble of the wheels of gun carriages and caissons, as our light batteries came, at the gallop, from the rear and dashed through the spaces between our brigades and regiments, and wheeling and unlimbering a short distance from our front, they opened a rapid fire.

There was no wind stirring, and soon the enemy's position, as well as that of our light batteries, was obscured from view by the dense smoke. Then their firing ceased, and so did that of the enemy's heavy guns.

All at once our artillery was seen to burst through the bank of smoke and rapidly come back to us, dashing through our infantry line again, wheeling and unlimbering just in their rear. This maneuver was followed by complete stillness, the most trying time in the life of a soldier, that two or three minutes, which seem unending, while waiting for the order to charge.

The infantry moved forward, at the double-quick, under cover of the smoke which lay close to the ground in the heavy atmosphere. Nothing could be heard save the tramp of hurrying feet.

Fort Harrison maintained an ominous silence. As our men neared the fortifications suddenly from twenty thousand throats burst forth the famous rebel yell which fairly rent the air. When within about a hundred yards from the coveted works there arose a long line of blue-coated soldiers, seemingly from out of the ground, who poured a deadly volley into the oncoming ranks of the North Carolinians and at the same time the heavy guns of the front sprinkled them with shrapnel, grape and cannister.

The fight was fast and furious for a time, and then we saw some slightly wounded men going to the rear. These were followed by the more seriously injured, each accompanied and assisted by two or three unhurt men. We then knew what was coming, and soon saw the whole line fall back, but not in any great disorder. We had been repulsed, but the enemy was not following us.

When we reached the line, from which we had started to make our unsuccessful assault, the troops re-formed and waited. Suddenly from the left of the line we heard cheering and wondered what it was for. It was not long before we discovered the cause of the manifestation—for there, with his silvery head uncovered, hat in hand, was seen riding down the line—General Robert E. Lee.

He was a picture of dignity as, mounted on his famous gray "Traveler," he spoke seriously to his unsuccessful troops. As he passed in front of where we were standing, we could plainly hear what he was saying—he was telling the men how important Fort Harrison was to our line of defense, and that he was sure they could take it if they would make another earnest effort.

Again they went forward to the assault, and again were they repulsed, this time with worse slaughter than had been their lot on the first attempt. The second retreat was much more disorderly than the first, but again they reformed and waited—and again General Lee rode down the line.

I had always thought General Lee was a very cold and unemotional man, but he showed lots of feeling and excitement on that occasion. Again they went forward and again they came back—this time in great disorder. When the troops re-formed, General Lee rode down the line trying to comfort his men by telling them they had done all that men could do. This talk cheered the men, and they, although worn out with fatigue, replied by cheering their beloved general.

After the battle a surgeon pressed me into his service and made me hold a soldier's shattered leg while he amputated it. I would have preferred to be shot myself. Medicines were scarce in the South and that particular surgeon had neither chloroform nor ether.

## CONFEDERATE NAVAL ACADEMY

Disgusted, tired, and weary, I returned to my school and my studies.

\* \* \* \* \*

Shortly after the fall of Fort Harrison I passed my examination for promotion and arrived at the dignity of being a passed midshipman. I was immediately ordered to the naval battery called Semmes, situated on a narrow tongue of land formed by the river. It was the most advanced of our defenses on the river, and was the nearest of any of our batteries to the Dutch Gap canal which was then being dug by [Union] General B. F. Butler.

Our seven heavy guns were mounted in pits dug on the brow of a gently sloping hill—30 feet above the river. The guns were mounted on naval carriages so that our sailors could handle their accustomed blocks and tackles.

On the opposite side of the river, and forming a semicircle around the peninsula on which Semmes was located, were the heavy Union batteries. When they all opened fire at once they made a perfect inferno out of Battery Semmes. It surely was a hot spot.

Some six hundred yards in front of Battery Semmes we had four little mortars in a pit, and with these we tossed shells constantly into the canal to interfere with its construction. General Butler put a number of Confederate prisoners to work in his canal, and very thoughtfully sent us word that we were only killing our own men with our mortar shells.

About the same time we received this message, Jeff Phelps, a midshipman who was one of the prisoners compelled to dig in the canal, in some way managed to get a note to us telling us that we "were doing fine" and to "keep it up."

**'LITTLE MORGAN'**—As a fifteen-year-old Rebel "Reefer." Later, he guarded president's wife on her flight south.



We only kept some eight or ten men at a time in the mortar pit and between the pit and our battery were a number of rifle pits. When the mortars aggravated General Butler too much, he would send a force across the river to charge the mortars. Our men would hastily beat a retreat, and like prairie dogs tumbling into their holes, they would disappear. The Union soldiers would, of course, capture the mortars and spike them, but when we thought that as many of them as the pit could hold were well in it, we would cut loose with the heavy guns of the big battery behind us which were trained on it. Then the Federal soldiers would hasten back to the river, and before they could get across, our men, who were provided with bows and drills, would have new vent holes bored and would be again tossing shells as though nothing had happened to interfere with their day's work.

There was a mystery as to the way in which [opposing fighters] would come to a tacit agreement about not doing any sniping on certain parts of the line. I knew of one stretch of breastworks where our men could expose themselves with perfect impunity up to a spot on which stood an empty barrel—and on the other side of that barrel, if a man showed an old hat on the end of a ramrod, it was instantly perforated with bullets.

The Union soldiers craved tobacco of which the Southerners had an abundance and the "grayback" longed for coffee or sugar. At some points on the line trading in these commodities went on briskly without the knowledge of the officers. Their dealings were strictly honorable. A man, say from the Southern side, would creep outside the works, and when he reached a certain stump he would place a couple of large plugs of tobacco on it and then return to his companions. After a time he would again creep to the stump to find that his tobacco was gone, but in its place was a small quantity of the longed-for coffee and sugar.

One foggy night I was on duty and had visited our outposts. While returning to the battery I heard oars slapping the water—the rowlocks were evidently muffled.

I hailed it with a "Boat ahoy! Keep farther out in the stream!"

The answer came back: "We don't do any picket firing on this line." I told the spokesman that I knew that, but we didn't want him to bunk with us, and hardly were the words out of my mouth when the bow of the boat was rammed into the mud at my feet. I felt sure my time had come, and hastily jerked my pistol out of the holster intending to fire so as to give the alarm, when I heard a voice say, "For the love of mike, Johnny, give me a chew of tobacco."

The tone was so pleading and earnest that I could not resist it and handed the fellow my plug. In return he gave me a canteen full of whiskey. We entered into conversation, and I discovered that he was an old classmate of mine at Annapolis who was now in charge of a picket boat whose duty was to give warning if our ironclads descended the river. I warned him about the folly of his act, and he shoved out into the stream and disappeared forever out of my life. When I produced my canteen before my messmates they fairly went wild with joy, but nothing ever could induce me to tell how I had come into possession of the liquor.

\* \* \* \* \*

The spring of 1865 was fast approaching and we ex-

pected soon to see great changes. My commander sent for me and, to my amazement, ordered me to go up to Richmond and report to the [Confederate] Secretary of the Navy. I at once began to think of all my sins of commission and omission. What could a Secretary of the Navy want to see a passed midshipman for unless it was to give him a reprimand.

Arriving in Richmond, I made my way to the Navy Department at once, and, to my surprise, I was shown into the Secretary's sanctum without delay. He told me that I was to accompany Mrs. Jefferson Davis [wife of the president of the Confederacy] south to Charlotte and added, with a merry twinkle in his eyes, that the daughters of the Secretary of the Treasury were to be of the party.

I then went to the President's mansion, and had a few words with Mrs. Davis. There was not the slightest appearance of excitement or preparation for a long journey about the Confederate executive mansion, and no one would ever have dreamed that a flight from a doomed city was about to take place.

In Charlotte it was reported that General Sherman's army was headed that way. It was necessary for [Mrs. Davis] to seek some haven of safety. She was indeed in a forlorn position, as nobody wished to shelter her for fear that the Union troops would destroy their homes if they did. Every road through the country was infested with deserters who would have given her scant consideration.

Just as things looked most hopeless to his unhappy lady, the midshipmen from the schoolship *Patrick Henry*, under the command of Lieutenant William H. Parker, arrived in Charlotte.

When Richmond was ordered to be evacuated the authorities almost [had forgotten] the midshipmen, and it was only at the last moment that Lieutenant Parker received the order to blow up the "school" and make the best of his way to Charlotte.

The midshipmen were landed on the river-bank and as they trudged toward Richmond they were saluted by the explosions of the magazines not only of their own ship, but also of those of the Confederate ironclads and wooden gunboats.

When they arrived at the railway station at Manchester, across the river from Richmond, they found Treasury officials, with some \$500,000 in gold and silver coin (all that the Confederacy possessed) packed in kegs, standing helplessly on the platform alongside of a train on which they hoped to get away. A drunken mob was fast gathering around them. Hundreds of barrels of whiskey had been stove in and their contents had filled the gutters in Richmond. This crowd, after filling themselves with the fiery liquor out of the ditches, became very brave, and determined to divide the assets of the Confederacy among themselves.

The Treasury officials rather doubtfully asked Lieutenant Parker if he could protect the treasure, and when the little midshipmen were formed the mob commenced to jeer the children. But something happened!—Those midshipmen were regulars, and the mob instantly appreciated the fact that the guns and bayonets in the hands of those youngsters were going to be used at the word of command. The scoundrels fled.

The Treasury men were so impressed by the easy way in which the midshipmen had handled the situation that they begged Lieutenant Parker to accompany the specie with his command; the money was loaded on the train

and the midshipmen piled in after it, and thus it was that they arrived at Charlotte.

The little command only had a short breathing spell at Charlotte, as the enemy were fast approaching and there was little time for them left in which to make a "get away." Lieutenant Parker persuaded Mrs. Davis to trust herself to the protection of the midshipmen, and they again started on their sad and painful journey.

The railways by this time were completely disorganized and they could only proceed as far as Chester, South Carolina, in the cars. There Lieutenant Parker commandeered some wagons which he loaded with the gold and Mrs. Davis and her family. They then started over the rough country roads for Abbeville, South Carolina.

What a distressing spectacle this train of three or four wagons, hauled by broken-down and leg-weary mules, must have presented, and what must have been the apprehensions of that stately and serene woman, the wife of the President, as she sat, surrounded by her helpless children, on one of these primitive vehicles while the half-starved animals slowly dragged her over the weary miles.

A platoon of the middies marched in front of the singular procession, acting as an advance guard. Another detachment followed the wagons, serving as a rear guard, and on either side of the train marched the rest of the youngsters. And not far away, on either flank and in their rear, hovered deserters waiting either for an opportunity or the necessary courage to pounce upon them, to them, untold wealth which those wagons contained.

When night fell on the first day of their march, they stopped at a country roadside church which at least afforded shelter from the elements. Mrs. Davis, her sister, and the children slept on the bare floor, and Lieutenant Parker, as commanding officer, rested in the pulpit. The midshipmen who were not on guard duty lay down under the trees, outside, in company with the mules.

Mrs. Davis arrived [in Abbeville] with her ragged and mudstained escort, most of whom by this time were walking on their "uppers," or the bare soles of their poor bruised feet. The midshipmen pushed on to Augusta, Georgia, some eighty miles away, seeking for a safe place to deposit the treasure, and on their arrival were told to get out of there as quickly as possible, as Sherman's men were expected at any moment; so back they trudged to Abbeville where the Secretary of the Navy ordered them to be disbanded.

The money was turned over to the care of the soldiers [in compliance with orders given to the disbanded midshipmen. The accomplishment of these students from the *Patrick Henry* in carrying the Treasury's funds safely over hundreds of miles was soon to be nullified, however. After they had deposited it as directed, it disappeared.] To this day never a dollar of it has been traced.

These boys, averaging between fourteen and eighteen years of age, some of them nearly a thousand miles from their homes, the railroads destroyed, and the country filled with lawless men, were turned loose to shift for themselves.

*Patrick Henry* [was] a unique institution of learning. The "Confederate States Navy Academy" turned out men who afterwards became United States Senators, members of Congress, judges, successful and prominent lawyers, doctors, civil engineers, bankers, and successful business men as well as sailors.

# TAFFRAIL TALK

"WHAT'S your name, sailor?"

"I'm a Sailor," was the reply made by I. M. A. Sailor, a recruit at NTC Great Lakes, Ill., at the time ALL HANDS received this information.

Sailor, a full blooded Chippewa Indian whose hometown is White Earth Reservation, Ponsford, Minn., says that his name had nothing to do with his enlisting in the Navy. His brother and cousin served in the Navy, so his choice was a natural one, he says.

But imagine the complications arising if I. M. A. Sailor had chosen the soldiering profession!

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ALL HANDS gets around. Its appeal, we understand, is not limited to Americans but to service personnel of all the United Nations. Witness as evidence this photograph, in which a Belgium Army officer, Lt. Colonel Gaston Daelemans (left), chief of the liaison mission of the Belgian battalion in Korea,



and a U.N. correspondent, Viscount Alain De Prelle (right), study a copy of the magazine with Harold J. Paul, SN, on board USS *Antietam* (CV 36). According to the caption, they're enjoying one of ALL HANDS' salty cartoons.

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Man eats shark. At least it is possible for man to eat shark meat without fear of toxic poisoning, under the proper conditions, according to a couple of food experts who have gone into this problem and who have come up with a shark-meat processing patent. Fresh shark meat is said to be toxic to men, but in the dried state it is edible, they say, actually being eaten in certain parts of the world today.

The new chemical treatment process is supposed to remove the toxicity and preserve the shark meat fresh in cans. However, don't bite any sharks—until you can attack them over the counter at the commissary.

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A bulletin to ALL HANDS informs us that the Army's Navy is sailing on its own special ocean, the Hwachon Reservoir Lake. Admiral of this fleet is an Army lieutenant, Richard L. Hunt, and his fleet, which includes power boats, pontoon ferries and outboards, has been doing an excellent job maintaining a waterborne supply service over the 30-mile lake for some months.

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: A ghostly smoke ring ebbs from a 5-inch battery of the heavy cruiser USS *Toledo* (CA 133) as the warship conducts shore bombardment of the Communist transportation center of Wonsan, North Korea. ➡



***STAY ON THE JOB***



*experienced men are vital to the  
Navy's part in world affairs*

***SHIP OVER WITH YOUR SHIPMATES***