

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

III 11 1952



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JULY 1952



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Navpers-0

NUMBER 425

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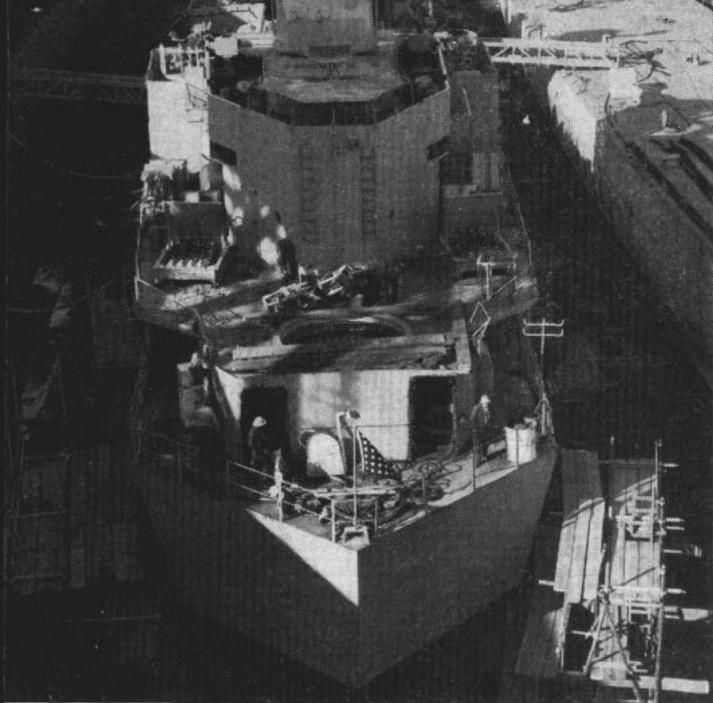
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● FRONT COVER: Waves work in pharmaceutical laboratory, helping prepare prescriptions. The fields of medicine, biology and bacteriology also provide lab-minded women in the Navy with opportunities for interesting assignments.

● AT LEFT: USS *Iowa* (BB 61) is silhouetted in Wonsan harbor against a North Korean backdrop. The photo was taken from on board USS *Cabildo* (LSD 16). *Iowa* was called to the scene after *Cabildo* was hit by enemy gunfire.

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



Shipyard 'Doctors'

Ship grafting "operations" have joined sections of two ships to two damaged warships in drydock at the Long Beach, Calif., Naval Shipyard and Bayonne, N. J., annex of the New York Naval Shipyard.

On the west coast, the bow of the unfinished *USS Seymour D. Owens* (DD 767) was grafted on to *USS Ernest G. Small* (DD 838). At Bayonne, a portion of the bow of *USS Hornet* (CV 12) became an integral part of *USS Wasp* (CV 18).

Small was damaged by a mine in Korean waters and lost 110 feet of her bow. *Wasp* sustained a huge gash in her bow in a collision with *USS Hobson* (DMS 26) in the Atlantic.

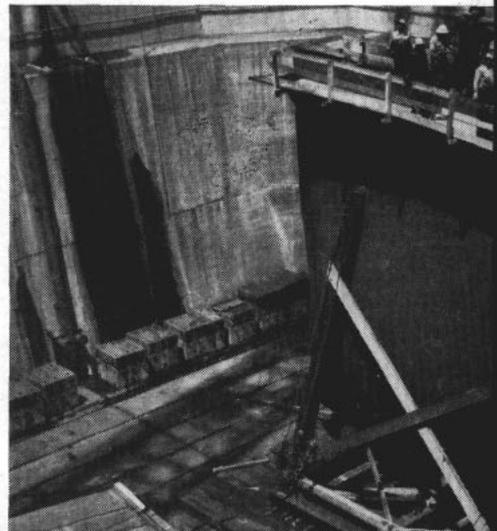
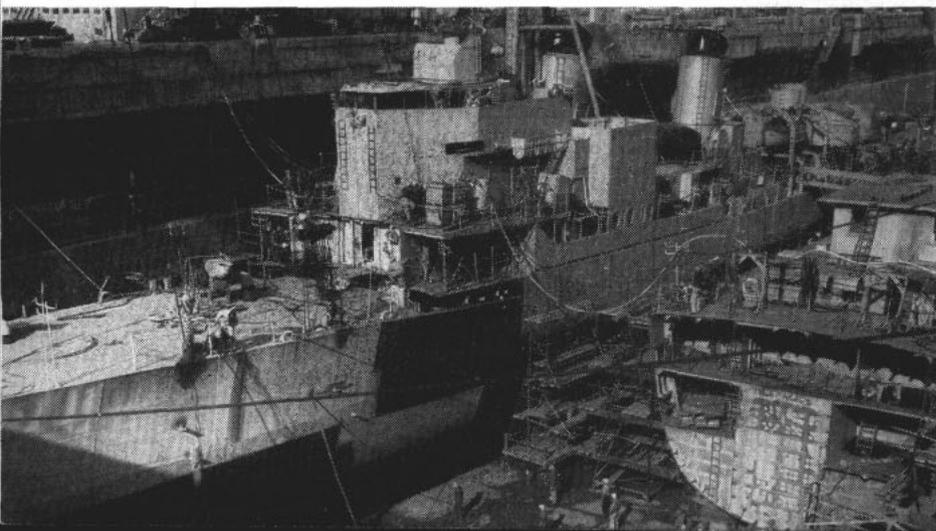
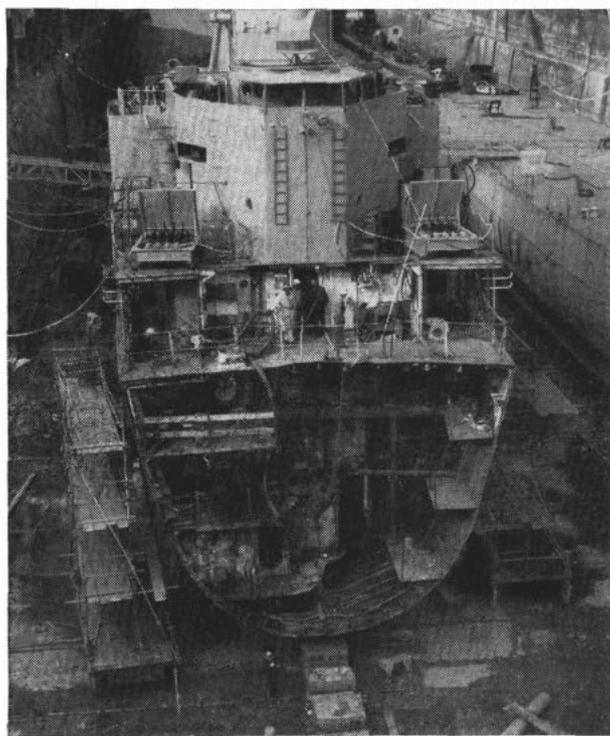
Before *Small* arrived at Long Beach, accurate reports and photographs of her damage had been received at the shipyard. When *Small* arrived, a detailed survey of her damage was made and she was placed alongside *Owens*. It was necessary to make sure that *Small* and *Owens* were, in fact, "identical twins." Both ships were made from the same blueprints, but in shipyards 3,000 miles apart.

A squad of men began cutting away the temporary bow and damaged structure from *Small* while another squad cut the bow from *Owens* in an identical jig saw puzzle pattern. Six large lifting pads were welded to *Owens'* bow and mammoth slings were rigged.

It took about four days to twist and snake *Owens'* bow into position on *Small*. Every effort was made to fit the new bow on in "jigsaw" fashion. In this way, a compartment on *Small* might be surrounded by three new compartments from *Owens*. Thus a compartment could be made up of a deck and two bulkheads from *Small* and have an overhead and two bulkheads from *Owens*. Grafting a new bow on in such a way not only greatly reduces the cost of the job but results in a much stronger ship.

Seventeen welders, working simultaneously, completed the more dramatic phase of the "wedding." Plumb lines had been hung to detect any twist in the bow caused by the mass welding operation and a supervisor watched the lines closely. At a signal from him, one or more welders would slow down or speed up in various locations to counteract any misalignment.

The destroyer was soon ready for a new fitting out of guns, living spaces, mess rooms, hawsers, pipes, anchors



Perform Operations

and miles of piping and cable, and refrigeration.

Around-the-clock repair work enabled *Wasp* to receive an 85-ton piece of the *Hornet*, in record time.

Divers from the Navy Salvage School at Bayonne went down to study *Wasp's* damages as soon as the carrier was moored. The damage extended about 30 feet below the waterline and reached back some 40 to 45 feet from the bow. The upper tear resembled three irregular teeth. A shaft from *Hobson* had been thrust 75 feet inside *Wasp* but later shook loose.

After ammunition and aviation fuel were unloaded, the carrier was placed in drydock at the Bayonne annex of the New York naval shipyard at Brooklyn.

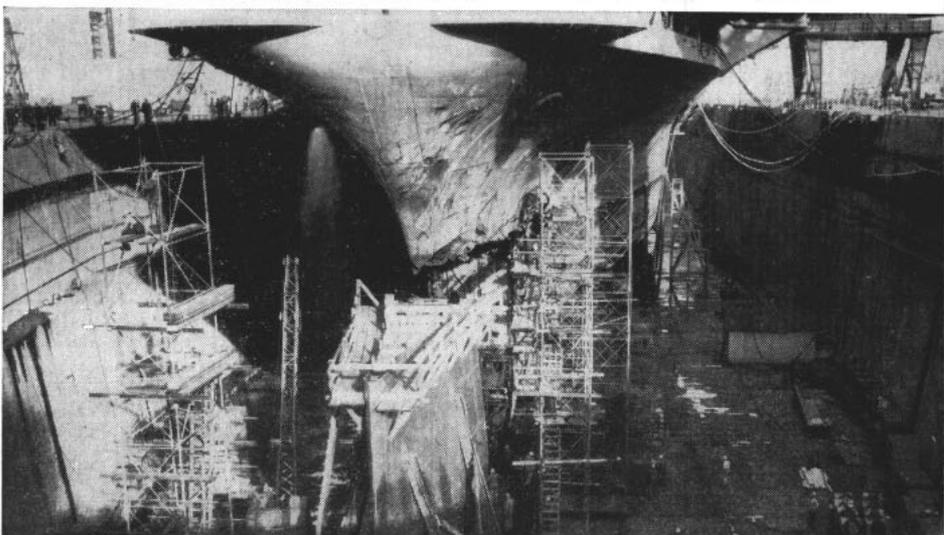
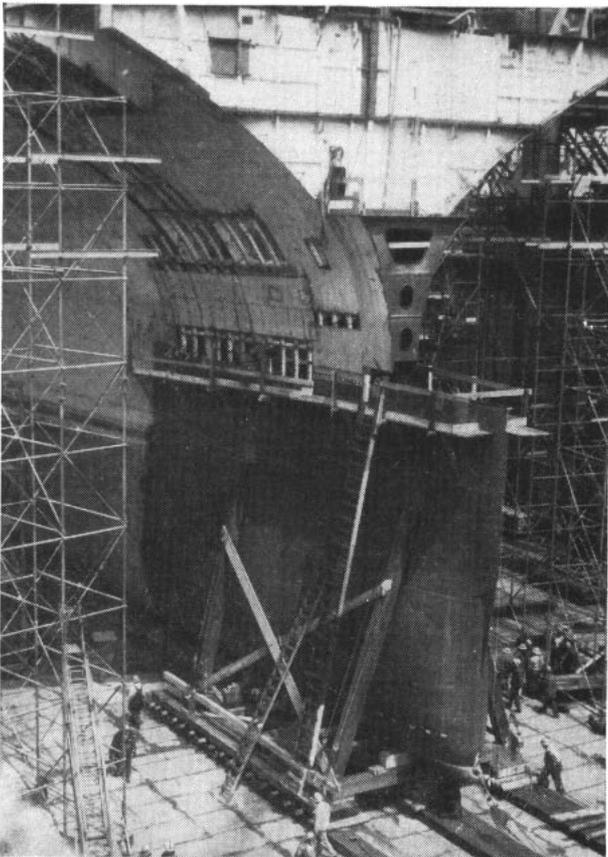
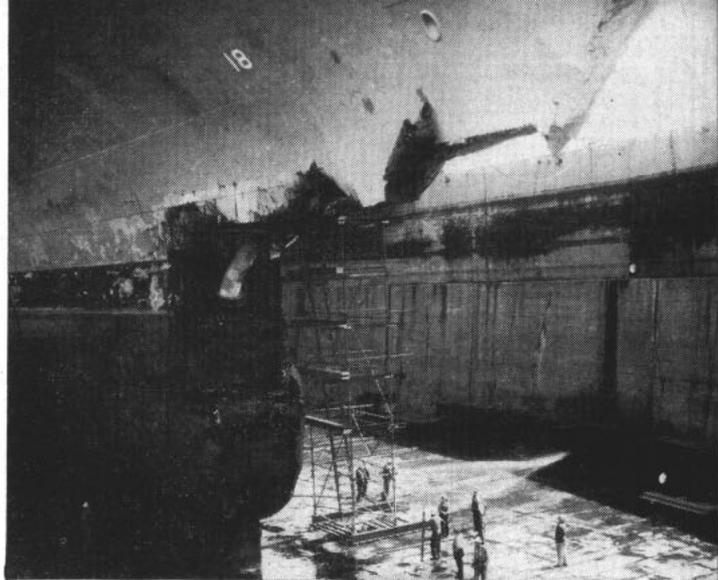
As acetylene torches went to work cutting away the ragged edges of *Wasp* another "operation" was taking place across the bay. In the Brooklyn yard, more torches were at work cutting away a section of bow from *Hornet*, which is now under conversion.

The new bow was hauled across the bay in a barge. Two huge cranes on railroad tracks carried it the rest of the way to *Wasp's* drydock. Since *Wasp* and *Hornet* are almost identical twins, only minor "fairing" or shaping was necessary to make the *Hornet* section fit onto the *Wasp*.

Only one day after *Wasp* went into drydock, its new bow was lowered into position. The entire operation—including construction of a new forward deck—was completed in 10 days and *Wasp* resumed her voyage to the Mediterranean.

Upper left: The number two mount has been removed and preparations are being made to remove part of *Small's* forward deckhouse. *Left center:* Deckhouse and temporary bow have been removed and workmen are preparing to cut away the remainder of the damage structure. *Bottom left:* Bow from *Owens* is being jockeyed into position on *Small*.

Upper right: Damaged section of *Wasp's* bow is shown as water drains from the Bayonne drydock. *Right center:* Bow from *Hornet* has been cut by acetylene torch and rests on rolling scaffolding. *Bottom center:* Section of *Hornet's* bow has been moved clear of the *Hornet* and workmen attach crane hooks so that the section can be hoisted onto a barge. *Bottom right:* Cradled *Hornet* bow is moved into position under *Wasp* just before the "welding ceremony."





GOOD PHOTO RECONNAISSANCE tells what to blast. Later surveys, like this one, indicate the extent of damage.

Photo Reconnaissance—Eyes On Korea

THE F9F Panther, catapulting from the flight deck of the aircraft carrier, becomes airborne, gains altitude slowly and banks off to port. In the cockpit, the pilot eases the stick and sets his course westward for the coastline of Korea.

Minutes later, another F9F is catapulted into the morning haze to join the first. The second plane, a fully armed Panther, is an escort for the other aircraft, a sort of protective "big brother."

The first plane can use a little protection. It is a photographic reconnaissance plane, an aircraft with a fighter plane's body but none of the fighter's power to hit back, a plane loaded not with rockets and guns and ammunition but with camera equipment. With a photo pilot, speed, maneuverability and a quick sense of timing must make up for his craft's lack of firepower.

It is the job of these stripped-down babies to get the vital photographic coverage of enemy positions and transportation facilities in Korea that will enable the fighters and bombers of the Seventh Fleet to come back and plaster those positions into oblivion.

In a war of attrition such as the conflict in Korea in its present state, photo planes play a key role. Very often it is the photo pilot who brings

back the first intimation that the enemy is building up in a certain area, or who can prove with one of his sharp pictures that the Communists have repaired a certain bridge and are moving troops and equipment over the span once more.

The two planes have now arrived over the innocent-looking Korean coastline. The photo pilot checks his position. The target for today is a railroad marshalling yard, an im-

portant point in the Reds' north-south movement of men and supplies. Quickly orienting himself, the pilot finds he is to the south of the assigned target area.

He banks to the right. The escort follows suit.

The escort's job is cut out for him. Should the photo plane meet enemy aircraft, the escort will attempt to fend off the attackers until the photo plane can hightail it out of reach. Should the photo pilot be shot down and parachute safe to the ground, the escort will circle the area to strafe ground opposition until help in the form of a helicopter arrives to pick up the downed pilot.

A few minutes flying time has elapsed since the Korean coastline came into view and both planes are nearing the target. Now the photo pilot pushes his nose over and begins a steep glide approach to the target. He well knows that to get the best picture of the yard, he must get down to around 5000 feet or thereabouts.

As he goes into his dive, he catches a glimpse of his escort nosing over to follow him down. 20,000 feet . . . 15,000 feet . . . 10,000 feet . . . 5000 feet. He's into his run, whipping over the yards at more than 500 mph. He flips the camera on to record the panorama flashing by.



RECON PILOT gets ready for flight over enemy territory. Note camera mounted above plane's number.

Antiaircraft fire, the photo jet's deadliest enemy, comes up to meet him, the puffs of smoke black against the blue sky. The plane rocks from the bursts but hurtles on. The pilot gives it some rudder to dodge a thick cluster of bursts ahead.

Seconds later, seconds that seem like hours, he emerges from his run, flicks off the camera, and performs the time-honored maneuver known as "getting the heck out of there."

A half-hour later, the plane lands smoothly on the mother carrier and an enlisted photographer's mate runs out to unload the magazine of film and rushes it to the laboratory below decks. Within two hours—give or take a few minutes—the printed pictures will be ready for the air intelligence officer who will make good use of them to brief the fighter and bomber pilots on another Communist target that will soon feel the lash of the Navy's air arm.

Such is a typical mission flown by a photo reconnaissance plane. And typical of a topnotch photo recon outfit in action is VC 61 (Composite Squadron 61), a squadron whose planes have photographed targets the length and breadth of the Korean peninsula. Detachments of VC-61—aircraft, officers and men—are on board every major carrier in the Far Eastern theater.

There are not many worthwhile targets on the battered peninsula that haven't had their picture taken by the roving snapshot artists of the squadron. Chief Photographer's Mate W. L. Hoffman, USNR, the chief petty officer in charge of the photo lab on board USS Valley Forge (CV 45), reports that in a recent 43-day period, he processed no less than 100,000 aerial photographs taken in the combat zone by the VC-61 detachment based on board that carrier.

Intensive photographic reconnaissance such as this pays off in accurate and productive strikes by the attacking planes. Often, for example, two targets are located so close together on the ground that they appear as a solitary dot on a map. In order to insure that the fighter or bomber pilot will hit the right target, the briefing officer will give him a photo of the target area with his objective clearly marked on it. The photo will also show him the appearance of certain landmarks that will lead him to the target.

In addition to providing such in-



BACK FROM FLIGHT, pilot-photographer stands by plane as camera is removed from its mounting. Photo recon planes are escorted by fighter aircraft.

formation for strikes, photo planes also help assess the damage inflicted on the target. Whenever possible, each target gets this "before and after" treatment—a photo of the target to be hit and another shot of the target after it has been hit. This careful verification of hits keeps the claims of damage done to the enemy at a high peak of accuracy.

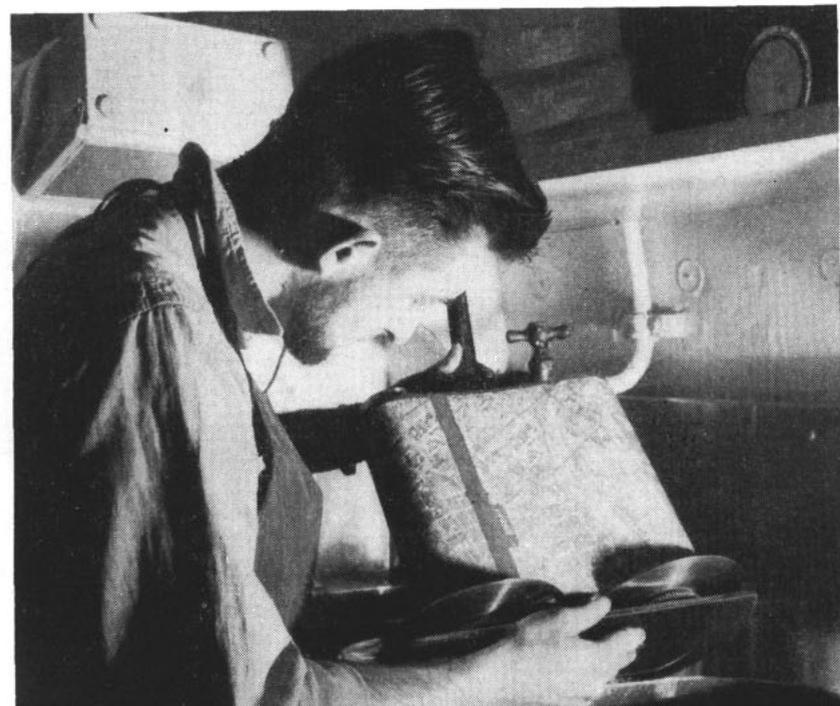
As a secondary mission, photo planes sometimes actually accompany the attacking planes to the target area to photograph the target under attack. Such photographs are used for training purposes and for

release to the United States press.

At the beginning of the Korean fracas, VC-61 was assigned another job to do as well—photograph the entire coastline of Korea from the 38th Parallel to the Siberian border. This was necessary because at that time the only maps available were old and not very accurate Chinese and Japanese charts. Some maps were so inaccurate that railroad tracks and yards were shown on the opposite side of a river from their actual location.

Much of the success of VC-61's aerial shutterbugs is due to the ex-

AVIATION PHOTOGRAPHER'S MATE develops a roll of 'sonne' film which is shot by a shutterless camera. Film is one continuous strip without any breaks.





PRINTS OF SORTIES, flown by recon squadrons, are cut and sorted after developing. Then skilled interpreters give them 'fine-tooth-comb' check.

pert training given its officers and men at the squadron's home base at Miramar, Calif. At Miramar, the squadron maintains a number of old F6F *Hellcats* (for basic work) as well as F9F *Panthers* (for the advanced course).

It is from the California air station that photo units are deployed to the carriers as needed. A total complement of more than 80 officers and nearly 400 enlisted men is required to maintain both the parent unit and the detached units throughout the Pacific.

Before entering combat, each VC-61 pilot receives an intense, specialized period of training lasting several months. This training period,

which begins as soon as the pilot joins the squadron, includes not only the actual taking of aerial pictures of specific targets but also the general processes of photography and photographic interpretation in conjunction with standard fighter pilot training involving precision and instrument flying.

A list of the courses he studies will give you the idea: basic photography, pin-point photography, strip photography, map making, photo arrangement and scales, instruments, navigation over land and sea, fighter tactics, field and carrier landings and photo interpretation indoctrination. When ready to be detached, the pilot is not only adept

at photo work but is capable of handling his aircraft under any and all conditions as well.

In order to give the enlisted photographer's mates the finest training available, the VC-61 command has set up a schedule of lectures and field training exercises to supplement material taught them at the photo school at Pensacola, Fla., and to give strikers who have not been to school a thorough indoctrination in naval photography.

The strikers get a series of lectures on subjects such as camera installation, type of aerial cameras, how to load, film developing and printing, and chemical mixing.

Prior to the departure of a photo team, pilots and photo mates go through an added intensive two-week training period together. During this period, they learn the theory of aerial photography, photo reconnaissance (vertical and oblique) and short-strip map making. It is during this final period before shoving off that the two training programs are thoroughly integrated to produce a well coordinated photo team.

The pay off on all this training comes when the air intelligence officer of one of the fighting carriers walks into the ready room with an armful of the latest photographs and maps of the area to be hit that day. Each photo or map is the result of a well-executed flight by a photo plane into the enemy's own backyard plus the speedy and accurate work of processing done by the nimble-fingered photo mates to turn out the finished set of prints in the shortest possible time.



INTERPRETERS view photos of enemy concentrations. At right: An 'overlay' of strike area is made for distribution.



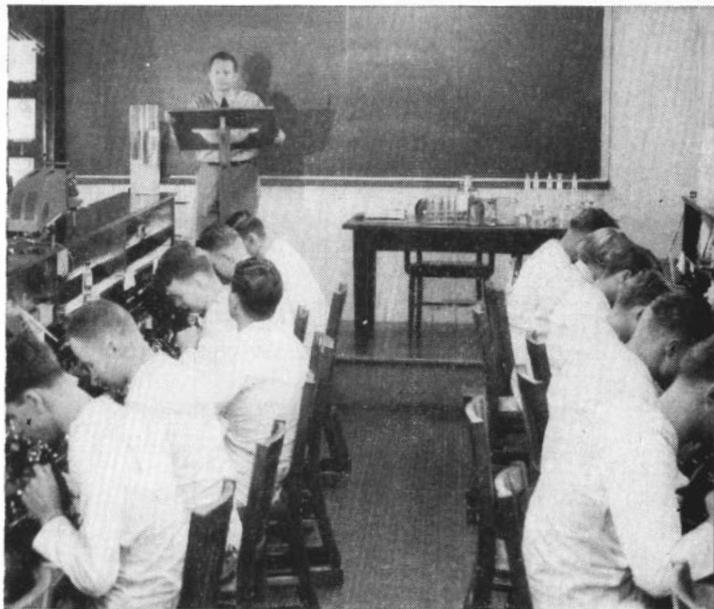
Medics in Training

The U.S. Naval Medical School celebrates half a century of continuous service this year. Located in the National Naval Medical Center, Bethesda, Md., for the past 10 years, the school provides postgraduate instruction for medical officers and hospital corpsmen.

Seven postgraduate courses are offered to Navy doctors ranging from basic naval medicine to courses in the medical aspects of special weapons and radioactive isotopes.

There are 12 special technical schools for enlisted men, including pharmacy, chemistry, laboratory procedures, X-ray and photofluorography, medical photography, physical medicine, occupational therapy, radioactive isotopes, duplicating technique, tissue bank, blood bank and optometry.

Top left: Operation is photographed on motion picture film which will be used for teaching. Top right: Two men work on a class project in X-ray school. Students in laboratory school buckle down to a practical demonstration (center). Below right: Medical officer unloads the freeze dryer at the tissue bank. Below left: Radioactive material is cautiously removed from shipping containers. Instrument shown in picture is known as a "cutie-pie" and is a radiation detector monitor.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **NEW PAY FORM**—A new military pay record is now in use. The new form, Form DD-113, replaces the familiar Nav. S. and A. Form 500 which first went into use in 1944. As with the replaced form, the new form will be carried with each person upon transfer and will be turned over to the new commanding officer or disbursing officer upon reporting. It is of the same size, and its appearance is similar.

At the same time Form DD-113 went into use in the Navy (1 July 1952), it also went into use in the Army and Air Force. "Cross-servicing" of military personnel for pay purposes is therefore greatly simplified. A navyman, for instance, can now be paid at a USA or USAF activity a lot faster than was formerly possible.

A joint-service committee devised the new form (which has no connection with the recent military pay

raise). It is an outgrowth of a new pay system adopted by the Army and Air Force which was patterned on the Navy system.

● **TIE CLASP** — A standard tie clasp is now authorized for wear by officers, warrant officers and chief petty officers. Its wear is optional and it will be available in Navy Exchanges in the near future. The standard clasp, according to the description contained in BuPers Circ. Ltr. 77-52 (NDB, 15 May 1952), is a straight bar type with press back fastener, gold in color, three inches long and three-sixteenths inches wide. The face of the bar is horizontally grooved and the back is stamped USN STD 01007.

The tie clasp may be worn with any uniform when the black four-in-hand tie is prescribed. It must not be visible, however, when the uniform coat is worn.

● **INSURANCE DIVIDEND** — Payment of the 1951 special dividend on National Service Life Insurance policies will be completed, in nearly all cases, by 31 July 1952 according to the Veterans Administration.

An unavoidable delay of payment of dividends to personnel on active duty was caused by the enactment of the Servicemen's Indemnity and Insurance Acts of 1951. As a result VA had to withhold payments until it had been determined whether or not the serviceman had waived premiums under this Act.

Naval personnel are requested to withhold inquiry concerning their 1951 dividend payments until after 31 July 1952. Such inquiries only tend to delay the payments. If payment of the 1951 dividend has still not been received by 31 July, requests should be directed to the Veteran Administration office which handles your National Service Life Insurance policy.

● **ALABAMA INCOME TAX**—Blue-jackets from Alabama may have a refund coming to them if they have paid State income taxes since 24 June 1950.

The State of Alabama income tax law contain a provision that "money paid by the United States as compensation for military services rendered to the United States when the U.S. is at war, and six months after the termination of that war" is excluded from gross income tax.

The State's Attorney General rendered an opinion dated 12 Mar 1952, which states that the period of the Korean conflict which began 24 June 1950 is a "time when the United States is at war with a foreign state." Service personnel who have paid state income tax on their military pay for services performed after 24 June 1950, may be entitled to a refund. Information and the forms to claim a refund may be obtained by writing to the State Department of Revenue, Montgomery 2, Ala.

● **NEW EM RAINCOAT** — Double-breasted raincoats for enlisted men below chief petty officer are now being procured. The new raincoat will eventually replace the present type "B" black raincoat when stocks of the present style are depleted and those in possession of individuals are no longer serviceable. Both styles of raincoats are "regulation" and

WHAT'S IN A NAME

SOFAR

SOFAR is an underwater sound system designed to aid in locating air and ship survivors. The system gets its name from the letters in the phrase which describes its operation — SOund Fixing And Ranging.

Developed about six years ago, SOFAR is based on the discovery that sound travels the greatest distance through the ocean at depths ranging from 2,000 to 6,000 feet.

If SOFAR is accepted for operational use, survivors of shipwrecks or of aircraft downed at sea who are equipped to use this system will be able to drop underwater bombs (TNT charges) constructed to explode at a depth of 3,000 to 4,000 feet. The explosion will send off sound waves that can be picked up by hydrophones connected to SOFAR shore stations by underwater cables.

Operators at three widely-spaced stations, on picking up the signal, can plot the position of survivors by comparing the times they received the signal and referring to special charts to tabulate the dif-

ferences. These time differentials, compared by the receiving stations with respect to the point of origin of the explosion, can "fix" the location of survivors within a few square-miles as far out as 2,000 miles at sea.



Fifth in Family Joins Up After Loss of Kin in Hobson

A young Navyman whose brother was lost at sea in the sinking of the destroyer *uss Hobson* (DMS 26) in late April is carrying on the Navy tradition. He enlisted in the Navy, the fifth brother in his family to join the Fleet.

Only 17, Casimir Kruichak, of Tunnel City, Wis., was accepted for a minority enlistment at the U. S. Navy Recruiting Station in Minneapolis, Minn. Max Kruichak, the young sailor's father, is a veteran of World War I.

may be worn concurrently within a command.

The new coat is made of lightweight combed cotton fabric of oxford weave and is finished with a water-repellent. A full detachable belt of same fabric, fitted with a black non-metallic buckle, adds to the smartness of the coat. Another new feature is open-through slash pockets. The coat will be available in a complete size range with short, medium and long lengths to insure proper fitting.

• **REQUALIFYING DIVERS** — To maintain readiness of the Navy's salvage program and overcome a shortage of qualified salvage divers, the Bureau of Naval Personnel has begun a series of courses at Bayonne, N. J., San Diego, Calif., and Pearl Harbor, T. H., for the requalification of salvage divers.

Only personnel who have previously qualified as salvage divers and whose designation has lapsed for failure to meet the requirements set forth in *BuPers Manual*, Art. C-7408-(11), are eligible to enroll in the requalification course.

The convening dates and curriculum at each of the three naval schools are outlined in *BuPers Circ. Ltr. 80-52* (NDB, 15 May 1952). Quotas for the courses are controlled by the commanding officers of each training activity.

All candidates for requalification training must take physical exams in accordance with Art. 15-30, *Manual of the Medical Department*, as well as a recompression chamber test at the nearest activity having test facilities.

• **CPO RATING BADGE** — The requirement for the wearing of rating badges by CPOs on the sleeves of khaki shirts has been discontinued, and rating badges shall be removed. CPOs shall wear no distinctive distinguishing insignia on khaki shirts.

• **TRAVELERS TO JAPAN** — The recently-signed Treaty of Peace with Japan has an effect on naval personnel and their dependents in regard to documentation for travel to Japan.

Military permits are no longer required for travel to Japan. Instead, American citizens must provide themselves with the following documentation:

• **Members of the armed forces**—Passports and visas not required. However, they must be in possession of personal identity card and individual or collective travel order. The ID card must show name, date of birth, rank and number, branch of service and photograph. The travel order must certify to the status of the individual or group as a member or members of the U. S. armed forces and to the travel ordered.

• **Civilians with status in an armed forces component**—Passport is necessary; visa is not.

• **Dependents of a person in one of the above two categories who are traveling to reside with that person**—Passport is necessary; visa is not. The passport should set forth the dependent status of the bearer. (If, however, the dependents are traveling as tourists, both passport and visa are necessary.)

General travel—Both a passport and a visa are necessary. (Passports will be issued for travel for business or pleasure.)

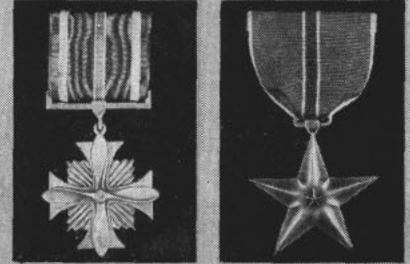
A passport certifies citizenship and authority to leave the country. A visa is just like an endorsement on the passport.

This information is provided by the Passport Division, Department of State. The division also states that those who are required to have passports as outlined above must have them prior to their departure from the continental U. S.

Visas may be applied for at Japanese consulates located in Washington, D. C.; New York, N. Y.; San Francisco, Calif.; Los Angeles, Calif.; Seattle, Wash.; and Honolulu, T. H.

QUIZ AWEIGH

Though your mind often succumbs to wander-lust during these summer months, see if you can guess the answers to this quiz before turning to the answer page.



1. The medal at the left, established 2 July 1926 and retroactive to service subsequent to 6 April 1917, is the Distinguished Flying Cross. It is awarded for (a) combat action only, (b) non-combat action only, (c) combat or non-combat action.

2. At right is a medal that has been earned by hundreds of men in Korea. It is the (a) Silver Star Medal, (b) Bronze Star Medal, (c) Legion of Merit.



3. You would be correct in identifying the distinguishing mark at left as being worn by (a) aviation utility men, (b) bombsight mechanics, (c) aircraft gunners.

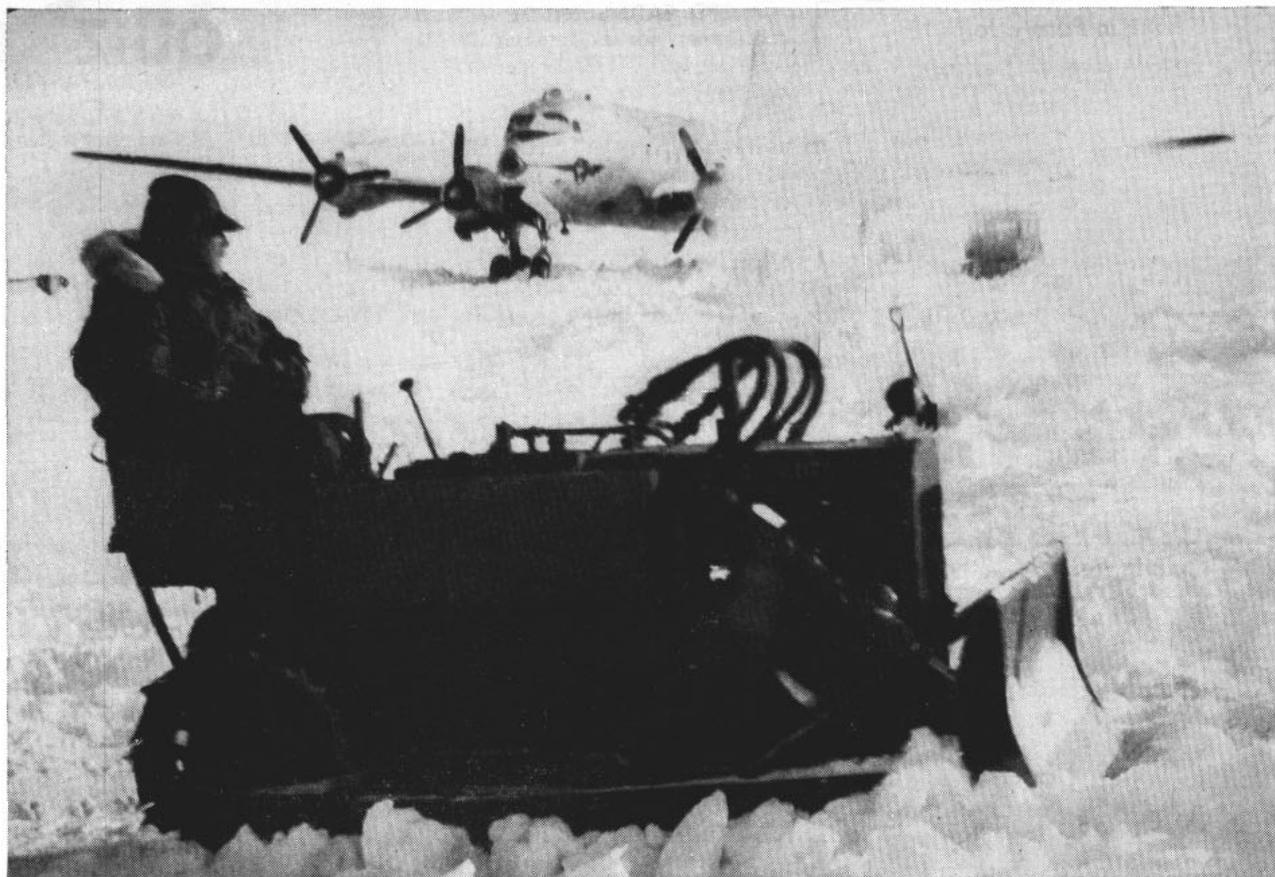
4. The mark at the right, worn on the left breast, is a (a) submarine insignia (embroidered), (b) submarine combat patrol insignia, (c) balloon pilot insignia.



5. You're up on your ships' history if you know that *USS Saint Paul* (CA 73) is of the (a) *Oregon City* class, (b) *New Orleans* class, (c) *Baltimore* class.

6. This veteran of Korean War service is the former (a) *Rochester*, (b) *Pittsburgh*, (c) *Albany*.

ANSWERS TO QUIZ ON PAGE 53



CATERPILLAR carves icy runway for C-54 on floating island. The plane had flown an engine in to stranded P2V.

Operation Skijump—Men Against Ice

EARLY THIS SPRING nine members of a Navy polar expedition were stranded 800 miles north of Point Barrow, the most northerly tip of Alaska. Considered from another direction—they were 410 miles south of the North Pole.

Not many years ago, in the days of dog-sled polar expeditions, this situation would have spelled sure death for most, if not all, of the party. But polar science has come a long way since the dog-sled days. The "stranded"—seven Navy airmen and two civilian scientists—were back at the Alaskan mainland base at Point Barrow in four and one-half days, joining the other members of the 34-man research group.

To permit this achievement, the P2V *Neptune* rescue plane had made an 1800-mile round trip from Point Barrow south to Kodiak for repairs during the time the men were stranded on the polar sea ice.

The Arctic rescue was one of the dramatic points of *Skijump II*. Or-

ganized by the Geophysics branch of the Office of Naval Research, the expedition was the second scientific polar operation in as many years. Last year's expedition, *Skijump I*, and this year's expedition were organized for the purpose of making oceanographic studies of the Arctic Ocean in winter.

The expedition also provided opportunities to develop techniques of landing heavy aircraft on sea ice and to test the effectiveness of men and their equipment under actual Arctic conditions. Here's a summary of developments and discoveries of *Skijump II* up to the events of the rescue.

Last winter the various components of the expedition began con-

verging on the Point Barrow headquarters. On 10 February, a P2V and an R4D which served as the expedition's "flying laboratory" left the Naval Air Test Center at Patuxent, Md., for Point Barrow, Alaska. They were followed 12 days later by a second *Neptune*. Other patrol planes from the Naval air station at Kodiak, Alaska, brought in additional material for the expedition.

After a month's preparation, the flying lab and one of the P2Vs departed for a point 360 miles nearer the pole and established the first oceanographic station. Emergency gasoline was cached for use by later flights working nearer the pole. More "jumps" to specific observation points followed in rapid succession.

Working in temperatures that ranged from minus 40 to minus 20 degrees Fahrenheit, the scientists, assisted by the Navymen, began their scientific observations. These were of three types: oceanographic (study of the ocean and its phenomena), me-

**Expedition to the Far North
Turns Up Some Answers
For the Navy and for Science**

teorological (study of the atmosphere—especially variations of heat, moisture and wind) and geophysical (study of the earth and factors which modify it).

In one type of scientific observation, the men would bore a hole through the ice with a power-driven earth auger. A weighted cable was led from a gasoline-powered winch bolted in the plane's fuselage, through an overhead meter wheel located directly above the hole and finally, into the hole. Nansen bottles were attached to the cable for collecting water samples at specified depths, and for holding the reversing thermometers that determine the exact temperature of the water.

These water samples from the Arctic Ocean were later analyzed to determine nature and perhaps the source. Determination of the latter factor can be used to plot the course of the drifting ice pack.

In another type of oceanographic observation, dynamite was used in determining ocean depths. A seismographic machine picked up and recorded both the initial explosion and the rebound echo. The ocean's depth was then computed from the distance between the *explosion graph line* and the *echo graph line*.

Soundings by the Navy scientists at various oceanographic stations indicated ocean depths of over 10,000 feet. Soundings made in 1909 by Admiral Robert E. Peary were confirmed by these findings. Peary measured depths of 10,000 feet and more.

The R4D, which now lies damaged on the desolate polar sea ice, was well equipped for its mission as combined flying laboratory and



FLOATING ICE ISLAND provided rugged campsight for 'Skijumpers.' The island is about nine miles long, four miles wide and 200 feet thick.

"home and feeder" for all hands.

In addition to its power winch, auger, cable, Nansen bottles and seismographic machine, the R4D flying lab carried reversing thermometers, a gravity meter, chemicals, dynamite and a \$6,000-gyro compass especially developed for high-latitude navigation.

In the old days of Arctic exploration, explorers bunked down in igloos and snow-banked tents. *Skijump II's* members bunked down in the R4D's fuselage when "on the trail." The nine men slept in a space seven feet high by 30 feet long. Heat was furnished by a noisy auxiliary power unit. It spread the heat somewhat unevenly. The top of the cabin was uncomfortably hot; the floor was cov-

ered with a solid sheet of ice.

Water was no problem for as long as there was heat, ice would melt. The crowded spaces of the plane's interior made dishwashing difficult. But it was soon discovered that by placing a hard-to-clean article such as a frying pan outside the plane it was possible to flick off the frozen remains. This left the pan as clean as a whistle.

Getting along in the Arctic regions calls for special techniques. Flying is no exception. You would think that with thousands of square miles of ice, the pilot could land his plane where his fancy directed. But if he set his 15-ton R4D or 32½-ton P2V down on overly thin "skim" ice, the plane would undoubtedly break



BROKEN R4D propeller gets once-over. Right: Wrecked landing gear and propellerless engine spelled 'finis' for R4D.



DOUBLING as 'cook's helper,' Henry Rhodes, AE1, became expert beard-trimmer while aground on ice floe.

through the layer of ice and sink into the cold, murky water.

Last year, one of the planes landed by chance on a stretch of skim ice. When an ice boring showed the ice to be only 18 inches thick, the pilot took his plane out after a five-minute stay.

When a pilot wants to make a landing on the polar sea ice, he flies very low, his eyes and the eyes of others in the plane closely scanning the area for cracks, sharp ridges and for indications of ice thickness. Old, rough ice is avoided. The pilot

looks for a new ice "lead" of smooth ice.

If all looks well, he drops the plane down for a *touch and go*, feeling out the strength of the ice with his landing gear. If this step comes off satisfactorily, the plane circles around and lands in his original tracks.

It wasn't the landing, however, that brought the R4D flying lab of *Skijump II* to its Waterloo. It was the take-off.

She was on the expedition's fifth "deep water oceanographic station," about 410 miles from the pole.

As the plane was taxiing for the take-off, the ski-like landing gear hit a soft snow ridge. It had been a bouncing take-off all the way. The passengers, lashed to their bucket seats, didn't notice anything unusual about the last large lurch, but the plane's landing gear had collapsed. The R4D careened to a halt. One of its wings was buried in the snow.

Reaching for the crash bar to cut the ignition switches, the plane commander shouted "abandon ship." Fire extinguisher in hand, the crew chief charged out the escape hatch to check the smoking engines for fire. He was followed by the remaining occupants who carried out food, clothing, heaters and tents.

In less than two minutes every man was standing with his survival equipment about 60 feet from the plane to escape a possible blast from the smoking engine. Luckily it was a false alarm—no fire, no explosion.



VOLUNTEER CHEF, LT Robert Bascom, co-pilot of P2V, cooked meals for 33 men on 'two-burner' stove.

The plane, however, was a dead pigeon, isolated in the Arctic wastes.

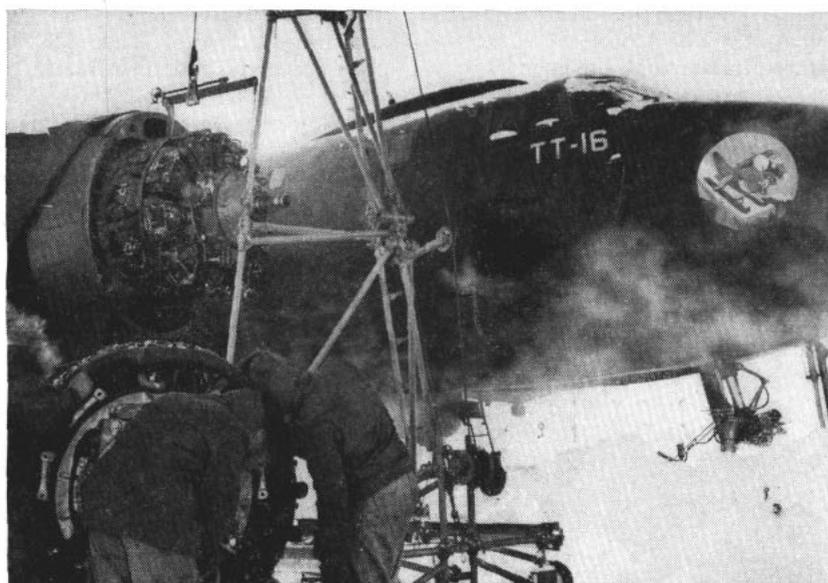
The first concern was to get out a radio report. Then, in the next hour and a half, all hands squared away the gear. As an added safety measure in case the ice under the plane gave way, a tent to hold survival gear was rigged at a safe distance from the plane. The auxiliary power unit was put in operation.

A 10-days' supply of food was on hand. The group was confident that a rescue plane would come in before the food ran low. To prepare for the expected plane, a landing strip had to be leveled. The big *Neptunes* aren't helicopters. Over a 2,500-foot stretch of snow humps were smoothed, depressions filled in and the snow packed down hard.

Located as they were less than 500 miles from the pole, the group had the benefit of almost continuous daylight. The nearest thing they had to darkness was five or six hours of semi-twilight each "night." Even then, they could see the sun's red glow over the horizon.

Meanwhile, far to the south at Kodiak Island the rescue plane was being readied. After a 1,700-mile hop, the *Neptune* landed on the prepared strip.

The strandeers loaded their survival gear into the *Neptune* in case of further trouble. Then they put in all the scientific equipment that weight and space limitations would allow. Finally, it was "all aboard."



MAINTENANCE crew checks replacement engine for P2V. The C-54 which flew engine to the island was 'beached' until runway could be cleared.

Thanks to the thorough snow-leveling job, the *Neptune* took off smoothly.

The scope of the skijump operation is indicated by its variety of equipment. For example, the flying lab carried fox traps, in the hope of catching an arctic fox, and a high-powered rifle—in the event a troublesome polar bear came moseying around.

With the oceanographic phase ended, the expedition turned to arctic operations and tests. The two *Neptunes* continued their survey flights over the polar sea ice. A feature of this final phase was a landing by the two planes on a "floating ice island" located within a few miles of the North Pole. This ice island is a huge, solidly-formed mass of ice that drifts with the ocean currents.

But bad luck continued to dog the expedition. During a second take-off from the ice island, the starboard engine of one of the *Neptunes* developed valve trouble. Here was an accident that could have happened anywhere—but it chose to happen 60 miles from the North Pole. Armed forces cooperation helped to solve this problem.

Twelve days later a new engine was brought to the ice island by an Air Force C-54. This plane also brought a prefabricated "Jamesway" hut to provide protection for the additional men as well as two gasoline aircraft heaters, an "A-frame" for hoisting the new 2,850-pound engine into place and a five-man engine repair crew from Fleet Aircraft Squadron 114 at Kodiak.

The Fason mechanics—plus three mechs from the downed *Neptune*—blew on their hands and started the job. Working around the clock in temperatures that sometimes reached 70 degrees below zero, they installed the engine in three and one-half days. The job ordinarily isn't done much faster, even in the protection of a warm hangar.

The commanding officer of Fason 114, complimenting the men for the speedy job, pointed out that through efforts like theirs, the Navy has learned many operational lessons in the two *Skijump* operations.

Nineteen days after the crack-up on the ice, the *Neptune* landed at Thule, Greenland, with all hands aboard. Despite the difficulties encountered, *Skijump II* had been an important contribution to the valuable knowledge of the Arctic.

Where do the 'Meanders' Meander?

Most sailors know that the Gulf Stream is (1) like a vast river flowing in the Atlantic Ocean, (2) that it flows north, then circles east, (3) that it warms the surrounding area, (4) that ships which "join" it pick up a few knots, and (5) that ships which "fight" it lose a few knots.

Scientists don't know much more about it—but they're learning.

Interesting results have come from a year-long survey of the Gulf Stream off the East Coast of the U.S. between Cape Hatteras and Key West.

This survey, completed last year, was under the joint sponsorship of the U.S. Coast and Geodetic Survey, the U.S. Navy Hydrographic Office and a commercial instrument company. The groundwork was done by nine loran-equipped merchant tankers which during north-bound and south-bound passages took hourly observations.

For one thing, the survey reveals that the stream is filled with twists and turns similar to the bends of regulation land-based rivers. This snake-dance development contrasts with an older concept of the Gulf Stream which pictures it as a straight running stream.

Ocean charts for many years have indicated the approximate position of the stream. The path most widely used—and shown on charts by a series of dots—is one defined by studies of the Coast and Geodetic Survey conducted in 1891. Evaluations of the tankers' reports by oceanographers are throwing new light on the behavior and positions of the stream.

The Gulf Stream is now known to have seasonal fluctuations in its speed and path. In summer, for instance, the mean speed is about one knot greater than in winter. The

mean path also varies between these two seasons. In some yet undetermined manner, these variations, as well as periodic fluctuations in path and speed, are related to tidal cycles and lunar phases.

A further result of the survey revealed giant, slow-moving waves that move along the stream in the same direction as the current. Termed "meanders", these waves appear to move 10 to 20 nautical miles a day. The Gulf Stream, on the other hand, clips along at 60 to 100 miles a day.

These "meanders" seem to have a wave length of from 175 to 250 miles. In the regions studied, their passage caused the stream to wander from side to side over a range of some 30 miles. "Meanders" apparently originate somewhere in the deep tropics and move along the Gulf Stream toward the Arctic.

Purpose of the survey was to locate more accurately the stream's position so that coastal shipping might better utilize the current. A ship does this by riding in the stream while steaming north. A ship steaming south, however, tries to avoid the stream—another good reason for determining its path.

Plans are now underway to extend the survey west into the Gulf of Mexico (where the Gulf Stream originates). This Gulf survey combined with the above described survey and a previous survey made from Cape Hatteras northward would provide a realistic picture of this famed old ocean current.

Meanwhile, research vessels *Atlantis* and *Albatross III*—out of Woods Hole, Mass.—carried on an investigation of the Equatorial Current. This west-running stream piles up water in the Gulf of Mexico, giving birth to the Gulf Stream.



Mobile Air Bases:

carrier task force in modern warfare.

"The attack carrier which played such a large part in the winning of World War II was the *Essex* class. We built 24 of these ships and we still have all of them," Admiral Fechteler said. "Nine are in the active fleet and fifteen are in mothballs. The design for these ships was completed in 1940. Since that time, the design of aircraft has progressed well beyond the capability of the 1940 carrier to handle satisfactorily.

"We have modernized the *Essex* class and have greatly increased its effectiveness but the time has come when we cannot change the 1940 hull to handle the airplanes of 1953 and thereafter.

"The *Midway* class of carrier, of which there are three, was completed after World War II but was constructed in accordance with a design completed in 1943.

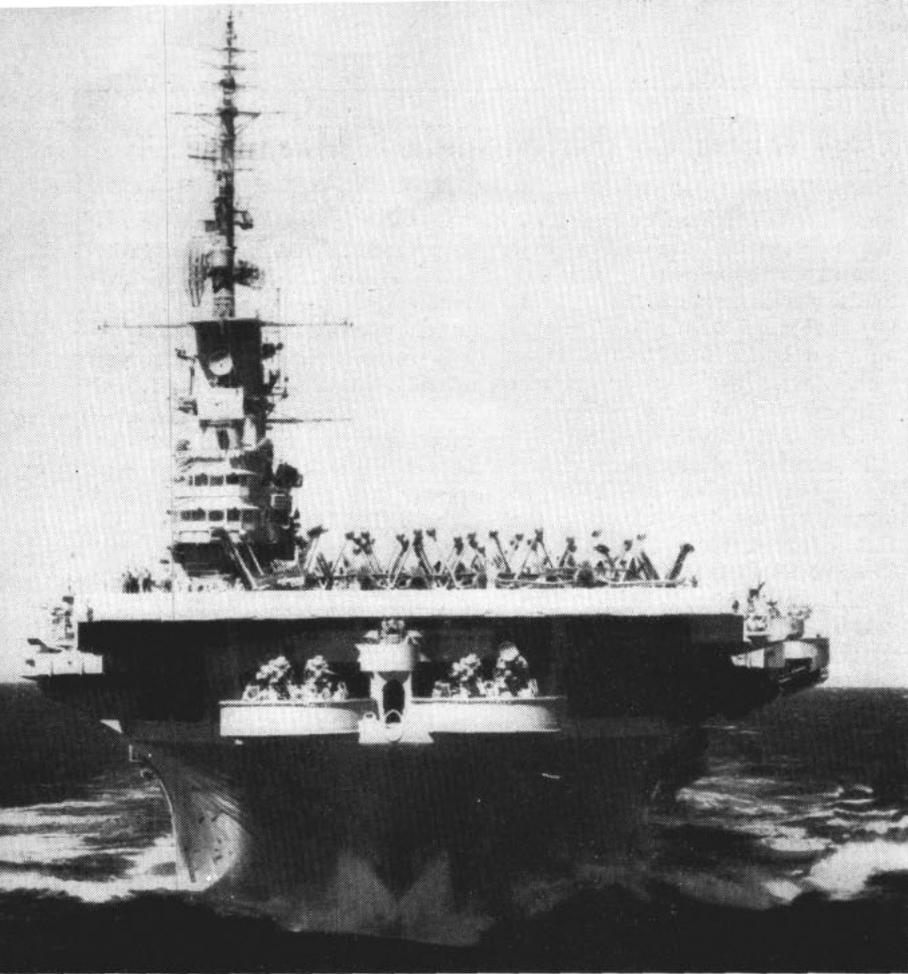
"Dimensions of available aircraft nearly exceed the capabilities of the *Midway* class. We can do something by way of modernization but we cannot put the *Midways* into condition to handle the planes of a few years hence.

"Congress last year appropriated for the first of the modern carriers," the Chief of Naval Operations said, referring to the new *Forrestal*. "It will be a flush-deck ship of 60,000 tons displacement. It can handle the carrier-type planes which will be available before the ship is completed.

"Modern carrier aircraft are heavier and larger in size than their predecessors. Being jets, they consume more fuel. Their landing speeds are greater. The effectiveness of jet fighters depends upon their being catapulted rather than being flown from the flight deck. Their bomb load is greater than the older planes. They require a bigger ship to service and operate them."

The Chief of Naval Operations gave seven major reasons for the need for modern aircraft carriers. These reasons, Admiral Fechteler stated, are briefly:

- The increased weight of aircraft.
- The need for increased fuel capacity due to jet propulsion.



CARRIER-BASED planes give support to UN forces. Here USS *Essex* (CV 9) plows through Korean waters, loaded with *Skyraiders*, *Corsairs* and *F2H* jets.

THE keel is expected to be laid this month for the latest of the Navy's aircraft carriers, USS *Forrestal* (CVB 59).

The new carrier, the first large flush-deck carrier in U. S. Naval history, will be slightly longer and considerably wider than the three present carriers, *Midway*, *Franklin D. Roosevelt* and *Coral Sea*, and the new ship's displacement will be roughly 30 per cent greater.

Over-all length of the *Midway* is 968 feet; the length of the *Forrestal* 1040 feet. Maximum width of the *Midway* is 136 feet; the maximum width of *Forrestal* 252 feet. All types of naval aircraft now flying or on the drawing boards will be able to take off and land on *Forrestal's* broad deck.

The new carrier, shown here in an artist's conception, is the next logical step in design. In addition to having an island built on an elevator so as to be retractable, the vessel will have four catapults each capable of firing a fighter into the air at the same time.

In a review of the progress of

work on *Forrestal* to date, the Bureau of Ships revealed that orders were placed for the main turbines, boilers and reduction gears within a month after the contract was awarded in July 1951. A large portion of the structural steel for the ship has already been delivered to the Newport News, Va., Yard.

BuShips estimates that *Forrestal* will be launched in March 1954, 20 months after the laying of the keel. Total cost of the vessel is expected to be about \$218,000,000.

Admiral William M. Fechteler, USN, Chief of Naval Operations, making a speech in New York City, reviewed the major reasons why the Navy needs such carriers, and the role of aircraft carriers and the

Modern Aircraft Carriers
Have Important Role
In the Navy of Tomorrow

At Home At Sea

- The need for more catapults for launching modern fighters.
- The need for more aviation ordnance space.
- The increased over-all dimensions of modern aircraft.
- The increase in aircraft landing speeds.
- The need for better protection against torpedoes, bombs and other weapons.

"Aircraft carriers form the core of the Navy's offensive power," CNO said. "They were so used with excellent effect in World War II.

"They are highly mobile landing fields which may move at 40 miles per hour to any part of the 70 per cent of the earth's surface that is covered by water.

"An important advantage of the carrier," Admiral Fechteler continued, "is that no international agreements or commitments need precede our use of carriers because they necessarily launch their attack from the international waters of the high seas.

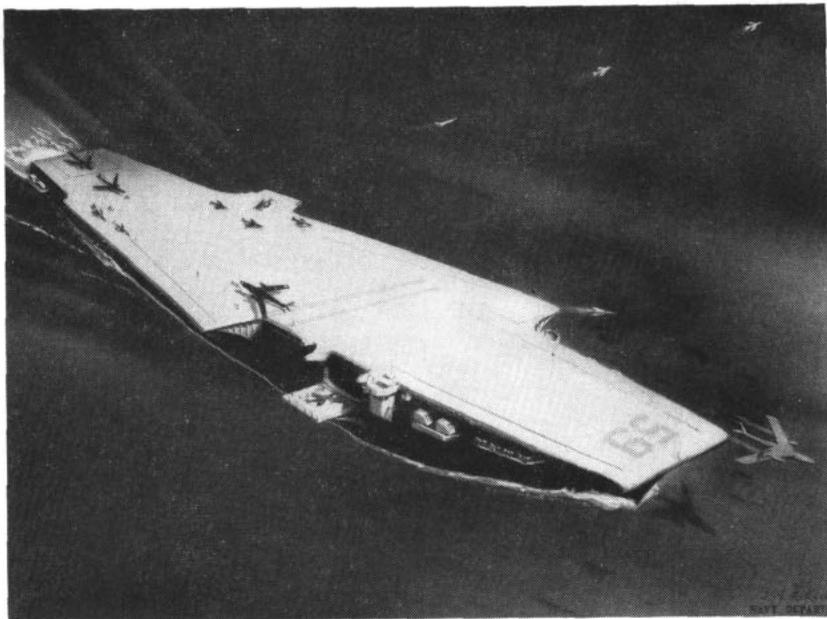
"Carrier task forces are self-sustaining and replenish themselves at sea. During the Okinawa campaign of World War II, carrier task forces remained continuously at sea off Japan and Okinawa for a period of 87 days and could well have remained longer if the campaign had been extended.

"A fast carrier task force containing four large carriers can deliver to shore targets in one month the same weight of conventional explosives as the entire German Air Force delivered on English cities in either of the peak months of the blitz.

"The carrier's mobility and maneuverability make it a poor and unprofitable target for bombing attack, even for attack with the atomic bomb.

"In World War II, the navy had a total of 110 carriers, large and small, fast and relatively slow. They spent a combined total of 940 months—over 78 years—in combat areas. They operated by night and by day in all kinds of weather. They were exposed to all manner of attack in restricted European waters as well as in the vast Pacific.

"Carrier task forces are well protected by their umbrellas of fighters carried by the ships themselves. In addition, such task forces are able to put up anti-aircraft fire which far



MODERN CARRIER, USS *Forrestal* (CVB 59) will have four catapults, retractable bridge. Carriers like this can handle bigger faster planes of tomorrow.

surpasses in volume of hot metal any conceivable concentration of artillery fire ashore."

The carrier force packs defensive firepower. For example, CNO said, "the average fast carrier task group of World War II had a concentration of over 1600 guns to use in its own defense. When translated into firepower, that means over 6000 bullets per second or just under 200 tons of steel per minute.

"(In addition), carriers are normally accompanied by cruisers and

destroyers. The firepower of a single destroyer is equivalent to slightly more than a battalion of 105mm. field artillery, and the fire of a modern heavy cruiser equals the fire of 11 battalions of 155mm. field artillery."

The Chief of Naval Operations concluded with a statement on carrier "defensibility":

"There is no weapon in prospect within the foreseeable future which is going to reduce significantly the defensibility of the carrier."



AIRMEN reposition an F9F Skyraider on the flight deck of USS *Princeton* (CV 37), returning from an early morning attack against enemy forces in Korea.

Brief news items about other branches of the armed services.

★ ★ ★

WATER-REPELLENT CLOTHING issued by the Army will keep soldiers drier in the future with the development of a process of treating the cotton thread used in sewing the garments.

In tests by the Quartermaster Corps, untreated thread was found to be the cause of seepage of water which reduced the protection of water-repellent treated fabrics used by the soldier.

Garments sewed with the new water-repellent thread and garments sewed with untreated thread were exposed simultaneously in rain-room tests with rain-fall approximating three inches per hour. It was found that seams sewed with untreated thread began leaking in 15 minutes, while the treated thread seams showed no leakage after as long as seven and a quarter hours. Further field tests are now being made in Korea.

★ ★ ★

A COMBAT CAMERA that can stand the gaff of front-line treatment and shoot ten pictures in five seconds in temperatures as low as 40° below has been developed by the Army's Signal Corps Engineering Laboratories.

The camera uses 70-mm. roll film and can take 50 pictures, 2¼ by 2¼ inches. A unique built-in knife enables the operator to slice off as many exposures as he wants for processing. Weight of the camera is less than press cameras due to the use of lightweight magnesium for the body and aluminum for the lens mount. Three different lenses have been designed for the camera. The one which will normally be used is a four-inch, F:2.8; a second, wide angle lens is a two and one-half inch lens, F:4.5; and the long lens



FAST ACTION combat camera is capable of taking 10 photos in five seconds, operates well in cold weather.

is an eight-inch, F:4. A combined viewfinder-range-finder adjusts automatically for the different lenses and the photographer sees what is on his film.

★ ★ ★

SPECIAL MOUNTAIN TRAINING is in store for selected groups of Army infantrymen who have completed basic training and possess a high degree of physical stamina. The rugged training is given at Camp Carson, Colo.

The course is designed to cover problems encountered in mountain operations. The men spend six weeks learning techniques of mountain combat, with emphasis on how to survive in the mountains. Such training, the Army says, will keep the men in top physical condition and help them overcome any fear of high places.

The trainees are taught to use climbing ropes, to tie knots, evacuate wounded, find their way overland—making use of compass and maps, use lightweight equipment such as tents, and to use climbing pitons, pack boards, stoves and other similar articles.

Final examinations are climaxed by a climb up Pike's Peak. Upon completion of this training the men will be qualified to fight in any kind of rugged mountain terrain, such as that found, for example, in Korea.

★ ★ ★

A SAFER, LIGHTWEIGHT PARACHUTE that is automatic-opening, virtually free of oscillation, and which incorporates a very low opening shock, has been developed by the Air Force's Air Development Center at Dayton, Ohio.

The new harness is a simplified system of nylon straps connected by snaps. It has only three adjustments, while the one now in use has seven. The new 'chute is put on like a vest.

The parachute is 28 feet in diameter and employs 12 conical-shaped guide surfaces extending down from the canopy. The guide surfaces both reduce oscillation (swinging like a pendulum) and lower the opening shock. The entire assembly weighs only 22 pounds, more than 20 per cent less than present parachutes. The automatic opening equipment can be pre-set to operate at any specified altitude or within a specified time. The parachute can also be opened manually.

Currently undergoing extensive "live-jump" testing by Air Force personnel, prior to final Air Force acceptance as standard equipment, the parachute assembly was brought to its present stage of development through a program consisting of nearly 400 aerial drop tests made with rubber dummies.

The wearer of the new 'chute will realize two distinct improvements, other than decreased weight and bulk, over the old harness. Because of reduced oscillation, he runs less chance of being injured when he lands. Present standard 'chutes often swing to such an extent that the jumper is hurt upon landing. Also, with the lighter assembly and special guide surfaces, the jumper will not be subject to the severe opening shock suffered with the present standard 'chutes.

Development of the new parachute began a little more than a year ago to meet the more stringent requirements placed on personnel parachutes by faster aircraft flying at higher altitudes.

A PORTABLE, AIR-BORNE hospital unit, designed to support combat bomber wings, has been developed by the Air Force's Strategic Air Command.

The complete, 36-bed unit weighs 10,000 pounds and can be packed in less than 500 cubic feet. Four men can load it into a C-54 transport plane in a few hours.

Complete with operating room and X-ray equipment, the hospital unit is tailored so that it can operate for 30 days without resupply.

Included in the unit are packing cases that convert into tables, plastic bottles that are lighter than glass and less breakable, and beds that fold into a package 4 by 30 by 36 inches.

Opened, the bed package disgorges an air mattress, a pillow, two blankets, sheets, a pillowcase and a mattress cover.

Also included are "patient kits," which contain bathrobes, pajamas, slippers, towels, tissue and other personal items.

* * *

THE ARMY'S RUGGED RANGERS are now undergoing part of their training in Florida—and not on the sunny beaches either, but back in the swamps.

Twelve days of a new eight-week course for Rangers are devoted to swamp and jungle training held in the boondocks near Eglin Air Force Base close to Valparaiso, Fla.

In their swamp and jungle training, the students learn how to handle small boats and move through the swamps. They are taught survival techniques: which jungle plants are edible, how to handle live snakes and what to do in case of snake bite. A typical field problem calls for the embryo-Rangers to jump ashore from small craft, proceed inland about 30 miles and destroy an installation. Such problems offer an opportunity for practicing the "buddy" system, patrolling, scouting and small-group operations.

Following the swamp and jungle training the trainees move north to the Chattahoochee National Forest area of Georgia for 11 additional days, this time for rugged mountain training.

Until last fall, men who had undergone Ranger training were assigned to separate Ranger infantry companies. Then it was decided that such an assignment system denied to other infantry companies the services of these highly-trained men. Under the system now in effect, selected officers and non-coms are given individual training in Ranger-type tactics. Then they are returned to their own companies where they play a key part in increasing their outfit's effectiveness.

* * *

NIGHT-FLYING SPECTACLES, which make use of a new type glass designed to aid pilots with slight, correctible defects of vision, are being perfected at the Air Force School of Aviation Medicine.

Pilots with such defects of vision are usually supplied with sunglasses with corrective lenses for daytime use. But sunglasses are of no help in the dark. Nor are ordinary spectacles of clear glass.

The eye contains small rods around the periphery of its retina, outside the direct field of daylight vision. This area is the most sensitive part of the eye at night, and ordinary spectacles do not cover these night-sensitive areas. Moreover, light glinting from behind on a small lens gives the effect of a bright glare or fog, limiting the flyer's perception in the dark.

It was to solve this problem that the night-flying spectacles were designed. Jumbo size, of clear glass, the spectacles are constructed to fit into standard Air Force sunglass frames which are curved to cover the pilot's whole range of vision. The lenses are coated with magnesium fluoride, the same substance used on costly cameras to reduce the loss of light by reflection. This metal coating also does away with "ghost images" that haunt everyday glasses.

The new glasses have one minor drawback — the soft metallic coating begins to wear off in irregular patches after five or six months of normal use. They then have to be cleaned and recoated. Further research, however, may turn up a way to harden the coating, the Air Force says.



PRECARIOUS CROSSING—Three of the Army's student Rangers make skillful use of a two-rope suspension bridge. Right: With knife in hand, a 'friendly' soldier sneaks up on an 'aggressor' during a combat maneuver at night.

Women In The Navy: Jills Of All Trades

THIS month the Waves celebrate their tenth anniversary as part of the naval establishment. From only a handful of women qualified to do but a few jobs in July 1942, the organization has developed in a decade into an integral part of the Navy whose well-qualified members can fulfill the duties of 36 of the Navy's 62 ratings.

Today, the girls in Navy blue are not only doing many jobs formerly considered "a man's job," but they have also qualified in the past 10 years to perform duties and responsibilities of many technical and administrative Navy billets that are unique to the Waves. There is still, of course, a limitation on the employment of women in the Navy—they are prohibited by law from serving in aircraft on combat missions, on shipboard, except on hospital and transport ships, and in those "man's-job" ratings which require considerable physical strength.

But carrying on the tradition began in 1943 when Waves were first permitted to serve outside the conti-

Waves Mark 10th Birthday, Perform Important Role In the Naval Establishment

ental limits (4,000 served in Hawaii during World War II), they now serve in permanent overseas billets in England, France, Norway, Germany, Alaska, Guam and Japan as well as Hawaii.

The history of women selected for active duty with the naval establishment began in World War I when in March 1917, Secretary of the Navy Josephus Daniels inaugurated the Naval Reserve program for "Yeoman F," later to become popularized as "yeomanettes." More than 10,700 yeomanettes served the nation in the first World War.

Another war later, on 30 July 1942, Congress authorized the enlistment of *Women Accepted for Volunteer Emergency Service* — WAVES — and opened the door for more than 100,000 Waves to serve on duty in

the U. S. Naval Reserve during World War II. The Waves performed 450 different wartime jobs in 900 continental shore activities. After the war a few hundred women remained on active duty and with the passage of the Women's Armed Services Integration Act in June 1948, these Waves became an integral part of the Regular Navy. Women now could make the Navy their career.

Captain Joy Bright Hancock, USN, Assistant Chief of Naval Personnel for Women, began her service in the Navy as a "yeomanette" and is the only Wave now on active duty who is eligible to wear the Victory Medal of World War I.

Through the years, with their substantial contributions to the effectiveness of the naval service, the Waves have earned their position as a part of the Navy, as well as the high regard of the officers and men of the service.

Here are some interesting facts about just a few of the unique jobs being done by the Waves, both in the United States and overseas.

Enlisted Waves are doing many jobs in naval aviation. Upon completion of basic training at the Bainbridge, Md., Naval Training Center, each Wave airman recruit takes an eight-week familiarization course in electronics, structural mechanics, machinery, storekeeping, parachute rigging, aerography and control-tower operation. Successful completion of this airman school often leads to specialized training of 14 to 28 weeks, depending upon the course selected. Women get their technical training at such aviation training facilities as U. S. Naval Air Technical Training Center, Memphis, Tenn. Usually, the Wave airman who successfully completes this schedule of basic and specialized training is assigned a permanent shore duty billet at one of the Navy's large aviation operating facilities such as naval air station where her professional training has prepared her to perform duties in one of the seven aviation ratings now being filled by Waves.

One of these "air Waves" is Jean W. Duncan, TDC, usn. Chief Duncan is an instructor in the Navy Department's link trainer unit at Washington, D. C. Her duty is to prepare Navy pilots for instrument flight

OPERATING a photomicrography camera is one of the duties of Joan Dager, DA. Right: Marvin Carlson, AF3, checks files at Naval Photographic Center.





X-RAY SPECIALISTS—Wave chief hospital corpsman prepares to X-ray man (left). Negative is inspected by HM2.

training. She gives instruction to each pilot prior to his "flight" in the link trainer, showing him how to operate signal controls and giving him the necessary instructions and criticisms during his "flight." Afterwards, the pilot and the chief discuss the problems involving basic techniques of instrument flight.

Chief Duncan also gives a familiarization lecture on radio ranges, instrument approaches to airports, and *aural null direction finding*—a method of determining the position of an aircraft with relation to the station to which the plane's radio is tuned—as well as instruction on the automatic radio compass and simulated conditions of cross-country flight.

Several Waves of the air Navy are now qualified parachute riggers. This is a much-respected rating—especially for a woman—for to graduate successfully from the parachute rigger school today each Navyman or woman must make a parachute leap.

During World War II, hundreds of Waves qualified as parachute riggers, but the jump was not a requirement at that time. Today, however, each student at the parachute rigger school at NAS Lakehurst, N. J., must make the leap. So far about ten Waves have done it.

Patricia Irwin, PRAN, USN, who is now packing 'chutes at NAS Norfolk, Va., tells how that first jump felt: "The only thing I could think about just before I jumped was that there wouldn't be anything to step on—just air."

Recalling the jump made at 2,500

feet from an R4D *Skytrain*, Airman Irwin recalls that it was only a few minutes after jumping out that she jolted and bounded to the ground, removed her "football helmet", then strolled away. This ended the first, and probably the last, parachute jump for her and a fellow Wave, Sheila Rourke, PRAN, USN, who made the leap at the same time. The two women made their jump exercise as the feature attraction of the parachute riggers' graduation ceremonies.

Officials at the school where the Navy trains the riggers who pack its parachutes, life rafts and other aviation emergency gear, believe there is nothing that impresses a rigger with the importance of his job like having him—or her—risk his neck testing his own packing skill. The 'chute they use for the jump, appropriately enough, is one they pack themselves. The two Waves along with all Navy riggers, are volunteers. The Navy doesn't assign anyone involuntarily to duty as a parachute rigger.

How did they like their jump? Pat and Sheila report that it takes a bit of courage to make that side hatch exit and they didn't like to think of the landing but the "period in between is worth the price of admission."

To another Wave, Patricia DeBerry, HM2, USNR, goes the unusual assignment of tracking down germs—isolating and analyzing these organisms which cause infection. Test tubes, bunsen burners and microscopes are her tools. She is on duty at National Naval Medical Center,

Bethesda, Md., and works also in the hospital's bone bank. She was ordered from inactive duty status in the Naval Reserve following completion of a major in bacteriology at the University of Tennessee and has two years' active duty to her credit.

Then there is Helen E. Weaver, YNC, USN, who was named secretary to General Dwight D. Eisenhower at Supreme Headquarters Allied Powers Europe. She was one of eight enlisted Waves assigned to SHAPE.

The list of unusual jobs being done by Waves also includes a number of "firsts."

The Navy's first woman officer to be designated as an engineering duty officer is Lieutenant Ruth C. White, USNR, who holds the billet of electronics training assistant in the Bureau of Ships. Lieutenant White received her commission in 1943 after attending Midshipmen's School at Northampton, Mass. Later she trained at the Navy Radar School, Harvard University, and at Massachusetts Institute of Technology. She has held such posts as assistant to the Radio Material Officer, Philadelphia Naval Shipyard, and as an instructor and assistant officer in charge of the Navy Electronics Training School in Philadelphia.

Her billet requires that she make plans for training electronics personnel in naval shipyards throughout the country. Frequently she is on temporary additional duty at different shipyards where she talks with the men on board ships and in the yards and plans an electronics training pro-



"ALL CLEAR"—pilots get the word on air traffic, navigation and weather conditions from Wave air controlmen.

gram built around the equipment they must use.

Lieutenant Commander Margaret C. McGroarty, USN, instruction officer in the Wave recruit training program at Bainbridge, Md., is the Navy's only Wave officer eligible to wear the Berlin Airlift Medal. She earned the distinction when she went to Germany with a Military Air Transport Service squadron. Previously she had served with the Naval Air Transport Service as air transport officer at NAS San Diego, Calif.

Two notable firsts are held by Lieutenant Francina Stonesifer, USN. She is the first woman in the U. S. military services to be assigned duty in Oslo, Norway, as well as the first

Wave officer to be selected for duty in the office of an attache.

Lieutenant Genevieve Koester, USN, a member of the joint staff, Commander in Chief, Pacific Fleet, is holding down an unusual billet in her duty as the Navy's civil aviation liaison officer. She is also the Navy's only Wave officer to act as the Navy member of a U. S. delegation. She represented her country and the Navy at the fourth session of the Rules of the Air and Air Traffic Control Division of the International Civil Aviation Organization at its headquarters at Montreal, Canada, in the fall of 1950. Lieutenant Koester holds a private pilot's license and recently won her commercial pilot's certificate. As a civilian she was a research associate in guided missiles for the aeronautical engineering department of the University of Michigan.

The distinction of being the first Wave in the history of the Naval School of Justice, Newport, R. I., to graduate as an honor student belongs to Elizabeth C. Wolf, YNSN, USN. Seaman Wolf is now putting her training to good use in the legal office of Chief of Naval Air Base Training, NAS Pensacola, Fla. She completed the highly competitive legal course with a final grade of 3.6 to win top honors in a class of 126 graduating students.

That Navy life is full of new interests and job opportunities for women is demonstrated by the fact that thousands of Waves are filling many important assignments which

are essential to the support of worldwide naval operations at sea and in the air, and to an efficiently manned naval shore establishment.

Under the Navy's Wave officer procurement program, qualified young women are appointed as commissioned officers in the Regular Navy and the Naval Reserve. Likewise, enlisted women of the Navy have opportunities to earn commissioned rank through the Officer Candidate School situated at Newport, R. I.

Candidates who have reached their 21st but not their 27th birthday, and graduates of an accredited college or university with a baccalaureate degree are eligible for Naval Reserve commissions as ensigns. Other qualifications required of a candidate are that she be a citizen of the United States by birth or naturalization, and be physically qualified by the Navy medical standards. A woman candidate, who is otherwise qualified, may be appointed ensign in the Naval Reserve, providing she is not the mother of a child under 18 years of age.

The Navy's current program for the procurement of Wave officers calls for a quota of 240 commissioned appointments a year.

The Waves are rightfully proud of the traditions established in the first decade of their service to the country. They have won for themselves a permanent place in the world's largest Navy by developing professional skills and sharing vital responsibilities with the men.



DRAFTING comes easily to Louise Cloninger, DMSN, (left). Julia Harbit, SN, splices 35-mm motion picture film.



Reservists Chart the Seas

"A large body of water with a lot of fish and salt in it."

Until a hundred years or so ago, that was about the extent of most skippers' knowledge of the sea itself. That's not true any more.

Today, U. S. naval vessels and other ships travel throughout the world with security and confidence because detailed information about the sea, its contents, shore lines and bottom has been made available to them by a comparatively small group of highly trained specialists in the fields of oceanography and hydrography. Here, as in so many other naval activities, Naval Reservists may be found working side by side with Regular Navy personnel.

There is a very limited civilian equivalent of hydrographic surveyors from which the Navy may draw in time of mobilization, and so the training of officers and enlisted personnel of the Naval Reserve in the special techniques involved is a vital part in the peacetime role of the U. S. Hydrographic Office.

In the Korean conflict as in World War II, these Reservists are providing an invaluable fund of knowledge, skill and experience, supplemented

as it is by constant review of current developments in this fast-growing field.

This is not an armchair science. Generally speaking, the hydrographers are concerned with the establishment of geographical positions and charting of navigational aids and hazards. They are responsible for mapping from several miles inland on out into the surrounding waters for a given distance or depth; oceanographers carry on from there. Because one of the primary responsibilities of the Hydrographic Office is to collect, evaluate and compile hydrographic and oceanographic data for the construction of nautical charts, it is necessary to probe into each corner of the world's oceans, from shore line to their greatest depths.

To accomplish this, specially adapted vessels measure and analyze the data of oceanic soundings,

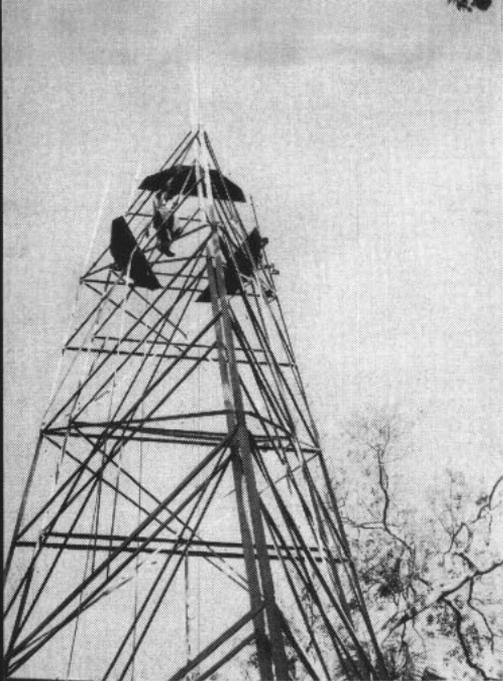
Specialized Training Program For Naval Reservists In Mysteries of the Ocean Depths

volume and speed of tides, flow of currents, aids to navigation such as lighthouses, buoys and prominent peaks, and locate dangerous shoals, wrecks, rocks and sand bars.

Observations made at any ocean station cover air temperature, solar radiation, current measurements, sea and swell conditions, wind, amount of cloud cover, even the color and transparency of the surface water. From water samples at various depths, the specialists glean facts on their temperature, oxygen content, chlorinity and density. Finally, they analyze samples of the ocean bottom itself.

It's a big job. Since late in 1948 when USS *San Pablo* (AGS 30) and *Rehoboth* (AGS 50) were taken out of mothballs and recommissioned, these two oceanographic survey vessels have steamed nearly 200,000 miles and spent more than 800 days at sea, according to the latest reckoning. During this time, these former seaplane tenders have "occupied" 654 ocean stations, obtained more than 10,000 bathythermograph slides, taken countless bottom cores.

Two Hydrographic Survey



TOWERS are used in hydro surveys when points are not visible at ground level. Note man at top.

Groups, with commands in the *uss Tanner* (AGS 15) and *uss Maury* (AGS 16) have been equally busy since their conversion from AKA's in 1946.

Today, working side by side with the Regular Navy in the office and in the field is a substantial percentage of Naval Reservists, both officers and enlisted personnel, who have returned to active duty.

Supplementing the basic complement of enlisted personnel aboard vessels of the types used by the Hydrographic Office are the more

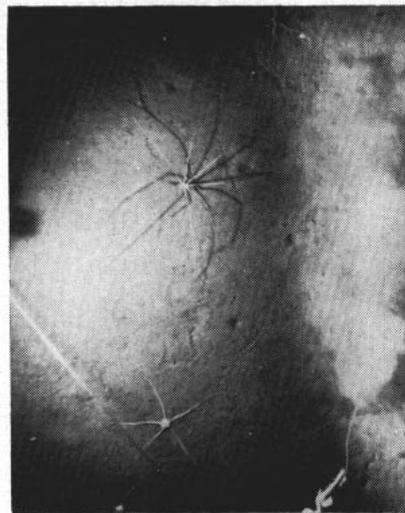
technical ratings, which include draftsmen, quartermasters, electronics technicians, aerographers mates and surveyors.

In addition to the training associated with their ratings, these men frequently receive special training in all phases of survey operations at the Hydrographic Office. As a result, they have become so proficient that, with little more than technical advice and assistance from the professional personnel on board, the vessels can conduct the hydrographic and oceanographic observations, plot up data make the chemical analyses, and complete the preliminary calculations necessary.

Although hydrography and oceanography are highly specialized sciences, Reserve officers returning to active duty are able to make the transition from their professional to military occupations with a minimum of difficulty.

This is possible because the majority are civil engineers, geologists or specialists in the physical sciences in civilian life and because, through their two-week's annual training duty special programs conducted at the Hydrographic Office at Suitland, Md., they are able to retain proficiency in their specialty.

Here, practical problems are studied, involving such specialized equipment as the *theodolite astro-labe*, *radio-chronograph*, *magnetometer* and other precision instruments. Lectures, practice and discussion courses are given, devoted

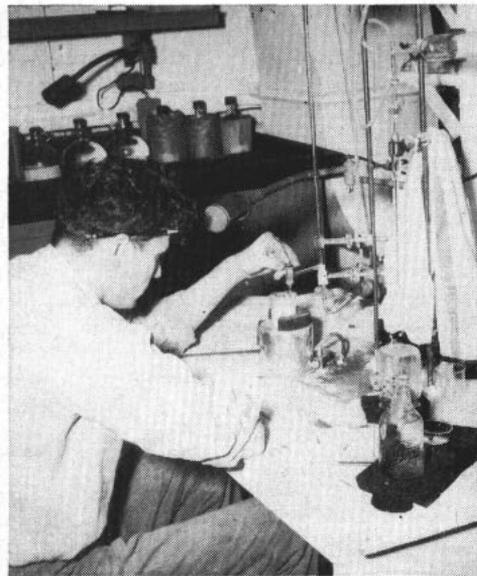
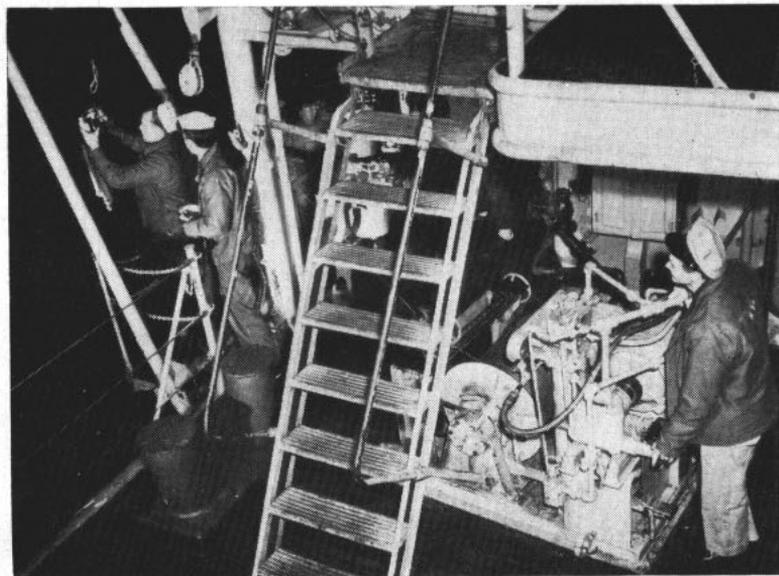


DENIZENS of the deep—sea spider and several brittle starfish were photographed at depth of 5,850 feet.

to hydrographic surveying, photogrammetry, techniques used in forecasting sea, swell and surf conditions, oceanography, cartography, drafting and special oceanographic projects.

Many of the Reservists on two-week annual training duty are veterans of World War II. In those days surveying ships on independent duty frequently found themselves hundreds of miles within enemy waters.

The teams which determined the conditions under which most of the amphibious operations during that time would be made are scattered now. However, through their con-



NANSEN bottles are lowered into ocean to get samples of seawater. Right: Scientist analyzes contents of sample.

tinuing membership in the Naval Reserve, these hydrographic specialists are enabled to keep up with professional developments in the Navy. In many cases such training is also valuable in their civilian occupations.

The present-day annual training curriculum for reservists and courses for Regular Navy personnel point up the tremendous strides taken in the maritime sciences from the early days back in 1830 when the U. S. Navy first established a Depot of Charts and Instruments in a small rented house in Washington, D. C. The activity at that time was intended primarily to provide a storehouse for charts and such sailing directions as were available, together with navigational instruments, for issue to ships which required them.

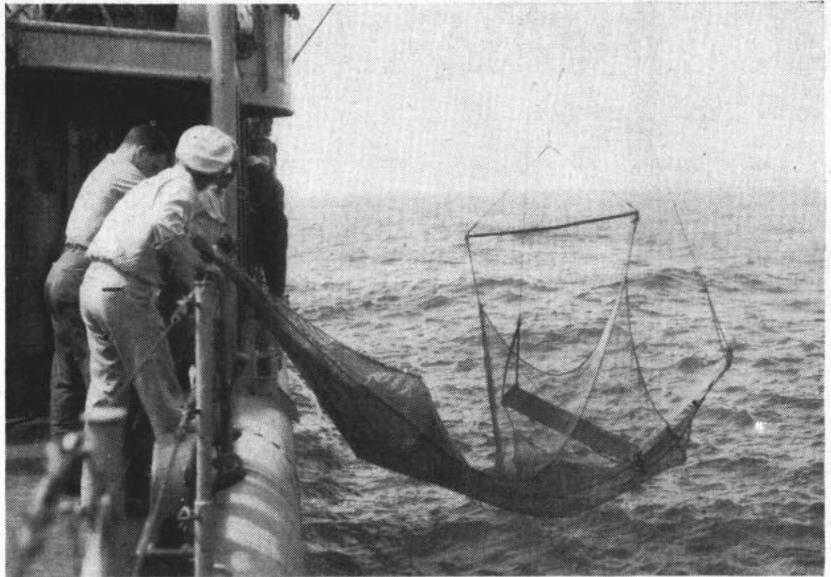
The first intimation of future development of Navy hydrography came 12 years later when LT Matthew Fontaine Maury was assigned as officer-in-charge of the depot. LT Maury, who is generally considered to be the founder of present-day oceanography, not only indexed and summarized earlier observational data found in old log books, but also established the depot as a central point to which shipmasters could submit information and reports of their experiences and findings in the field of oceanography.

Within five years, the first "Wind and Current Chart of the North Atlantic," the predecessor of today's Pilot Charts, was published. It was based upon more than 25,000,000 reports received in response to Maury's appeal.

With the introduction by the U. S. Navy of the first practical sonic sounding machine in 1922, the development of the present-day Hydrographic Office sounding techniques took shape as two destroyers obtained a complete profile of the ocean's bottom along their track in a cruise across the Atlantic and through the Mediterranean. Since that time, the Hydrographic Office has led the world in its contributions of deep sea soundings and bathymetric published charts based on this data.

Aerial photography was employed for the first time by the Hydrographic Office that same year in conducting surveys of the coast of Cuba.

Not only is it the function of the Hydrographic Office to add to the



MIDWATER TRAWL—Navy hydrographers lower net into sea. Later, net will be pulled up and contents—seaweed, animal life, etc.—analyzed by scientists.

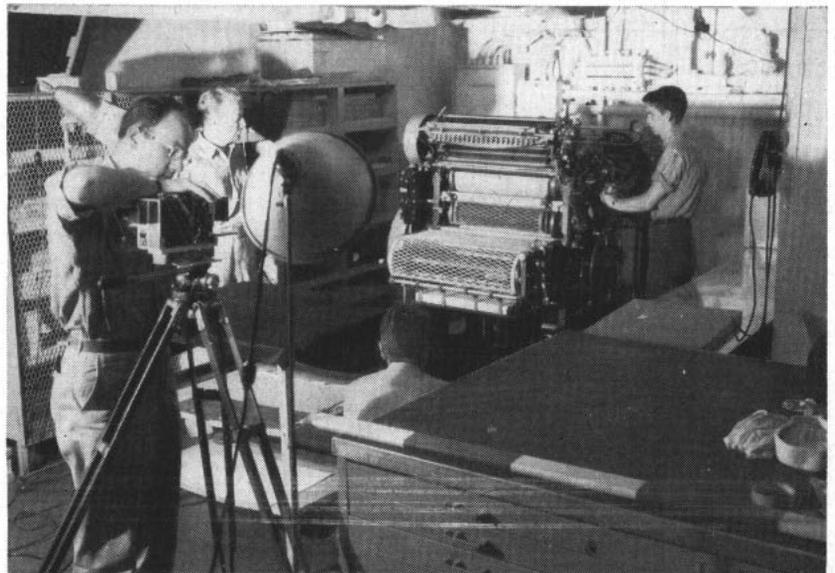
fund of maritime knowledge but at times, H. O. is able to delete erroneous information. Ganges Island, alleged to be somewhere in the North Pacific, for example, has finally been removed from all H. O. charts, despite the fact that reports of the mythical island have been traced back to earliest antiquity. Repeated searches have finally established the fact that it was as intangible as Atlantis.

Long range over-water aviation, development of radar, Loran, and other electronic devices for naviga-

tional purposes, new systems and methods for computing fixes from celestial observations, oceanographic research demanded for modern anti-submarine and amphibious warfare have all played a part in the development of the Hydrographic Office.

Or, as one Reservist put it a little more directly: "It's our job to tell you what the terrain is like on the bottom so you'll know where you're at on the surface."

Reservists and Regulars are working together to help you get your bearings.



RESULTS of surveys are published in charts, pamphlets. Here, man at left prepares to photograph material while man at right runs an offset press.

LETTERS TO THE EDITOR

Storage of HHE on Transfer

SIR: What are the rules concerning the storage of furniture by a serviceman or his dependent?

If a dependent puts household furniture in a civilian warehouse for storage, will the Navy at a later date pick it up and transport it to a naval storage center and reimburse the dependent for the expense of civilian storage?—F.F.R., BUC, USN.

• Navy Travel Regulations, Chapter 8, Para. 8006, provides that when necessary in connection with permanent change of duty station, temporary storage of household goods within prescribed allowance, is authorized at government expense.

When the Navy has no facilities available for temporary storage of household goods or, in the judgment of the shipping officer, such storage is not more advantageous to the government, commercial facilities may be used.

When a member receives a certain type of orders, such as orders to sea duty or duty overseas, and does not wish to take his household goods to his duty station, he may request nontemporary storage in a government storage facility for the duration of such duty and for one year after return to the United States. Such requests will be granted provided space is available. In such instances the goods will be packed and crated and placed in a government warehouse. If storage space is not available locally it may be necessary to ship the goods to a designated storage point. This may be done

Improved Sea Bag

SIR: I understand that the Navy is issuing a "Val-a-Pak type" suitcase of canvas in lieu of the old type canvas sea bag. If this is correct what method of issuing these bags is being used?—R. E. D., YNC, USN.

• The new standard Navy canvas clothing container is not the "Val-a-Pak type" but an improved style "sea bag".

This bag, olive drab in color, is equipped with a handle and over-the-shoulder carrying strap. An outside zipper closed pocket provides space for small articles.

The new sea bag will be issued to recruits in the initial outfit of clothing and will be available for purchase in Clothing and Small Stores outlets when stocks of the present type bags are depleted.—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.

only when the applicable orders permit shipment at government expense and in such cases ordinarily no further shipment of the same goods is authorized under identical orders. Ordinarily temporary and nontemporary storage are not both authorized under the same set of orders.

If the owner has placed goods in a commercial storage at his own expense and no service has been performed by the Navy, he may still apply to the Navy shipping officer nearest to the location of the goods for either temporary storage (limited to six months) if he desires later shipment, or for nontemporary storage at a naval storage activity as outlined above if he desires goods stored for the period of duty overseas. In the latter case he would not be entitled to reimbursement for the commercial storage. When temporary storage is desired rather than nontemporary storage, and the owner has made his own arrangements and paid the storage charges incurred, he may submit a request for reimbursement to the Navy Regional Accounts Office, Washington 25, D.C., with a statement as to the reason for not requesting such services from the nearest shipping officer.—Ed.

Disbursing System for Marines

SIR: Why are marines of a ship's detachment paid by Navy disbursing officers and Navy disbursing procedure rather than by Marine Corps disbursing officers and disbursing procedure? Are Marine Corps non-commissioned officers ever bonded to handle the payroll of a small detachment?—W. C., TMI, USN.

• Since seagoing marines are a part of a ship's detachment, they are paid by Navy disbursing officers and procedure. Otherwise, marines have their own disbursing system.

Although there have been cases in the past where small, shore-based Marine detachments have had a bonded NCO paymaster, there are currently no provisions for bonding NCOs to handle the payroll of such Marine detachments.—Ed.

Searching for PAMI

SIR: My Secondary Navy Job Classification is that of Tabulating Machine Operator. I have a substantial knowledge of tabulating methods and procedures, having acquired this both in civilian life and service life. Is there any official way to request duty where I can put this knowledge to use? Because of the specialized nature of this work, I have been able to learn very little about the chances of getting into this field.—J.F.L., SN, USNR.

• Your return address indicates that you are stationed at an East Coast air activity. This points out the path you should take to get the information you want.

A request should be submitted to ComServLant via your commanding officer and ComAirLant for assignment to duty in a Personnel Accounting Machine Installation. PAMI units use men with qualifications similar to yours.

However, only personnel having the MA rating are eligible to attend the Naval School, Machine Accountants, Class C.—Ed.

Status of USNREVs after Release

SIR: What is the status of USNREV—Organized Reserve personnel — after they serve their required 24 months' of active duty? Will they revert to the Organized Reserve to complete their four-year USNR enlistment, or will they be placed in a V-6 status which means they serve a six-year enlistment? —A.B.E., YNTSN, USNREV.

• The Navy's policy governing the Reserve status of USNREV men who have served the required 24 months active duty is set forth in Naval Reserve Multiple Address Letter 26-49. This directive provides that if there is an Organized unit available and if attendance at that unit will not cause the individual "undue hardship" (long distances to travel or conflicting civilian employment), he shall perform his remaining obligated Reserve service in an Organized unit.

The USNREV member shall receive for his active duty service the same credit toward the completion of his obligated Reserve service as he would receive for being a member of an Organized unit. Thus, when the USNREV member is released from active military service and has not accumulated the necessary 144 points required to release him from his obligated Organized Reserve service, he is required to complete the remaining obligated Reserve service in an Organized unit.—Ed.

Advancement Examinations

SIR: What is the length of time that an examination for advancement in rating is held valid? Where is the authority for the time limit?—M.W.M., TDI, USN.

• Examinations for advancement to pay grades E-4, E-5 and E-6 will be announced and conducted semi-annually, and examinations for advancement to pay grade E-7 will be announced and conducted annually, according to BuPers Circ. Ltr. 12-50, Corrected, (NDB, January-June 1951). Paragraph 12 of enclosure (c) to the directive states that lists will be prepared containing the names of candidates who pass the examinations but whose advancements are not authorized and that such lists will be cancelled on the date of the next service-wide examination for the pay grades involved. Accordingly, examinations for advancement to pay grades E-4, E-5 and E-6 are valid for six months and examinations for advancement to pay grade E-7 are valid for one year.—Ed.

No V-12 Training for Medicos

SIR: Is it necessary for a man, who has taken a pre-medical course, to serve as a striker before receiving orders to Hospital Corps School? Is there a V-12 program scheduled to start in the near future which would enable a man to enter medical school?—M.E.P., TN, USN.

• You do not have to serve as a striker before requesting Hospital Corps School. The requirements are as follows:

• Have been found by a medical official temperamentally suited for duty in the Hospital Corps and have normal color perception.

• Have a combined GCT/ARI of 100.

• Have 18 months' voluntary obligated service from date of entry into the school or agree to extend your enlistment.

Complete information on all naval schools is contained in the pamphlets, List of Naval Schools and Courses, NavPers 15795 and the Catalog of U.S. Naval Training Activities and Courses, NavPers 91769. These pamphlets are available at your duty station. Ask for them.

The Navy V-12 College Training Program which, among other things, provided pre-medical, pre-dental, medical and dental training for enlisted personnel of the U.S. Navy was terminated in July 1946. There is currently no Navy-subsidized college training program which provides training of students for the medical and dental professions and none is anticipated in the near future.—Ed.

Service Record for Bonuses

SIR: I am applying for the veterans' bonus in the State of West Virginia and in order to complete my application properly I need the correct dates and locations where I served. All my service was on board *uss Pennsylvania* (BB 38) from 7 Dec 1941 to 2 Sept 1945. Can the Navy officially verify the dates and places my ship served between these dates?—C.M., BM1, USN.

• The states that have legislation in effect authorizing payment of bonuses to veterans of World Wars I and II, have in general agreed to accept as evidence of service the applicant's separation documents, and personal affidavits submitted with the application, subject to verification by the states if necessary. The Navy has attempted to facilitate the work of state bonus offices by making necessary duplicate separation documents available through the offices of the various naval district commandants.

The Bureau of Naval Personnel has arrangements with state bonus officials permitting state representatives to obtain from the Bureau, further verification of service beyond that afforded by separation documents.

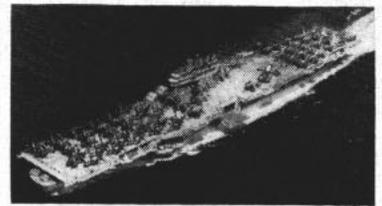
It is suggested you submit your application accompanied by required separation documents, directly to the address indicated on the bonus application. If the state bonus officials deem it necessary to obtain additional information, they can forward the application to the State's bonus representative at the Navy Department for further verification.

If you have not been separated from active duty and did not receive Separation Form NavPers 553 or DD Form 214, your service record on board your present duty station may contain all the data you need for your application. In such case your commanding officer can complete the certification of service in the appropriate spaces on the application blank to the extent that your service record and any other available records permit. Items of information not substantiated by records available to your commanding officer should be supplied by your statement under oath, and the commanding officers certification should include the notice that such items were thus supplied.—Ed.

Sara Maru and the Minute Man

SIR: Can you give me the exact commissioning dates of *uss Saratoga* (CV 3) and *uss Lexington* (CV 2)?—F.M., LT, USN.

• The first of these, affectionately known as "Sara Maru" and the "Old Lady," was commissioned 16 Nov 1927. *USS Lexington*, known to many as "Lex" or "Minute Man," was commissioned 14 Dec 1927.—Ed.

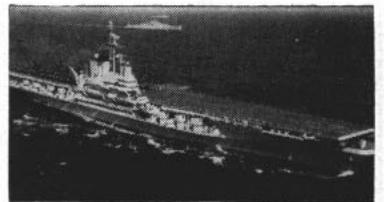


USS ANTIETAM (CV 36)—One of 14 in Essex long-hull group of 1940-1943.

Largest Carriers

SIR: Could you tell me which is the largest of the three CVBs? I would like to know some of the figures on their size. Which CV has the longest flight deck?—M. W. S., AG3, USN.

• The world's three largest aircraft carriers — *uss Midway* (CVB 41), *uss Roosevelt* (CVB 42) and *uss Coral Sea* (CVB 43) — are all the same size. Flight deck length is 924 feet, over-all length is 968 feet, the maximum beam is 136 feet and the standard displacement is 45,000 tons. The flight decks of the CVs are all the same length—862 feet.—Ed.



USS MIDWAY (CVB 41)—She's typical of the Navy's large aircraft carriers.

Field Duty for EDOs Defined

SIR: Several Navy publications have referred to "field duty for engineering specialists." What, specifically, is meant by such duty? What sort of field duty assignment could an officer with designator 1405 expect?—J.H.S., LCDR, USNR.

• "Field Duty for Engineering Specialists" is the title of a new correspondence course soon to be made available to Reserve officers.

An engineering specialist can be either a 1405 (general engineering), 1455 (ordnance engineering) or 1425 (electronic engineering).

Officers with these designators are restricted to certain duties at sea which include engineering, damage control, repair ships, tenders and staff duty. The usual assignments ashore are for duty at naval shipyards, shipbuilding activities, experimental and research stations and all activities in the field coming under the management control of the Bureau of Ships. "Field duty" means any duty not confined to the Navy Department in Washington, D. C.—Ed.

Retention in Regular Navy

SIR: Two years ago I was commissioned an ensign, USN, through the NROTC program. Then, after a six-months' leave (during which I completed studies for my engineering degree) I reported for active duty. When should my request for retention in the Regular Navy be submitted? If not selected for retention in USN, when will I become USNR?—J.W.S., ENS, USN.

• You accepted your appointment as ensign, USN, on 16 Dec 1950, the date of commencement of your current active duty, under the provisions of Public Law 729, 79th Congress, as amended. This act prescribes that officers so appointed as ensigns, USN, upon completion of the NROTC program are subject to selection for retention as permanent USN officers during the third calendar year following date of acceptance of original USN commission, provided their application for retention is submitted either (1) prior to 1 April of the third calendar year following acceptance of USN commission or (2) prior to the third anniversary date of accept-

No Change in Dress Jumper

SIR: There is a rumor going around my station about enlisted men's blue trousers. It is to the effect that the zipper-front style trousers become regulation 1 July 1952 and that the buttoned-front style becomes non-regulation.

Is there any truth to this? What is the latest information on the new style of dress jumper?—D.W.N., YNS2, USNR.

• SecNav Ltr. 50-972 (NDB, July-December 1950) still applies. This letter states that even after the stock of button-front style trousers on hand is exhausted and only zipper-front style trousers are being issued, wearing of the button front trousers will be permitted until they are no longer serviceable.

In line with this, various sizes of zipper-front trousers have been on issue for some time. Both types are regulation trousers.

The buttoned-cuff style dress jumper will continue in effect indefinitely. It will not be replaced by the proposed loose-cuff style dress jumper.

In Fleet tests, enlisted men showed a preference for the dress blue jumper with shirt-type shoulders and buttoned cuffs in place of that with coat-style shoulders and sleeves.

On 12 June 1951, the Secretary of the Navy approved the former style of jumper (shirt-type shoulders and buttoned cuffs) and this will remain regulation.—Ed.

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.

• 6th Naval Mobile Construction Battalion: — The battalion's first cruise book for the period from commissioning on 3 May 1951 to its arrival at Davisville, R. I., on 11 December 1951, will be ready for distribution about 30 August 1952.

Persons interested in obtaining a copy should write to the Editor, MCB6 Cruise Book, U. S. Naval Mobile Construction Battalion No. SIX, Care of Fleet Post Office, New York, N. Y. Price is tentatively set at \$5 per copy.

ance of USN commission, whichever is the earlier date. Should you desire to be considered for retention as a permanent USN officer you may submit your application at any time but, having accepted USN commission on 16 Dec 1950, the application in your particular case must be submitted by 1 April 1953 in order to be eligible for such consideration.

The commission of each NROTC-trained officer, commissioned under the foregoing act, who shall not have applied for retention, shall be terminated not later than the third anniversary of acceptance of commission, and the commission of each such officer who applies for retention within the time limits prescribed but who is not selected for retention shall be terminated not later than 30 June of the appropriate calendar year or third anniversary of acceptance of commission, whichever is the later date. If you do not apply for retention, or if after application you are not selected for retention, your present USN commission will be terminated not later than 30 June 1953. Upon termination of USN commission you are obligated to accept a commission in the U. S. Naval Reserve, if offered, from which you have agreed not to resign prior to the sixth anniversary of date of rank stated in your original USN commission. Subsequent release from active duty as a Reserve Officer is governed by the provisions of BuPers Circ. Ltr. 120-51, (NDB, 31 June 1951, 51-548).

Under the provisions of Section 7 of Public Law 729, 79th Congress, as amended, you may, upon your own application and after not less than fifteen months of satisfactory service as a commissioned officer, in the discretion of the Secretary of the Navy, have your USN commission terminated and be commissioned in the Naval Reserve. Obligated active service as a Reserve officer set forth in BuPers Circ. Ltr. 120-51 would be applicable.—Ed.

Reenlistment in Naval Reserve

SIR: I served on active duty in the Naval Reserve during World War II and when I was discharged I joined the Organized Reserve and served a full enlistment. I would like to reenlist in the Naval Reserve again. What are the age and physical requirements?—

• The upper age limit for reenlistment in the Naval Reserve is 50½ years. Current enlistment regulations provide for deduction of prior service in the armed forces from actual age for purpose of computing the age within the prescribed limit. Applicants for enlistment must be physically qualified in accordance with established requirements prescribed by the Navy. They must meet all mental and moral requirements. If they have had prior service, they must have been honorably discharged.

To determine your eligibility for reenlistment it will be necessary for you to submit a formal written application at the nearest U.S. Navy Recruiting Station or Naval Reserve activity.—Ed.

Strikers Too May be Housekeepers

SIR: We have a question about the use of qualified strikers for mess cook duties aboard ship. Are there any BuPers directives limiting the use of qualified strikers, especially graduates of Class A service schools, for such duties?

Some of us Electronics School (Class A) graduates have heard there is a bulletin out to that effect, but we are unable to locate it. We would appreciate any information you might give us on this subject.—R.R., ETSN, USN; F.S., ETSN, USN; R.D., ETSN, USN.

• Identification of strikers is the subject of enclosure (E) to BuPers Circ. Ltr. 50-62 (NDB, January-June 1950). Paragraph eight of that letter requires that qualified strikers be assigned to duties commensurate with their designation.

This provision merely extends to qualified strikers of any rating group, the same principle which naturally applies to other personnel of the same rating group.

Mess cooking duty is one of the several "housekeeping" duties which must be performed by members of a ship's company in addition to the primary duties more directly associated with the specialties of their individual ratings.

It is customary to assign mess cooking duty to non-rated personnel. There is no BuPers directive which specifically excuses strikers of any rating group from their share of "housekeeping" duties whether they involve mess cooking, compartment cleaning or paint chipping.—Ed.

Navy Reunions Continue at Peak Level as Announcements Roll In

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.

• **Bombing Squadron 5, uss Yorktown (CV 5):** — A reunion is planned for 27 Sept 1952, in San Diego, Calif., for all personnel who served in the squadron at any time from date of commissioning to July 1942. All former members please contact John W. Trott, 4451 Saratoga Ave., San Diego 7, Calif.

• **21st Naval Construction Battalion:** — The 10th annual reunion of the 21st Naval Construction Battalion will be held at the Naval Air Station, CPO's Club, Alameda, Calif., 9 Aug 1952. Further information may be obtained from Clifford G. Hill, 1628 San Pablo Ave., Oakland 12, Calif.

• **8th Naval Construction Battalion:** — The tenth anniversary reunion of the 8th Battalion Seabees will be held in New York City, 12, 13 and 14 Sept 1952 at the Henry Hudson Hotel. For details contact Edward W. Sanford, 90 Woodland Ave., Bridgeport 5, Conn.

• **Seabee Veterans of America:** — The Seabee Veterans of America will hold their 6th annual national convention in Milwaukee, Wis., 21 through 24 August. Additional information may be obtained from National Convention Chairman, LCDR Clay Fralick, USNR, 815 W. Wisconsin Ave., Milwaukee 3, Wis.

• **uss Owen (DD 536)** — The 5th annual reunion will be held at the Fort Pitt Hotel, Pittsburgh, Pa., 29, 30 and 31 August. For information con-

tact Louis M. Cumino, 2300 Milligan Ave., Swissvale, Pa.

• **uss Pocahontas (YTB 266):** — Members of the World War I ship's company will hold their 5th annual reunion in New York City, 24 through 28 August, in connection with the National Convention of the American Legion. For information contact R. Fairley Morris, secretary, Box 117, Maxton, N. C.

• **LCI Flotilla 2 (18):** — The officers and men of LCI Flotilla 2 (later designated Flotilla 18) are holding a reunion in Pittsburgh, Pa., on 22, 23 and 24 August. For details contact E. W. Wilson, 343 Fourth Ave., Pittsburgh 22, Pa.

• **56th Naval Construction Battalion:** — The 56th Seabees will hold their reunion 30, 31 August and 1 September, at King Cotton Hotel, Jefferson at Front St., Memphis, Tenn. For details contact W. M. Rainey, secretary-treasurer, Pulaski, Tenn. For reservations write King Cotton Hotel as early as possible.

• **North Sea Mine Force Association:** — The North Sea Mine Force Association, New York Chapter, will hold its 11th annual reunion at the Hotel New Yorker, 17 and 18 October. For information contact, William C. Meister, P. O. Box 66, Sunnyside Station, Long Island City 4, N. Y.

• **73rd Naval Construction Battalions** — The 73rd Seabees will hold their third annual reunion at the Jung Hotel, New Orleans, La., on 25, 26 and 27 July. Additional information may be obtained from Edward P. Dameron, P. O. Box 428, Hammond, La.

• **Group CVLG(n) 41, uss Inde-**

pendence (CVL 22): — A reunion of former members of Group CVLG(n) 41, that operated off *Independence* during World War II, will be held 4, 5, and 6 July at Hotel Lancaster, Lancaster, Ohio. Information may be obtained from the sponsors, Mr. and Mrs. Mose Williams, 2581 Steele Ave., Columbus, Ohio.

• **VP-73 (Formerly VP-53 and VP-15):** — A reunion to be held at a time and place to be decided is planned for all members of VP-73. Information may be obtained from John G. O'Neil; ADEC, USNR, 17800 W. Seven Mile Rd., Detroit 35, Mich.

• **Camp Robert Small, Co. 650:** — Former officers and men of Camp Robert Small, Company 650, Great Lakes, Ill., Cargo Handling Group, Base Company Area, or Manana Barracks Area, Pearl Harbor, T. H., between 1942 and 1945 are planning a reunion, with time and place to be decided. For information contact S. Monroe, 1415 W. Oak St., Louisville, Ky.

• **uss LST 345:** — Former members of USS LST 345 and Staff of Group I interested in a reunion, with time and place to be decided, may contact Eugene L. Kiblinger, P. O. Box 305, Shenandoah, Va.

• **U. S. Naval Hospital, Philadelphia, Pa.:** — A reunion of all personnel attached to U. S. Naval Hospital, Philadelphia, Pa., from 1950 through 1952, is being planned. Reunion will be held during September 1952 at Harrisburg, Pa., on a date to be announced. For information contact Joseph E. O'Neil, 144 Broadway, Youngstown, Ohio.

Overseas Service Ashore

SIR: Here is a subject that some of my shipmates and myself have been discussing. Take the case of an enlisted man who is serving aboard a ship of the Pacific Fleet. How would he request duty at a naval shore activity in the Hawaiian Islands, the Philippines, in Japan or Guam?

Or take the case of an EM who is serving in an Atlantic Fleet ship. How would he request duty in Bermuda, Newfoundland or North Africa?—J.A.O., SN, USN.

• **Assignments of EMs to duty at locations such as you describe are made by the respective service force commanders. In the Atlantic this would be ComServLant; in the Pacific, ComServPac.**

Men serving in Pacific Fleet units

submit requests for such overseas duty in accordance with ComServPac Instruction 1300.3A, while men in Atlantic Fleet units submit requests in accordance with ComServLant Instruction 1306.2. These requests are submitted without reference to BuPers.

The Service Force commanders maintain waiting lists from which EMs normally are selected for such assignments. Eligibility requirements for these lists include a minimum of one year's sea duty since last shore duty or overseas duty.

Other information, including duty with a naval mission or office of naval attache, can be found in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) and in the following issues of ALL HANDS; March 1952, p. 21; November 1951, p. 25; June 1951, p. 27.—ED.

No Quotas for 'Quake' Training

SIR: I would like very much to take the microseismographic course which, I believe, is given at the Navy Hurricane Weather Central, Miami, Fla.

Could you furnish information regarding application and qualifications for such a course? When does the class convene?—V.L.R., AGAN, USN.

• **The microseismographic training in which you are interested is an informal course conducted at the Navy Hurricane Weather Central in Miami for the benefit of aerographic personnel detailed for microseismographic duties.**

There are no quotas available for assignment to this training as classes are formed infrequently on a "when-required" basis. No applications for this training are desired.—ED.

Officer Data Cards

SIR: On the first of October each year all officers are required to fill out Officer Data Cards (NavPers 340), listing their first four choices for sea duty and shore duty.

Junior officers often do not know which stations are available, much less which stations they would prefer. Is there any official or unofficial listing of billets which officers can use to make their choices intelligently?—M.M.McL., LTJG, USN.

• *Activities of the Navy are listed in the Navy Department Standard Distribution List which is available to personnel in their administrative or personnel office. No general publication listing individual billets at any particular station is available. The choices referred to in your letter are for the individual's geographical preference only.—ED.*

Reduction in Rating at Mast

SIR: It is my understanding that a commanding officer can not break a man in rate or rating through a Captain's Mast if the man is in a Reserve status and did not receive his rate or rating at this commanding officer's command.

A clarification on this question and an explanation of the powers vested in the CO in this case will be appreciated.—R.F.D., PNSN, USN.

• *Under the authority of Article 15 of the Uniform Code of Military Justice a commanding officer may reduce an enlisted person, except a chief petty officer (permanent appointment), to the next inferior rate or rating as a non-judicial punishment at Captain's Mast if the individual concerned had previously been advanced or promoted to*

Second Extension of Enlistment

SIR: In October 1951, I agreed to extend my enlistment for one year in order to have sufficient obligated service to attend the basic enlisted course at the Navy's Submarine School. (I enlisted in the Navy in April 1949 for three years.) Now I wish to attend another school—a school which requires 18 months of obligated service.

Question: Is it possible for me to extend my enlistment for two years at this time and disregard the one year agreement?—A.L.S., YN2 (SS), USN.

• *You cannot disregard the agreement to extend your enlistment one year. As it now stands, you are obligated to April 1953—a few months short of the 18 months required for your new school. It is suggested that you re-extend your enlistment. This can be done in accordance with Article C-1406 of BuPers Manual.—ED.*

the grade from which demoted by an equivalent or lower command.

As commanding officers of any command in the Navy have equivalent authority to effect the authorized advancement of enlisted personnel, such commanding officers are considered commanding officers of equivalent commands within the meaning of Article 15 (a) (2) (D), UCMJ. Accordingly, COs who have authority to impose non-judicial punishments under the provisions of article 15 may reduce a person under their command to next inferior rate or rating for disciplinary purposes.—ED.

Promotion of Temporary LCDRs

SIR: The following query should be of interest to temporary officers whose permanent status is enlisted or commissioned warrant, and who failed selection for promotion to CDR.

The law covering involuntary retirement states that lieutenant commanders who twice fail of selection shall be placed on the retired list or otherwise separated from the 'service on 30 June of the year in which they have completed 20 years commissioned service.

It is easy to see how this applies to graduates of the Naval Academy who, under normal conditions, should make commander after about 20 years' service. The question is: How does the law apply to the ex-enlisted man or chief warrant who, at the time of failure of selection, has only 10 or 12 years' commissioned service and has over 20 years', but less than 30 years' total service?—T.C.S., LCDR, USN.

• *The section of law covering the involuntary retirement of lieutenant commanders who twice fail of selection referred to in your letter is contained in Sec. 312(e) of Public Law 381 (80th Congress) known as the "Officer Personnel Act of 1947." This section of law, however, does not pertain to ex-enlisted or commissioned warrant officers serving under temporary appointments to higher grades.*

The present policy of the Navy Department is to retain temporary officers in their temporary appointments as long as they continue to serve satisfactorily and meet the needs of the service, even though they have not been selected for promotion by two or more selection boards. They will continue to be considered for promotion by each subsequent selection board.—ED.

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Round-up on Pay Raise for Navy Personnel

HERE is a complete round-up for all ranks and rates covering service pay and allowances under the new Armed Services Pay Raise Act of May 1952. The increased pay rates went into effect on 1 May.

The new law, which amends the Career Compensation Act of 1949 (as amended by the Dependents Assistance Act of 1950) provides an increase of four per cent in basic pay and an increase of approximately 14 per cent in basic allowance for quarters (BAQ).

The new law also grants a 14 per cent increase in the basic allowance for subsistence for officers. In the case of enlisted persons who have been granted permission to mess off the base, however, the subsistence allowance known as "commuted rations" is still geared to the comparative cost to the Navy of feeding enlisted persons at station messing facilities. The value of such rations is set by the Secretary of Defense.

All types of pay allowances, except clothing allowances, are included in the accompanying table (whether they have been increased or not).

To find out what your monthly active duty basic pay is under the new pay raise law, consult the table on pages 32 and 33 corresponding to your rank or rate under the column heading indicating your years of service—both active and inactive duty in the Navy and/or Naval Reserve.

The following paragraphs provide a summary of all the factors you must take into consideration to figure your gross and net income—including any additions of special pay and allowances if applicable to your case.

• **Basic Pay** — This term incorporates what was known as "base pay" plus "longevity." These last two terms went out with the passage of the Career Compensation Act of 1949. Your active duty basic pay, including the new four per cent increase, is shown in the table below and is determined by your pay grade and the number of accumulative years of military service. The Career Compensation Act of 1949 established the system of "periodic pay increases," replacing longevity. Under this law, basic pay is increased every two years, up to 18 years of service, and thereafter every four years. Under the new pay raise act the plan for periodic pay increases remains unchanged and amounts to approximately \$15 per month for officers and \$7.50 per month for enlisted personnel for each two-year increase.

• **Cumulative Years of Service.**—In figuring your basic pay (including your periodic pay increases), you should count both active and inactive duty in the Navy and Naval Reserve. If you previously served in another branch of the armed services—Army, Air Force, Marine Corps, National Guard, Coast Guard, Public Health Service, or their Reserve components—you should consult with the disbursing officer at your activity to ascertain if such service is creditable for pay increases.

Cumulative years of service *do not have to be consecutive* to count for periodic pay increases in basic pay. That is, if an enlisted man joined the Navy in 1942 and was discharged in 1946, then joined the Naval Reserve in 1948, he can count both his time

in the Navy on active duty and his time in the Naval Reserve on inactive duty in figuring his years of service.

• **Sea Pay and Foreign Duty Pay.**—Only enlisted men are eligible to receive this special duty pay; commissioned officers and warrant officers are not eligible. Pay is based on a system of flat increases ranging from \$8 per month for pay grades E-1 and E-2 to \$22.50 per month for chief petty officers. This special pay remains unchanged by the new pay increase law.

• **Other Special Duty Pay.**—The new pay raise law does not change the present rates of such special duty pay given for hazardous duty. This pay too is based on a flat rate system. The specific amounts are listed in the table below. There are nine types of hazardous duty in this special pay class. They include: flight duty (as a crew member), submarine duty, glider flight duty, parachute jumping, contact with lepers, demolition duty (UDT), submarine escape training tank service, duty at the Navy Deep Sea Diving School or the Navy Experimental Diving Unit, and flight duty for persons not crew members, with flight orders.

• **Subsistence Allowance.**—Under the new pay raise law a flat allowance of \$47.88 is now paid to all officers on active duty, regardless of rank, duty billet and whether or not they have dependents. All officers will continue to draw a subsistence allowance and pay their own mess bills.

In the case of enlisted personnel, the subsistence allowance, commonly called "ComRats" (commuted rations), is authorized for and ordinarily limited to married personnel living off the base with their families and granted the privilege of messing away from the

(Continued on page 34)

Payment of BAQ

The pay which servicemen have been receiving since the first half of June, includes the 14 per cent increase in the dependent's Basic Allowance for Quarters, as well as the four per cent increase in the serviceman's basic pay.

Your dependent will receive the increased allotment check beginning with the September check. Until this September check is received, your dependents have received the same amount of allotment as received before the pay increase. In the meantime, the BAQ increase for the months of May and June was paid to you in June and July, and the last of the three months' increase, will be paid to you in July and on your first August pay day.

The increase in your family allotment check could not be effected by the Field Branch, BuSandA, at Cleveland, Ohio, for these three months due to the time required to make the mechanical change-over on hundreds of thousands of allotment check printing plates.

Your dependent should be cautioned not to write to the Field Branch at Cleveland regarding the delay of the increase in allotment checks. Such letters of inquiry serve only to slow the huge administrative process of change-over.

Table of Active Duty Service Pay and Allow

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)												0 30
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 22 yrs.	Over 26 yrs.	
O-8 Rear Admiral (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$999
O-7 Rear Admiral (Lower Half)	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	85
O-6 Captain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54	72
O-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62	60
O-4 Lieutenant Commander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52	53
O-3 Lieutenant	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	459.42	45
O-2 Lieutenant (junior grade)	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10	36
O-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04	32
W-4 (Com. Warrant Officer)	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09	484
W-3 (Com. Warrant Officer)	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.48	348.04	363.17	378.30	393.43	408
W-2 (Com. Warrant Officer)	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	332.90	348.04	363
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21	310
E-7 (Chief Petty Officer)	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76	305
E-6 (Petty Officer, 1st Class)	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	275.18	259
E-5 (Petty Officer, 2nd Class)	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96	252.25	236
E-4 (Petty Officer, 3rd Class)	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74	198
E-3 (SN, FN, AN, CN, TN, HN, DN)	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88	152
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80	124
E-1 (over 4 months) (SR) (etc.)	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98
E-1 (under 4 months) (SR) (etc.)	78.00												

Table of Withholding T

Wage Bracket		Yourself	Yourself and One Dependent	Yourself and Two Dependents	Yourself and Three Dependents	Yourself and Four Dependents
Minimum	But Less Than					
AMOUNT OF TAX WITHHELD						
\$0	\$56	\$0	\$0	\$0	\$0	\$0
56	60	.50	0	0	0	0
60	64	1.30	0	0	0	0
64	68	2.10	0	0	0	0
68	72	2.90	0	0	0	0
72	76	3.70	0	0	0	0
76	80	4.50	0	0	0	0
80	84	5.30	0	0	0	0
84	88	6.10	0	0	0	0
88	92	6.90	0	0	0	0
92	96	7.70	0	0	0	0
96	100	8.50	0	0	0	0
100	104	9.30	0	0	0	0
104	108	10.10	0	0	0	0
108	112	10.90	0	0	0	0
112	116	11.70	.60	0	0	0
116	120	12.50	1.40	0	0	0
120	124	13.30	2.20	0	0	0
124	128	14.10	3.00	0	0	0
128	132	14.90	3.80	0	0	0
132	136	15.70	4.60	0	0	0
136	140	16.50	5.40	0	0	0

Wage Bracket		Yourself	Yourself and One Dependent	Yourself and Two Dependents	Yourself and Three Dependents	Yourself and Four Dependents
Minimum	But Less Than					
AMOUNT OF TAX WITHHELD						
\$140	\$144	\$17.30	\$6.20	\$0	\$0	\$0
144	148	18.10	7.00	0	0	0
148	152	18.90	7.80	0	0	0
152	156	19.70	8.60	0	0	0
156	160	20.50	9.40	0	0	0
160	164	21.30	10.20	0	0	0
164	168	22.10	11.00	0	0	0
168	172	22.90	11.80	.70	0	0
172	176	23.70	12.60	1.50	0	0
176	180	24.50	13.40	2.30	0	0
180	184	25.30	14.20	3.10	0	0
184	188	26.10	15.00	3.90	0	0
188	192	26.90	15.80	4.70	0	0
192	196	27.70	16.60	5.50	0	0
196	200	28.50	17.40	6.30	0	0
200	204	29.30	18.20	7.10	0	0
204	208	30.10	19.00	7.90	0	0
208	212	30.90	19.80	8.70	0	0
212	216	31.70	20.60	9.50	0	0
216	220	32.50	21.40	10.30	0	0
220	224	33.30	22.20	11.10	0	0
224	228	34.10	23.00	11.90	.80	0

Prepared by ALL HANDS Magazine

ances Under the Armed Forces Pay Raise Act

	SPECIAL DUTY PAY (PER MONTH)			SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)		QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS										
	Sea Pay or Foreign Duty	Flight Pay (crew member) or Submarine Pay	Other Hazardous Duty Pay		No Dependents	With Dependents	The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent.			REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependents' allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSandA, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account.			YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special duty pay (sea pay, flight pay, etc.), or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank account, excess leave checkage, etc.				
							PAY GRADE	A			B	A+B=V					
								BASIC QUARTERS ALLOWANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S MINIMUM CONTRIBUTION FROM BASIC PAY	MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)					
								1 depend.	2 depend.	over 2 dep.		1 depend.	2 depend.	over 2 dep.			
94 56 18 62 52 42 10 04	Not eligible	\$150.00	\$100.00	\$47.88	\$136.80	\$171.00											
		150.00				136.80	171.00										
		210.00				119.70	136.80										
		180.00				102.60	136.80										
		150.00				94.20	119.70										
		120.00				85.50	102.60										
		110.00				77.10	94.20										
	100.00		68.40	85.50													
2 6 7 1	Not eligible	\$100.00	\$100.00	\$47.88	94.20	119.70											
					85.50	102.60											
					77.10	94.20											
					68.40	85.50											
6 0 6 4		\$22.50	\$75.00	\$50.00	\$51.30 (authorized only when gov't. quarters are not available)	See explanation in columns at right	E7 (CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90			
		20.00	67.50				E6 (PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90			
		16.00	60.00				E5 (PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
		13.00	52.50				E4 (PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
8	9.00	45.00					E3 (SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
0 0	8.00	37.50					E2 (SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
	8.00	30.00					E1 (SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90			
	8.00	30.00															

ax Under New Pay Scale

Wage Bracket		Yourselves	Yourselves and One Dependent	Yourselves and Two Dependents	Yourselves and Three Dependents	Yourselves and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
\$228	\$232	\$34.90	\$23.80	\$12.70	\$1.60	\$0
232	236	35.70	24.60	13.50	2.40	0
236	240	36.50	25.40	14.30	3.20	0
240	248	37.70	26.60	15.50	4.40	0
248	256	39.30	28.20	17.10	6.00	0
256	264	40.90	29.80	18.70	7.60	0
264	272	42.50	31.40	20.30	9.20	0
272	280	44.10	33.00	21.90	10.80	0
280	288	45.70	34.60	23.50	12.40	1.20
288	296	47.30	36.20	25.10	14.00	2.80
296	304	48.90	37.80	26.70	15.60	4.40
304	312	50.50	39.40	28.30	17.20	6.00
312	320	52.10	41.00	29.90	18.80	7.60
320	328	53.70	42.60	31.50	20.40	9.20
328	336	55.30	44.20	33.10	22.00	10.80
336	344	56.90	45.80	34.70	23.60	12.40
344	352	58.50	47.40	36.30	25.20	14.00
352	360	60.10	49.00	37.90	26.80	15.60
360	368	61.70	50.60	39.50	28.40	17.20
368	376	63.30	52.20	41.10	30.00	18.80
376	384	64.90	53.80	42.70	31.60	20.40
384	392	66.50	55.40	44.30	33.20	22.00

Wage Bracket		Yourselves	Yourselves and One Dependent	Yourselves and Two Dependents	Yourselves and Three Dependents	Yourselves and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
\$392	\$400	\$68.10	\$57.00	\$45.90	\$34.80	\$23.60
400	420	70.90	59.80	48.70	37.60	26.40
420	440	74.90	63.80	52.70	41.60	30.40
440	460	78.90	67.80	56.70	45.60	34.40
460	480	82.90	71.80	60.70	49.60	38.40
480	500	86.90	75.80	64.70	53.60	42.40
500	520	90.90	79.80	68.70	57.60	46.40
520	540	94.90	83.80	72.70	61.60	50.40
540	560	98.90	87.80	76.70	65.60	54.40
560	580	102.90	91.80	80.70	69.60	58.40
580	600	106.90	95.80	84.70	73.60	62.40
600	640	112.90	101.80	90.70	79.60	68.40
640	680	120.90	109.80	98.70	87.60	76.40
680	720	128.90	117.80	106.70	95.60	84.40
720	760	136.90	125.80	114.70	103.60	92.40
760	800	144.90	133.80	122.70	111.60	100.40
800	840	152.90	141.80	130.70	119.60	108.40
840	880	160.90	149.80	138.70	127.60	116.40
880	920	168.90	157.80	146.70	135.60	124.40
920	960	176.90	165.80	154.70	143.60	132.40
960	1,000	184.90	173.80	162.70	151.60	140.40

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(Continued from page 31)

naval activity. In such a case, the Navyman is credited with a daily subsistence allowance of \$1.20. Where a Navyman, single or married, is assigned to shore duty where Government messing facilities are not available (such as recruiting duty), a daily rate of \$2.57 is allowed. Men on sea duty, where rations in kind are furnished, are not eligible to draw this subsistence.

• **Officers Quarters Allowances.**—Under the new pay raise law, basic allowance for quarters for officers is increased by approximately 14 per cent. An officer *without* dependents does not receive a quarters allowance when Government quarters are available. Consequently if he is assigned to duty at sea, or to a station where Bachelor Officer Quarters (BOQ) are available, he will not receive a quarters allowance.

An officer *with* dependents is allowed a quarters allowance regardless of whether he is serving ashore, at sea, or overseas, unless Government quarters have been provided for him and his dependents.

• **Enlisted Basic Quarters Allowance.**—BAQ for enlisted men *without* dependents now has been increased from \$45 to \$51.30 per month. However, an enlisted man without dependents is entitled to BAQ only when Government quarters are not available, (for example, on recruiting duty). All enlisted members *with* dependents, regardless of their pay grade, are entitled to a quarters allowance for their dependents whether they are serving ashore, at sea or overseas, except in those cases where Government quarters have been provided by the Navy for use by their dependents. In the latter case, the Navyman's pay is not credited

with the amount of the basic allowance for quarters.

The basic quarters allowance for an enlisted person with dependents varies according to his pay grade and the number of legal dependents he has (up to three dependents).

• **Q Allotments for Enlisted Person's Dependents.**—The new pay raise law makes provision for an increase of approximately 14 per cent in the amount of the Government's contribution (BAQ) to the enlisted man's dependents, as shown in column A in the table. This amount is credited to the EM's pay account and the increase will be automatically added to the dependent's allotment check beginning with the month of August. As explained (in the box on page 31) the BAQ increase for May, June and July provided by the new law is included in *your* pay (and will not appear in your dependents allotment until September. It will NOT be necessary for the *average* enlisted man to make a new allotment to increase his dependent's check to the new minimum amount shown in column A-plus-B of the table—although newly enlisted men and re-enlisted members will be required to make the usual initial allotment application for the amount shown in the table.

Some enlisted personnel however, will be required to make out a new allotment application (to be made on S. and A. Form 545). For example, if a member has more than one Q allotment in effect, a new application must be made.

If the serviceman so desires, of course, he may increase his financial aid to his dependents by increasing the amount of contribution from his basic pay.

How You Can Figure the Withholding Tax on Your New Service Pay

In figuring your new monthly basic pay—including any special pay for which you are eligible such as sea pay and foreign duty pay, hazardous duty pay or flight pay—there are certain deductions you must take into consideration before you can arrive at the *net pay you will pick up on pay day*.

Allotments are one form of such deductions, allotments like your Q allotment and allotments for insurance and Defense Bonds.

The other major deduction you must take into account is your withholding tax. The amount of withholding tax deduction depends on two factors: first, your monthly taxable pay (including special duty pay); and second, the number of your legal dependents.

For example: according to the withholding tax table (pp. 32-33), if you receive monthly taxable pay of \$193.80 per month, and have a wife and one child, the tax withheld is \$5.50 per month. If however, you have a wife and two or more children, no tax is withheld for this amount of income.

BuSanda defines taxable pay that is subject to withholding of income tax (except for the months during which the member is in a combat zone) *basic pay, additional pay of officers of the Medical and Dental Corps, special pay (incentive pay) for hazardous duty, diving duty, and sea and foreign duty of all members of the naval service.* (See below for further exceptions.)

The pay of enlisted personnel, warrant officers and chief warrant officers, who served or are now serving in a combat zone is exempt from income tax for each month, any part of which was served in a combat zone. The pay of officers in pay grades O-1 and above is exempt up to \$200 per month for each month, any part of which was served in a combat zone. Such exemptions apply to the period between 24 June 1950 and 1 Jan 1954. The same exemption applies to naval personnel who are hospitalized any where as a result of wounds, disease, or injuries incurred while serving in a combat zone prior to 1 Jan 1954.

A detailed definition of "combat zone" is given by Executive Order 10195, published in BuSanda Manual, Vol. 5, Sec. 54425.2b. Your disbursing officer can advise you of income tax exemptions for periods spent in the Korean combat theater.

Reenlistment bonus and *lump sum leave payments* represent pay for active service and although they are not subject to withholding tax deduction they *are* subject to income tax, unless the member becomes entitled to them while in a combat zone. In such case, the reenlistment bonus and lump sum leave payments are tax exempt in full. (In no case is the amount representing *quarters* and *subsistence allowances* subject to income tax.)

Additional details on income tax may be found in ALL HANDS, February 1952, p. 50-51.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

New Litter Cover for 'Copters

A new type litter cover for use with helicopter litters has been developed as the result of a Marine Corps sergeant's ingenuity. It is now undergoing tests in Korea by a First Marine Aircraft Wing observation squadron.

The inventive marine, Staff Sergeant Arthur L. Kent, made use of discarded covers for helicopter rotor blades and placed them over the 'copters' carrier pod. This furnished protection to wounded troops being evacuated from front lines. The sergeant's cover has proved to be more satisfactory than the old type cover.

A rotor blade cover is slit down the middle, a zipper is sewed in and presto a new litter cover. The one-time blade covering is of rubberized cloth which because of its added warmth and durability gives better protection to the wounded than the old type.



INVENTIVE MARINE, S/Sgt Arthur L. Kent, zips up a new litter cover he adapted from 'copter rotor blade cover to aid in casualty evacuation.

Navy in Action to be TV'd

The American television audience is going to have a chance to see the U. S. Navy and Marine Corps in actual combat scenes from World War II and the Korean conflict when a joint Navy-National Broadcasting Company TV program begins on 15 September.

The weekly half-hour television history of naval operations will be entitled *Victory at Sea*. The public service program is scheduled to run six months and will be produced by NBC in collaboration with the Navy. The show will graphically illustrate the significance of sea power in national defense.

Hundreds of thousands of feet of Navy and Marine Corps combat film have been reviewed to make available for TV production a thorough selection of war-made motion pictures. Films from the Army, Air Force and Coast Guard, captured film from Germany and Japan, and the official motion pictures of Great Britain, Canada, Australia, and other allies—all were sources for the new series.

Special music is being composed by Richard Rodgers, who wrote the

score for "South Pacific", "Oklahoma" and other Broadway successes.

The series begins with the neutrality patrol of 1939 when Allied operations were almost entirely in the Atlantic and Mediterranean. The show covers the U. S. Navy and warships of the allies at war on and under the sea, and in the air, up to the surrender of the Japanese in Tokyo Bay. Then comes the post-war period with the Navy's mothballing of ships and finally the return of many ships to active duty in the Korean War.

NBC has budgeted \$500,000 for the costs of the serial which will be non-commercially sponsored and carry no advertising.

New Turboprop Seaplane

The Navy's new R3Y turboprop seaplane designed for long range high altitude transoceanic cargo-transport service is now in production. The 80-ton slim-hull flying boat will be capable of carrying a greater operational payload than any previous water-based aircraft.

The giant seaplane will have a top speed of more than 350 mph and can be used as a troop carrier, air ambulance, or passenger airliner. The R3Y now being built is an approved production version of the experimental XP5Y-1, the world's first turboprop seaplane. The giant flying boats will be able to cross the Pacific in less than a day.

YESTERDAY'S NAVY		AUGUST 1952						
		SUN	MON	TUE	WED	THU	1	2
 <p>The <i>Columbia</i> and <i>Washington</i> became first American vessels to circumnavigate the globe, leaving Boston 9 Aug 1787. In Battle of Eastern Solomons, 23 Aug 1942, U S naval and air forces hit Jap ships and destroyed 21 planes.</p>	3	4	5	6	7	8	9	
	10	11	12	13	14	15	16	
	17	18	19	20	21	22	23	
	24	25	26	27	28	29	30	
	31							

Sailor, Older and Wiser, Makes Second Korean Tour

A former Army private who learned to speak Korean in the bitter days of the Pusan perimeter fighting has turned up as a crewman of a Navy battleship. Paul D. Wallace (now FA, USN) started his service career as a 15-year old, enlisting in the Army and spending the subsequent nine months on front line duty in Korea.

As an added fillip, Wallace's story came to light while his ship—uss *Iowa* (BB 61) was shelling enemy positions along the east coast of Korea. During the bombardment, a wounded Republic of Korea soldier was brought on board for treatment. The word went out: "Anybody speak Korean?" Fireman Wallace spoke up.

Now when a 17-year old, state-side-born sailor turns up with the ability to speak a relatively little-known tongue, there's more to the picture than meets the eye. Wallace unfolded his story. At the age of 14 he enlisted in the State of Washington National Guard. The following year he enlisted in the Regular Army. At the outbreak of the Korean fighting, in July 1950, he was serving as a soldier on Guam. A month later, young Wallace found himself with the United Nations forces, hard pressed at the Pusan bridgehead.

"The closest I ever came to get-

ting it was after forces broke out of the bridgehead and got the Reds on the run," Wallace recalls. "I was with a transportation outfit, driving a truck. We were on our way from Wonju to Suwon. All of a sudden a group of guerrillas opened fire on us. My buddy and I had our truck shot out from under us, but we didn't get a scratch."

It was while his outfit was near Inchon that word came to Wallace that he was to be flown back to the States to receive his discharge. Relatives had written Army officials in Washington, D. C., telling about his under-age enlistments. At the time he was discharged, he had behind him 18 months of duty and wore three campaign stars on his Korean service ribbon.

He had learned to speak Korean so that he could get along at Pusan. Says Wallace, "I had to learn to speak it because I was working with South Korean troops all the time."

Two years after enlisting in the Army, Wallace joined the Navy—this time with his mother's consent. After recruit training at San Diego, he was assigned to *uss Iowa*. His older brother, Beldon, was already serving in the battlewagon. The two now work side by side—except when Wallace is called away on an interpreting job.

Latest Versions of Banshee

The Navy's F2H-2 *Banshee*, which has been playing an important role as a fighter plane in the Korean theater, is entering another field in naval aviation.

Production is continuing on a basic modification of the *Banshee*, the F2H-2P, a photo reconnaissance model. Another version of the *Banshee* is the new F2H-3, a larger twin-jet fighter plane.

The last plane of the manufacturer's contract for the familiar F2H-2 twin-jet *Banshee* has been delivered to the Navy. The first *Banshees* were delivered in August 1949.

Other Navy contracts with the same manufacturer call for a fast single-jet fighter known as the F3H-1 *Demon*, a long-range twin-jet fighter now in experimental production.

Anti-Submarine Training Aid

The technical and inventive know-how of a Navy chief petty officer and a civilian electronics technician has resulted in a new training aid designed for use in anti-submarine warfare instruction. J. W. Smith AOC, USN, an instructor in the Fleet Airborne Electronics Training Unit and Mr. Paul A. Chambers, of the Naval Electronics Laboratory (both in San Diego, Calif.) engineered the device, known as a *sonobuoy magnetic plotting board*.

Purpose of the board is to train aviators and aircrewmembers in the use of the sonobuoy, a World War II-developed electronics ASW listening device. These buoys, which contain sonic listening equipment and radio transmitters, assist ASW units in tracking submarines.

The plotting board consists of a large metallic base upon which magnetized indicators are placed to represent target submarines, sonobuoys and attacking aircraft. In this fashion, sample problems and solutions can be easily demonstrated.

Detailed study is required in this method of ASW practices because of the complicated patterns and tactics involved. The new training aid enables an instructor to demonstrate the actual patterns to follow in placing sonobuoys on the surface of the ocean once the presence of a submarine is suspected. It also provides a vivid display of the over-all operation, including the target submarine's course.

Reliable Tubes for Electronics

Electron tubes that can stand up under the rigors of combat and other unusual conditions of military service are being developed by the Bureau of Ships in cooperation with the Army and Air Force.

Profiting from World War II experience, when the standard and fragile commercial type tubes would fail and whole instrument systems sometimes ceased to function, the Navy's electronic experts have worked to develop tubes that can really take it.

Today, a single CV-type aircraft carrier has approximately 12,000 electron tubes playing their part in radio, radar, sonar, navigation and fire control equipment. Failure of one tube in combat can easily bring a casualty or failure of a mission.

These newly developed "reliable"

type tubes with built-in shock and vibration characteristics and longer life have been subjected to many kinds of tests simulating actual operating conditions, conditions rough enough to cause immediate failure in most commercial tubes.

The new tubes which are the object of all this attention will cost more than the standard types. However, total costs will be reduced because of the lower replacement rate. Overall savings in critical material will also result since the new tubes do not require any more nickel, tungsten or mica than present commercial-types.

Full production of the longer-life tubes is planned for the near future. Supply to the Fleet will be made as they become available. In the meantime, however, some ships are trying out the tubes on an experimental basis.

For the Skeptics—Rain

First the witch doctors danced—and the rains came. Next, the disbelieving onlookers—a couple of South African fliers—tried the dance steps. Rain followed.

Then the South African pilots paid an overnight visit to a group of Marine fliers at an advance airfield in Korea and put on their dance. As the Marines watched the weird and jumpy “voodoo dance” they were skeptical. But it rained within a few hours.

After the visitors had left — and it stopped raining — a couple of Marines warily went through the steps. The voodoo was followed by rain. Six times during the following few months the Marines demonstrated their voodoo steps to the skeptics. Even though they threw in variations of their own, all the ingredients must have been there. Six more times it rained.

The seventh rain dance demonstration was followed by snow. Fog rolled in from the mountains, followed by a snow storm that blanketed not only their airfield, but great sections of Korea. Flight operations were suspended four days and the Leathernecks took to snow shovelling.

The air group commander put his foot down. “Let the doubters doubt. No more rain dances.”

Recently a photographer went to the airfield. The skipper lifted his restriction for a few minutes and two rain dancers went into their act. Although the skies were clear and the local aerology prophets forecast nothing but “fair weather” ahead, it rained the next day. A good section of the field’s runway was flooded.

From then on out it was no more rain dances, positively.

Picture Story on Submarines

“U. S. Submarines in Action” is the title of the current exhibit at the Truxtun-Decatur Naval Museum in Washington. This exhibit will continue through to September 1952.

The Naval Historical Foundation in this eighth exhibition since the museum’s opening honors the Nation’s “Silent Service.” The history of submarines from the earliest times to the present is conveyed through ship models, photographs, paintings, documents and other objects of historic and scientific interest.



COMBINATION ambulance carrier-crash truck-radio car speeds up rescue work. Two plexiglas roof windows enable driver to spot rescue planes easily.

Worked-Over Jeep Does Job

The Black Rock Desert of north-east Nevada is an area as formidable as its name. A 100-mile-long, isolated stretch of sand and mud, it serves as a gunnery practice range for aircraft squadrons operating out of the Navy’s auxiliary landing field at Fallon, Nev., some 120 miles to the south. Pilots know this as a good area for gunnery, but a poor one in which to be grounded.

Whenever a plane made a forced landing on the desert, it was many hours before the jeep-riding rescue crew from Fallon arrived on the scene. Difficult terrain between the field and desert and on the desert itself made the rescue trip a slow one.

Rescue work can now be performed more speedily and efficiently—thanks to the skill and ingenuity of Fallon-based airmen. They built a combination ambulance carrier-crash truck-radio car by converting and equipping a simple jeep. This jeep has a quickly removable, sturdy metal top. Bracketed to the rear of the jeep is a large tool box containing bolt cutters, axes, flares, knives, wrenches, foul weather gear and C-rations. Inside the jeep is another box containing a camera, thermos jug, high frequency radio transmitters and receivers and a first aid kit.

In the style of sight-seeing buses, plexiglas windows are set in the jeep’s top. This enables the driver

to see rescue planes circling above. On the other hand, the bright red color of the jeep and its red crosses in white circles enable pilots to spot the jeep.

For handling an injured man, the jeep has a unique arrangement of installing a stretcher. A rear door in the jeep swings up, permitting the foot of the stretcher to rest on the tool box. The head of the stretcher is supported on a bracket rigged to the front seats. Web belting holds the stretcher in place.

Large aircraft-type tires are final features of this rescue jeep. They enable it to traverse every rugged terrain, including soft sand, in its race to the downed pilot.—Therese G. Suska, SN, (W), USN.

Five Navies Get Together

Ships of five nations of the North Atlantic Treaty Organization (NATO) took part in the second combined minelaying-minesweeping operation to be held in the Mediterranean.

The purpose of the mine warfare exercises was to coordinate the training, maneuvering and communications of ships of different nations. In this operation, held in early June and dubbed Minex-DrageX II, French, Greek, Italian, British and U. S. vessels took part.

Aircraft and submarines from several nations also played a role in the maneuvers in the Near East.

Nation's Roads Vie With War Zones in Casualties

Of all the naval personnel killed in non-combat casualties in 1950, the first year of the Korean conflict, *half of them were victims of motor vehicle accidents!*

A further check into 1950 records shows that there were 406 armed forces personnel killed in motor vehicle accidents, and that 88 per cent of the deaths occurred on leave or liberty. Youths in the ages between 18 and 29 were involved in more than 86 per cent of the total.

During the first seven months of 1951, in one naval district alone, 47 Navy personnel were killed in motor vehicle traffic accidents.

In addition, for the number of naval personnel injured in traffic accidents in this naval district, there was a loss of 42,600 man-days due to hospitalization. The cost of these injuries and deaths, *excluding* the pay of the injured men, their replacement and private property losses, exceeded one million dollars.

The even more startling statistics on all civilian motor traffic accidents throughout the nation point up the need for a continuing accident prevention program.

More than 52,000,000 motor vehicles traveled 465,000,000,000 miles in the U. S. last year. This is an all-time record. All those cars, trucks and buses rolling along those miles killed 37,100 persons and injured nearly two million more.

To avoid becoming a casualty yourself and a handicap to your organization, what can you do? For one thing you can take a traffic safety training course at your shore activity.

To meet the devastating property damage, increasing injuries and deaths from traffic accidents involving naval personnel, both as pedestrians and operators of government and private motor vehicles, the Navy completed in June a 40-hour instructor's course in accident prevention for instructor personnel from each of the naval districts within the continental shore establishment. Activities ashore outside the continental limits will receive the instructor's course beginning this month.

What does the Navy's traffic ac-

cident prevention program mean to you as a Navyman? Perhaps you have not thought of the serious consequences that can result if you have an auto accident due to your own misconduct, such as reckless or drunken driving which involves loss of time.

It is misconduct also if the driver of a motor vehicle, either government-owned or private, violates any law or traffic regulation.

What can this misconduct cost the Navyman? Here's the bad news:

- No pay for the time lost as a result of injuries.
- No credit for time in service during the time lost.
- Loss of pension benefits in case of medical discharge resulting from a traffic accident due to misconduct.
- Loss to your beneficiary of six months' gratuity pay if you are killed as the result of your misconduct.
- Possible civil court action, followed by
- Military court martial for traffic accident due to your misconduct.

Many people know too little about their car. They don't know the limitations of their vehicle and feel sure they can "stop on a dime."

The stopping distance of an automobile at various speeds depends on many factors, such as road conditions, weather, tires, and weight of car. But, there are two things a driver must consider under any conditions: Reaction distance—the time required to apply the brakes, and braking distance—the footage your car will travel after you apply the brakes.

If you think you can stop on a dime, here are tabulated facts showing the stopping distances in feet at various speeds for a driver, with the normal reaction time established at slightly more than one-half a second.

Speed (mph)	Reaction Distance (ft)	Braking Distance (ft)	Stopping Distance (ft)
20	18	19	37
30	27	43	70
40	36	76	112
50	45	119	164
60	55	171	226

Chief Subs for Chaplain

The "preacher-chief" of *uss Leyte* (CV 32) is a man that any chaplain would be happy to have around. Harold C. Shreve, AOC, USN, a licensed minister of a church in Southern Baptist Convention, assists the ship's chaplain by preaching for him whenever the chaplain has to be away.

He also lends a hand in other ways. For those men who want to study the Bible, Chief Shreve conducts Sunday school — much the same as he did for three years in civilian life at the old Bartlett Baptist Church just outside Memphis, Tenn.

During divine services, the aviation ordnanceman assists the chaplain and, during Holy Week, Chief and Chaplain alternate daily with special devotional services for the crew.

A veteran of 16 years of naval service, Chief Shreve plans to complete his college and seminary work after he retires from the Navy. Following that, he plans to work with rural churches in North Carolina.

But in the meantime, the "preacher-chief" feels that his present ministry is to his shipmates. During the past few years he has completed two years of college study by correspondence with the Armed Forces Institute and through various theological correspondence courses. Telling of the motive behind this work, he quotes from the Bible, "Study to shew thyself approved unto God, a workman that needeth not be ashamed, rightly dividing the word of truth."

Solar Reflecting Paint

The latest contribution to the comfort of passengers on the Navy's *Skymaster* aircraft is a solar heat reflecting white paint which covers the tops of the planes' fuselage.

During the time a plane is on the ground, there is insufficient air flow to provide adequate ventilation inside. The heat caused by absorbing the sun's rays is discomforting to passengers, and particularly to litter patients on air evacuation flights.

In tests conducted at NAS, Corpus Christi, Tex., the solar reflecting paint, as its name implies, reflects the sun's rays instead of absorbing them. A difference in temperature of more than 20 degrees between a plane with the paint and one without was recorded.

'Tailor Made' Lubricants

Aviation gunners and pilots who are concerned about their 20 millimeter cannons jamming in the low temperatures found at high altitudes will get welcome relief in the form of a new lubrication system. Using "tailor made" lubricants, this system permits nearly constant rates of firing of guns at temperatures ranging from 150 degrees above to 70 degrees below zero (Fahrenheit).

Four lubricants are used. First is a light oil for the gun mechanism itself. A lubricant for the ammunition is the second. The final two consist of a water-repellent lubricant for the electric trigger and grease for the mechanism that feeds the ammunition to the gun.

Maintenance problems are simplified by the new lubricants. Day-to-day upkeep of the gun requires only two of the lubricants: the gun mechanism oil and the ammunition lubricant. A few drops of lubricant on the trigger and a single greasing of the ammunition feeder mechanism will normally suffice for the lifetime of the gun.

The new system was developed by the Office of Naval Research.

Family Ties Are Strong Here

When all the brothers serving in *uss Roanoke* (CL 145) get together, they outnumber many of the ship's divisions. There are 25 two-brother combinations and one three-brother combo in the ship. This is believed to be the record for sets of brothers in one ship.

Brothers on *Roanoke's* muster roll are: John and Walter Barron, Edd and Marvin Bonner, William and Eddie Brooms, Don and Robert Butler, Howard and Lloyd Combs, Elmer and Thomas DeFrates, Raymond and George Doerr; Anthony, Conrad, and Edward Dougherty; Roger and Charles Freeman, Richard Holmes and Andrew Spencley, Gerald and Paul Garland, James and Robert Glynn, Dean and Melvin Kellicutt, Harold and Richard Martin, Gene and Jack Mesplay, Frederick and Theodore Miller, Kermit and Arvil Nelson, Jack McManigle and Neal Fields, Chester and William Parson, Robert and Eugene Pearson, Richard and Verne Plenger, James and William Preston, Donald and John Rinker, Ralph and Roger Tidaback, George and Joel Tyson, James and William Veber.



BLUEJACKET BAND, an off-duty outfit at the Postgraduate School, Monterey, Calif., includes ratings from commissary seaman to construction electrician.

Steam Catapult for Carriers

A new type British catapult nicknamed the "steam slingshot" has proved through recent tests that it can hurl the heaviest of the U. S. Navy's jet fighters into the air, even when the carrier on which it is installed is headed downwind.

The steam-powered catapult performed so well during tests on board the visiting Royal Navy carrier *HMS Perseus* that the Navy has ordered an installation on one of its own *Essex*-class carriers, *uss Hancock* (CV 19). What's more, the Navy is considering use of the system on the new flush-deck carrier, *uss Forrestal* (CVB 59).

During the *Perseus* tests, which were held at Naval Shipyard Philadelphia, Pa., Naval Operating Base Norfolk, Va., and at sea, U. S. Navy engineers determined that while the amount of steam needed to operate the new catapult is considerable, the boilers of U. S. carriers will be able to meet the required steam supply without interfering with normal operations of the ships.

In one of the tests, *uss Eugene A. Greene* (DD 711), lying alongside *Perseus*, supplied steam at pressures higher than ordinarily used in British practice. This test proved that the catapult could be adapted to the higher pressures used in U. S. ships. The new system was also found to be readily adaptable to launching heavier type planes.

The British system uses the prin-

ciple of the slotted cylinder and has no rams or purchase cables. A hook on the plane to be launched is connected directly to a piston which is driven along the cylinder by the high pressure steam from the ship's boilers. A sealing device is used to keep the slotted cylinder steam-tight.

The interchange of information on development projects points up the continuing cooperation between the British and American navies to the advantage of both services in advancing the sciences of naval warfare.

New Construction for Kwaj

The year 1952 is a notable one construction-wise for the Navy's mid-Pacific base at Kwajalein. Already under way or scheduled for construction this year are 15 new projects.

At the top of the list are permanent facilities to replace temporary wartime installations—automotive repair facilities, a warm-up apron and plane parking area, a telephone exchange, a public works shop, an operations building and control tower, a fire house and a parachute loft and drying tower.

Other new construction for this Marshall Island center includes the first building of a projected island warehouse system, a bachelor officers' quarters, a subsistence building, fuel storage facilities, quarters for the MATS weather service detachment and a brig.

Navy Athletes Prep For 1952 Olympic Competition

(Ed. Note: The majority of the final U. S. Olympic tryouts were not completed prior to the All Hands July deadline. At "press time" final meets (in order of listing) were yet to be conducted in pentathlon, fencing, canoeing, boxing, cycling, rifle and pistol, weight-lifting, track and field, decathlon, water polo, swimming, and rowing events. Therefore, reports can not be made here on all Navy personnel whom it is expected will be chosen as members of the American team. A complete roundup of Navy and Marine Corps participation in the XV Olympiad at Helsinki, Finland, 19 July-3 August, will be carried in September All Hands. However, some of the Navy and Marine athletes who at this time already have qualified for membership on U. S. Olympic squads are mentioned below.)

LCDR Walter C. Blattmann, USN, who in 1948 was an alternate member and only serviceman to represent America on the Olympic gymnastics team, has been selected as No. 3 man on this year's squad. Again, he is the only member of the armed forces to qualify for the eight-man U. S. gym group. As an alternate in 1948 he was not called upon to compete in the games of that year although he accompanied the team to London. The 31-year-old officer, a native of New Orleans,

La., is attached to the staff of Chief of Naval Air Technical Training Unit of NAS Memphis.

Heavy as gymnasts go, Lieutenant Commander Blattmann stands five feet ten and weighs 165 pounds. He won his berth on the 1952 team as the result of competition in the National Amateur Athletic Union meet at Penn State in April. (The NAAU championships were considered as the qualifying eliminations for Olympic team selection.) Entered in the All-Around event, the Navy gymnast ran up a total of 317.8 points behind the 329.6 and 328 points of the first and second placers, respectively, to clinch the No. 3 position on the U. S. team.

The All-Around competition included performances in calisthenics, long horse, side horse, parallel bars, horizontal bar, and rings. While at the Naval Academy (Class of 1943) Lieutenant Commander Blattmann was the 1942 gym team captain and intercollegiate horizontal bar champion. That same year he placed second in the NCAA gymnastics side horse championships. In 1949 he took fourth honors in the NAAU gymnastics finals by winning points in the horizontal bar, side horse, parallel bars, and All-Around class. Prior to this year's NAAU finals, the officer had paired up with Charles J. Keossein, SN, of NTC

San Diego, to take the team trophy in the Great Lakes AAU Gym Tournament at Erie, Pa.

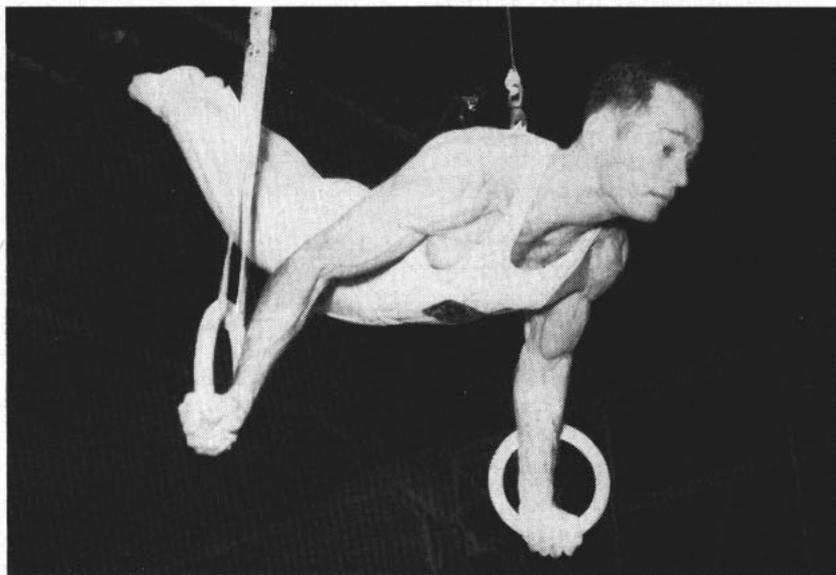
LT Charles W. Lapworth, Jr., USNR, docking officer at Long Beach Naval Shipyard, will be in the 1952 Olympics as an alternate crew member of the Dragon class sloop *Skidoo*. He helped sail the 29-foot Norse-built racer to the Olympic elimination championships at Bellingham, Wash., in May.

Skidoo will be the U. S. entry in the events on Lake Harmaaj, Helsinki, in which 14 other nations will compete. The sleek craft is owned and captained by William L. Horton of Wilmington, Calif., a West Coast boat builder and major contractor for the Long Beach area. During World War II, Mr. Horton served in the Navy as a lieutenant commander and skipped PT boats in most of the ETO actions. In addition to Lieutenant Lapworth, Mr. Horton will have as crew members his son, Bill, Jr., and daughter Joyce. Lieutenant Lapworth, veteran sailing ace, is a former international champ sailor in the 14-foot dinghy class.

Norman E. Brinker, SN, USN, of Elliott Annex, NTC San Diego, one of six top riders in the U. S., will be a member of the U. S. Olympic equestrian team. He qualified at the elimination finals at Fort Riley, Kans., to be selected for the four-man team to perform for the U. S. in horse-jumping events at Helsinki. A 20-year-old farm boy from Roswell, N. M., Brinker is the first Navy man ever to be selected as an American Olympic equestrian.

He joined the Navy in 1951. He first became interested in equestrian activities the year previous while attending New Mexico Military Institute. He rode a horse so expertly in the 1950 Santa Fe International Horse Show he was chosen as first alternate on a three-man preliminary U. S. Olympic team which went on to win top honors in international horse shows with English, Irish, and Mexican teams at Harrisburg, Pa., and in Madison Square Garden at New York City, as well as at the Canadian Royal Winter Fair in Toronto.

John P. Lafferty, AD1, USN, of NAS Quonset Point, R. I., currently



ONLY ARMED FORCES member of 1952 U. S. Olympic gymnastics squad, LCDR W. C. Blattmann, USN, performs a muscle-bulging 'lever over rings'.

recognized as one of America's foremost long distance runners, has been named a member of the three-man U. S. Olympic marathon team.

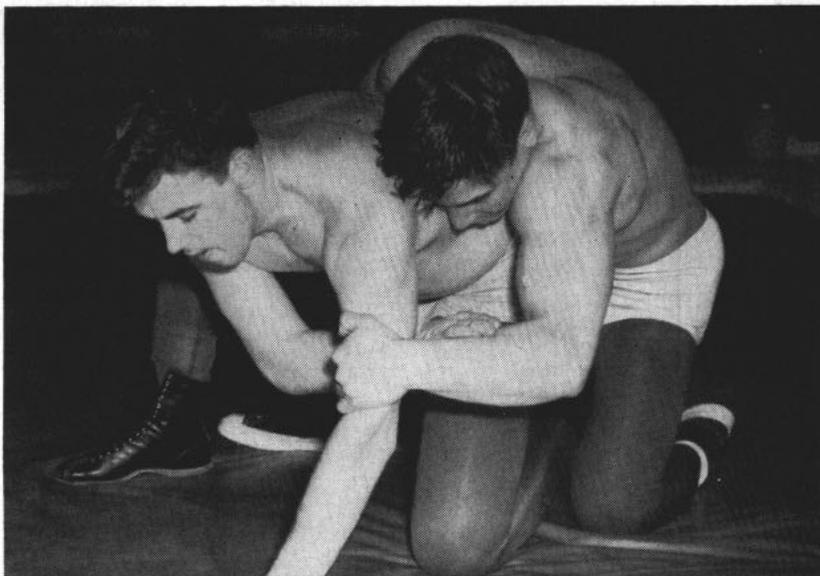
Navy attention will be focused on the Olympic marathon event in which the U. S. has not had a winner since Johnny Hayes brought home the laurel in 1908. Lafferty, 34-year-old father of three daughters, in the past four years has collected enough miscellaneous trophies and medals to fill a fair-sized museum. He has competed and won awards in more than 80 major American and Canadian marathon events since first taking up the sport in 1948.

He enlisted in 1937 while a resident of Jersey City, N. J., but it was not until 1947 when he was stationed at Naval Auxiliary Air Station, Brunswick, Me., that he first showed any inclination for running. It seems that the schedule of the bus he would have to take to reach his home four and a half miles from the base did not coincide with the expiration of his working hours, and rather than wait a half hour for the first available bus, he got in the habit of running home. He found he could arrive at home even before the bus for which he might have waited would leave the airport.

Mrs. Lafferty adds that some of her husband's early training also was in the form of morning Dagwood-dashes for the bus on his way to work. In 1948, shortly after the wing-footed aviation machinist's mate had been transferred to NAS Argentia, Newfoundland, he learned that an annual 10-mile road race was to take place at St. John's, and he decided to give his Maine-conditioned legs and lungs a tryout against competition.

To everyone's surprise he finished second behind Bern Thistle, the All-Newfoundland champ. And Lafferty ran the race wearing Navy dress shoes. The following year, John, donning regulation track shoes, once more ran in the St. John's race. Not only did he win it this time to become the first foreigner to do so, but he turned in the second best time of the event's 22-year history.

In the meantime, back in the U. S. on temporary duty, he entered the 53rd annual Boston Athletic Association Marathon, one of the world's most important overland runs (26 miles, 385-yards). He promised his family he would be among the first 33 runners to finish.



GRAPPLER Bill Pearl, NAS Whidbey Island, puts lock on Dick Bushness, NAS Seattle, in 13th ND heavyweight title match. Pearl won on points, 8-7.

He came in 24th in a field of 185 international entrants. In the 1950 BAA marathon, Lafferty was the first American to cross the finish line and placed fourth in a field of 139. That year's run was dominated by a clean one-two-three sweep by runners entering from Seoul, South Korea.

In the BAA meet of 1951, Lafferty again was the first American across the line as he copped second position slightly over three minutes behind Japan's 19-year-old Shigeki Tanaka of Hiroshima who turned in the third best winning time in the 55 years of the annual road classic. Lafferty's performance in the race, outstanding as it was, was hampered by a badly bruised foot, plus a stitch in the side.

In this year's Boston marathon John fought leg and stomach cramps most of the distance and could place no better than 11th, but was the seventh American to finish. In NAAU runs at Yonkers, N. Y., also a 26-mile, 385-yard course, John missed winning the 1951 trophy by 23 seconds in a rain-soaked field of 55 of the nation's best cross-country leggers. The NAAU, this year, was the final qualifying elimination for the U. S. Olympic marathon team. Lafferty finished fifth among 60 starters after having kept pace for the first 22 miles of the race with the ultimate winner, Victor Dyrge of the Millrose AA, who was selected as the No. 1 man for the Olympic endurance run. Although Lafferty finished 11th in this year's BAA

event, and fifth in the NAAU run, he was selected for the Olympic squad on the basis of having one of the lowest time scores in the two elimination tryouts which, with the 1951 NAAU competition, were considered the principal Olympic qualification trials.

As reported in June All Hands, four Navy wrestlers had qualified for the U. S. Olympic mat squad. They were LT Josiah Henson, USN, and LT Charles Shuford Swift, USN, both of the Naval Academy, LTJG John A. Fletcher, USN, of NAS Pensacola, and Dan A. Hodge, SA, USN, of NTC Great Lakes, the latter becoming the first Navy enlisted man to be selected for an American Olympic wrestling team.

Fletcher was a member of the 1948 Olympic squad. Recently, however, Lieutenant Swift fractured a leg during a training match and will be out of this year's Olympics. His spot will be taken on the U. S. squad by Joseph J. Krufka, AT3, USN, of Air Anti-Submarine Squadron 31 at NAS Quonset Point. Thus he becomes the second Navy enlisted man to make an Olympic wrestling team. Krufka, a former New England AAU champ, placed third in the National Olympic Wrestling Trials at Ames, Iowa, this year. He qualified for the Ames tryouts by winning the 174-pound class title in the New England District Olympic trials. At Ames, he won three of six matches to place third in the field of 28 entries.

SIDELINE STRATEGY

In this month's Olympic swim meet at Helsinki, one of the most interesting contests as far as the Navy is concerned seems to be shaping up in the 100-meter backstroke event.

To review the 1948 Olympic backstroke race: two of the world's greatest swimmers were matched in that competition. They were ENS (now LTJG) Robert E. Cowell, USN, formerly of the Naval Academy team, and Allen M. Stack of Yale, swimming for the New Haven Swim Club.

Before the 1948 Olympic event, Cowell was undecided whether to swim all out in an attempt to beat Stack or to swim a paced race in the hope of clinching second-place honors. He settled on the former strategy and turned in one of his best performances as the two swimmers came in practically in a dead heat. The judges gave Stack the nod by 1/10th of a second. (His time was 1:06.4).

Some months ago, Cowell put his swimming ability to good use. As he was piloting a jet plane off a carrier there was a flameout on takeoff and the craft fell almost directly in front of the ship's bow. Bob Cowell managed to wrench himself clear of the cockpit and backstroked out of the path of the on-rushing carrier. Said swimmer Cowell, later: "If I'd swum as fast in the Olympic as I did getting out of the way of that car-

rier, I would have beaten Stack easily."

Lieutenant (junior grade) Cowell is not an Olympic contestant this year, but Stack will be there again, this time as a representative of the Navy. He now holds a commission as ensign in the Naval Reserve.

Another Navy swimmer, one who is expected to give Ensign Stack his stiffest competition, is Ensign Jack G. N. Taylor, USNR. He took the 1951 and 1952 NCAA 200-meter backstroke titles as well as the 1951 NAAU 100-yard and 150-yd championships while swimming for Ohio State.

Ensign Stack, in addition to being the 1948 Olympic backstroke champ, holds the world's record in the 100-meter (1:03.6), 150 - yard (1:29.9), and 200 - meter (2:18.5) backstroke events.

Swimming was first introduced into Olympic competition in 1896 with a single event, a 100-meter free-style race. The backstroke contest was added in 1904 as a 100-yard race with Walter Brack of Germany as the winner. In 1908 the 100-yard distance was changed to 100 meters.

The first American to win the Olympic backstroke title was Harry Hebner (1912) and a U. S. team member has been victorious in every Olympiad since, with the exception of 1932 when Masaji Kiyokawa of Japan was the winner. — Ernest J. Jeffrey, JOC, USN.

To date, a pair of Marines have been chosen as Olympic team members, one for the U. S., the other for Puerto Rico. They are Pfc Edward J. McHugh, USMC, 21-year-old soccer star of MCRD San Diego, and Pfc Jaime Annexy-Fajardo, USMC, of Camp Pendleton, Ocean-side, Calif., outstanding hammer thrower and shot-putter.

McHugh, before entering USMC in December 1951, had played on the 1948 and 1950 national champion Simpkins Soccer Club of St. Louis, Mo., his home town, and was for a number of years a key man with the St. Louis All Stars. Fajardo, a native of Santurce, P. R., who came into the Marines in September 1951, is a 24-year-old, six-foot, 200-pound athlete tops in the hammer throw.

At the request of Olympic committee members of his native country, he has been granted special permission to represent Puerto Rico in the 1952 Olympics. He attended the University of Pennsylvania in this country where he starred in the 1948 and 1949 field events, winning among other competitions the triangular championship in the hammer throw against Princeton.

In 1950 he was champion hammer hurler of the Central American Olympic games at Guatemala City, Guatemala, setting a new mark for the event. In the first Puerto Rican trials in connection with the 1952 Olympics qualifications, Fajardo tossed the hammer 162 feet, one inch, to establish a new Puerto Rican-Central Caribbean record.

Also scheduled to accompany the American Olympic team to Helsinki, are LCDR J. P. Gutting, USN, head of the recreation and physical fitness branch of the Bureau of Naval Personnel; Jim Simpson, SA, USNR, Washington, D. C., radio and TV sportscaster; and Raymond H. Swartz, Naval Academy wrestling coach for the past 13 years. Lieutenant Commander Gutting will act as the official Navy representative, Simpson will announce the Olympic meets for Armed Forces Radio Service beamed at ship and station units around the world, and Swartz will attend the games in the capacity of U. S. Olympic Wrestling Team coach. Also making the trip to Helsinki will be Toimi J. Ronka, ADC, USCG, of Coast Guard Headquarters, Washington, D. C., who will act as Finnish interpreter.



THE BULLETIN BOARD

Scholarships Are Offered At Various Schools for Daughters of Officers

Eight scholarships have been established by the Daughters of The Cincinnati for daughters of commissioned officers of the Army and Navy.

Navy "juniors" possessing records of high scholastic achievement, plus evidence of interest in extra curricular activities such as athletics, glee club, dramatics, etc., may submit applications.

The General Robert Anderson Scholarship at Teachers' College, Columbia University, New York, N.Y., was established by a member of the society for a student who wishes to study for postgraduate degrees and become a teacher. If the student plans to study more than one year, she may be awarded a second-year scholarship. This graduate scholarship provides for a stipend of \$300 and maintenance of \$500.

Another scholarship for the same purpose, The John Chester Scholarship for Teachers' College, Columbia University, provides a fund of \$500 for maintenance.

Four other scholarships are being offered outstanding graduates. Under the scholarship terms, chosen applicants may select any college in the U. S. The scholarships are The Army and Navy Scholarship which provides \$300 stipend and \$300 maintenance, and the three Julia Chester Wells Scholarships, two of which provide \$550 for maintenance, and the other a \$100 stipend plus \$350 maintenance.

Information concerning the above six scholarships may be obtained by writing Mrs. Ernest Sinfield, St. Paul's School, 295 Stewart Ave., Garden City, Long Island, N. Y.

Two additional scholarships are being offered, each providing \$500 for maintenance at the College of William and Mary, Williamsburg, Va. These are The George Washington Scholarship and The Thomas Jefferson Scholarship. Information may be obtained from Mrs. William A. Hamblen, 44 Red Road, Chatham, N.J.

One-Third of Academy Graduates Are Former EMs

More than one-third of this year's graduating class at the U.S. Naval Academy began their military careers in the enlisted grades.

Of the 783 midshipmen in the class, 278, or about one-third, had prior military service. Most were former Navy bluejackets or enlisted Marines — 247 to be exact. Others with prior military experience included four former officers, seven former naval ROTC midshipmen, four naval aviation cadets and one former West Point cadet, and 15 former enlisted men from other branches of the armed forces.

Line Officers Now Eligible For Duty with UDTs

Duty with underwater demolition teams, on a volunteer basis, is open to line officers of the Regular Navy and Reserves on active duty in the rank of ensign to lieutenant commander.

Applications from temporary officers will be considered. Billets are available with UDT teams in both the Atlantic and the Pacific.

Qualifications for UDT training or assignment to a team for duty, are:

- Must be a line officer, not over 30 years of age preferably with two years' commissioned service. Past experience in athletics is desirable but not mandatory.

- Application must be accompanied by a medical officer's statement of physical fitness in accordance with Art. 15-31 of the *Manual of the Medical Department*.

Additional requirements are outlined in *BuPers Manual*, Art. C-7306.

In view of the extensive training required, Reserve officers must indicate their willingness to remain on active duty within the UDT program for two years.

Applications should be submitted to the Chief of Naval Personnel, (Attn: Pers-B1114), according to *BuPers Circ. Ltr. 48-52 (NDB, 31 Mar 1952)*.

All Officers, Certain Waves And Enlisted Men Eligible For Course in Naval Justice

All officers, Regular and Reserve, now on active duty, as well as certain enlisted personnel now performing administrative duties, are eligible to attend the U. S. Naval School, Naval Justice, Naval Base, Newport, R. I.

Courses for both officers and enlisted personnel, including Wave personnel, are seven weeks in length. Petty officers second class and above in the ratings of yeoman, personnel man and hospitalman, are eligible for assignment to this school. Petty officers third class, strikers and non-rated personnel may qualify upon the written recommendation of their commanding officer.

Enlisted Waves in the same categories will be accepted for enrollment. Advance notice must be given however that a Wave quota is desired in order that quarters for women may be allocated.

All enlisted personnel must have at least 18 months' voluntary obligated service remaining when they enter the school.

The course for enlisted personnel concentrates on training men to be legal yeomen and personnel men. Classroom instruction includes preparation of court-martial records and the preparation of all records and documents used in the pre-trial and post-trial phases. Instruction also is given in "charges and specifications" and other administrative matters relating to discipline.

The course for officers emphasizes the following basic subjects:

- Naval Judiciary Proceedings — an over-all study of the mechanics of UCMJ, the *Manual for Court-Martial* and the *Naval Supplement*.

- Pleading commonly referred to as Charges and Specifications—the Navy's criminal law as set forth in the punitive article of the code.

- The rules of criminal evidence and their court-room application.

The schedule of classes and other eligibility requirements are outlined in *BuPers Circ. Ltr. 78-52 (NDB, 15 May 1952)*.

Your Enlisted Service Record—Why It Should be Maintained Accurately

Do you know how your enlisted service record stands today?

Do you know how important this record is to your future, both in your naval career and in later civilian status?

Do you know that a properly maintained record may mean money in your pocket—now or at some future date?

All activities of the Navy are affected, directly or indirectly, by the service records of enlisted personnel, and for that reason records are required to be maintained as complete, up-to-date documents. BuPers Enlisted Services and Records Division stresses that accuracy is of great importance to the Navyman himself. The records for this are pointed out below. Also shown is the value of the service record as a source of future information after a man is separated.

Personnel officers, yeomen and personnel men are charged with completeness and accuracy of enlisted records in the performance of

their routine duties. These administrative personnel do an excellent job, but, without your cooperation they cannot always do a complete job.

Certain inherent responsibilities rest with the individual enlisted man or woman in keeping service records currently up-to-date.

For example, have you remembered to include new information or changes regarding your beneficiaries? Is there a change in the address of your nearest surviving relative? Do you have an outdated will? Should there be a change in the amount of your allotment which is not being made because you have failed to notify the Navy of a change in the status of your dependents?

Your service record is the official history of your career in the naval service. Whether you are a member of the Regular Navy or the Naval Reserve, serving your first enlistment or pushing for 30-year retirement, it is an important document.

Even after your separation or re-

tirement your record may serve you in a number of important ways—Veterans Administration claims for pensions, disability treatments and hospitalization; state bonus claims; Federal or civilian employment; school credits, and many other possible needs of the future. The Navy is constantly using the records of veterans who served prior to and during World Wars I and II.

Great precautions are exercised to safeguard service records against loss and against access by unauthorized persons. No information may be divulged from your records except to yourself or your authorized representative, by court order, or by authorized personnel when it is in your best interest or that of the Navy. Printed prominently on the front cover of the file folder is a notice of CAUTION to this effect. This policy, by long usage, has acquired the effect of law. No paper or document may be added to or removed from the record files by you or any person except when specifically authorized and witnessed by proper authority.

To help you understand the importance of good record-keeping—ALL HANDS explains here the purpose of each of the *required* documents that should be in your service record, and other papers which may be essential parts of your record.

First, let's see how your service record is "born," starting with the day of your enlistment.

The Chief of Naval Personnel assigns a block of service numbers to recruiting activities and administrative commands.

Following your enlistment at a Navy Recruiting Station, a service number is assigned to you. That number is new—it has never before been used and will never again be used as a service record number for anyone else.

After you have completed your application for enlistment and have been accepted for naval service you sign an Enlistment Contract (Shipping Articles) which becomes page 1 of your service record.

Here begins the journey of your official Navy history. Wherever you go on duty, your record goes with you.

Your Enlistment Contract is made

WAY BACK WHEN

Whistling in a Ship

To do a job efficiently, whether in a ship or at a shore station, confusing sounds or calls must be eliminated. Among other things, this means that whistling is restricted to leave ashore.

Even in the days of the Vikings there were objections to whistling on board ship, although there was a belief among the sailors that in a calm a wind could be raised by whistling for it. However, the danger that too much whistling would raise a gale discouraged the practice.

It is possible, also, that the superstition about whistling on board ship grew out of practical considerations. As much quiet as possible was necessary in sailing ships so that the operation of the vessel could be detected from the sound of the wind in the sails.

Whistling could be easily confused with the boatswain's pipe calling attention of members of the crew before officers transmitted orders and signals. Confusion of whistling with these signals might endanger the lives of men engaged in hoisting or lowering heavy weights. Continual admoni-



tion on this point by the officers may have given rise to the superstition that whistling in a ship brings storms or bad luck.

Although whistling aboard ships is not specifically prohibited in the rules and regulations governing today's modern Navy, the practice is generally frowned upon and it is considered unseamanlike for a sailor to whistle while on duty aboard ship.

in an original and duplicate. At the same time, the upper half of the Contract, called Part II, is made. The original and Part II of your contract are sent to BuPers along with your application for enlistment where a file is established in the Enlisted Services and Records Division known as *Enlisted Service Jacket* (NavPers 807A). The Part II card is received in the Personnel Accounting Division where you become a statistic in the Navy's Personnel Accounting System. The Enlisted Service Jacket is retained in an alphabetical file. The duplicate contract is retained in your service record that follows you from station to station.

The entire service record (NavPers 601) consists of the buff-colored binder or file cover, 10 by 11 inches in size, containing numerous loose-leaf pages, most of which carry the NavPers 601 number together with the important identifying individual page numbers—No. 1, the Enlistment Contract, through No. 15, Report of Separation from the Armed Forces of the United States. These pages are made up with the necessary extra copies attached and carbon sheets inserted. For most of the forms, the extra copy is forwarded to BuPers to be inserted in your Enlisted Service Jacket (NavPers 807A).

Now that you have your service record established as a Navyman, here in summary is a check-list of the most important basic forms which will constitute a permanent history of your naval career. Your understanding of the purposes of these pages will enhance your knowledge as to why good record keeping is essential.

In numerical order, but not neces-



"We only make dates on the fifth and twentieth!"

sarily chronologically, the basic pages are:

Page 1

Enlistment Contract, covered in the preceding paragraphs.

Page 1A

Agreement to Extend Enlistment is used when you agree to extend your enlistment. There are five parts to this page. All copies must be signed by you and the officer administering the oath. The fifth copy is forwarded immediately to BuPers when the agreement is entered into. When the extension of enlistment becomes effective the unexecuted portion of the page is completed and the original is forwarded to BuPers to be filed in your jacket. The third copy is placed in your record at your place of duty and the two remaining copies are sent to your disbursing officer to be processed for payment.

Page 2

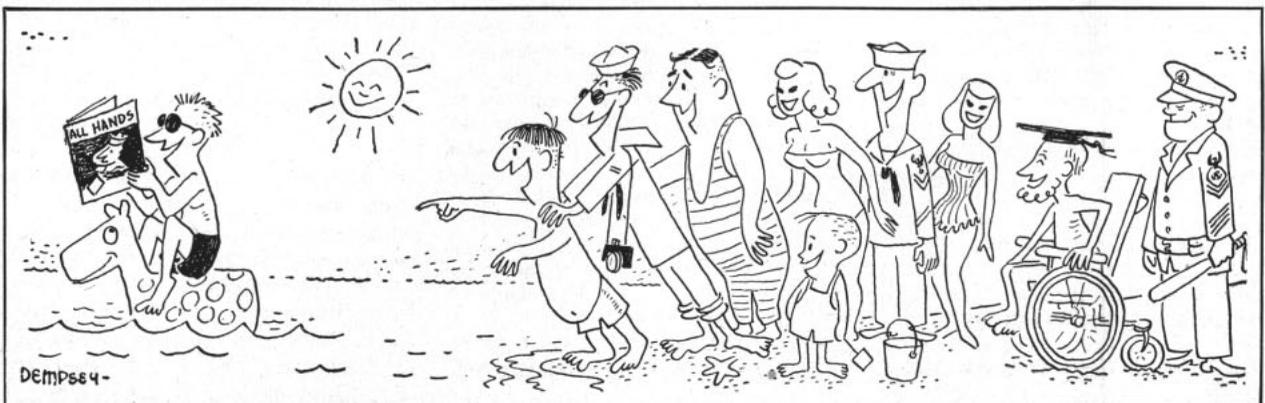
Record of Emergency Data is one of the pages you should always re-

member to keep current. In fact it is your responsibility to execute this form whenever a major change in status occurs, such as marriage, divorce, promotion from enlisted rating to officer rank, orders to active duty, reenlistment, etc. It is commonly known as DD Form 93. It is most important to your dependents because it provides to Navy with adequate record for emergency data pertaining to the following: (a) person to be notified in case of emergency, (b) person to receive six months' death gratuity, (c) person to receive Government life insurance benefits, (d) and person to receive BAQ allotment and the amounts to be received. (This form is *not* however, an application for BAQ). All of the copies are signed by you. If you want additional information concerning the use of this form see BuPers Circ. Ltr. 47-52 (NDB, 31 Mar 1952).

If you have made any change in your permanent address or other status, if your dependents have moved, or you have married, see to it NOW that a new DD Form 93 is executed. Also, see the item in this section of *ALL HANDS—Protect Your Dependents by Having Correct Record of Emergency Data on File*. It explains the revision of DD Form 93 in compliance with recent legislation.

Page 3

Enlisted Classification Record is your "personal representative"—it tells the Navy who you are; what educational training you have had; your abilities and skills and Navy test score profile—GCT, ARI, MECH, CLER, and Sonar. Your progress in the naval service depends heavily



PASS THIS COPY ALONG—Get on your horse, read this issue, then come across with it so others can too.

upon the completeness and accuracy of the data you furnish the Navy's classification interviewer. It is important in making assignments to duty for which you are best qualified, where your advancement in rating will be most rapid and your proficiency in rating will be in the best interests of the naval service.

Upon immediate reenlistment, retirement, or transfer to the Fleet Reserve, page 3 is removed from the

close-out service record and inserted in the new record. If you do not reenlist immediately, the original page 3 is fastened with copies of DD Form 214 (Report of Separation from the Armed Forces of the United States) to your discharge certificate.

Page 4

Navy Occupation and Training History supplements and amplifies information contained in the Enlisted Classification Record (Page 3). It

provides a summary of in-service training, advancement in rating, and other training history. The importance of complete and accurate data in this record is obvious and every Navyman interested in advancement will keep a sharp eye on Page 4.

Page 5

Gunnery Record interests the man who is qualified in small arms or for key gunnery station. Only one copy of this form is prepared and retained in the service record at all times.

Page 6

Court Memorandum is one page to avoid. However, if you are so unfortunate as to require this page in your naval service record, it is made up in quadruplicate for each summary court-, special court-, or general court-martial. It also serves as an order to the disbursing officer to make adjustment in your pay as required by the approved sentence of the court. This page is not used for a captain's mast where reduction in rate does not result. Such entries are made on page 13, Administrative Remarks.

Page 7

Individual Order to Adjust Pay Record is issued whenever your pay status is affected for such reasons as an increase in longevity, advancement in rate and allowances for commuted rations, subsistence and/or quarters allowances. Only one item is completed for each page prepared. The form is made in quadruplicate. The original is placed in your record, one copy is forwarded to BuPers and two copies go to the disbursing officer for any required adjustment to your pay record. Item number 8 is used for "Miscellaneous Pay Orders" which are changes in pay status applicable only to a few individuals, such as those assigned to hazardous duties.

Page 8

Leave Record is a single original copy, made out when your service record is established. After you return from authorized leave, the personnel office enters the dates of your leave, number of days, and type of leave. Page 8 is then forwarded to the disbursing officer with Page 7 to credit your pay with leave rations. The type leave is entered with the appropriate symbol indicating; A-

HOW DID IT START

Church Pennant

Like many other naval customs, the use of a church pennant is probably inherited from the British Navy. Instructions appearing in a British signal book of 1796 describe the church pennant as "a common British pendant," and state that it is flown from the mizzen peak "to denote that the Ship's Company are at prayers ..."

The United States Naval Signal Code for 1867, gives the first known official directions for the display of the pennant. "The Church Pendant will be hoisted immediately above the ensign at the peak or flagstaff at the time of commencing, and kept hoisted during the continuance, of divine service on board all vessels of the Navy." However, the church pennant probably existed long before 1867. There is said to be on file a requisition made in 1844 from a commanding officer for a church pennant.

"Naval Orientation" states that "in the large assortment of flags carried by American men-of-war, only one flies above the national ensign—the church pennant. It is not known when it was first hoisted, but it was flown in 1842 on the U.S. brig *Somers* during the religious services following the execution of three men charged with attempted mutiny. In the words of Alexander Slidell MacKenzie, the captain: "The colors were then hoisted, and above the American ensign was raised the Banner of the Cross—the only flag that ever floats above it from any vessel under my command."

The original design and use of the church pennant are not known, as there are no signal books available from the period 1813 to 1848. In the signal book of 1858 there appears the earliest illustration of the church pennant located to date. It is a blue Greek cross on a white pennant. There is no text describing its use, or point of hoist.

From 1858 to 1908 there are several



meager records of the description and use of the church pennant. In the signal book of 1867 is found the first record of instructions: "The Church Pennant will be hoisted immediately above the ensign at the peak or flagstaff at the time of commencing, and kept hoisted during performance of divine service on board vessels of the Navy." Though this book contains the first printed instructions, the plates do not include an illustration of the pennant. All subsequent illustrations of the pennant up to 1883 show the Greek cross.

The "General Signal Book of the United States Navy, 1908," shows the church pennant bearing the present blue Latin cross and the text: "The church pennant is to be hoisted over the Ensign during the performance of Divine Service on board vessels of the Navy."

Again in the "General Signal Book of the United States Navy, 1913," the blue Latin cross, in use today, is illustrated with the same instructions appearing in the signal book of 1908. This appeared again in "Signal Manual, 1920," and in subsequent signal and communications manuals, and the practice is still in effect.

annual; R—reenlistment; E—emergency; or RT—recruit leave. It is the individual's personal responsibility to know his leave credit to avoid taking excess leave which might result in a checkage of pay.

It should be remembered that leave rations are credited only on leave taken and not on travel time.

After the leave record entry has been made on Page 8 and checked against Page 7, and the order to credit your pay record with leave rations is issued, the disbursing officer signs the leave record as evidence the required pay record entry has been made and Page 8 is returned to the personnel office and re-inserted in your file.

In case you are transferred, your commanding officer will enter and sign on the leave record (on the line below the last entry) "No leave taken since date last made entry," or "No leave taken while attached to this command," as the case may be, and the "Leave rations credited are not in excess of leave taken."

Upon separation the leave record is forwarded to BuPers with the closed-out service record. If you reenlist, a new Page 8 is made out. For further information on leave see Articles C-6305, C-6401 and C-7817, BuPers Manual, 1948.

Page 9

Marks is a record of your proficiency in rate, seamanship, mechanical ability, leadership and conduct. When you are transferred to a new duty station or ship, your new commanding officer and division officer will have a picture of your previous "standing" and you are "measured" by the record you have earned. Your marks are assigned on the following occasions: quarterly; upon transfer; as a result of offenses for which punishment is awarded by the commanding officer or courts-martial; and upon separation. You start with a new Page 9 upon each enlistment or reenlistment.

Page 10

Record of Training Duty is used only for Naval Reserve Organized units and provides individual records of active training duty and group training duty. When the Reservist is ordered to active duty with the Regular Navy, his record of training duty is checked for complete data

and forwarded with his service record.

Page 11

Drill Attendance Record is another page used only by Naval Reserve Organized units. It must be kept up-to-date and retained in the service record at all times. At the end of each quarter an entry is made showing the date, organization where drills are attended, equivalent duty, and/or appropriate duty performed. The accuracy of this page is important to the Reservist's retirement credits.

Page 12

Desertion form combines in one page the desertion entry and the order to the disbursing officer to transfer the pay records to the deserters' roll. Upon return of a deserter to naval custody a copy of Page 12 is removed and retained in the BuPers files before the record is forwarded to the command. The original Page 12 remains a part of the service record.

Page 13

Administrative Remarks is used for all miscellaneous entries not recorded elsewhere in the service record. For example it may be used for more detailed information which may be required to qualify further entries made elsewhere in the record. Entries on this page accumulate until the page is filled except in case of transfer and receipt and as otherwise specified in BuPers Manual or other temporary instructions. This procedure ensures that copies of the more important entries are received in the Bureau soon after the occurrence and the less important entries are accumulated before forwarding.

Page 14

Record of Discharge or Release includes all information usually required for record purposes upon discharge, release from active duty, or death. It also provides an order to the disbursing officer to make all necessary credits and payments to close out the pay record. The accuracy of data in this form may have a marked effect on your future employment, veterans benefits and other matters which may represent money-in-pocket to you. It records amounts of payment of discharge gratuity, travel allowance and personal funds

A, B, C and P—sounds like the name of a railroad, doesn't it? It's not. It is a list of the four classes of Navy service schools. These schools were established to "assist the forces afloat by giving instruction



and training which, because of the time allowed and facilities available, can be more advantageously given ashore."

* * * *

Class A schools cover the groundwork for the majority of general service ratings and teach the technical qualifications required for POs third and second class. Length of courses



vary from nine to 44 weeks. Class B schools prepare men for the higher PO rates and teach "tech quals" for the POI and CPO rates.

* * *

Class C schools train students in particular qualifications or skills which do not cover the full requirements for a general service rating. Examples are the Camera Repair, Deep Sea Diving, and the



Air Conditioning-Refrigeration courses. Courses last from two to 25 weeks. To conduct airman training at a preparatory or basic training level is the job of the Navy's sole Class P school. Length—eight weeks. A common feature of each class of school: all the instructors are Navy men.



available. This form should not be confused with the following Page 15.

Page 15

Report of Separation from the Armed Forces of the United States, often referred to by its short title—DD Form 214—is the last of the required pages of your service record. Eight copies of this form are pre-

pared and distributed. The original is delivered to the individual with his Discharge Certificate. Number two copy is attached to the closed-out service record and forwarded to BuPers. For information on the distribution made of the remaining copies see Enclosure (A) to BuPers Circ. Ltr. 149-51 (NDB, 15 Sept. 1951).

In addition to the required pages, numbered 1 to 15, there are other pages which are of importance to you and your record, such as birth certificate, school certificates, citations and letters of commendation, that may accumulate in your record during your period of service. These papers will be returned to you at time of separation.

What happens to your record after you are discharged and it is forwarded to BuPers?

It is processed through certain offices in the Bureau and then is converted to your enlisted Jacket on file in the Bureau. The duplicates that have accumulated are replaced with the originals from your closed-out record. It takes approximately 60 days for it finally to reach the files after you are separated. It is retained for a certain period of time and then retired to an inactive status at the Naval Records Management Center located in Garden City, Long Island, N. Y.

It is "good business" for the Navy Department and you to know the contents of your service record and that it be kept complete and accurate. Navy regulations require commands to make an annual verification of service records on 1 September each year; and also, every time you are transferred from one permanent duty station to another, the receiving command checks your record. Executive officers will permit Navy men to check their records in the interest of personal verification of completeness and accuracy.

It must be remembered that the service record is the property of the Government and not of the individual. The inviolability of these records and the information they contain have long been recognized by the Navy Department in view of their confidential and personal information. Your division officer will help you arrange an opportune time for you to see your record under supervision.

Gas Turbine Replaces Piston Engine in Helicopter

The Navy's first gas turbine shaft powered helicopter, the experimental K-225, has been successfully tested in a series of flights at Bradley Field, Windsor Locks, Conn.

Engineers predict marked increases in helicopter performance due to savings in weight. The 'copter's gas turbine is half the weight of a comparable 500-pound piston engine installation and has the added advantages of mechanical simplification and maintenance.

The 175-horsepower turbine unit had previously undergone tests in

trucks and boats, but this was its first use in a helicopter.

Although similar in principle to the gas turbine used to power jet planes, the K-225 power plant installation differs in the application of power. Instead of using the velocity of exhaust gases for direct thrust, the power is used to turn the shaft of the rotor blades.

The turbine, unlike a piston engine, requires neither a centrifugal clutch nor a cooling fan. The turbine can operate on low-grade fuels, such as kerosene, as well as on high octane gasoline.



THRIFTY WHIRLYBIRD—The new engine, similar to one used on turbo-jet planes, will enable 'copter to fly on kerosene instead of high octane gas.

Latest on Living Conditions In Adak, Alaska, Brings Navyman Up to Date

A supplemental report on living conditions in Adak, Alaska, brings the Navyman up-to-date on conditions in that area.

Bring your car when ordered to this area, the report recommends.

Automobiles — Transportation on Adak is at a premium. There are now 90 miles of roads, most of which are in good repair. Personnel receiving orders are encouraged to bring their vehicles. However, before shipment of vehicles, permission must be obtained from the naval station at Adak. Spare parts for car maintenance may be obtained by mail order. Busses on regular schedules cover all major parts of the station area.

Here are other special pointers on living conditions:

Housing—Waiting lists still prevail as housing is not yet immediately available. Dependents of personnel receiving orders to Adak are advised to remain at home until such time as they receive travel instructions from the Commandant, 13th Naval District. Houses on Adak are furnished with essential furniture; but personnel are advised to bring silverware, dishes, kitchen utensils, bedding, linens and curtains. Laundry and dry cleaning establishments are available for the convenience of all personnel. It must be noted that the cost of living is very high.

Education—Schooling from kindergarten through four years of high school is offered. Diplomas issued from the high school are acceptable in any college or university in the U. S. Courses not offered by the high school are furnished by correspondence from the University of Nebraska, Extension Division, and given under the supervision of accredited high school teachers. The school is new and is located near the new housing area. Transportation is furnished from all housing areas by school busses.

With the exceptions noted above, conditions at the Adak station covering climate, clothing, food, medical care, religion, etc., are essentially the same as last reported in the detailed summary appearing in *ALL HANDS*, February 1951, p. 38.



Promotion Points for USNR Officers on Active Duty

Naval Reserve officers who have served a tour of active duty in the present emergency have their promotion requirements outlined for them in a BuPers circular letter.

One promotion point for each full month of continuous active duty (not including active duty for training) served since 1 July 1950 will be granted Naval Reserve officers on active duty in Regular Navy billets and on active duty in connection with the Naval Reserve program.

In addition, 12 promotion points will be granted Naval Reserve officers on active duty for each year of satisfactory service completed.

Promotion points may be earned through correspondence courses taken while on active duty.

This action, as set forth in BuPers Circ. Ltr. 40-52 (NDB, 15 Mar 1952) and in NRMAL 13-52, was taken to enable Reserve officers who have served on active duty since 1 July 1950 and who have since been released to inactive duty, to meet the requirements for promotion outlined in NRMAL 11-51.

USN officers who accept a commission in the Naval Reserve after resignation from the Regular Navy will also be granted one promotion point for each full month of continuous active duty, as a USN or USNR officer, served after 1 July 1950.

The requirements for promotion as set forth in NRMAL 11-51 continue to apply as before to all Naval Reserve officers not on active duty.

BuPers Must Have Request of Former NavCads to Transfer To Regular Navy by 31 July

The program under which former naval aviation cadets who have been designated naval aviators may apply for transfer from USNR to the line of the Regular Navy is swinging into another year.

The latest increment in this program offers Regular commissions to Reserve officers who have been commissioned since 1 Oct 1950 and who, prior to 1 July 1952, will have completed not less than 18 months of continuous active commissioned service following completion of duty as a NavCad undergoing training.

On or about 9 Sept 1952—and every six months thereafter—a board will convene to select such USNR officers for transfer to the Regular Navy, as consistent with the needs of the service. Selection will be based upon information submitted in the application, the officer's records on file in BuPers 953A and forwarded via the applicant's reporting senior. Applications received after 31 July 1952 will not be considered.

Each candidate accepted will be issued a permanent commission as ensign with the same date of rank as that presently held. Officers serving in the temporary grade of lieutenant junior grade will be issued a temporary appointment in that grade, also with the same date of rank presently held.

Further information on applications and appointments is contained in BuPers Circ. Ltr. 70-52 (NDB, 30 Apr 1952).



"... belongs to the silent service. Do you think he'll ever propose?"

Line Officers on AD Now Eligible for HTA Training; Program Opened to Reservists

Qualifications for heavier-than-air flight training for commissioned line officers—ensigns and above—have been announced by BuPers Circ. Ltr. 43-52 (NDB, 15 Mar 1952).

The program has been broadened to include USNR officers on active duty. Previously, only USN officers were eligible for the training, which will lead to designation as naval aviators.

Officers are invited to submit applications for the training when they meet the following requirements:

- Hold a commission as a line ensign, or above, Regular or USNR.
- Be less than 26 years old at

time of submitting application.

- Have successfully completed a minimum of five semesters' undergraduate work—or its equivalent—at an accredited college or university. If no degree was granted, the officer must have been in good academic standing at the completion of his final semester's work.

- Be physically qualified and temperamentally adapted for the actual control of aircraft.

- Not have been previously separated from any flight training program of the Army, Navy or Air Force by reason of flight failure.

- Have attained not less than the following scores on the flight aptitude tests: ACT—"C"; MCT—"C"; FAR—"D."

- Execute a signed agreement not to resign for a period of two years after completion of flight training.

- USNR officers and officers originally appointed under the provisions of Public Law 729, 79th Congress, as amended, must agree to serve on active duty in the Regular Navy or Naval Reserve for a period of two years after completing flight training, unless released sooner.

Training Open For Duty In Special Weapons Project And Related Activities

Applications from Regular Navy and Reserve line officers with the necessary education or practical experience in ordnance, electronics, electricity or physics, are desired for assignment to the Armed Forces Special Weapons Project and related activities.

The normal tour of duty in this program is from two and one-half to three years. Officers selected for the special weapons project will receive a course of instruction—usually four to six months—at Sandia Base, Albuquerque, N. M. Specific assignments to duty will depend to a great extent on the obligated service remaining for the individual.

Briefly, the requirements and qualifications as outlined in BuPers Circ. Ltr. 81-52 (NDB, 15 May 1952), are:

- USNR officers must be college graduates and have had college physics and/or mathematics.

- Code 1100 USN officers with rank of lieutenant (junior grade) or ensign are not eligible to apply unless at the time of application they have had a minimum of one year sea duty.

- Code 1300 USN and USNR officers must have had a minimum of two years in an operating squadron.

- Officers who do not hold permanent commissions or rates in the Regular Navy must agree to serve a minimum of two years in the program after completion of the course. (It is not necessary that the officer's present rank be permanent.)

- USN officers who do hold permanent commissions or rates are not obligated to sign an agreement to remain in the program for a minimum period since normally no resignations are accepted. These officers will usually complete the full two and one-half to three years' tour of duty.

Applications for this study should be addressed to the Chief of Naval Personnel (Attn: Pers-B1115d). Officers, USN or USNR, should indicate any preference for this type duty on their Officer Data Cards (NavPers 340).

SONGS OF THE SEA

Blow, Bullies, Blow

*A Yankee ship comes down the river,
Blow, boys, blow!*

*A Yankee ship with a Yankee skipper,
Blow, my bully boys, blow!*

*How do you know she's a Yankee clipper;
Because her masts and yards shine like silver.*

*What do you think they'll have for dinner?
Why, monkeys' tails and bullocks' liver.*

*Oh, blow today and blow tomorrow,
Blow, boys, blow!*

*Oh, blow me down to the Congo River,
Blow, my bully boys, blow!*

—Old Sea Chantey.



Basic Diving Courses Open At Three Navy Schools

The Navy needs qualified applicants for its basic diving schools. Applicants for diving instruction must meet all special requirements and qualifications as outlined in BuPers Circ. Ltr. 83-52 (NDB, 15 May 1952).

To screen personnel for diving instruction at the Naval School, Deep Sea Diving; Naval School, Explosive Ordnance Disposal; Naval School, Salvage, and instruction at other activities authorized to train and qualify divers, applicants will be interviewed by a qualified diving officer to determine their aptitude for such duty.

Also, they must be physically examined to determine their fitness. Physically qualified candidates are given a recompression chamber test followed by a test dive in a diving suit. Past experience has repeatedly demonstrated, BuPers says, that if a man shows any reluctance or timidity in making this initial dive, he seldom if ever can become an acceptable diver.

**Latest Motion Pictures
Listed For Distribution
To Ships, Overseas Bases**

The latest 16-mm. feature movies available from the Navy Motion Picture Exchange Bldg 311, U. S. Naval Base, Brooklyn 1, N. Y., are listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are indicated by (T). Distribution began in May.

Ma & Pa Kettle at the Fair (907): Comedy; Marjorie Main, Percy Kilbride.

Rancho Notorious (908) (T): Melodrama; Marlene Dietrich, Mel Ferrer.

Deadline U.S.A. (909): Melodrama; Humphrey Bogart, Ethel Barrymore.

One Big Affair (910): Comedy; Evelyn Keyes, Dennis O'Keefe.

Belles on Their Toes (911) (T): Comedy; Jeanne Crain, Myrna Loy.

Battle of Apache Pass (912): Western; John Lund, Jeff Chandler.

The Fabulous Senorita (913): Comedy; Estelita Rodriguez, Robert Clarke.

San Francisco Story (914): Drama; Joel McCrea, Yvonne DeCarlo.

Macao (915): Melodrama; Jane Russell, Robert Mitchum.

Red Ball Express (916): Melodrama; Jeff Chandler, Alex Nicol.

Desert Pursuit (917): Melodrama; Wayne Morris, V. Gray.

Greatest Show on Earth (918): Drama; Betty Hutton, James Stewart.

Gobs & Gals (919): Comedy; Bernard Bros., Cathy Downs.

Mara Maru (920): Melodrama; Errol Flynn, Ruth Roman.

Captain Blood, Fugitive (921) (T): Adventure; Louis Hayward, Patricia Medina.

Captive City (922): Drama; John Forsythe, Joan Camden.

Aaron Slick from Punkin Crick (923) (T): Comedy; Dinah Shore, Alan Young.

The Winning Team (924): Melodrama; Doris Day, Ronald Reagan.

High Noon (925): Western; Gary Cooper, Grace Kelly.

The Wild North (926) (T): Melodrama; Stewart Granger, Wendell Corey.

Kansas Territory (927): Western, Bill Elliott, Peggy Stewart.

Two Old Sea Dogs Keep on Learning New Tricks

Good examples of Navymen who have wisely made use of their spare-time are found in Chief Radarman Jack A. Myrick, USN and Chief Dental Technician Harold C. Detling, USN. A master's degree in mathematics and a college teaching assignment looms in the near future for Chief Myrick. The chief has prepared for this by means of correspondence courses over a seven-year period.

Chief Detling now holds the degree of Bachelor of Laws and is authorized to practice law both in California and Washington, D.C. His studies were made at college evening classes during shore duty billets spread out through a 12-year period.

Mathematics is Myrick's specialty. After World War II service in Pacific Fleet attack transports, Chief Myrick relaxed and took a look at the educational opportunities offered by the U.S. Armed Forces Institute. Within a year he had completed enough USAFI correspondence courses to receive high school accreditation.

Two years of high school were behind Myrick when in 1931 he first enlisted in the Navy at Louisville, Ky. Fifteen years later, he received a high school diploma.

With this behind him, he started on a course of higher studies. He did correspondence work under the educational services program of the University of California. While working for his high school diploma, Myrick had taken general courses such as American history, physics and civics. In his higher studies he has stressed mathematics. Marks in his courses have been consistent "As", accompanied by the note: "with distinction."

Last year he completed his "twenty." Under existing policies, however, he is being retained on active duty. Not long ago, he wrote his adopted college (University of California at Los Angeles) that he would like to do on-campus work toward a master's degree. When school authorities examined his school record and saw the row of

"As", they sent a representative down to Myrick's duty station at the NAB, Coronado.

Chief Myrick learned that not only do school authorities want him to undertake graduate work in mathematics—they want him to take a position as assistant in the mathematics department when he returns from active naval service.

Now take the case of Lawyer-Chief Detling. His studies got off to an early start in the Navy, became bogged down during World War II and picked up soon after. One of his first duty stations was the San Diego Naval Hospital. Evenings he attended San Diego Junior College. Next he was stationed at the Mare Island Naval Hospital where he did night corpsman duty. Then he took parttime day courses at the University of California. For these studies he received two years of college credit.

He was able to "get with it again" in 1947 when he started a tour of shore duty at Washington, D.C. Within two years, concentrated night studies at George Washington University enabled him to put an "AA" after his name. Now an Associate in Arts, he had the necessary prerequisites for the law course.

These studies required long hours of Detling's off-duty time. As he puts it: "Classes—1800 to 2100; followed by home study each night and on weekends." This weekly pace he maintained for two years, his sights being set on a BA degree before his tour of shore duty expired. (These two years of high-pressure study offer a contrast to the six to eight years taken by most civilians similarly studying for a law degree.)

After two years, the degree of Bachelor of Laws was conferred upon him by the university. Within two months of the conferring date, he had successfully competed in examinations for admission to the bar of both California and Washington, D.C.

Upon the completion of his military service, Detling plans to enter private practice.

Additional Correspondence Courses Available

Successful completion of one or more *Enlisted Correspondence Courses*, applicable to your rating, can be a big aid in preparing to take that next examination for advancement in rating.

Here is a list of 29 more of these courses which are now available. Enlisted personnel, either on active or inactive duty, are eligible to take correspondence courses. Enrollment is entirely voluntary and all courses are issued without charge.

To obtain a complete listing of all correspondence courses, see the educational and information officer or training officer of your ship or station. He will give you a copy of the new *Catalog of Enlisted Correspondence Courses* (NavPers 91200) December 1951, and adding to that list the courses shown below as well as those published in ALL

HANDS, March 1952, p. 52, and May 1952, p. 51, you will have complete round up of the courses available. In most cases, however, applicants may enroll in only one course at a time.

Regular and Reserve personnel on active duty must forward applications via the commanding officer. Inactive Reservists should forward their applications via their unit commander or their commandant as appropriate. Application forms may also be obtained from your commanding officer or by writing to the district commandant.

All applications must be submitted on Form NavPers 977, *Enlisted Correspondence Course Application*, and forwarded to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base Brooklyn 1, N. Y. Information on how to apply is in the catalog.

Reserve Dentists Who Had Active Duty Eligible for Regular Navy Commissions

Reserve dental officers under the age of 37 who are serving on active duty in the grades of lieutenant (junior grade) and lieutenant may apply for appointment in the Dental Corps, usn.

Requests for consideration should be forwarded as directed by BuPers Circ. Ltr. 75-52 (NDB, 15 May 1952), to the Chief of Naval Personnel (Attn: Pers-B6221), via the commanding officer. A special fitness report (NavPers 310) and a report of physical examination conducted by a formal Board of Medical Examiners must accompany each request.

Professional examinations are not required. The applicant's age and professional experience will determine selection and the grade of appointment. Normally the grade will be the same as that held in the Naval Reserve.

Line Officers Eligible for Freight Movement School

The Navy's school for the Cargo Handling Course for Supply Corps officers at Naval Supply Center, Oakland, Calif., has been redesigned. It is now known as U. S. Naval School, Freight Transportation, and Traffic Management.

In addition to SC officers, a limited number of line officers in grades of ensign to lieutenant commander can be accommodated for six months instruction in the freight transportation phase of the course. Since BuPers makes the selection of all line officers, applications are not desired.

Supply Corps officers in grades from ensign to lieutenant commander, however, should submit applications. The next class convenes 6 October. Applications should be received by the Chief of Naval Personnel (Attn: Pers-C1223) not later than 1 August.

Officers selected for this training should normally be due for a tour of shore duty by 6 October. They will be ordered on a permanent change-of-duty at the time of commencement of the course, as outlined in BuPers Circ. Ltr. 65-52 (NDB, 30 Apr 1952).

Title	NavPers	Applicable to following ratings
Aircraft Munitions	91637	AO, AOU, AOT, AOF
Aircraft Survival Equipment	91642	PR
Aviation Electrician's Mate, Vol. 2	91611	AE, AEM, AEI
Builder 3	91583	BU, BUL, BUH
Builder 2	91584	BU, BUL, BUH
Chief Commissaryman	91443	CS, CSG, CSB, CSR
Driver 2	91574	CD
Electricity for Fire Controlmen and Fire Control Technicians, Vol. 1 ..	91326	FC, FCS, FCU, FT, IC
Fire Controlman 3, Vol. 2	91317	FC, FCS, FCU, FT
Fire Controlman 2, Vol. 1	91318	FC, FCS, FCU, FT
Fire Controlman 2, Vol. 3	91320	FC, FCS, FCU, FT
Flight Engineering	91632	AD, ADF
Gunner's Mate 1	91313	GM, GMM, GMT, GMA
Instrumentman 1	91384	IM, IMW, IMO, IMI
Lithographer 3	91472	LI, LIP, LIT
Lithographer 2	91473	LI, LIP, LIT
Mineman 2	91335	MN
Navy Editor's Manual	91456	JO
Photography, Vol. 1	91647	AF, JO, LI, LIP, LIT, PH, PHG, PHR, PHL, PHM
Radioman 3	91402	RM RMN, RMT, CT, CTI, CTS, CTY
Radioman 2	91403	RM, RMN, RMT, CT, CTI, CTS, CTY
Ship's Serviceman 1	91448	SH
Chief Ship's Serviceman	91449	SH
Chief Steward	91695	SD, SDG, SDS
Chief Storekeeper	91433	SK, SKG, SKT
Surveyor 3	91563	SV
Torpedoman's Mate 3	91300	TM, TMT, TME, TMS
Torpedoman's Mate 2	91302	TM, TMT, TME, TMS
Chief Torpedoman's Mate	91306	TM, TMT, TME, TMS

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. 14—Carries an endorsement by SecNav of the Navy Relief Society and urges full support of the organization.

No. 15—Cancels flying exhibitions for Armed Forces Day because of necessity to conserve fuel during oil strike.

No. 16—Deletes sentence in Alnav 15 relating to possible resumption of flying schedules during Armed Forces Week.

No. 17—Concerns the waiver of right of appeal by the accused in a court martial.

No. 18—Gives the increased rates now in effect for basic pay and allowances for all members of the armed services.

No. 19—Reduces flying requirements for pilots due to oil shortage.

No. 20—Cancels Alnavs 13 and 15, but continues in effect Alnav 19, all of these directives relating to the conservation of aviation gasoline.

No. 21—Announces convening of a selection board to recommend for temporary promotion to rear admiral line captains with three or more years service in grade whose signal number is 652 or above on the list.

BuPers Circular Letters

No. 70—Gives procedure whereby certain Naval Reserve aviators may apply for transfer to the line of USN.

No. 71—Announces appointment (temporary, acting) of first class petty officers to chief petty officer.

No. 72—Contains information concerning claims to be filed under the War Claims Act of 1948, as amended by Public Law 303, to provide \$1.50 for each day WW II POWs were subjected to uncompensated forced labor or inhumane treatment.

No. 73.—Gives additional information to be included on Forms NavPers 624 and NavPers 971.

No. 74—Makes a technical change in Naval Personnel Supplemental Regulations for Navy Recreation Funds.

No. 75—Requests applications from Naval Reserve dental officers serving on active duty as lieutenant (junior grade) and lieutenant for appointments to the Regular Navy.

No. 76—Contains a list of additional personnel, Navy and Marine, who are authorized to wear the Combat Distinguishing Device on the Legion of Merit, Bronze Star Medal and Commendation Metal Pendant.

No. 77—Authorizes wearing of a standard tie clasp by officers, warrant officers and chief petty officers and eliminates rating badges on khaki shirts for chief petty officers.

No. 78—Lists the eligibility requirements for courses in naval justice at the Naval School, Naval Justice, Newport, R. I., for officers and enlisted men.

No. 79—Established a deadline, 15 July 1952, for 1953 Rhodes Scholarships applications to reach BuPers.

No. 80—Describes courses of instruction being inaugurated to requalify salvage divers.

No. 81—Lists qualifications needed by officers who desire duty in the Armed Forces Special Weapons Project and related activities.

No. 82—Outlines documentation required of military personnel and dependents of military personnel who travel to Japan.

No. 83—Directs commands to screen carefully all applicants for diving school to see that they meet all requirements.

No. 84—Lists officers appointed from aviation midshipman, NROTC and college graduate courses who have been selected for retention in the Regular Navy.

No. 85—Contains information on a classified course.

No. 86—Directs that quartermaster personnel recommended for advancement shall have access to several visual communication training publications.

No. 87—Gives the procedure whereby enlisted men, other than Communications technicians, can request duty with the Naval Security Group.

No. 88—Announces the establish-

ment of a Mine Warfare Staff Officers Course at Yorktown, Va., and certain revisions in the advanced Mine Countermeasures Training Program.

No. 89—Points out that enlisted men would make financial arrangements for their dependents during first week of active duty or upon acquiring a new dependent.

No. 90—Contains administrative procedures for writing travel orders for enlisted personnel.

No. 91—Announces the establishment of a senior officers Introductory Course in Mine Warfare at the U. S. Naval School, Mine Warfare, Yorktown, Va.

No. 92—Announces the award of the Navy Unit Commendation to a small boat mine sweeping unit, Task Element 95.62, for operations at Wonsan, Hungnam and Songjin, Korea.

No. 93—Announces the distribution of the Officer Navy Job Classification Manual.

No. 94—Announces change in name to *Naval War College Review of the Information Service for Officers* and lists those eligible to receive this pamphlet.

No. 95—Gives the general procedures to be followed in ordering Naval Reserve personnel to active duty for training.

No. 96—Announces Regular Navy augmentation program and lists eligibility requirements for Naval Reserve and temporary USN officers.

No. 97—Sets up procedure whereby certain ensigns, USN, whose commissions normally would be revoked because they do not meet physical requirements may apply for duty as Special Duty Officers.

No. 98—Requests applications for appointment in the Regular Medical Corps from USNR medical officers on active duty in the grades of lieutenant (jg) and lieutenant.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9

1. (c) Combat or non-combat action.
2. (b) Bronze Star Medal.
3. (c) Aircraft gunners.
4. (a) Submarine insignia (embroidered).
5. (c) Baltimore class.
6. (a) Rochester (16 Sept 1944).

New Legislation and Action on Bills of Special Interest to Naval Personnel

Here is a round-up of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Veterans' Compensation — Public Law 356 (evolving from H. R. 4394) authorizes a five per cent increase in the rate of service-connected compensation for veterans of all wars who are less than 50 per cent disabled, and a 15 per cent increase for those who are more than 50 per cent disabled. The law also increases from \$60 to \$63 and from \$72 to \$75 the monthly non-service-connected pension available to old (65) or disabled veterans of World Wars I and II, and Korea.

Pension-Eligibility Income — Public Law 357 (evolving from H.R. 4387); raises the pension-eligibility income limitation for a veteran without dependents, or a widow without children, from \$1200 to \$1400. For a veteran with dependents or a widow with children, the limitation is raised from \$2600 to \$2700.

Korean Combat Pay — H. R. 7973: introduced; would provide for \$100 a month for officers and \$50 a month for enlisted men of the uniformed services during periods of combat duty. To be eligible under this bill (the latest in a number of bills to be introduced), a man would have to be a member of a "combat

unit" which has been placed in "substantial peril" by reason of being "engaged in actual combat on land" or by being "subjected to hostile ground fire in the course of rendering aid or assistance to a military unit which is engaged in combat" or by being a member of the crew of "any vessel while subjected to hostile fire or explosion in the course of any operation" or "any aircraft while subjected to hostile fire in the course of any operation."

Korean Veterans' G. I. Bill — H. R. 7656: passed by House; would provide vocational readjustment and restore lost educational opportunities to persons who served in the armed forces on or after 27 June 1950. The legislation extends to veterans of the Korean conflict the benefits provided veterans of World War II, including education and training (up to 36 months), home, farm and business loan credit assistance, old-age and survivor's insurance credits, mustering out payments (up to \$300) and employment assistance. Fourteen related bills have been introduced previously in both houses.

Marine Corps Strength—H.R. 2741 and S. 677: passed Senate with amendments; passed House with amendments and was sent to Senate-House conference committee to resolve the differences; to fix the personnel strength of the U. S. Marine Corps and to make the Commandant of the Marine Corps a permanent member of the Joint Chiefs of Staff. The Marine Corps would include four full-strength combat divisions, four full-strength air wings and such other land, aviation and other services as may be organic therein. The personnel strength of the Regular Corps would be maintained at not more than 400,000 men. The Commandant would be a consultant to the Joint Chiefs on all problems.

Reserve Officers — H. R. 7856: introduced; would make uniform the Reserve officer personnel policies of the armed services. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

Disability Compensation — H. R. 7738: introduced; would increase certain rates of veterans compensa-

tion provided for specific service-incurred disabilities. Related bills previously introduced are H.R. 7783 and S. 3169.

Enrollment in USAFI — H. R. 7979: introduced; would allow certain persons who served in the armed forces after 27 June 1950 to purchase and pursue courses in the U.S. Armed Forces Institute within two years after discharge or release from active duty.

Cemetery Markers — H. R. 8055: introduced; to authorize the erection of appropriate Government headstones or markers in cemetery plots in memory of certain members of the armed forces who died while serving in overseas theaters of operations, and whose bodies have not been recovered or identified or have been buried at sea.

Restoration of USS Constellation—H.R. 7812: introduced; to provide for the restoration and maintenance of USS *Constitution* and to authorize disposition of USS *Constellation*, USS *Hartford*, USS *Olympia* and USS *Oregon*.

Women Medical Officers — H. R. 6288 and S. 2552: passed by Senate with amendments and passed by House without amendment; referred to Senate-House conference committee to consider differences. To authorize the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males, with certain exceptions.

Special Pay for Doctors—S. 3019: passed by Senate; to extend the application of special pay for doctors and dentists in the armed forces until June 1953. The Senate rejected amendments which would have reduced the amount payable. Related bills are H.R. 7976 and H.R. 7995.

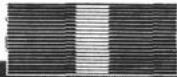
Extension of Patents — H. R. 4413: passed by House; to amend the act providing for the extension of the term of certain patents of persons who served in the military or naval forces during World War II.

Extension of NSLI — S. 3108 and H.R. 7720: introduced; to extend National Service Life Insurance benefits to certain members of the armed forces who died in combat with the Japanese forces prior to 20 Apr 1942.



"You told me to bring a friend, so I brought my boy friend."

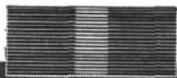
DECORATIONS & CITATIONS



NAVY CROSS

* MAGDA, John J., LCDR, USN, (posthumously), CO of Fighter Squadron 191, attached to Carrier Air Group 19 on board *uss Princeton* (CV 37), 8 Mar 1951. Skillfully leading a daring strike against enemy installations at Tanchon, LCDR Magda braved intense hostile anti-aircraft fire to press home vigorous bombing and strafing runs. He gallantly continued to carry out the attack, after his aircraft was struck by enemy fire and burst into flames, destroying several gun emplacements and inflicting severe damage on nearby rail installations. With all his ammunition expended, he turned his burning plane seaward in an attempt to avert capture and the possible compromise of his aircraft. He was successful in reaching this final objective before his plane crashed into the sea.

* SERRANO, Roberto, HM3, USN, attached to an assault platoon in the First Marine Division, 12 Sept 1951. Hearing the snap of the fuse primer as he accidentally tripped the wire of a well hidden anti-personnel mine just before reaching the side of a wounded Marine, Serrano unhesitatingly threw himself across the casualty and absorbed the shock of the explosion with his own body. Although severely wounded in the leg and back, and thrown several feet by the concussion, he crawled back to the casualty and administered first aid, steadfastly refusing medical attention for his own wounds until he had completed his task.

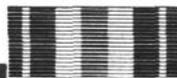


DISTINGUISHED SERVICE MEDAL

* HENDERSON, George R., RADM, USN, Commander Task Force 77, in Korea from 5 May to 15 Aug 1951. RADM Henderson achieved distinctive success in maintaining the task force under his command at a high level of combat readiness and efficiency to exert continued and relentless pressure against the enemy. Under his supervision, the heavily-armed aircraft attached to the task force carriers provided effective close air support for friendly ground troops and carried out daring strikes which resulted in ex-

tensive damage upon the enemy and constant interdiction of their key communications system. By the alertness and vigor of his command throughout this period, the enemy's break-through was halted in May and their subsequent second Spring offensive was defeated.

* JUNKER, Alexander F., CAPT, USN, Commander Military Sea Transportation Service, Western Pacific, from 5 June 1950, to 15 Nov 1951. CAPT Junker resolutely overcame the many complex problems involved in transporting hundreds of thousands of troops and millions of tons of necessary equipment and supplies for the successful prosecution of the action in Korea. During the period between July 1950, and April 1951, his command delivered over 70 per cent of the total worldwide deliveries of the entire MSTs. He planned, established and supervised the many new units of his command, meeting the numerous and varied needs for shipping during the required sealift, including the vital amphibious operations at Inchon, Iwon, Wonsan and Hungnam.



SILVER STAR MEDAL

* BAGALE, John D., HM1, USN (posthumously), serving in a Marine Infantry Company, 17 May 1951.

* CARPENTER, Vail P., BMC, USN serving in *uss Magpie* (AMS 25), 1 Oct 1950.

* COLE, Charles W., ENS, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

* FREEMAN, John B., SO1, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

* GRKOVIC, Nicholas, LT, USN, then lieutenant (jg) and CO of *uss Kite* (AMS 22), 10 to 31 Oct 1950.

* HUNTER, Walter, Jr., HM3, USN, serving in a Marine Reconnaissance Company, 28 Sept 1950.

* LINK, Harry L., EN3, USN, serving in *uss Pledge* (AM 277), 12 Oct 1950.

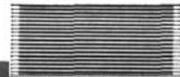
* METHENY, Thelbert L., BM1, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

* MISHLER, Russell G., HN, USN (posthumously), attached to the First Marine Division, Reinforced, 25 Jan 1951.

* SWENSON, David "H", Jr., LTJG, USN (posthumously), serving in *uss Lyman K. Swenson* (DD 729), 13 Sept 1950.

Gold star in lieu of second award:

* HUNTER, Walter, Jr., HM3, USN, serving in a Marine Reconnaissance Company, 9 Nov 1950.



LEGION OF MERIT

* BENSON, William H., CAPT, USN, assistant Chief of Staff for Operations, Intelligence and Plans for Commander Naval Forces, Far East, 20 July 1950, to 15 June 1951.

* CARSON, Joseph M., CAPT, USN, CO of *uss Valley Forge* (CV 45), 10 Oct 1950, to 22 Mar 1951.

* DRAKE, James P., CDR, USN, then lieutenant commander on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

* HOOPER, Posey A., CDR, USN, serving in *uss Philippine Sea* (CV 47), 5 Aug 1950, to 25 May 1951.

* HUGHES, John N., Capt, USN, Commander Mine Squadron One, 10 to 31 Oct 1950.

* INGALLS, Charles E., Jr., CDR, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* INNIS, Walter D., CAPT, USN, then commander serving in *uss Philippine Sea*, 8 Oct 1950, to 25 May 1951.

* JOLLY, John C., CDR, USN, CO of *uss Endicott* (DMS 35), 10 to 31 Oct 1950.

* KELLY, Samuel G., CAPT, USN, Commander Transport Squadron One, 4 to 26 Dec 1950.

* MACLELLAN, John A., LCDR, USNR, senior officer of an Advanced Intelligence Team, 27 October to 12 Dec 1950.

* MILLER, George H., CDR, USN, on staff of Commander Seventh Fleet, 7 Sept 1950, to 28 Mar 1951.

* MILLER, Gerald E., LCDR, USN, attached to Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

* MORRISON, Charles H., Jr., CDR, USN, CO of *uss Doyle* (DMS 34), 10 to 31 Oct 1950.

* MOTTERN, Robert E., LCDR, USN, on staff of Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

* PFEIFER, Carl F., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

* RIDDELL, Robert S., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

* STEVER, Elbert M., CDR, USN, serv-

★ DECORATIONS

ing in *USS Philippine Sea* (CV 47, 5 Aug 1950, to 25 May 1951.

★ TEDDER, Fondville L., CAPT, USN, on staff of Commander Seventh Fleet, 31 July 1950, to 28 Mar 1951.

★ WEINEL, John P., CDR, USN, serving in *USS Valley Forge* (CV 45), 10 Aug 1950, to 22 Mar 1951.

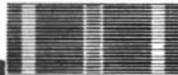
★ ZAVADIL, Anthony P., Jr., CDR, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

Gold star in lieu of second award:

★ JARRELL, Albert E., CAPT, USN, Commander Transport Division 11, 3 to 24 Dec 1950.

★ PRESSEY, George W., CAPT, USN, then commander and serving in *USS Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

★ WALLER, Raymond R., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet, 1 Aug 1950, to 28 Mar 1951.



DISTINGUISHED FLYING CROSS

★ ARRIVEE, David A., LT, USN (posthumously), attached to Carrier Air Group 101, 21 June 1951.

★ BARNES, Robert Q., ADC, USN, attached to Helicopter Squadron One, 29 November to 1 Dec 1950.

★ GOLLNER, Joseph H., LTJG, USN (posthumously), serving in Fighter Squadron 54, 29 Oct 1951.

★ KELLY, Raymond G., ENS, USNR (posthumously), serving in Fighter Squadron 54, 29 Oct 1951.

★ MARKS, Kenneth R., HM2, USNR, attached to the First Marine Air Wing, 5 to 6 Dec 1950.

★ MERO, William H., LTJG, USNR (posthumously), serving in Fighter Squadron 874, 30 Aug 1951.

★ PURSLEY, Jimmy P., HM3, USN, attached to the First Marine Air Wing, 2 to 6 Dec 1950.

★ ROBBINS, Fenton "B", LTJG, USN (posthumously), serving in Attack Squadron 702, 7 May 1951.

★ RUPPENTHAL, Richard M., ENS, USN

(posthumously), serving in Fighter Squadron 192, 21 Apr 1951.

★ SCHAEFER, Paul L., LTJG, USNR (posthumously), attached to Fighter Squadron 884, 29 May 1951.

★ TEAGUE, Cordice I., LTJG, USN (posthumously), serving in Fighter Squadron 54, 6 Oct 1951.

Gold star in lieu of second award:

★ LINDSEY, Richard A., LCDR, USN: Supply officer of *USS Rochester* (CA 124) during operations against enemy forces in the Korean area from 26 June 1950 to 17 Jan 1951.

Gold star in lieu of fourth award:

★ SISTRUNK, Frank, LT, USNR (posthumously), serving in Fighter Squadron 54, 3 Sept 1951.



NAVY AND MARINE CORPS MEDAL

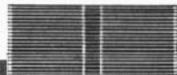
★ BRANSON, Mallie W., BMC, USN, serving in *USS Purdy* (DD 734), 3 Oct 1951.

★ NANCE, Rufus F., CHBOSN, USN, serving in *USS Bon Homme Richard* (CV 31), 23 July 1951.

★ SEIG, James L., AB3, USN, serving in *USS Bon Homme Richard* (CV 31), 23 July 1951.

★ SZYMANSKI, Andrew G., LTJG, USN, serving in Fighter Squadron 54, 7 Sept 1951.

★ WEBB, Arthur J., LT, USN, attached to U.S. Naval Ammunition Depot, Hawthorne, Nevada, 1 Oct 1951.



BRONZE STAR MEDAL

★ ALLEY, Murlin W., CDR, USN, serving in *USS Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

★ ANDERSON, David E., Jr., HM2, USN, serving with a Marine Infantry Company, 16 Sept 1950.

★ ANDERSON, George C., HMC, USN, serving in a Marine Infantry Regiment, 28 Nov 1950.

★ ANDRESEN, Ray B., BOSN, USN, serving in *USS Osprey* (AMS 28), 10 to 30 Oct 1950.

★ AUCLAND, Wallace B., LCDR, USN, serving in *USS Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

★ BAILEY, John D., LT, USN, serving in *USS Gurke* (DD 783), 13 to 15 Sept 1950.

★ BAKER, Carl S., LCDR, USN, serving in *USS Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

★ BALFOUR, Jay M., CHMACH, USN, serving in *USS Cacapon* (AO 52), 1 August to 28 Dec 1950.

★ BATES, Elmer J., LT, USN, on staff of Commander Seventh Fleet, 7 Sept 1950, to 28 Mar 1951.

★ BOGARDUS, Robert A., CDR, USN, serving in *USS Gurke* (DD 783), 13 to 15 Sept 1950.

★ BOULEY, James N., QM1, USN, serving in *USS Kite* (AMS 22), 10 to 31 Oct 1950.

★ BOYLE, James G. P., AO1, USN, serving in *USS Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

★ BRUNEAU, Paul J., CDR, USN, serving in *USS Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

★ BUNCE, Peris G., CDR, USN, on staff of Commander Carrier Division Three, 29 June to 19 Nov 1950.

★ CAIN, John L., LCDR, USN, on staff of Commander Seventh Fleet, 20 Sept 1950, to 28 Mar 1951.

★ CAPPARELLI, Armando, QMC, USN, serving in *USS Mocking Bird* (AMS 27), 10 to 31 Oct 1950.

★ CAREY, Richard J., HM1, USN, serving in *USS Pirate* (AM 275), 12 Oct 1950.

★ CARLSON, Arthur A., RD1, USN, serving in *USS Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

★ CARPENTER, Cecil R., HN, USN, attached to First Marine Division, 25 Sept 1950.

★ CARTER, Robert M., CHGUN, USN, serving in *USS Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

★ CARTER, Williams S., RMC, USN, attached to staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

★ CHIPMAN, Albion P., HM2, USN, attached to First Marine Division, 5 Dec 1950.

★ CHONTOS, Richard V., HM3, USN, attached to *USS Henrico* (APA 45), 15 Sept 1950.

★ COMPTON, Oliver D., CDR, USN, serving in *USS Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

★ COOPER, Billy B., HM1, USNR (posthumously), attached to a Marine Infantry Company, 14 Sept 1951.

★ COWLES, Jack R., LT, USN, on staff of Commander Carrier Division Three, 29 June 1 to 19 Nov. 1950.

★ DANIS, John R., LTJG, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

★ DARAY, Jack L., Jr., LCDR, SC, USN, serving in *USS Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

★ DISPENNETT, Donald D., FN, USNR, serving in Task Element 95.62, 10 October to 5 Nov 1950.

★ DOTY, Guy L., LT, USN, serving in *USS Henderson* (DD 785), 13 to 15 Sept 1950.

★ DRUMMOND, Hezekiah, SN, USN, serv-



ing in Task Element 95.62, 10 October to 5 Nov 1950.

*DUNLAVEY, John C., MH3, USN, attached to Marine Headquarters and Service Company, 26 Sept 1950.

*DUPUIS, Raymond J., HM2, USN, attached to First Marine Division, 26 Sept 1950.

*EVERSON, John K., LT., USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*FALCONER, Horace Wm., BM1, USN, serving in *uss Pirate* (AM 275), 14 August to 12 Oct 1950.

*FILIATRAULT, Alfred C., Jr., LT, USN, on staff Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*FLETCHER, Robert C., CDR, USN, on staff of Commander Carrier Division Three, 29 June to 19 Nov 1950.

*FORD, Orin N., Jr., LT, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*GORMAN, Harold P., HM3, USN, attached to First Marine Division, 21 Sept 1950.

*GRANT, Kieran J., HM2, USN, attached to First Marine Division, 16 to 29 Sept 1950.

*GRAY, Milford, Jr., HN, USN, attached to Marine Infantry Company, 19 Sept 1950.

*GROSS, John W., LCDR, USN, serving in *uss Henderson* (DD 785), 13 to 17 Sept 1950.

*HARVEY, Chester L., CHBOSN, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.

*HENDRICKS, Richard L., BMC, USN, attached to *uss Conserver* (ARS 39), 17 Oct 1950.

*HODGE, Ferris G., CDR, DC, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

*HOSTETLER, Dean, HN, USN, attached to First Marine Division, 21 Sept 1950.

*HUDSON, Russell, Jr., ABC, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*HUNT, William T., LCDR, USN, on staff of Commander Carrier Division Three, 20 June to 19 Nov 1950.

*HYSONG, Kenneth B., CDR, USN, chief staff officer, Commander Naval Beach Group One, 15 Sept 1950.

*JOHANSEN, Johnny M., LT, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*JONES, Glyn, CDR, ChC, USN, attached to First Marine Division, 23 September to 1 Oct 1950.

*JONES, Granvil H., LCDR, USN, serving in *uss Badoeng Strait* (CVE 116), 30 July 1950, to 9 Jan 1951.

*KAYE, Alan J., LT, USN, serving in *uss Gurke* (DD 783), 13 to 15 Sept 1950.

*KLATT, William, CHMACH, USN,

serving in *uss Badoeng Strait* (CVE 116) 5 Aug 1950, to 9 Jan 1951.

*KLEIN, Chester L., LTJG, MC, USN, attached to First Marine Division, 15 September to 2 Nov 1950.

*KRANTZ, William F., LCDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*KRATZMIER, August F., SWC, USN, attached to Naval Construction Battalion Detachment 104, 15 Sept 1950.

*LAMPE, James S., LT, USN, serving as a member of an intelligence team, 26 October to 7 Dec 1950.

*LECHAK, George, AB1, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

*LOFTIS, Raymond M., LT, USN, serving in *uss Henderson* (DD 785), 13 to 15 Sept 1950.

*LOUTZENHISER, Howard W., BT1, USN, serving in *uss Pirate* (AM 275), 12 Oct 1950.

*LOWMAN, Robert W., LT, USN, attached to *uss Perch* (SSP 313), October 1950.

*LYNN, Kane W., LCDR, USNR, on staff of Commander Seventh Fleet, 15 Sept 1950, to 28 Mar 1951.

*MACBAIN, Merle, CDR, USNR, on staff of Commander Seventh Fleet, 26 June 1950, to 26 Jan 1951.

*MARTINO, Michael F., HM3, USN, attached to First Marine Division, 21 Sept 1950.

*MAUPIN, Owen L., LCDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*MAY, Herbert A., LT, USN, attached to staff, Commander Naval Beach Group One, 15 Sept 1950.

*MCCRACKEN, Gerald G., CD3, USN, attached to Naval Construction Battalion Detachment 104, 15 Sept 1950.

*MCDANIEL, William B., SN, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.

*MCDEVITT, Edward K., BM3, USNR, serving in Task Element 95.62, 10 October to 5 Nov 1950.

*MCGEE, William LT, USN, attached to *uss Conserver* (ARS 39), 17 Oct 1950.

*MCMAKIN, Paul J., HN, USN (posthumously), attached to a Marine Infantry Company, 3 Sept 1951.

*MCPHERSON, James R., BM1, USN, serving in *uss Kite* (AMS 22) 10 to 31 Oct 1950.

*MERRITT, Clinton J., LCDR, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.

*MONROE, Robert R., ENS, USN, serving with Task Element 95.62, 1 to 22 Nov 1950.

*MORGAN, Richard A., AB2, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*MORIARTY, Joseph E., CHGUN, USN,

serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*MORING, Jerrell D., HM2, USN, attached to First Marine Division, 12 to 20 Sept 1950.

*MUENCH, Arthur, LT, USN, serving in *uss Sicily* (CVE 118), 3 August 1950, to 7 Jan 1951.

*NEWELL, James H., CDR, USN, on staff of Commander Seventh Fleet, 20 Sept 1950, to 28 Mar 1951.

*O'DOWD, William T., Jr., CDR, USN, on staff of Commander Carrier Division Three, 1 August to 19 Nov 1950.

Gold star in lieu of second award:

*CHEATHAM, Benjamin B., CAPT, USN, on staff of Commander Seventh Fleet, 31 July 1950, to 28 Mar 1951.

*CHERBAK, Alfred A., LCDR, USN, on staff Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*CRAVEN, John H., LCDR, ChC, USN, serving with the First Marine Division, 23 September to 1 Oct 1950.

*FARRIN, James M., Jr., CAPT, USN, on staff of Commander Naval Forces, Far East, 13 Aug 1950 to 29 May 1951.

*FREDERICKS, Edward H. C., CDR, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

*HARPER, Harry J., HM, USN (posthumously), attached to First Marine Division, 2 Nov 1950.

*THOMPSON, Floyd T., CDR, USN, on staff of Commander Seventh Fleet, 21 Sept 1950, to 28 Mar 1951.

*TITUS, Jack C., CDR, USN, on staff of Commander Seventh Fleet, 14 Aug 1950, to 28 Mar 1951.

Gold star in lieu of third award:

*GRANT, James D., CAPT, USN, on staff of Commander Seventh Fleet, 15 July 1950, to 28 Mar 1951.

*LUNDGREN, Oscar B., CDR, USN, Commander Task Unit 95.69.1, 1 to 22 Nov 1950.



"Lookout to bridge—request permission to be relieved."

BOOKS: GOOD SUMMER READING IN FACT AND FICTION

MID-SUMMER READERS will find history, fiction and mystery books on the shelves of their ship and station libraries. Here are reviews of some of the latest books selected for Navymen by the BUPers library branch:

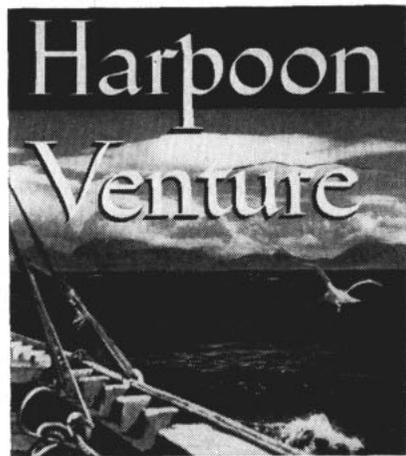
* * *

• *History of Marine Corps Aviation in World War II* by Robert Sherrod; Combat Forces Press.

According to the author, this book honors "the one percent of the U.S. armed forces who served in Marine Corps aviation in World War II." Mr. Sherrod began the volume as a "six months' project" and spent more than three years completing his task.

The work starts off with a discussion of the beginnings of USMC aviation and the period of development between world wars. Most of the chapters however, are devoted to detailed discussions of individual World War II campaigns such as Wake, Midway, Okinawa, the Philippines, and Iwo Jima.

This is an absorbing book, thoroughly documented. There are many personal anecdotes sprinkled throughout. While definitely not a book for the "light reader," it should appeal to all who participated in the campaigns involved. It will also be of interest to the general reader who wants a better picture of the Pacific operations.



ISLE of Soay can be seen in the background of this photo, taken from one of Maxwell's fishing vessels.

• *Harpoon Venture*, by Gavin Maxwell; The Viking Press.

Here's a story of what is believed to be the first and only attempt to set up a business hunting the basking shark — second largest fish in the world — for commercial purposes.

At the end of the World War II, Major Maxwell purchased the island of Soay in the Hebrides and began his hazardous four-year adventure.

Catching the basking shark proved to be quite a task, for the basking shark is quite a fish. It is described as being "as large as a London bus" — sometimes 40 or more feet long. It weighs several tons. Maxwell soon found that ordinary whaling harpoons merely crumple against the horny hide like a corkscrew bent double. He learned that 300 rounds from a Breda machine gun might as well have been BB shots.

So Maxwell designed special harpoons. He experimented with different types of harpoon guns. He tried out various vessels.

All too often the harpoon would be fired at a shark with discouraging results. The weapon would strike home and the line would streak out like greased lightning. The vessel would be towed along by the sea monster as men struggled for hours, trying to catch the fish. Then the line might snap. Or the shark might sound, hit bottom, roll over and snap off the harpoon. Or, even worse, the harpoon might simply slip out.

Eventually, the men became rather proficient in their new-found art. They captured many sharks. Unfortunately, however, the project ended in financial failure.

Maxwell's way of writing his personal narrative makes this an excellent book. It offers good adventure and plenty of color. It's illustrated.

* * *

• *Matador*, by Barnaby Conrad; Houghton Mifflin Company.

This is the story of Pacote's last bullfight. At 29, the renowned matador has decided to retire to his ranch and enjoy the fortune he has amassed at the expense of blood, energy and spirit.

During his reign as "number

one," Pacote has savored the idolatry of millions. He has also acquired a taste for liquor and a certain woman — neither of which adds much to his bullfighting ability.

At the time of his last fight, Pacote is drunk. He manages to dress in his ornate costume, however, and makes it to the bullring. Delaying his participation as long as possible, he finally begins his slow, solemn, arrogant walk toward the bull. Pacote falls flat on his face. As he tries to rise, the onrushing bull, although diverted by a banderilla's cape, knocks Pacote unconscious.

The great one recovers sufficiently to make another appearance but the crowd is displeased with the showing of the "maestro" — particularly in the light of the brilliant exhibition of young Tano Ruiz. Pacote is jeered. The audience begins to leave the bullring. Desperate, Pacote orders the huge, substitute bull sent in. Then, the number one matador of his day treats his audience to a bullfight it could never forget.

The author spent several years in Spain and studied bullfighting under the great Juan Belmonte. His personal experience in the bullring add immeasurably to the authenticity of his second novel. While the theme is somewhat trite, the book is well written and should make for interesting hot weather reading.

* * *

• *The Shining Tides*, by Win Brooks; William Morrow and Company.

A summer in Cape Cod is a fine summer, most people say — especially those who normally live in climates where summers are hot and sticky. Mr. Brooks' novel about Cape Cod and "typical" Cape Cod people therefore comes at an opportune time.

This is the story of Father O'Meara, a priest with a love of fishing, and Whitcomb Sears, an old fisherman who likes to talk about a past that never existed. It is also the story of Clystie Harrow, actress, Jeff Maddox, Coast Guardsman, and — of course — Cal Knight.

Mr. Brooks, himself a striped-bass fisherman, has fashioned a good little yarn out of the lives of these people. Although Brooks admits having taken a few liberties with the countryside — such as founding a new town and creating a new river — the resultant book has an air of authenticity. You should enjoy it.

AMAZON EXPEDITION

FROM PACIFIC TO ATLANTIC: 1851

A young Navy lieutenant, William Lewis Herndon, USN, tells in his own words how he explored single-handedly the entire course of the Amazon River from its source deep in Peru to its mouth in the Atlantic 4,000 miles to the east. This account is from Herndon's book, "Exploration of the Valley of the Amazon."

It was an age of exploration and the U. S. Navy was playing an important role in sending expeditions to the far corners of the globe. Lieutenant John P. Gillis had headed an astronomical expedition to Chile; Lieutenant William F. Lynch had been dispatched to explore the Red Sea; Commander John Rodgers had voyaged to the north to explore the Bering Straits, and Lieutenant Isaac G. Strain had done a similar job on the Isthmus of Darien off the Manchurian coast.

A similar expedition down the Amazon was particularly timely in 1851 because only a short time before the Emperor of Brazil had thrown the mighty river open to steam navigation. The U. S. was quite naturally interested in the trade possibilities along the Amazon's banks.

It is against this background that the Navy ordered Lieutenant William Lewis Herndon to undertake his expedition, part by mule, the rest by boat, across the towering Andes and down the Amazon. The following supplement, abridged and freely arranged, is taken from Lieutenant Herndon's account of his expedition, Exploration of the Valley of the Amazon.

ATTACHED to the U. S. ship *Vandalia*, of the Pacific Squadron, lying at anchor in the harbor of Valparaiso, in the month of August, 1850, I received a communication from the Superintendent of the National Observatory informing me that orders to explore the Valley of the Amazon would be sent me by the next

steamer. [I then proceeded to Lima and arrived] on the 6th of February, 1851. On the 4th of April, 1851, Lardner Gibbon of the Navy arrived at Lima and delivered me my orders from the Navy Department:

Navy Department, February 15, 1851

SIR: The department is about to confide to you a most important and delicate duty. The government desires to be put in possession of certain information relating to the valley of the river Amazon, in which term is included the entire basin, or watershed, drained by that river and its tributaries. This desire extends not only to the present condition of that valley, with regard to the navigability of its streams, but also to its capacities for cultivation and to the character and extent of its undeveloped commercial resources, whether of the field, the forest, the river, or the mine.

You will, for the purpose of obtaining such information, proceed across the Cordillera and explore the Amazon from its source to its mouth. Passed Midshipman Lardner Gibbon, a prudent and intelligent officer, has been selected to accompany you on this service, and is instructed to report accordingly. This, together with a few instruments necessary for such an expedition, will be delivered to you by him. Being joined by him, you will commence to make such arrangements as may be necessary for crossing the Andes and descending the Amazon; and having completed them, you will

AMAZON EXPLORATION : 1851

then proceed on your journey without orders.

Wishing you a pleasant journey and a safe return to your country and friends,

I am, respectfully, your obedient servant,

WILL. A. GRAHAM

As the choice of route was thus left to my discretion, this, in connection with the best and most efficient mode of carrying out my instructions, became an object of much consideration with me. Two interesting routes presented themselves through this country: one by the river Mamor'e and the other by the river Beni, a tributary of the Madeira, which is one of the main branches of the Amazon.

I was so much impressed with the importance of this latter route that I determined to take the responsibility of dividing the party, and did so, furnishing Mr. Gibbon with a set of written instructions and verbally calling his attention to the river Beni.

While I gave my own personal attention to the countries drained by the Upper Marañon and its tributaries, Mr. Gibbon might explore some, and gather all the information he could, respecting others of the Bolivian tributaries of the Amazon.

I fixed upon the 20th of May as the day of departure, and Mr. Gibbon and I set about making the necessary preparations. I engaged the services of Don Manuel Ijurra, a young Peruvian who had made the voyage down the Amazon a few years before, as interpreter. Capt. Gauntt, of the frigate *Raritan*, then lying in the harbor of Callao, was kind enough to permit a young master's mate from his ship named Richards to sign up with our party, besides supplying me with carbines, pistols, ammunition, and a tent. Capt. Magruder, of the *St. Mary*, another ship in the harbor, also offered me anything that his vessel could supply.

Our purchases were four saddle-mules, young, sound, and well bitted, out of a drove just in from the mountains. As they were from the mountains, and their hoofs were round, sound, and apparently as hard as iron, we decided not to shoe. We also purchased about a thousand yards of coarse cotton cloth, made in the mills at Lima and put up for mountain travel in bales of half a mule-load, hatchets, knives, tinderboxes, fish-hooks, beads, looking-glasses, cotton handkerchiefs, ribbons, and cheap trinkets, which we thought might take the fancy of the Indians and purchase us services and food when money would not. These things were also put up in boxes of the same size and shape, and each equal to half a mule-load. Our trunks were arranged in the same way, so that they might be lashed one on each side of the mule's back, with an India-rubber bag (also obtained from the *Raritan*), which carried our bed-clothes, put on top in the space between them. Such small, incongruous articles as our pots and pans for cooking, our tent and particularly the tent-pole, which was carried fore and aft above a cargo and which, from its length, was poking into everything and constantly getting awry, gave us more trouble than anything else.

Our bedding consisted of the saddle-cloths, a stout blanket, and anything else that could be conveniently packed. An Englishman from New York, whom I met in Lima, gave me a soft coverlet made of the skins of a kind of racoon, which served me many a good turn.

We had the mules fitted with the heavy, deep-seated

box saddles of Peru. I believe the English saddle would be much more comfortable, but it would be almost impossible with these to preserve the skin of the mule from chafe. Our guns, in leathern cases, were slung to the crupper, and the pistols carried in holsters, made with large pockets, to carry powder-flasks, percussion caps, and specimens that we might pick up on the road. A small box of instruments for skinning birds and dissecting animals; a medicine chest, containing among other things some arsenical soap for preserving skins; a few reams of coarse paper for drying leaves and plants; chart paper in a tin case; passports and other papers, also in a tin case; note-books, pencils, &c., completed our outfit. A chest was made, with compartments for the sextant, artificial horizon, boiling-point apparatus, camera lucida, and spy-glass. The chronometer was carried in the pocket, and the barometer, slung in a leathern case made for it, at the saddle-bow of Mr. Gibbon's mule.

On the 15th of May I engaged the services of an *arriero*, or muleteer. He engaged to furnish beasts to carry the party and its baggage from Lima to Tarma at ten dollars the head, stopping on the road wherever I pleased, and as long as I pleased, for that sum.

I directed him to bring the mules to the hotel door on the 20th. Upon his finding that this was a Tuesday, he demurred, saying that it was an unlucky day and that no *arriero* was willing to start on that day, but that Monday was lucky, and begged that I would be ready by then. This I could not do. So we waited until Wednesday, the 21st of May. Then we loaded up, though I had to cajole the old fellow to take on all the baggage, which he represented to be too much for his beasts.

After a hard morning's work in drumming up the Peruvian part of the expedition (these people have not the slightest idea that a man will start on a journey on the day he proposes), the party, consisting of myself, Mr. Gibbon, Mr. Richards, Mr. Ijurra, Mauricio, and Indian, and the *arriero*, Pablo Luis Arrendondo, with seven burden-mules, defiled out by the Gate of Marvels (*Puerta de Maravillas*) and took the broad and beaten road that ascends the left bank of the Rimac.

(Heading into the hills, Lieutenant Herndon and his plodding pack train picked their way through the well-tilled fields of the uplands, then through increasingly narrow valleys up to the peaks and the town of Tarma. Here, Mr. Richards, the young master's mate from the Raritan became ill with veta, sickness caused by rarity of the atmosphere, and had to turn back. Moreover, just outside Tarma, on a narrow mountain path, Midshipman Gibbon ran into some unexpected trouble.)

At one place on the road we met with a considerable fright. We were riding in single file along one of its many narrow ascents, where the road is cut out of the mountain side, and the traveller has a perpendicular wall on one hand and a sheer precipice of many hundreds of feet upon the other. Gibbon was riding ahead. Just as he was about to turn a sharp bend of the road, the head of a bull peered around it, on the descent. When the bull came in full view, he stopped. We could see the heads of other cattle clustering over his quarters and hear the shouts of the cattledrivers, far behind, urging on their herd. I happened to be abreast of a

slight natural excavation, or hollow, in the mountain side. Dismounting, I put my shoulder against my mule's flank and pressed her into this friendly retreat, but I saw no escape for Gibbon, who had passed it. The bull, with lowered horns and savage, sullen look, came slowly on, and actually got his head between the perpendicular rock and the neck of Gibbon's mule. I felt a spasm of agony, for I thought my companion's fate was sealed. But the sagacious beast on which he was mounted, pressing her haunches hard against the wall, gathered her feet close under her and turned as upon a pivot. This placed the bull on the outside (there was room to pass, though I did not believe it), and he rushed by at the gallop, followed in single file by the rest of the herd. I cannot describe the relief I experienced. Gibbon, who is as gallant and fearless as man can be, said, "It is of no use to attempt to disguise the fact—I was badly scared."

(It was here too that Lieutenant Herndon and Midshipman Gibbon parted. Herndon turned north, while Gibbon headed south where he crossed over into Bolivia and began his own descent of the Amazon using a different tributary. The two men didn't see each other until two years later, when they met in Washington, D. C.)

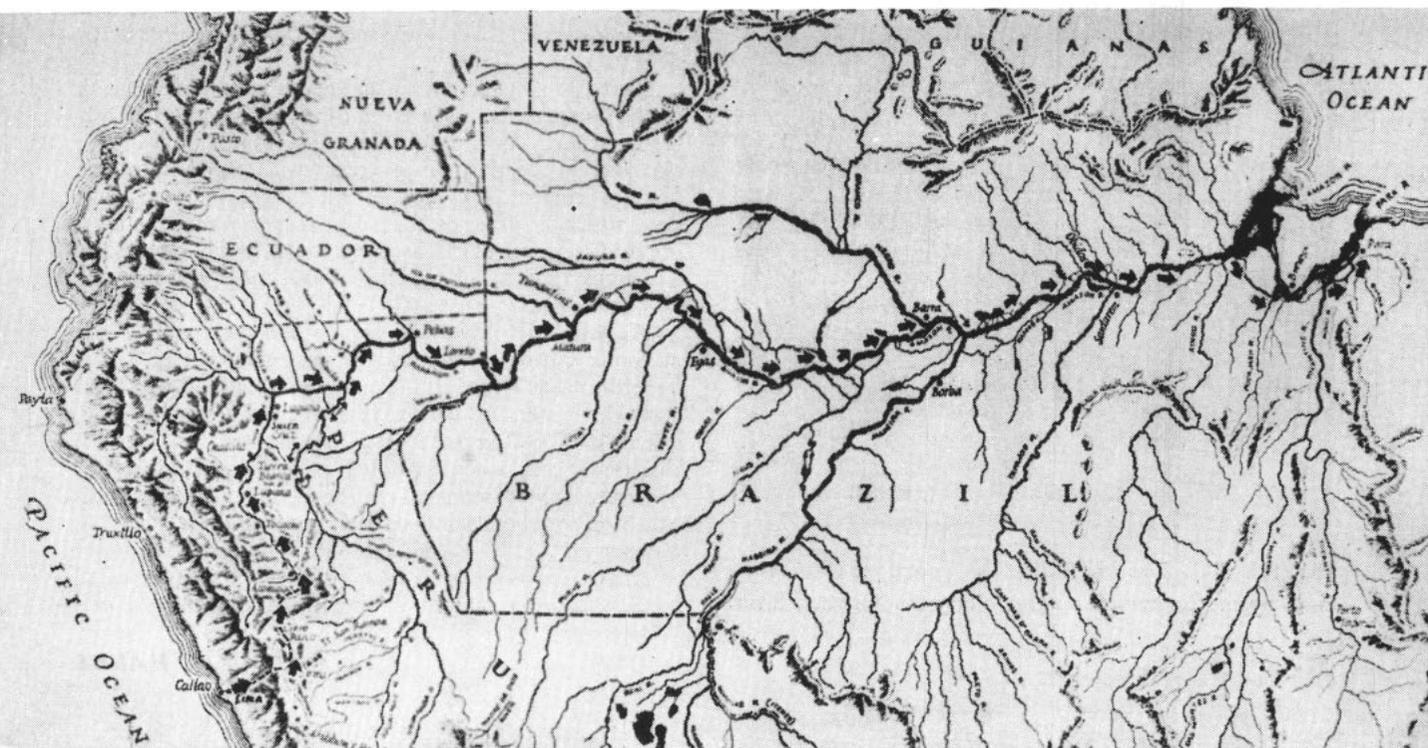
After nearly a month's more trek through the towering Andes, Lieutenant Herndon and his little band arrived at a village named Tingo Maria, on the banks of the Huallaga River, where they were to pick up boats to continue the trip.)

August 2. Tingo Maria is a prettily-situated village, of forty-eight. The pueblo is situated in a plain on the left bank of the river, which is about six miles in length and three miles in its broadest part, where the mountains back of it recede in a semi-circle from the river. The height above the level of the sea is two thousand two hundred and sixty feet. The productions of the plain are sugar-cane, rice, cotton, tobacco, indigo, maize, sweet potatoes, yuccas and *sachapapa* (potato of the woods) the large, mealy, purple-streaked tuberous root of a vine, in taste like a yam, and very good food. The woods are stocked with game such as *pumas*, or American Tigers; deer; peccary, or wild hog; *ronsoco*, or river

hog; monkeys, &c. For birds there are several varieties of *Curassow*, a large bird, something like a turkey, but with, generally, a red bill, a crest, and shining blue-black plumage; a delicate *pava del monte*, or wild turkey; a great variety of parrots; large, black, wild ducks; and cormorants. There are also rattlesnakes and vipers.

I saw here, for the first time, the blow-gun of the Indians, called, by the Spaniards, *cerbatana*: by the Portuguese of the river, *gravatana*; and by the Indians, *pucuna*. It is made of any long straight piece of wood, generally of a species of palm called *chonta*—a heavy, elastic wood, of which bows, clubs, and spears are also made. The pole or staff, about eight feet in length and two inches in diameter near the mouth end, tapering down to half an inch at the extremity, is divided longitudinally; a canal is hollowed out along the center of each part, which is well smoothed and polished by rubbing with fine sand and wood. The two parts are then brought together, nicely wound with twine, and the whole covered with wax, mixed with some resin of the forest to make it hard. A couple of boar's teeth are fitted on each side of the mouth end, and one of the curved front teeth of a small animal resembling a cross between a squirrel and a hare is placed on top for a sight. The arrow is made of any light wood, generally the wild cane, or the middle fibre of a species of palm-leaf, which is about a foot in length and of the thickness of an ordinary match. The end of the arrow, which is placed next to the mouth, is wrapped with a light, delicate sort of wild cotton which grows in a pod upon a large tree and is called *huimba*. The other end, very sharply pointed, is dipped in a vegetable poison prepared from the juice of the creeper, called *bejuco de ambibusca*, mixed with *aji*, or strong red pepper, *barbasco*, *sarnango*, and whatever substances the Indians know to be deleterious.

The marksman, when using his *pucuna*, instead of stretching out the left hand along the body of the tube, places it to his mouth by grasping it, with both hands together, close to the mouth-piece, in such a manner that it requires considerable strength in the arms to hold it out at all, much less steadily. If a practised

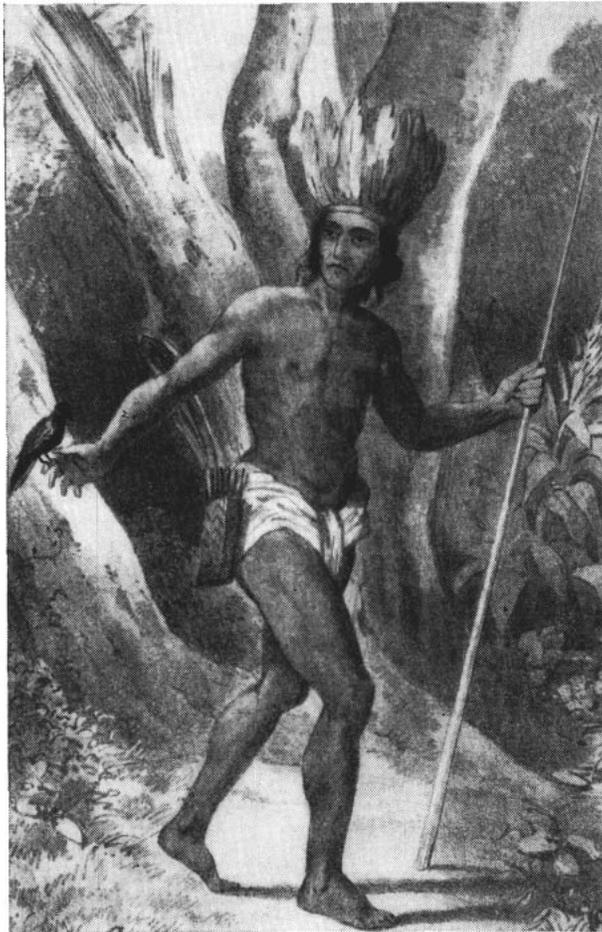


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marksman, he will kill a small bird at thirty or forty paces.

(Reaching the river, which would take him the remainder of his journey through the jungle, Lieutenant Herndon got his first taste of travel in a native canoe.)

We had two canoes, the largest about forty feet long by two and a half feet broad. Each was hollowed out from a single log, and manned by five men and a boy. They are conducted by a *puntero*, or bowman, who looks out for rocks or sunken trees ahead; a *popero*, or steersman, who stands on a little platform at the stern of the boat and guides her motions; and the *bogas*, or rowers, who stand up to paddle, having one foot in the bottom of the boat and the other on the gunwale. When the river was smooth and free from obstructions, we drifted with the current, the men sitting on the trunks and boxes, chatting and laughing with each other; but, as we approached a *mal-paso*, their serious looks and the firm position in which each one planted himself at his post showed that work was to be done. I felt a little nervous at first, but when we had fairly entered the pass, the rapid gesture of the puntero, indicating the channel; the elegant and graceful position of the popero, giving the boat a broad shear with the sweep of his long paddle; the desperate exertions of the bogas;



HUNTER—This Zaparo Indian is typical of the many seen by the author on his trip along the Amazon River.

the railroad rush of the canoe; and the wild, triumphant, screaming laugh of the Indians, as we shot past the danger, made a scene that was much too exciting to admit of any other emotion than that of admiration.

(A month later, the explorer had moved down the Huallaga to the village of Laguna where he replaced his boats and boat crews with new boats and fresh crews which would take him down the mighty Amazon itself.)

We got off at a quarter past nine this morning; the merchants at the same time. We made quite a haul upon the population of Laguna, carrying off about seventy of its habitants.

The river upon which we now entered is the main trunk of the Amazon, which carries its Peruvian name of Maranon as far as the Brazilian frontier; below which, and as far as the junction of the Rio Negro, it takes the name of Solimoes; and thence to the ocean is called Amazon. It is the same stream throughout, and, to avoid confusion, I shall call it Amazon from this point to the sea.

The march of the great river in its silent grandeur was sublime, but in the untamed might of its turbid waters, as they cut away its banks and tore down the gigantic denizens of the forest, it was awful. I was reminded of our Mississippi at its topmost flood. The waters are quite as muddy and quite as turbid, but this stream lacked the charm and the fascination which the plantation upon the bank, the city upon the bluff, and the steamboat upon its waters lends to its fellow of the North; nevertheless, I felt pleased at its sight. I had already travelled seven hundred miles by water, and fancied that this powerful stream would soon carry me to the ocean; but the water-travel was comparatively just begun; many a weary month was to elapse ere I should again look upon the familiar face of the sea; and many a time, when worn and wearied with canoe life, did I exclaim, "This river seems interminable!"

(Mile after mile, through waters infested with alligators, Herndon added to his log, collecting notebooks-full of data as he went. In order to cover as much territory as he could, he even made a side voyage down a tributary of the Amazon, the Ucayali, as far as Sarayacu. By December 2, he had arrived at Loreto on the main river.)

Loreto is situated on an eminence on the left bank of the Amazon having a large island in front. The river is three-fourths of a mile wide and has one hundred and two feet of depth in mid-stream with three miles the hour of current. The soil is a light-colored, tenacious clay, which, in time of the rains, makes walking almost impossible, particularly as there are a number of cattle and hogs running about the village and trampling the clay into mire.

We left Loreto two days later. I had purchased a boat at Nauta and had flown an American flag over it. I have been told that I probably would not be allowed to wear it in the waters of Brazil. But when the boat was descried at Tabatinga the Brazilian flag was hoisted at that place, and when I landed, which I did dressed in uniform, I was received by the commandant, also in uniform, to whom I immediately presented my Brazilian passport.

As soon as my rank was ascertained (which appeared to be that of a captain in the Brazilian army), I was

saluted with seven guns. The commandant used much stately ceremony towards me, but never left me a moment to myself until he saw me safely in bed on board my boat.

January 5. At 3 A.M. we passed a rock in the stream called Calderon, or Big Pot, from the bubbling and boiling of the water over it when the river is full. We could hear the rush of the water against it, but could not see it on account of the darkness of the night. We stopped two hours to breakfast and then drifted with the current broadside to the wind (our six men being unable to keep the boat "head to it") until four, when the wind went down. At five we entered the Rio Negro. The right bank at the mouth is broken into islands and the black water of the Negro runs through the channels between these islands and alternates in patches (refusing to mingle) with the muddy waters of the Amazon. The entrance is broad and superb. It is far the largest tributary of the Amazon I have yet seen, and I estimate its width at the mouth at two miles.

There has been no exaggeration in the description of travellers regarding the blackness of its water. It well deserves the name of Rio Negro. When taken up in a tumbler, the water is a light-red color like a pale juniper water, and I should think it colored by some such berry. An object immersed in it has the color, though wanting the brilliancy, of red Bohemian glass. It may have been fancy, but I thought that the light cumuli that hung over the river were darker here than elsewhere. These dark, though peaceful-looking clouds, the setting sun, the glitter of the rising moon upon the sparkling ripples of the black water with its noble expanse gave us one of the fairest scenes that I have ever looked upon.

January 15. The town of Barra, capital of the province of Amazonas, is built on the left bank of the river about seven miles from its mouth. It is intersected by two or three ravines, containing more or less water, according to the state of the river, which are passed on tolerably constructed wooden bridges. The houses are generally of one story, though there are three or four of two, built of wood and adobe and roofed with tiles.

Ijorra left me here and returned upstream with Williams. He laid out nearly all the money received for his services in such things as would best enable him to employ the Indians in the clearance of the forest and the establishment of a plantation, which he proposed to locate at Caballo Cocha, saying to me that he would have a grand crop of cotton and coffee ready against the arrival of my steamer—he fully expects me to come down with one.

Ijorra has all the qualities necessary for a successful struggle with the world save two—patience and judgment. He is brave, hardy, intelligent, and indefatigable. The river beach and a blanket are all that are necessary for him for a bed, and I believe that he could live on coffee and cigars. He gave me infinite concern and some apprehension in the management of the Indians, but I shall never forget the untiring energy, the buoyancy of spirits, and the faithful loyalty that cheered my lonely journey and made the little Peruvian as dear to me as a brother.

(Herndon was now nearing his goal, the mouth of the Amazon, a goal he had set out to reach eleven

months before and 4000 miles away on the shores of another ocean.)

March 30. In the afternoon we crossed the river, here about four miles wide, and stopped at the village of Prainha.

About eighty-five miles below Prainha commences the great estuary of the Amazon. The river suddenly flares out into an immense bay, which is probably one hundred and fifty miles across in its widest part. This might appropriately be called the "Bay of the Thousand Islands," for it is cut up into innumerable channels. The great island of Marajo, which contains about ten thousand square miles, occupies nearly the centre of it and divides the river into two great channels—one, the main channel of the Amazon, which runs out by Cayenne, and the other and smaller one, the river of Para. I imagine that no chart we have gives anything like a correct idea of this bay. The French brig-of-war *Boulonnaise*, some years ago, passed up the main channel from Cayenne to Obidos and down the Para channel making a survey; but she had only time to make a survey of the channels through which she passed, leaving innumerable others unexplored. I think it would cost a steamer a year of uninterrupted labor to make a tolerably correct chart of this estuary.

We had a quick run to an island near the middle of the bay, about five miles from the shore that we sailed from. The bay on this side of the island has several sand-flats that are barely covered at low water. They seem entirely detached from the land and have deep water close around them. Our pilot must have steered by instinct or the direction of the wind; most of the time he could see no land, so thick and heavy was the rain. He grinned with delight when we ran under the lee of the island and I nodded my head approvingly to him and said, "*Bem feito, piloto*" ("Well done, pilot"). We breakfasted on the island and ran with the flood-tide to its southern extremity, when, turning to the north, we had the flood against us, and were compelled to stop.

This river is about two hundred and fifty yards wide and has a general depth of thirty-six feet. Its banks are lined with plantations of cane, sugar-mills, and potteries. Nearly all the rum and the pots for putting up the turtle-oil that are used on the river are made in this district. The river empties into the Anapui. We anchored at its mouth to wait for the flood-tide. Our pilot, who always sleeps on the arched covering over the stern of the boat, rolled overboard in the night. The old man swam well, or he would have been lost.

A descent of forty-five miles on the Moju brought us to the junction of the Acara, which comes in from the southeast. The estuary formed by the junction of the two rivers is about two and a half miles wide and is called the river of Guajara. Five miles of descent of the Guajara brought us to its entrance into the Para river, five miles above the city, where we arrived at half-past 9 P.M. on the 11th of April.

I was so worn out when we arrived, that, although I had not heard from home, and knew that there must be letters here for me, I would not take the trouble to go to the consul's house to seek them. Sending Mr. Potter and the Frenchman ashore to their families, I anchored in the stream, and, wrapping myself in my blanket, went to sleep.

TAFFRAIL TALK

FROM JAPAN comes an interesting yarn telling how the carrier *USS Bataan* (CVL 29) threaded her way among the islands of the Inland Sea on a voyage from Kobe to Sasebo. The ship was the largest man o' war to navigate the course since before World War II.

The high point of the trip occurred at Kurushima Straits. Looking out, crewmen were startled to see an honest-to-gosh traffic light. The light is the only known traffic light for the control of ocean vessels. It consists of two signal arms which indicate which of the two narrow channels the ship is to use. The gadget also has a huge neon "Stop" sign atop it which lights up a brilliant red when another ship is already in the channel.

* * *

A John Paul Jones finally graduated from the U. S. Naval Academy when a 22-year-old midshipman from Ohio bearing that illustrious name got his ensign's commission last June Week. The first John Paul Jones never went to the Academy, but there



was an excellent reason for the oversight—the Academy hadn't been founded yet.

Ensign Jones, who begins his naval career with an education never available to those of former eras, reports to the carrier *USS Monterey* (CVL 26) which itself is a far cry from the leaky old *Bon Homme Richard*.

How did Ensign Jones happen to get the name "John Paul Jones?" "Oh, my father just liked the sound of it," he says.

* * *

Then there was the one about the sailor who wrote a letter to his wife one day — and she got it the day before! Impossible? Oh no, not if you were on board *USS Essex* (CV 9) when they tried out the radio telephoto machine as the ship cruised near the International Dateline.

Actually, James Bartleson, RMC transmitted the letter to his wife, Ethel, and she read it just 20 minutes later. The stunt was staged to show how rapid Navy communications procedures can bring ships of the operating forces close to home.

* * *

Sign of the times: An Army tug dashed out of New York harbor to intercept the Navy transport *USNS General R. E. Callan*, bound for Africa with a full load of wives and children joining servicemen stationed there. The reason for the haste — *Callan* had sailed minus seven badly needed cases of disposable diapers.

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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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.

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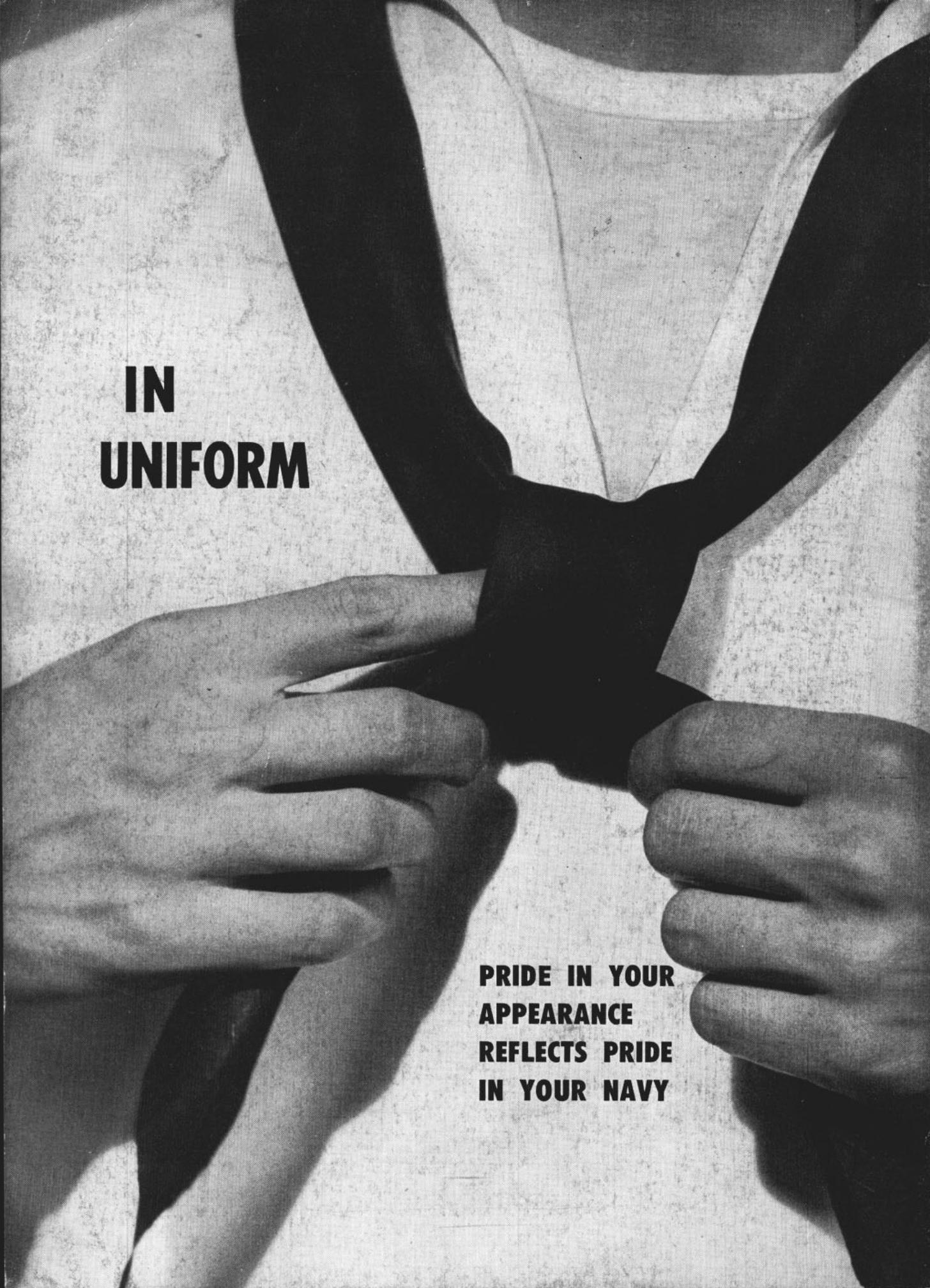
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: *USS Robert H. McCard* (DD 822), was named in honor of a marine gunnery sergeant who was killed on Saipan in 1946. The vessel operates out of Newport, R.I. ➔





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