

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

JANUARY 1953



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1953      Navpers-0      NUMBER 431

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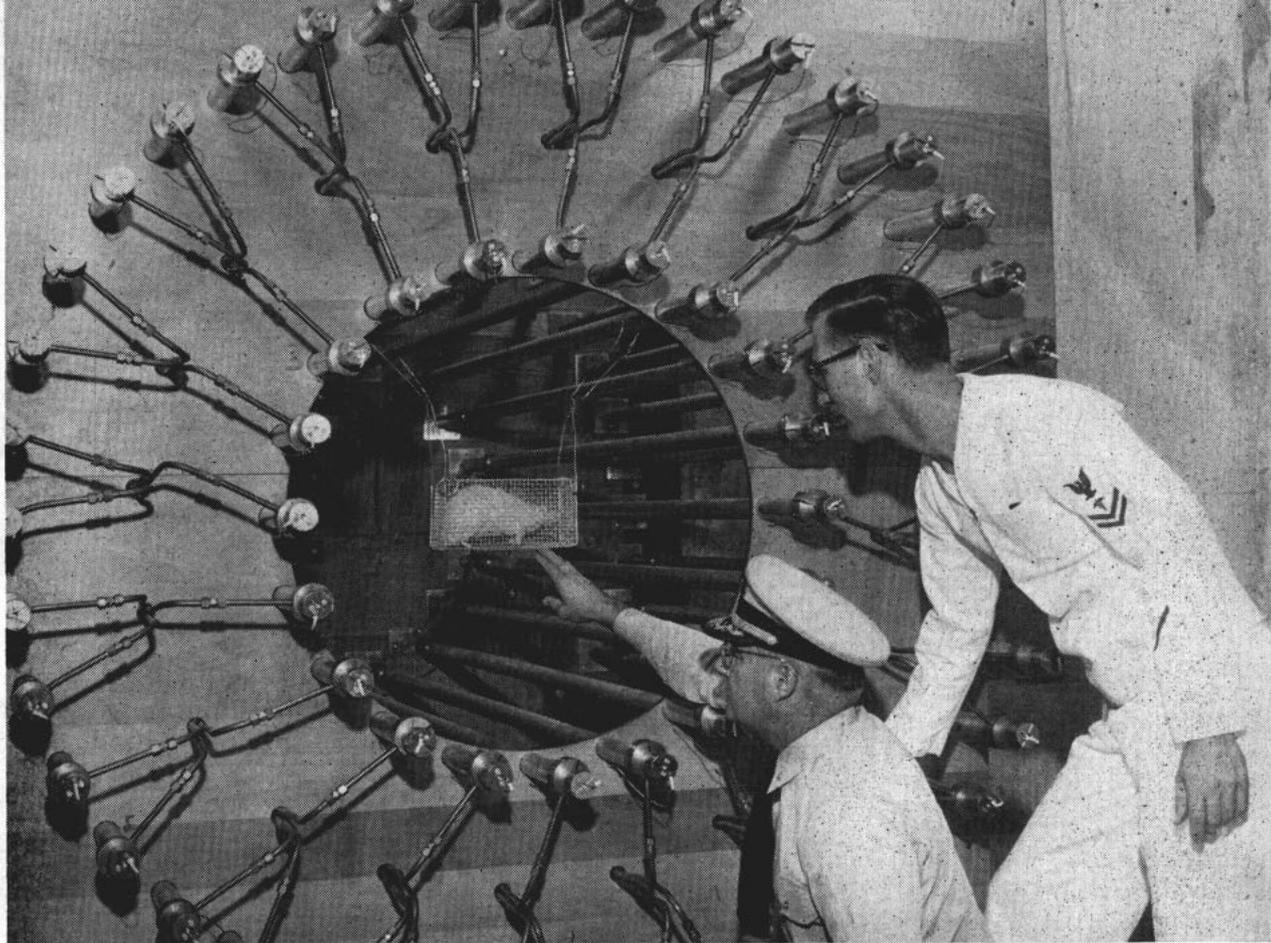
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• FRONT COVER: Happy New Year! is the appropriate holiday greeting voiced by Thomas Baxter, YN1, USN, in this photo taken for ALL HANDS' January cover. Baxter's uniform is good indication that yeomen don't spend all their time behind a typewriter. Photo by Edward Armour, PH1, USN.

• AT LEFT: Helicopter from *uss Helena* (CA 75) returns to her 'home base' after rescuing a fighter pilot who was shot down in North Korea. Photograph by L. P. Keane, JO1, USN.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 10 and 11 by Thomas T. Ferrier, III, PH1, USN.



**GAMMA RAY GENERATOR** is designed to give uniform total body irradiation, another step in atomic medicine.

## Medical Research Keeps Navy Healthy

**E**ARLY last year, at a chilly spot in the North Atlantic off the coast of Argentia, Newfoundland, a Navy doctor took off his coat and jumped into water that was ice cold — or at least the next thing to it. (Actually, it was 38 degrees.)

Enduring painful numbness, gasping for breath, he remained in the water for 40 minutes. When he was dragged out, nearly frozen, he fainted. Quickly taken to a nearby hut, he was plunged into a tub of warm water to be revived. Gradually his body warmed up again and he recovered with no ill effects although his fingers tingled for months afterward.

What was the idea of this self-inflicted punishment? Was the doctor, Lieutenant Commander David Minard, (MC) USN, trying to set a new world's record or gain admittance to the Polar Bear Club?

Neither one—although by his feat he may have succeeded in doing both. The actual purpose of the dunking was to find out how much cold a man

can stand. With this known, the Navy could better design its survival clothing and life rafts.

And that's the way it has worked out. Since that time, the Navy has ordered into production a new life raft of radical design, the Mark III, a raft that can be inflated in 30 seconds, has a canopy over the top and provides a 70° temperature inside on the coldest days with no heat source needed but the human body.

The Argentia test and other tests like it — some conducted in the field, others right in the laboratory — are the earmarks of an important Navy activity whose main job is to safeguard your life. Its name: the Naval Medical Research Institute.

Located not far beyond the Westward city limits of Washington, D.C., in seven buildings encompassing 90,000 square feet of space and more than 100 laboratory rooms, NMRI is one of five separate naval medical activities of the National Naval Medical Center.

The "Medical Center" is just what

its name implies — the hub of Naval medicine afloat and ashore. Each of the five institutions, like ships, is headed by a commanding officer. All function under the general administration of the commanding officer of the Center.

The other four institutions are the U.S. Naval Hospital, U.S. Naval Medical School, U.S. Naval Dental School and U.S. Naval School of Hospital Administration.

The Research Institute is the principal research unit for the Center and for the entire Bureau of Medicine and Surgery as well. Congress has provided that the Institute conduct research projects "contributing to the improvement of the health, safety and efficiency of naval personnel."

Secretary of the Navy Dan A. Kimball recently assessed the importance of the Institute by stating that it maintains "a stockpile of scientific research . . . a stockpile which ranks in importance with our national reserves of raw materials, industrial strength and productive capacity as

integral elements in the nation's defense structure."

The NMRI staff of scientists, research specialists and technicians numbers more than 300 people and includes officers, enlisted personnel and civilian experts. About 70 of the staff are professional scientists. Together they make up the Navy's "test tube task force." Its members work in close cooperation with the other institutions at the Center and with numerous other medical activities of the Fleet and Shore Establishment.

The Naval Medical Research Institute was commissioned on Navy Day, 27 Oct 1942, with an initial staff of 13 officers and 50 enlisted men. This year marks the Institute's tenth anniversary.

During the war its work was mostly on hurry-up development and testing projects for the fighting forces. Among these were such projects as finding an improved method of taking the salt out of sea water, developing better protective clothing, perfecting aviation oxygen equipment, devising insect repellents and determining the physiological effects of tropical and arctic environment on men.

As a result of the Bikini atom bomb tests and subsequent atomic experiments, NMRI also has had a leading role in the study of radiation on humans and animals.

After the war, emphasis shifted from rush-rush test and development to more thorough scientific research. Today the Institute has these four jobs:

- To conduct research in fields of importance to the Navy Medical Department.
- To furnish consultative and advisory service to other naval activities.
- To train qualified officer and enlisted personnel in naval research methods.
- To maintain a nucleus of competent personnel, military and civilian, and suitable facilities for expansion in time of national emergency.

The details of certain classified projects cannot be revealed, but there is a wealth of non-classified research and experimentation now going on that is of wide interest and importance to all Navymen.

Take experiments in temperature and humidity. No sailor can escape the extreme effects of either. Hot or cold, dry or wet, temperature and humidity can vary rapidly and often



BARELY able to squeeze 'grip tester,' LCDR David Minard, (MC) USN, struggles in icy water for 40 minutes.

reach extremes which limit human performance and endurance. Just what these limits are, and how they can be extended or their effects minimized, are problems of present day concern to the Navy scientists.

This brings us back to Dr. Minard. What does it feel like to brave the rigors of immersion in the frigid North Atlantic?

Here's a play-by-play account as the doctor experienced it.

When he first hit the 38-degree water, Minard was almost paralyzed. He was struck speechless. He tried to talk but aides leaning down from the nearby pier could hear scarcely a word.

*Five minutes.* The cold had pene-

trated his body. He could now talk. Intense pain, giving way to growing numbness, racked his body.

*Eight minutes.* Although almost completely numbed by the cold, he was able to pull himself up into a nearby life raft. He slid off the raft back into the water—to continue the experiment.

*Ten minutes.* He continued testing his strength with a gun-like "grip tester" which was shoved out over the water to him every few minutes. At this point, he could squeeze it 27 times.

*Twenty minutes.* Teeth chattering uncontrollably. Shivering continuously.

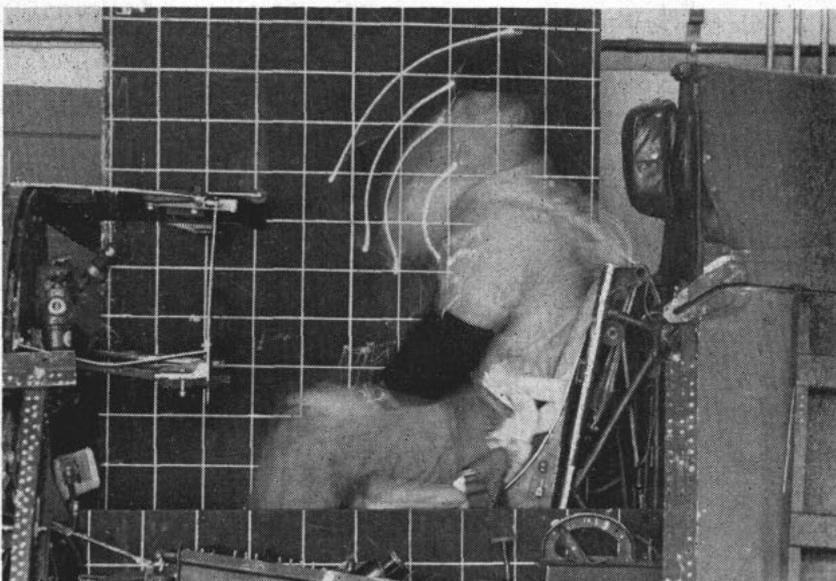
*Twenty-five minutes.* He is barely able to squeeze the grip-tester.

*Thirty-four minutes.* Feels a sensation of fleeting faintness and fear. Muscles begin to tense. Fists clench themselves. Makes decision to try to stay for 40 minutes but doesn't know if he can make it.

*Forty minutes.* Completely numb. Talking incoherently. Aides pull him up on the pier by means of lines which have been secured around his legs and shoulders. He collapses.

Several days after this gruelling ordeal, Dr. Minard and four enlisted volunteers subjected themselves to another test, five days in a new type life raft. To provide data for future research, they subsisted on emergency rations which included only one pint of water a day.

These two experiments show you the kind of problems tackled by



AVIATION MEDICINE is aided by this gadget which tests pilot's reactions to the motions of aircraft. Tests like this help develop safer airplanes.

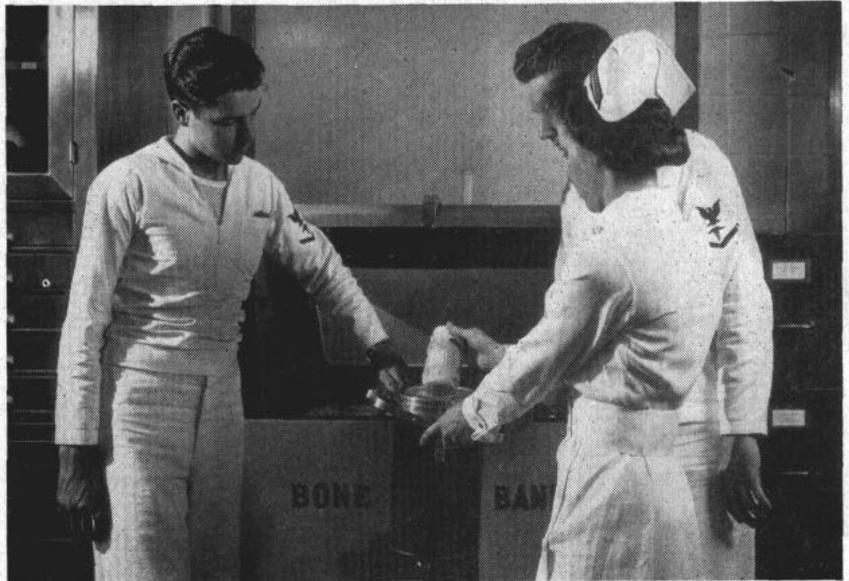
NMRI. The Institute sends research task force teams of doctors and hospital corpsmen out to the Fleet and to naval bases in tropical and arctic regions to study problems at first hand and conduct experiments on the ground.

Back in the NMRI labs, staff members work over their test tubes and microscopes, searching the medical sciences for solutions to another kind of problem, the protection and repair of the human body. Some of these medical research enterprises have made Korean casualties the beneficiaries of the most modern scientific techniques yet devised.

For example, successful experiments which started in a tiny NMRI lab in 1949 have now led to the establishment of several "human spare parts banks" and to new methods of collecting and preserving bone, skin tissue, blood vessels and arteries for transplanting and grafting tissue and bone into human beings. Many arms and legs that would otherwise have been amputated, have been saved by the new methods.

A few years ago, a patient requiring skin tissue, bone or blood vessel was usually operated on twice, once to remove a healthy section from one part of his body, and a second time to transplant the "part" to the needy part of his body.

Today, as a result of the NMRI experiments, tissue, bone and arteries can be drawn from existing supplies in the "bank" at Bethesda. This bank,



**CORPSMEN** put bone tissue in container with help of Navy nurse. Research has led to blood banks, tissue banks, bone banks, and blood vessel banks.

the most complete in the country, carries almost every type of tissue, bone, cartilage and blood vessel. It was the original pilot bank for the Navy. From it and three similar Navy hospital banks, the exact "spare part" can now be flown to a distant spot for reconstructive surgery on the war wounded.

Here is a case in point to illustrate how human tissue from the Bethesda bank is used: A marine has been hit just above the left knee. He is sent by hospital ship to Osaka, Japan, and then flown to Washington, D.C.

When he arrives at Bethesda with an open wound peppered with metal, the metal has begun to rust in the shattered bone. Every change of dressing starts new bleeding and frequent bandage changes have slowed the healing.

At Bethesda the metal is now removed. Human skin is taken out of the bank and applied to the wound. Pain is relieved, bleeding and loss of tissue fluids are controlled. Soon new skin grows out under the transplant. Healing progresses rapidly.

The Navy's medical scientists and research technicians have already accomplished with laboratory animals the successful transplanting of blood vessels, arteries, skin and bone — something undreamed-of a few short years ago.

The Institute's influence reaches far beyond its own busy labs. It collaborates with medical departments of other armed services and civilian medical institutions.

For example, two Navy doctors at NMRI reported to the recent Clinical Congress of the American College of Surgeons in New York City the successful transplanting of year-old human arteries in three patients.

This fact could be of special importance by cutting down on amputations resulting when blood vessels are damaged in combat. The implications of this fact are tremendous. The doctors' experiments have proved that human arteries, frozen at 383° below zero F., and dried at that tempera-



**RADIOACTIVE ISOTOPES** are being used to treat this patient. Atomic energy is being harnessed to medical profession, thanks to intensive research.

ture can be scientifically packed in vacuum-sealed glass containers and shipped to field combat stations or to hospital ships to be used there as required.

Progress in the laboratories of the Naval Medical Research Institute today will doubtless yield developments not only useful to problems of naval operations but of benefit to ordinary peacetime living as well.

Here, briefly, are some of the projects now underway:

- A blind person may conceivably be able to read any printed material he desires by using an electronic device now being developed here. The apparatus would automatically convert ordinary printing into raised, magnified letters as the device scans the printed page. The blind person could then read by touch, much the same as by Braille, except that in this case the actual printed letter would be "read" by touch.

- Noise and vibration are hazards to flight deck crew personnel. A man's health and efficiency may be impaired by the noise of flight operations aboard aircraft carriers and by mechanical vibrations in ships and aircraft. The Navy wants to know what the limits are in each of these fields. Reports from experiments now in progress may lead to the redesign or modification of equipment aboard ships and aircraft.

To carry out these studies a specially designed vibrator machine has been built by the Naval Research Laboratory for NMRI.

- Navy doctors are continuously at war with the mosquito. In the parasitology laboratory at the institute they are actually engaged in "battles" with millions of the insects to study the vectors—the mosquito organisms which carry and transmit disease—to learn the most effective drugs to use against malaria.

- Submariners and deep-sea divers will be interested in the neurophysiology branch, a recent addition to the NMRI family. Here a staff of experts is studying the level of carbon dioxide that can be breathed safely by humans for a prolonged period of time.

Some naval divers exposed to oxygen under pressure develop oxygen poisoning. To prevent this condition, doctors are studying the electrical activity, oxygen and carbon dioxide content, acidity and energy changes in the brain of similarly afflicted animals.

The successful conclusion of this research is expected to make life aboard submarines and the duty of deep-sea divers more safe.

- A new machine, called a gamma ray generator, pours out powerful rays from radioactive cobalt like those produced in an atomic bomb explosion.

The huge machine, three years in the making, is housed in its own specially designed building. With it, Navy scientists are striving to find out as much as possible about the effects of atomic rays so they will know better how to protect individuals against

A-bomb attack or how to treat victims of such attacks.

Literally hundreds of projects are now underway at the Institute.

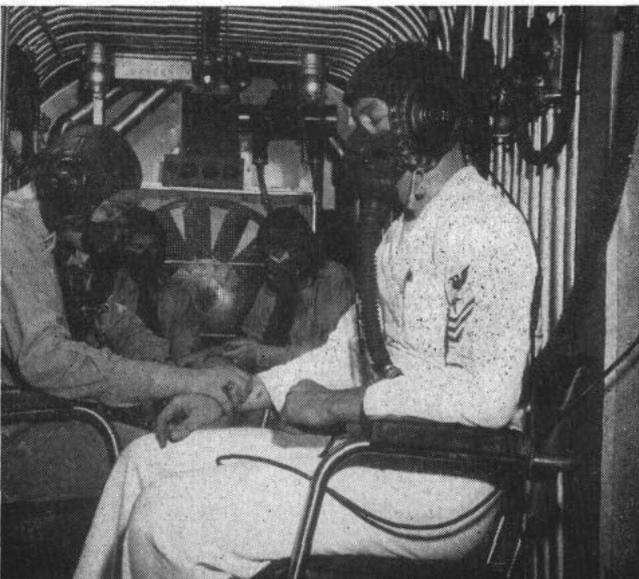
- Experiments are continuing with radioactive iodine (see *ALL HANDS*, March 1950, p. 13) and its application to thyroid cancers.

- Field teams from the Institute have gone out to Korea and other forward areas to collect data and specimens for development of vaccines to combat tropical diseases.

With all these important responsibilities, you might think that NMRI would be a solemn place. It isn't. An air of adventure pervades the whole institution.

The Navy has many problems which are peculiar to its own combat operations and to life at sea. The efficient handling of medical research into these problems requires personnel like those at the Institute who are familiar with naval equipment, ships, operating conditions and personnel.

Much of the work of the Institute's laboratories is basic research. Navy scientists sweat over microscopes, slides, notebooks and specimens which make no sense at all to the ordinary layman. But if the experiments seem intangible, the results are tangible enough. They are passed on to you and others every time you visit the Sick Bay. The Naval Medical Research Institute is continually searching for new and better ways to keep you sound and healthy.—Harvey H. Mitchell, JO1, USN.



HOSPITAL corpsman checks conditions in oxygen chamber. Right: Inside chamber, men test each other's reactions.

# THE WORD

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

• **NAVY HOUSING**—Good news to Navymen and their dependents living in or expecting to live in Navy rental housing comes in the form of a revised rental contract agreement.

Under the new agreement (Nav-Docks Form 1662 (rev. 9/52)) the term for vacating is left to the discretion of the commanding officer of the activity concerned. The old agreement, which was in effect until late 1952, called for the transferred Navyman and his dependents to vacate the premises within 30 days after he was detached from duty in that locality.

The revised agreement also leaves to the CO the determination of the number of days' notice required prior to termination of the tenant's lease. Previously, 15 days' prior notice by the tenant had been called for.

Tenants moving into housing after the first of the month will no longer be required to make an initial outlay of a full month's rent. Under the new agreement, the tenant will pay rent only for the remaining days of the first month. Payments for following months may then be paid at the first of each month.

Payment for damage to housing property will now be required only if the damage "is caused by the deliberate or negligent acts or omissions" of the occupants. Previously, the provision read "is caused by" the occupants.

These revisions are based upon recommendations made during the past year by Navy housing tenants

through their commanding officers. Most of the tenants are married personnel of the Navy and Marine Corps.

The housing referred to here is *rental housing*. Such housing consists of dwelling units that come under the jurisdiction of the Navy through the Bureau of Yards and Docks. It takes in Navy-owned trailers, Homoja (Quonset) housing, dormitories, defense and interim housing. However, it does not include Title VIII (Wherry) housing, which the Navy authorizes private capital to build but does not have responsibility for managing. Members living in rental housing draw BAQ.

Not effected are *public quarters*. Members living in public quarters do not pay rent nor do they draw BAQ.

• **RECRUITING DUTY**—Requests for recruiting duty are desired from chief yeomen and yeomen first class, chief personnel men and personnel men first class now at sea who are eligible for assignment ashore.

The waiting list for ratings in these categories is almost exhausted.

Those with less than three years' obligated service remaining must include a statement of intention to extend their enlistment or to reenlist prior to transfer to recruiting duty.

To apply, you must meet the qualifications outlined in Article C-5208, BuPers Manual, as well as the sea duty requirements outlined in BuPers Circ. Ltr. 36-50 (Corrected) (NDB CumEd Jan-June 1950).

Three choices of duty indicating main recruiting station (listed in the SNDL) should be submitted.

All requests should be submitted via your commanding officer to the Chief of Naval Personnel (Attn: Pers-B61).

• **LEGAL DUTY SPECIALISTS**—Qualified male officers of the Regular Navy and Naval Reserve (on active duty) may apply for appointment as special duty officers (Legal) in the U.S. Navy. Successful applicants will be appointed lieutenant (junior grade) with a designator of 1620.

Age requirements call for applicants to have reached their 21st but not their 32nd birthday at the time of appointment as a Regular Navy SDO. Professionally, applicants must hold a law degree from an accredited law school. An applicant must also be a member of the bar of a Federal Court or the highest court of a state or territory of the U.S. or the District of Columbia.

Applications should be submitted on "Application for Appointment Form" (NavPers 953A) to the Chief of Naval Personnel (Attn: Pers-B6221). Each application must be accompanied by the following documents: (1) "Special Report of Fitness," (2) report of physical examination by a board of medical examiners, (3) certificate or evidence of admission to practice before one of the above courts.

Applications of all qualified applicants will be considered by a selection board to be convened in the near future. Professional examinations will not be required. BuPers Notice 1120 (21 Nov 1952), announcing this program, states that the deadline date for receipt of applications is 31 Jan 1953.



PASS THIS COPY ALONG—You don't have to be a palmist to know what's going on—just read ALL HANDS.

# HERE'S YOUR NAVY

• **SEPARATION TIME**—Separation of personnel from active duty involves more than handing out a release to inactive duty or a discharge certificate. It also includes counselling on veterans benefits and other civil readjustment functions, physical examinations, closing out of records, and payment of money due, all of which must be carefully performed in accordance with law. Experience has proved that the average time required to do this job is four working days.

If you are attached to a State-side activity and are about to be separated chances are you'll be separated at your duty station and will be discharged or released to inactive duty when due. However, if you are serving at sea or an overseas base and must be transferred to the United States for separation, your commanding officer will transfer you in time to allow for travel, unforeseen delays and the four days required for separation.

The services of an expert in the field of veterans benefits are available at the separation activity. This means group indoctrination and plenty of straight dope. Personal interviews must be conducted to smooth over the rough points. Finally, the all-important payoff. Then you'll be on your way.

Remember — it'll take at least four days. For more on separation see the article on page 48, of the September 1952 ALL HANDS.

• **INCOME TAX** — Public Law 567 of the 82nd Congress amends the Internal Revenue Code so as to extend the period whereby a Navyman on active duty may sell his home (principal residence) and purchase a new one without having to show a capital gain in his income tax return for the year of the sale.

When an ordinary taxpayer sells his principal residence for a profit and purchases a new residence within one year after the sale of his old one (or any time within the period beginning one year prior to the sale and ending one year after the sale), the profit is not recognized in the year of such sale, except in the case where the selling price of the old residence exceeds the cost of the new one.

In the cases where the new residence is *under construction within one year* after the sale of the old principal residence, the period is extended to 18 months.

Since many Navy men are unable to purchase a new residence within the one-year or 18-month period after the sale of their old residence because of their military service and would thereby be deprived of the benefits of the above section of the Code, the new law extends the period from the time the Navyman sells his old principal residence to cover the time he is on active duty up to 1 Jan 1954. The period, however, may not be extended in any case beyond four years from the date of the sale of the old residence. This "extension" is granted to all Navy men on active duty for more than 90 days who have sold their principal residence after 31 Dec 1950.

The amendment has the effect of *excluding active duty (from the date of sale of the old residence) to 1 Jan 1954* in counting the time in which the serviceman may use his profits to buy a home instead of counting such profits as capital gain in his income tax return.

In other words, the serviceman still has one year (or 18 months in the case of new construction started within the one year period) PLUS whatever time he has spent on ACTIVE DUTY from the date of sale of the old residence to 1 Jan 1954, during which time he may apply the profits on the sale of his old home toward payment on a new home.

If a serviceman stays on active duty after 1 Jan 1954, however, he cannot exclude such duty after 1 Jan 1954 in computing the year or eighteen months. For example, an enlisted man on active duty who sold his home on 25 Oct 1953, and who continued on active duty after 1 Jan 1954, would have until 1 Jan 1955 (one year) to purchase a new principal residence and still be entitled to the "non-recognition of gain" benefit.

If construction started on a home for him before 1 Jan 1955, then he comes under the 18 month provision and has until 1 July 1955 to purchase his home under the same conditions.

A Navyman who sold his principal residence in 1951 and who reported the profit and paid taxes with respect thereto on his Federal income tax return for 1951, should file an amended return eliminating such profit from

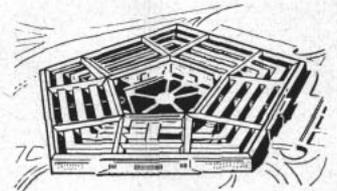
One of the duty stations for hundreds of Navy men and women in the Washington, D. C., area, is the well-known Pentagon. Here, in the world's largest office building—along with a multitude of Army and Air Force activities—are located the offices of the Secretary



of the Navy, the Under Secretary and the Assistant Secretary and the Assistant SecNav for Air. Other Pentagon "duty stations" for Navy personnel are the offices of the Judge Advocate General and the offices of the Chief of Naval Operations.

\* \* \*

The Pentagon takes its name from its five-sided shape. Walk around the outside, hugging its limestone-faced wall, and you'll walk nearly a mile. The



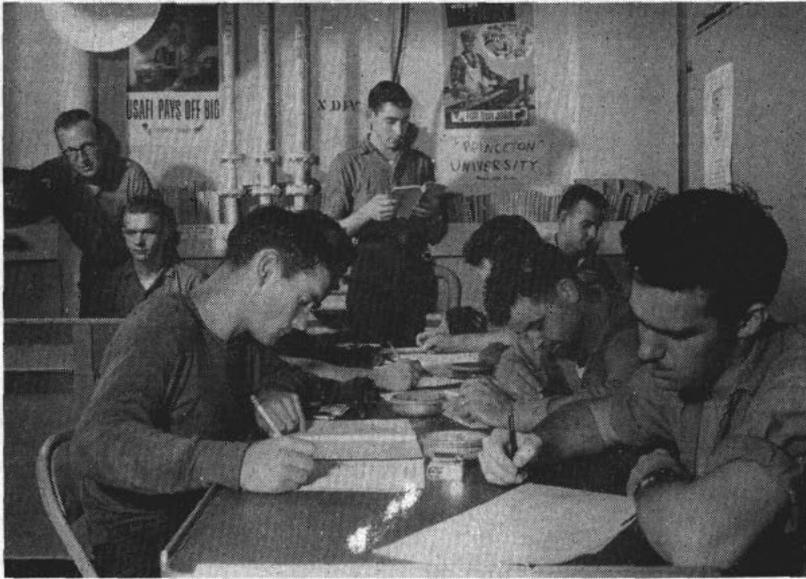
building covers 34 acres of ground, has five floors, a mezzanine, a basement and a sub-basement. From above you can see the pattern of five concentric rings connected by 10 spoke-like corridors. A grassy courtyard forms the hub.

\* \* \*

Daytime population of the Pentagon consists of more than 22,000 civilians and nearly 10,000 military personnel.



Its maintenance gang alone exceeds a destroyer's crew, some 300 in all. Big as it is, however, the Pentagon is so laid out that the greatest distance between any two offices is only 600 yards—a five minute walk for a fast-stepping sailor.



EDUCATION AFLOAT is the crew's motto on *Princeton*. Here men, work on USAFI courses in preparation for advancement in rating examinations.

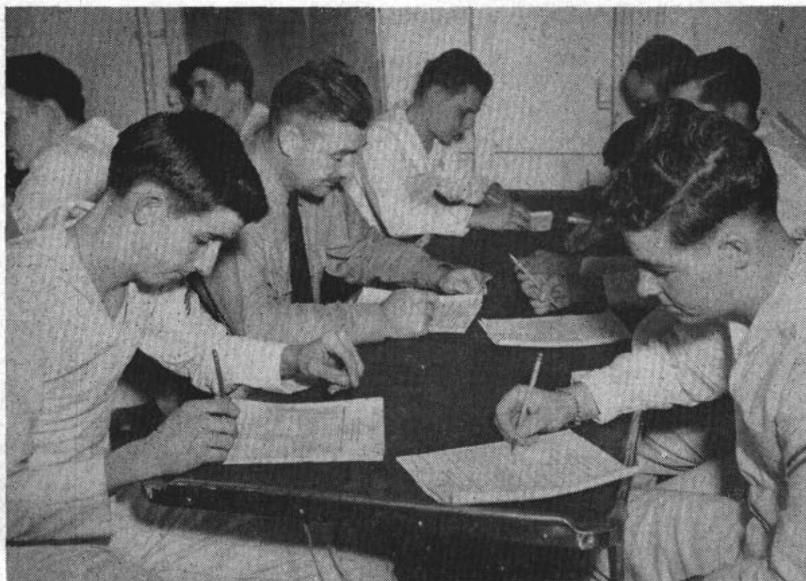
### USS *Princeton's* 'University' Pays Off at Sea

A sea-going "Princeton University" has been set up on board the carrier USS *Princeton* (CVA 37). Result: 70% of the ship's crew have taken advantage of the service it offers.

Each day an average of 200 men stream into the education office to start courses, take tests or ask information on subjects offered. Books and manuals covering nearly every subject offered by U.S. Armed Forces Institute are on hand for

their use and guidance. More than 1000 USAFI tests have already been given.

An intensive campaign got the "University" started. The services of the ship's radio, newspaper and numerous posters were used. Additional announcements were placed in the plan of the day, but the education office claims that the best advertising of all came from the men themselves who passed the word about the program.



MESS HALL is site of final examinations on board *Princeton*. Enlisted men ranging from SAs to CPOs in ages 17 to 48 'turn to' on the questions.

"gross income" and claiming a refund of any overpayment— unless he has determined that he will not purchase a new principal residence within the one-year period as extended. Reference should be made to Public Law 567, 82nd Congress, when filing amended returns and claims for refund.

• **LAPSED NSLI POLICIES** — Navymen who expect to return to inactive duty, or who may already have returned to civilian status, should understand the provisions concerning lapsed government insurance policies.

Veterans of World War II, not now on active duty in the armed forces, stand to lose about \$10,000,000,000 in lapsed term policies of National Service Life Insurance unless they reinstate their policies before the terms expire during the next 12 months.

More than 1,100,000 such veterans who took out eight-year term life insurance while they were in service, and an additional 100,000 vets who have the five-year term policies, will lose their GI insurance protection and not be eligible for further Government insurance coverage.

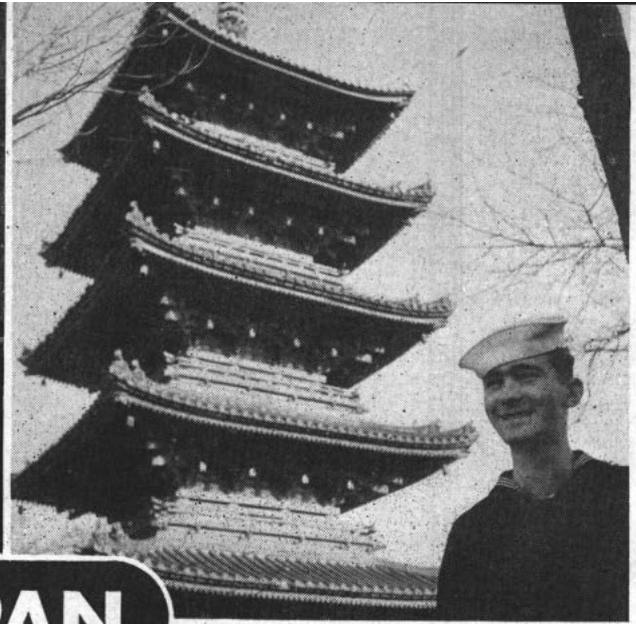
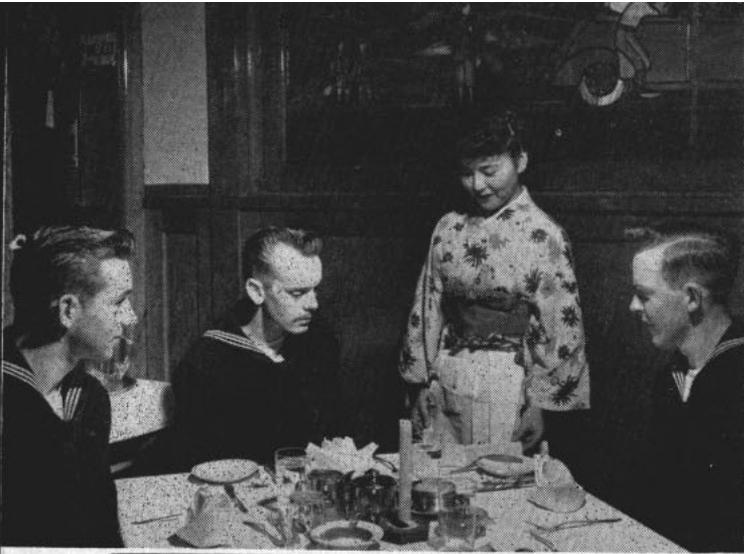
Veterans in either group who do not wish to lose their insurance protection must reinstate their policies *before* the terms expire. Reinstatement may be made by applying to the Veterans Administration District Office carrying the records of your policy.

At any time after three months from date of lapse, a physical examination is required for reinstatement of the policy.

Also, the payment of two months' premiums is required. One month's premium is for the month of grace coverage after lapse, and the other is the month's premium due in advance when reinstatement is submitted to VA.

Under provisions of Public Law 23 (82nd Congress) NSLI policyholders may renew their policies every five years without physical examination. Renewal premium is at the rate for the then-attained age. This law prohibits renewal of policies which have lapsed and the term period has expired.

Veterans with lapsed policies must take action on their own initiative to reinstate their policy *before* the deadline if they wish to continue insurance protection.



## LIBERTY IN JAPAN

**S**AILORS on liberty in Japan find lots of sights to see and interesting places to go—especially in the imperial city of Tokyo.

With a population of about seven million, Tokyo is a novel, noisy and fascinating city. Here, the sailor will pass hundreds of average Japanese, hurrying here and there, dressed in western style with very few gay kimonos among them to remind one of old Japan. The buildings and stores along the main thoroughfares are similar to those in any large city in the western world. And, of course, there is the eternal honking of horns.

Here are some photographs depicting liberty in Japan: Upper left: Sailors from *uss Valley Forge (CVA 45)* order dinner in Karuizawa hotel restaurant. Upper right: Sailor is dwarfed by pagoda in Tokyo. The five tiers symbolize earth, water, fire, wind and sky. Right center: Group of white hats photograph Imperial Palace. Lower right: Navy security guards view a Japanese shrine on snowy off-duty day. Lower left: Two sailors walk through downtown entertainment district of Tokyo.—Dave Strickler, JO, usn.



# Learning How to Raise Ships

**E**ARLY on a Monday morning a dozen salvage divers soberly watch a doomed ship.

She is *uss LSIL 978*, now safely moored to her pier in calm waters. But in a few hours they know that the "978" is going to be sunk. The Navy itself will sink the vessel, as part of the training program during the 14th week of instruction at the U.S. Naval School, Salvage, Bayonne, N.J.

The salvage divers realize that the vessel's actions when she goes under will determine the complexity of their jobs in the days to come.

*LSIL 978* is an integral part of the

training of the Naval salvage divers. Work in sinking and salvaging her is the culmination of the divers' training in undersea work. In fact, this duty remains the "978's" final tour of duty.

But the ship enters later in the story of the divers' training; much must be absorbed in classrooms and practice operations before the *LSIL* teaches each class what she has to offer.

Navy men of many ratings, after passing the strict physical and mental tests, are sent to Bayonne to become qualified divers. Bluejackets with ratings such as torpedomen,

pipe fitters, boatswain's mates, enginemen, damage controlmen, and others work side by side learning to do the other men's jobs—and learning to do them well.

In salvage work, the diver must be a man of many parts, not merely a specialist. Down below, the water may be murky, the visibility less than a half a foot and the salvage operation extremely hazardous. It is each man's own knowledge and ability which will prove himself and his job a success or failure.

Underwater qualifications are one part of the training, but the salvage diver must also understand the discharge of every kind of cargo, the use of pneumatic tools, rock drills, oxy-hydrogen or oxyelectric cutting apparatus, the preparation and placing of explosive charges for the most effective blast, the proper method in making a patch and in cutting and shaping bolts and steel plates. Hence the title — "amphibious jacks of all trades."

When students report to the school they are indoctrinated with the understanding that what they are learning must be learned correctly and thoroughly—for it is their life and the lives of their fellow divers which may be imperiled if they take the wrong step in an emergency.

The school, now ten years old, originated its curriculum from the collective knowledge of its instructors, all of whom are skilled men with years of diving experience. Although training aids of several types are in frequent use, the school's most used aids are the actual salvage equipment. Salvage training must essentially be practical.

New divers study the rigging of their diving outfits, and how to care for them. Cutaways of the diving apparatus are used to give the novice diver a better knowledge of his gear. Men are dressed in suits to get the "feel" of them before using them in underwater work.

Once "at home" in his suit, the diver gets his first "taste" of salvage work in indoor divers' tanks—or fish-bowls—with 12 feet of water, while instructors observe his actions from above and below through portholes.

The diver receives orientation and familiarization in deep sea and light-weight diving dresses and the func-

**DOWN THE LADDER** goes a diver to look over the condition of the sunken *LSIL 978* before pumping operations are begun to raise the ship.



tions of various fittings and parts of his gear. He learns the complexities of pressures caused by sea water in diving physics. He is taught underwater welding and cutting, salvage seamanship, salvage demolition and the use of salvage machinery.

Diving medicine is not forgotten in the salvage diver's training. Divers must be thoroughly acquainted with the physiological effects of pressure on the body, including the "bends" and air embolism, the use of decompression and treatment tables and the recompression chamber.

Finally, the training reaches the practical open sea diving phase. Here is where the "978" comes into action. She is sunk by the Salvage School staff in about 25 feet of water and the training divers refloat her.

On that Monday morning of the 14th week, all compartments on board are opened and a couple of two-and-a-half-inch hoses and a six-inch hose are run inside the ship. About noon the pumping operations are begun.

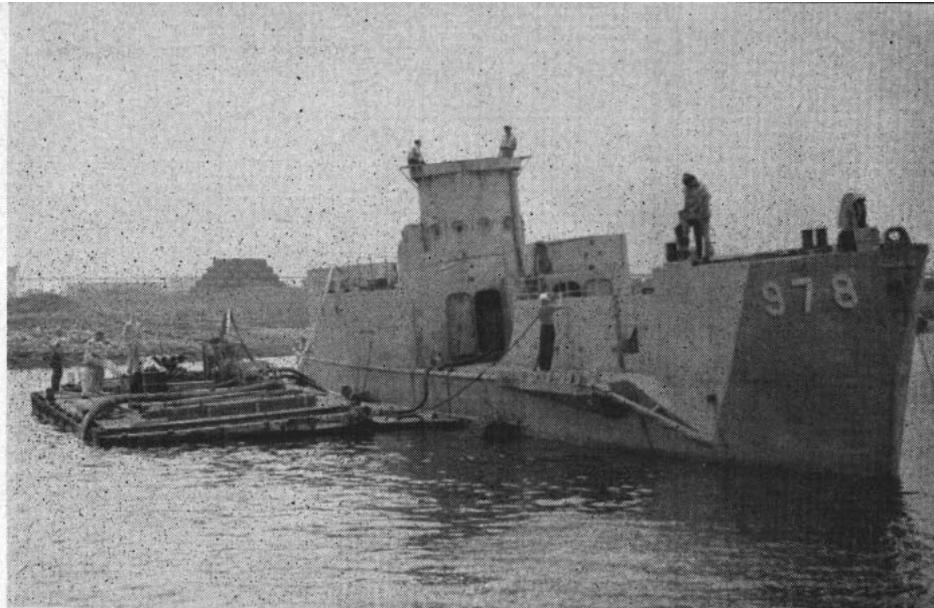
By late afternoon the ship has sunk. But, while sinking, "978" has been deciding the problems she will deliver the divers. In her two latest experiences with classes, "978" once capsized to the port side, and in the other sinking she settled on her keel.

On this particular training salvage operation, after the diving gear is prepared, the divers go below to inspect the sunken ship. All compartments are closed off and a cofferdam—a metal tube secured to an opening on the deck of the ship to be salvaged and extending above the water level—is put in place. This is sometimes completed in one day; many times it takes longer, depending on the situation of the wreckage.

The current salvage problem, fortunately, is relatively simple, the divers report. Pumping again begins, but this time it is extracting water from "978." Two pumps, one with a six-inch hose and one with a three-inch hose pump out 1800 gallons of water per minute—a rate of 1500 gallons per minute and 300 gallons per minute for the pumps respectively.

The ship finally breaks through the water and is refloated. The loose ends are cleared and she is put back into operating condition. Then "978" is ready to be sunk again by the next class.

Divers were highly commended for the salvage work they did at Pearl Harbor. There was no school to train



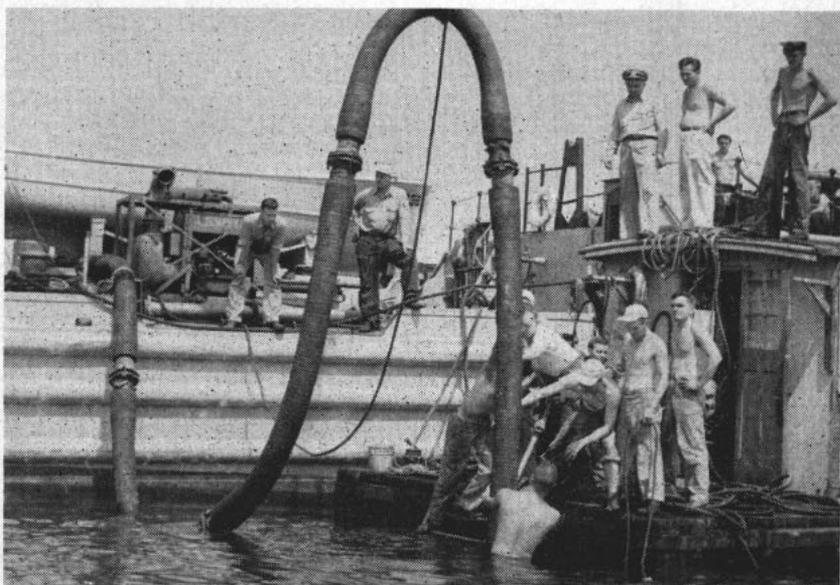
WHEN 'FISHBOWL' training is completed, school's staff will sink this LSIL in 25 feet of water. Students must then go below and salvage her.

salvage divers then. It wasn't until the *USS Lafayette*, the former *Normandie*, burned and capsized in New York that the necessity of salvage training became imperative. The only previous training was in deep sea work for experienced divers to release trapped personnel.

The school was originally established at Pier 88 in New York City, but in 1946 was moved to Bayonne. During the war the school trained about 2500 salvage officers and divers and its personnel were used in every major invasion in both European and Pacific Theatres. Salvaged and reclaimed equipment during the war ran into hundreds of millions of dollars.

Presently the salvage school has a regular staff of 16 instructors, teaching eight different classes. There are courses for salvage divers lasting 16 weeks; salvage officers course of 14 weeks; courses for second class divers and civilian Navy divers lasting six weeks; courses for engineering duty officers and the requalification for salvage work of five weeks; the two-week course under the Reserve program and the refresher course.

Expert skill of the highest order on the part of the salvage diver and the infinite patience, resourcefulness and persistence in those directing the operations is the school's keynote to successful salvage.—Blaine F. Fabian, JO2, USN.



STUDENTS place hose connected to pump into position. With 'cofferdam' already in place, divers will soon be able to begin their operations.



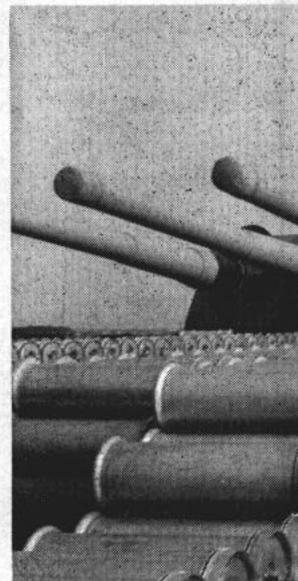
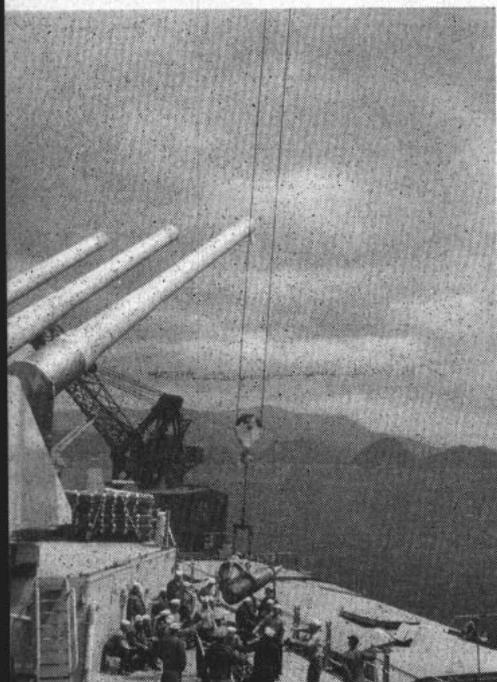
## High-powered Ammunition —16 Inchers:

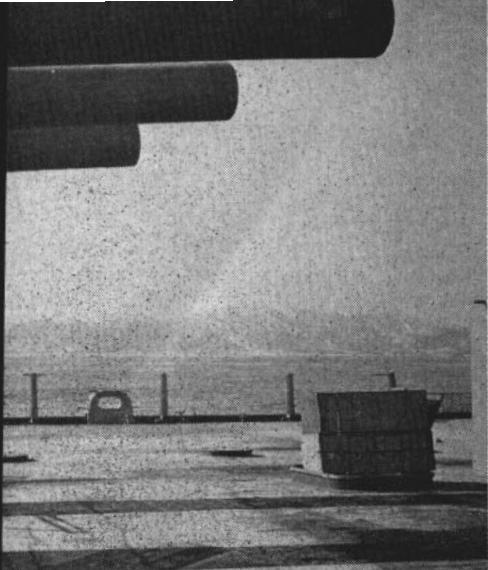
**N**AVY battleships carry big guns capable of firing projectiles weighing more than 1000 pounds at distances of 35 miles.

Only BBs carry these huge sea-rifles. These high-powered weapons have proved effective in the shelling of communist troop concentrations, bunkers, gun emplacements and supply dumps along the Korean coast.

**ALL HANDS** presents scenes from the "life" of 16-inch shells — from the time they are loaded onto a battlewagon to the time they streak through the air, en route to a target.

*Top left:* USS Iowa (BB 61) takes time off from bombarding enemy coastline to refill her empty magazines with 16-inch ammo. *Left center:* Four 16-inch powder charges are lowered safely to Iowa's main deck.

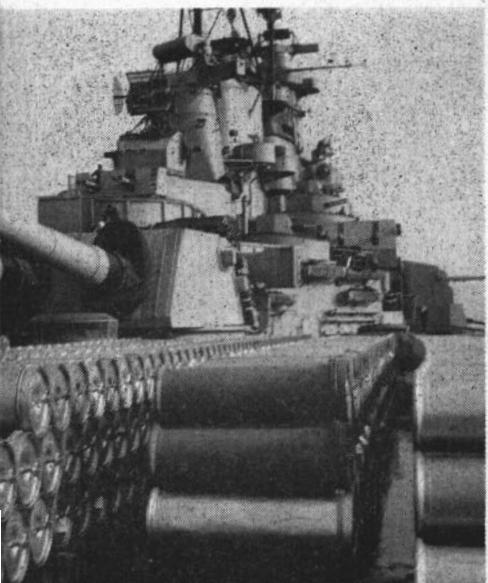




## mo Hits the Spot That's a Lot!

*Lower left:* 16-inch projectiles are lowered to waiting hands of ordnancemen who will strike it below decks. *Below left center:* Sailors unshackle two 16-inch projectiles. *Bottom center:* Row after row of 16-inch powder charges line *Iowa's* deck.

*Top center:* Huge barrels of 16-inch artillery on *uss Wisconsin* (BB 64) form odd shadows on main deck aft as snow-covered North Korean mountains show in background. *Top right:* 16-inch projectiles are lowered past rifles in which they'll be fired. *Right center:* Crewmen will place powder bags, shown rolling out of magazine, onto powder hoist. Charges will be carried into position to be loaded into guns. *Lower right:* Fiery blast accompanies 16-inch shell (arrow) as it flashes across the skies.



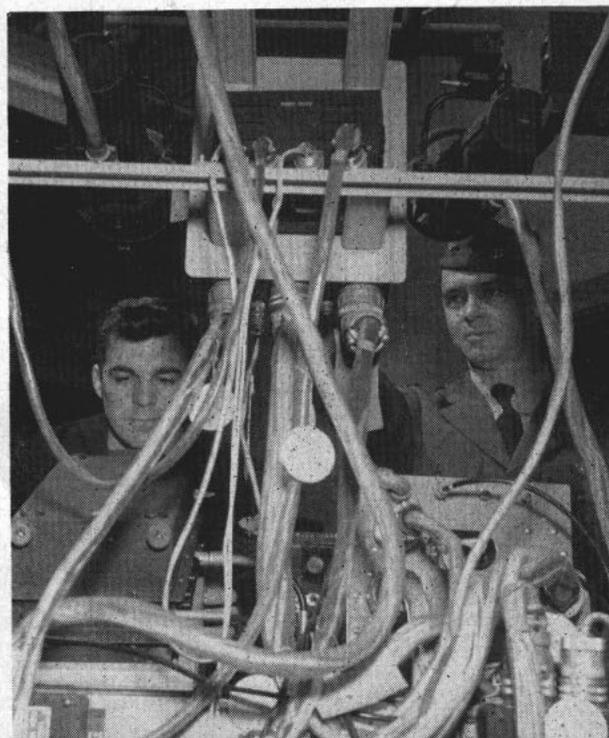


## Flying Bluejackets

**I**N TODAY'S Navy, more than 700 enlisted pilots are carrying on the tradition established by such squadrons as the famed "Fightin' Two." These men, called "aviation pilots" or "APs"—are usually chiefs or petty officers in the higher pay grades who are primarily specialists in the various phases of aviation.

In their secondary task as pilots, APs leave their duties as aerographer's mates, electronicsmen, and the like, to fly. They ferry planes station-to-station and coast-to-coast. Sometimes they fly helicopters and lighter-than-air airships.

*Upper left:* Aerographer's mates install wind velocity transmitter atop operations control tower. *Upper right:* Two PO1s check their instruments before taking off. *Left center:* Air traffic is directed by air controlmen in tower. *Lower left:* Enlisted pilots with electronics specialties perform periodic check of electronics equipment between flight assignments. *Lower right:* Pilots' ready room is gathering place for pre-flight briefings, shop talk and relaxation with such games as "acey-ducey."





RESERVISTS on an annual two-week training cruise participate in shipboard activities in this destroyer escort.

## Spotlight on Reserves in Peace or War

**T**AKE a look around you. How many of your shipmates are Naval Reservists? Proportions may vary from one activity to another but, chances are, between one-third and one-quarter of the men at your ship or station are Reservists. Perhaps you're one yourself.

The proportion of Reservists to Regulars on active duty during the Korean conflict hasn't approached the peak reached during World War II when, at one time, the ratio of "civilian-sailors" on active military duty to members of the Regular Navy was approximately ten to one. Nevertheless, now as in the past, Reservists have been ready when and where they were needed. Approximately 140,000 Naval Reservists of all categories are now on active duty. More than 145,000 others have already served from one to two years active military service since the outbreak of Korea and have now been released to resume their civilian occupations.

What kind of Reservists are they? What kind of an outfit do they come from? What is a Reservist? You'll want to know, because if you're not

one now, you may become one someday.

Chances are, your Reservist on active duty today is a veteran of World War II. He likes the Navy way of life and, upon his return to civilian life, he joined the Naval Reserve because he thought he might be needed again or, perhaps, because he didn't want to lose the skills he had earlier acquired.

Meanwhile, he has maintained proficiency in his rate and remained aware of new developments in his specialty by attending weekly drills and participating in annual training duty. He may have volunteered for active duty because he felt, again, there was a job to be done, or he may have been involuntarily ordered to active duty because the Navy has need of men with his specialty, and none others were available.

Following World War II, hundreds of Naval Reserve Training Centers and other, smaller, facilities were established to provide training in almost every phase of naval activity. Quarters were found in private, public and municipal buildings of every

description, ranging from universities, city halls, fire stations, hospitals, and local jails, as well as stores, banks and a casket factory. In these shelters, as well as in the Naval Reserve Training Centers (NRTC's), Reservists continued to follow their specialties in the various Surface, Submarine and Special programs. At numerous airfields throughout the country facilities also were made available to the Naval Air Reserve program.

Here these Reservists were joined by younger, non-rated men who wanted to learn something about the Navy before they received orders to active duty. As conditions changed, some programs were discontinued, new ones adopted. Each was designed to meet a specific need. Here is a picture of these programs as they exist today.

The biggest training activity of the Naval Reserve is the surface component. This provides enlisted rate-training for the "emergency service rates" of the inactive Reserve, ranging from machinist's mates and metalsmiths to boilermens and cooks. Its



**SUBMARINE** Reservist Thos. T. Eddy acts as phone talker in forward torpedo room of USS *Pickrel* (SS 524).

officers serve as instructors and administrative personnel.

Those Reservists physically qualified for unlimited duty afloat and overseas receive both classroom and on-the-job training at more than 300 NRTC's and several score of Navy vessels, ranging from destroyers to patrol craft. The ships have been specifically commissioned for Reserve training, under the cognizance of naval district commandants.

Closely allied to the surface component and similar in its training or-

ganization, is the Submarine Reserve. Studying the intricacies of guppy submarines, snorkeling maneuvers and hunter-killer defense techniques, the undersea Reservists train to qualify themselves in all phases of submarine warfare.

Undersea Reservists are given specialized training, both in rank and rate, sharing certain Naval Reserve Training Centers with surface divisions. They also learn the "feel" of undersea life aboard permanently moored submarines, which have been assigned to naval district for Reserve training.

Officers are also trained in the Submarine Reserve for specific command and operational assignments. These submarine officer-training sections are attached to the submarine divisions.

As women continue to prove their worth in the Naval Reserve, more and more billets are being made available to them. Originally limited to men, billets in Naval Reserve harbor defense, telecommunications, censorship, and mobilization team units are being offered to enlisted women and officers. Enlisted women also have been authorized to join advanced base groups, and women officers may take part in Selective Service units.

In the early days of the post-war Reserve, the only Waves in Reserve units were those few assigned to communications, supplementary activities (Naval Security groups), na-

val intelligence programs, electronics Military Sea Transportation companies and air wing staffs.

The rating groups among enlisted women in the Reserve's drilling programs have since been expanded to include the following rates: DK, SKG, SKT, YNT, HM, HN, PHG, PNA, TMN, ETN, ETR, CT, AG, RD, YNS, TET, TEL, SOH, RMT, UNT, ESX, DN, DTG, and SN.

In the Air Reserve, there is a network of naval air stations and Naval Air Reserve Training Units (NAR-TUs) stretching from Squantum, Mass., to Spokane, Wash., with intermediate stops geographically located to reach the largest number of Reservists. These Reserve activities are divided into attack, patrol, transport, fighter and airship squadrons, plus FASRons, which are Fleet Aircraft Service Squadrons.

The center of the Navy's airship Reserve is at NAS Lakehurst, N. J. Three Reserve squadrons are based here, with others at Squantum, Mass., Akron, Ohio, Santa Ana, Calif., Oakland, Calif., and Glenview, Ill.

Most Reservists of the above training activities drill at night on a weekly schedule or, in the case of the Air Reserve, on the basis of four drills a month, on weekends.

Generally, the above programs are considered to be the "rate training" activities of the Reserve (although some officer-training is included), and consequently they require intensive instruction which includes annual training at shore stations, and aboard district Reserve and fleet ships.

The Naval Air Reserve provides an excellent illustration of how Reserve training pays off when put to the test of combat.

Reserve pilots and ground crewmen have, since March 1951, formed a potent part of the Navy team in Korea, maintaining and flying the planes which assist the Regular Navy in its daily strikes against the Communists as they provide close support for the UN ground troops and destroy communications and supply lines of the Chinese Reds.

The first all-Reserve air group to hit the Korean front was that of USS *Boxer* (CVA 21). It was rapidly followed by Naval Air Reservists who played a major role in the activities of USS *Princeton* (CVA 37) and USS *Bon Homme Richard* (CVA 31). In addition, half the patrol squadrons in



**CARE AND HANDLING** of mines is part of the training of many Reservists. Summer cruises give part-time Navymen on-the-job experience in their work.

Korea are activated Reserve patrol squadrons.

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

Other activities of the Reserve which are considered "group training" units train on a less intensive scale than those described above. Some drill twice a month with pay, and also participate in annual training programs.

Largest of the group training activities is the SeaBee Reserve. The SeaBees have as their instructors officers who are members of the Civil Engineer Corps Reserve. The CEC Reservists are highly qualified as specialists for the various duties of construction battalions, ranging from building bridges and highways to removing mountains of earth in order to construct airfields.

Another highly specialized program is the Reserve Communications Supplementary Activities group, which is now called Naval Security group, and includes in its training the general field of communications and associated tasks. It is open to officers who are specialists in communications, electronics, intelligence and CIC, plus the enlisted ratings of communications technician, aerographer's mate, photographer's mate and engineman.

Electronics units are furnished with operational radio and radar equipment and technical training equipment in the field of sonar, or underwater sound detection. They are also fitted with emergency communications and power generating equipment for use in event of local disaster or emergency.

One of the Reserve activities in the bi-weekly training group is the Intelligence Program. Intelligence work includes investigations, interviews, preparation of special studies, research and administrative assignments connected with the training and supervision of other Naval Reserve intelligence personnel.

With the exception of Intelligence, the reservists who receive training in all the previously mentioned programs are principally enlisted personnel. However, the Naval Reserve also contains a number of programs which consist of small groups of officers who are trained as instructors. Among these are the Advance Base Command Divisions, Military Sea Transportation Service Divisions, Amphi-



PLENTY of 'spit and polish' goes into the preparations for the annual military inspection—an important event in the life of a Naval Reservist.

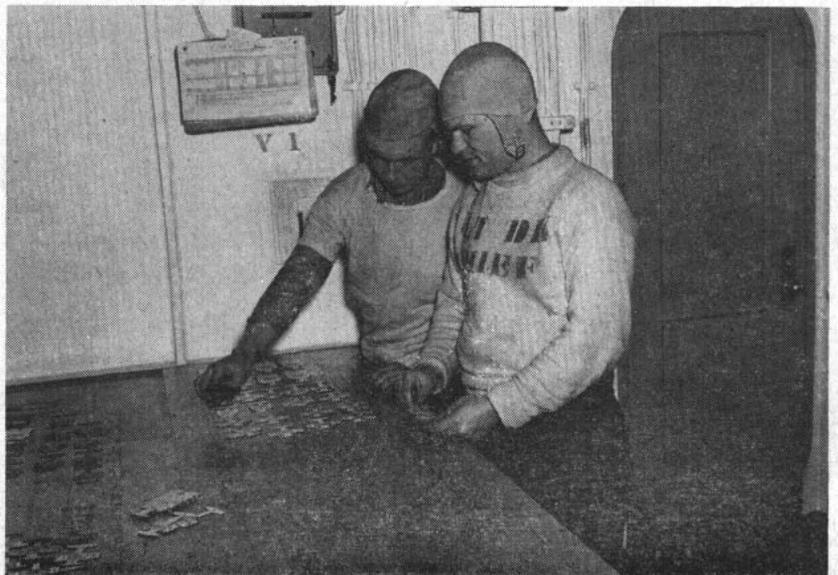
bious Beach Divisions, and Ship Supply Officer Divisions.

Another all-officer group is the Chaplains Corps. If you were in the naval service during World War II, chances are that any chaplain with whom you came in contact was a Naval Reservist. At the end of the war, more than 96 per cent of the chaplains on active duty were Reservists. Over 50 per cent of the chaplains on active duty today are members of the Naval Reserve.

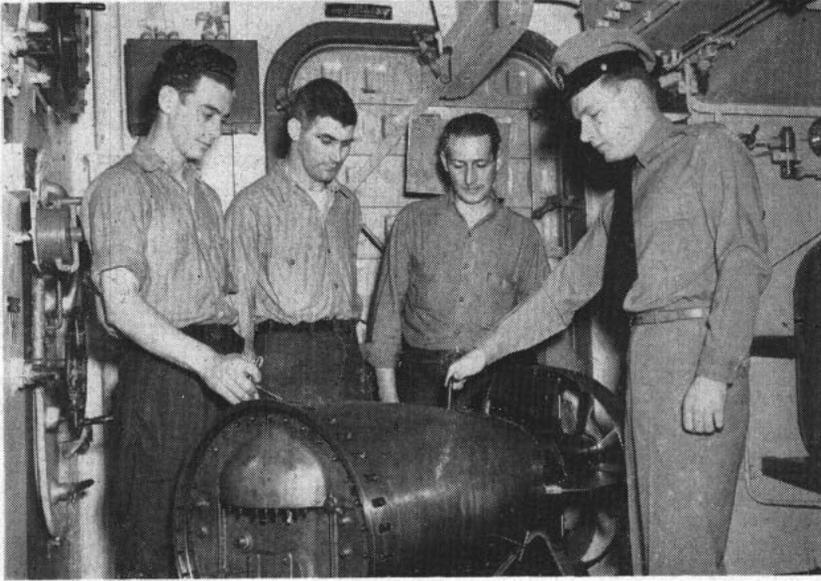
Like other Reservists, Reserve chaplains not on active duty have an

opportunity to apply for two-week annual training duty tours and they are required to earn a minimum of fifty points annually to qualify for retirement.

On the other hand, the Hospital Corps is an all-enlisted group. During World War II, more than two-thirds of the Corpsmen on active duty were Reservists. Since that time, Reservists have comprised more than half the Hospital Corpsmen who have seen service ashore, afloat and in the field with Marine units. Approximately ten per cent of the total of Re-



NAVAL RESERVIST G. B. Fairchild, AD3 (left), is given instruction in spotting of a flight deck by H. L. Claar, ADC, USN, on board USS *Leyte* (CVA 32).



THREE Naval Reservists learn the 'workings' of a torpedo assembly under the guidance of G. E. Gartland, TMC, USN, during two-week training cruise.

servists ordered to active duty since Korea have been Hospital Corpsmen. Every Hospital Corpsman is a volunteer.

As with most other specialties in the Navy, it requires years of training to produce a good Corpsman. Today's training is exemplified by Surface Division 4-25 (HOSP), the first activity of its kind in the armed forces being devoted exclusively to the training of Reserve Hospital Corpsmen. Training here is conducted in the veteran's out-patient department of the Naval Hospital, Philadelphia,

where drills are held each week.

As indicated above, some portions of the Reserve are, in general, confined to training personnel for billets in the sea-going surface, submarine and air components of the Navy. The mission of other parts of the Naval Reserve is, however, to provide a large component of qualified or partially qualified personnel, men and women, both officer and enlisted personnel, available for active duty in the event of mobilization.

This latter component (known as the Volunteer Reserve following

World War II) provides a large number of specialists. Such programs provide training on a less extensive scale, but in a wider number of fields. Their aim is to train "pools" of personnel rather than entire units which would be mobilized as groups.

In every naval district and river command, volunteer programs have been established to assist Reservists in some form of training. Within the framework of regulations for the establishment of Reserve units, groups of Reservists have set up activities to fit their special needs, desires and local conditions. Petroleum units, for example, are set up in OIL districts of the nation. Cities like Detroit are natural locations for automotive transportation units. All inactive Reserve officers and enlisted personnel may submit requests to their commandants to form units.

In areas where no specialist unit has been organized that fits an individual Reservist's classification, he may participate in the Naval Reserve program via the "composite" type of unit.

The composite unit is designed to cover the needs of Reservists in smaller cities, where there is an insufficient number of specialists to support more specialized types of units. This unit may be composed of both male and female personnel, including officers of all ranks and classifications, and enlisted Reservists of all ratings and specialties. All NRTC facilities are available for such volunteer when not in use by organized units.

As the Armed Forces Reserve Act of 1952 goes into effect at the beginning of this year it marks the end of one period of Naval Reserve history and introduces another. Future implementation of the new Act may change the picture to some extent, but the main outline will probably remain much the same. No provision, for example, has been made in the Act for the continuation of the Merchant Marine Naval Reserve. However, it is contemplated that the Merchant Marine Reserve personnel will be incorporated into other components of the Naval Reserve.

This then, is your Naval Reserve as it has developed since the days of World War II. It will continue to adapt itself to meet changing conditions. Meanwhile, whether or not you're a member, you can be proud of your shipmates who are Reservists. They earned the Navy's respect.



SEAMANSHIP EXERCISE—Reservists' proficiency in hoisting small boats is scrutinized by Inspector-Instructor before training ship gets underway.

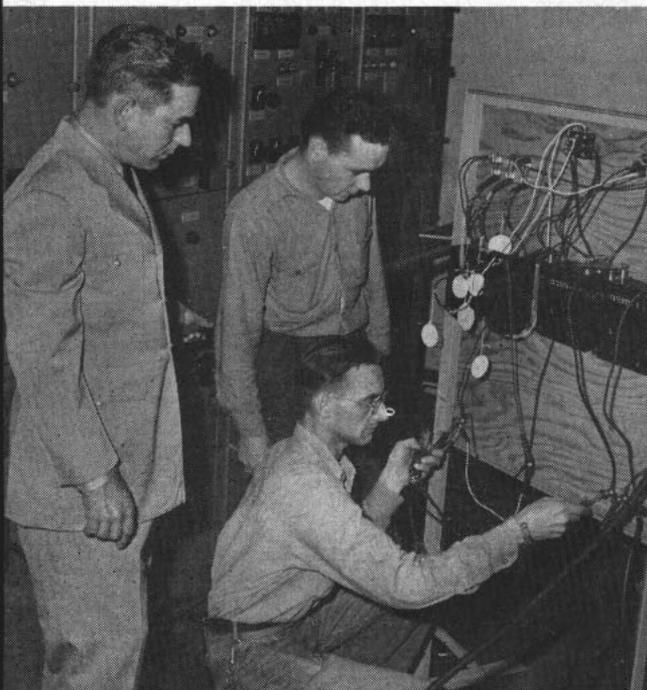
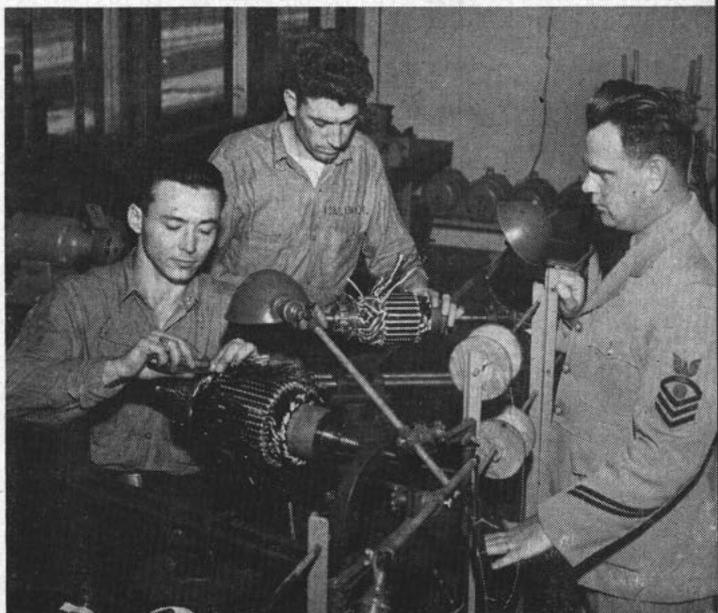


## Wizards at Wiring

**F**LEET electrician's mates—rated second class and above—have an opportunity to further their Navy schooling at the Electrician's Mates Class "B" School, Great Lakes, Ill.

The course lasts 20 weeks and emphasizes skills and techniques necessary for systematic methods of maintenance, trouble-shooting and repair of shipboard electrical equipment.

Here are some typical scenes at the school: *Upper left:* Step in signal tracing in audio amplifier is taught by chief interior communications electrician. *Upper right:* Students learn how searchlight carbon feed and retracting gear function to maintain proper arc voltage. *Right center:* EMs learn how to connect armature winding to commutator on wave wound armature. *Lower right:* Instructor, chief electrician's mate, supervises another phase in connecting armatures. *Lower left:* Connections of instrument transformers are checked as instructor watches.—CHELEC Bennie Krupa, USN.





## A Big Step Forward:

**N**AVYMEN and Marines of the U.S. Sixth Fleet joined with British, French, Italians, Greek and Turkish forces to take part in "Operation Longstep."

More than 170 ships and 500 planes were involved in the ten-day training exercise that was carried on throughout the Mediterranean Sea.

Friendly forces were designated as "Blue" forces. They sought to dislodge the enemy from its positions in the eastern Mediterranean. Enemy forces were designated "Green."

The operation got underway with "Blue" convoys putting to sea from ports in Italy and France. Lying in wait for them were submarines from U.S., Great Britain, France, Greece and Turkey. Almost immediately Green aircraft from the Italian 56th Tactical Air Force took to the air to seek out the fast carrier task force led by Vice Admiral John H. Cassady, USN, who commands the Sixth Fleet.

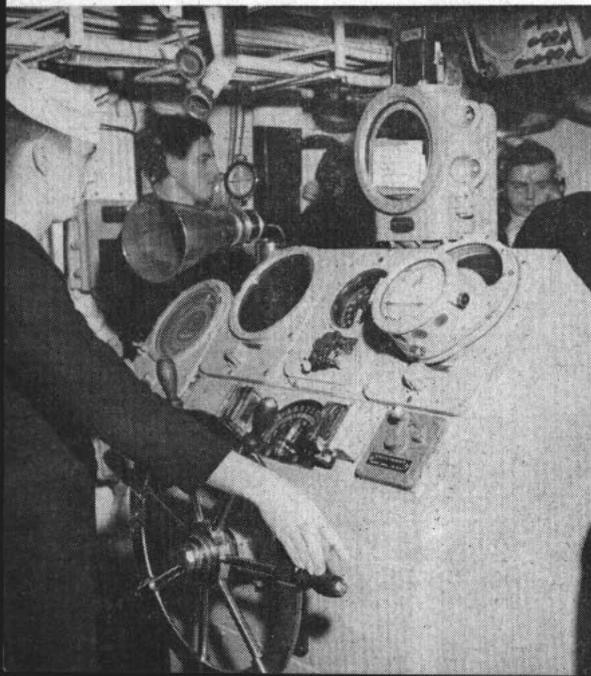
The Blue forces weren't to be caught napping however.

Air strikes were exchanged with U.S. and Italian planes attacking American ships and Blue aircraft hitting military targets in northern Italy.

During Operation Longstep the Navy air squadrons had an oppor-

**SAILOR** mans wheel of USS FDR (lower left). Below: French VADM Lemmonier, LtCol Thompson, USMC, and ADM Carney, USN, CinSouth, discuss the amphibious landings.

ITALIAN and French commandos, Greek raiders and U. S. Marines swarm ashore. Below: Planes prepare to take off from flight deck of USS FDR.



## Operation Longstep

tunity to gain experience and develop teamwork with the fleet units it would cover in time of war. Another important aspect of the operation was the training in the coordination of radio and wire communications between ships, planes and troops of the six-nation, five-language combined force.

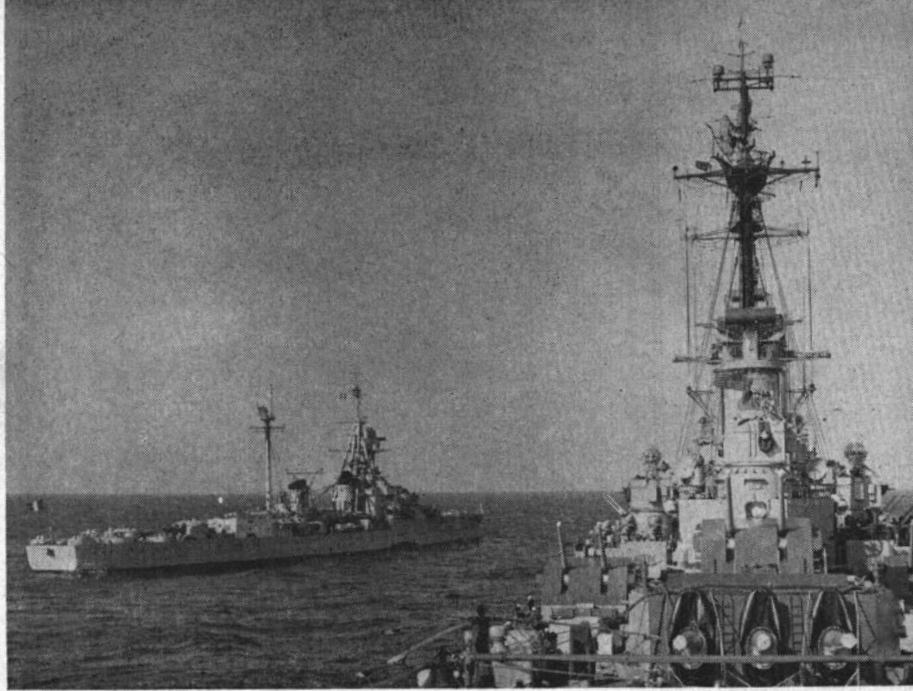
Working with the Third Battalion of the Second U.S. Marines in the landing were French, and Italian Commandos and Greek Army Special Raiding Forces—in all, 3000 men.

In the actual landing at Lebidos Bay south of Ixmir, Turkey, the Italians went ashore at H-Hour minus six in a diversionary attack on Doganbey Island.

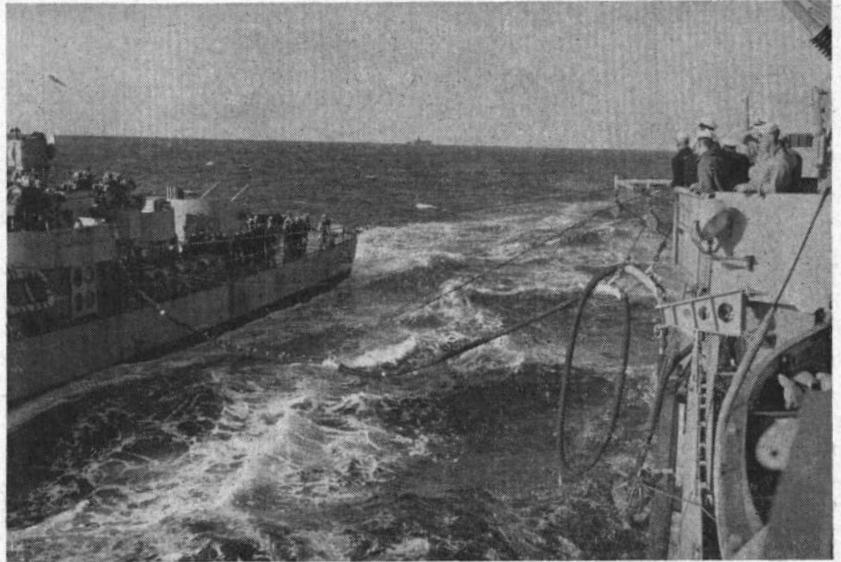
They were followed by the U.S. Marines along with the French and Greek troops. After securing the objective area and setting up a defensive perimeter, they were re-embarked and "Operation Longstep" came to a successful close.

"Operation Longstep" illustrates the role of the navies of the free nations in keeping the sea lanes of the world open for maintenance of vital commerce and mutual defense. For more information on the sea lanes as this nation's life lines, see *ALL HANDS*, June 1949, pp. 10-12.

TURKISH RADM Armon, Italian CDR Cattani, and LCDR Gurel, Turkish Navy, watch operation (below). Lower right: Gun crew waits for 'enemy' planes during the operation.



FRENCH cruiser *Montcalm* steams alongside USS *Des Moines*. Below: USS *Roan* is refueled at sea during 'Operation Longstep' in Mediterranean.



# SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

**HELICOPTER AMBULANCE UNITS** designed to evacuate critically wounded patients from forward combat areas have been authorized as an integral part of the Army Medical Service Corps.

Although helicopters have been used to rush the seriously wounded from combat areas to mobile surgical hospitals and rear-area evacuation hospitals since early in the Korean war, they have not officially been a part of Medical Service field-type units. Now they will supplement conventional means of evacuation—litter jeeps and ambulances.

The new air ambulance units will include five two-rotor utility helicopters capable of carrying three litter patients or four ambulatory patients, together with a medical attendant and pilot.

★ ★ ★

**A MAP-MAKING RECORD** was set by the Army Map Service when it produced, in a single year, 85,000,000 maps to be used by U.S. forces in Europe and by other NATO forces.

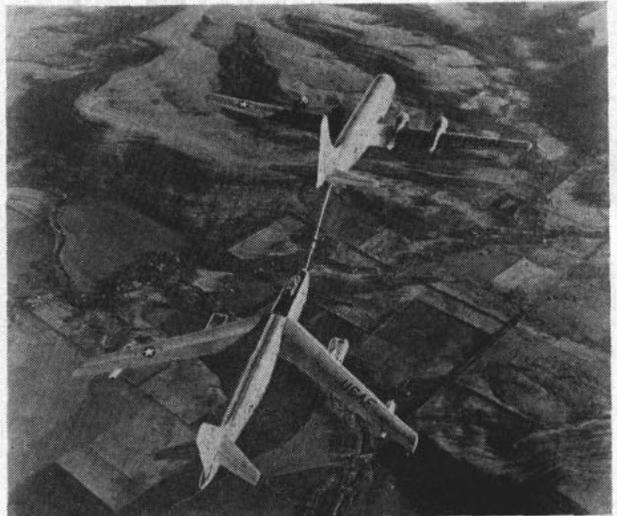
The project filled an urgent need for up-to-date maps and marks the first time the U.S. and Western Europe have used the same survey and grid system in military maps.

The uniform map-making system makes the new maps better than their World War II predecessors. Previously, European countries used different systems for surveying land and plotting map grids. (Grids divide a map into squares for the purpose of locating points by a system of rectangular coordinates.) As a result, the same hill or other terrain feature near the border of neighboring countries would be as much as 900 feet apart on different maps.

The Army Map Service, with the aid of lithographic firms in this country produced 75,000,000 copies of the maps. Western European nations made 40,000,000 copies, and the U.S. occupation forces in Germany printed 10,000,000.



**GROUND TROOPS** benefit from 105-mm recoilless rifle. Weapon underwent tests at Aberdeen Proving Ground.



**B-47 STRATOJET BOMBER** is refueled in flight by flying tanker during Air Force test of its flying boom system.

If the 125,000,000 maps were laid end to end, they would circle the world twice with a lap over of several miles. As a comparison, the largest mapping project by the Army Map Service in World War II supplied U.S. troops with 10,000,000 copies of more than 1,000 different maps for the North African Campaign.

★ ★ ★

**A THREE-MONTH NUTRITION TEST** to determine how Vitamin C and other ration supplements can be used to enable troops to endure stress and carry on at a high level of activity in cold climates, will be conducted by the Army Medical Nutrition Laboratory at the Warren Air Force Base near Cheyenne, Wyo.

The men participating in the test will be organized into four platoons. Each test platoon will subsist on packaged rations, supplemented by a different amount of Vitamin C, Vitamin B complex and other essential vitamins. They will perform normal military training activities and engage in physical fitness tests under field conditions.

Daily and weekly checks will be made to determine the effect, if any, of each diet on the men's physical fitness, ability to withstand stress, Vitamin C utilization and other physiological processes.

★ ★ ★

**DIFFERENT BRANCHES** of the Army can now be distinguished by the color of the scarves worn by their members.

Authorized for all Army personnel, the colored scarves will serve to dress up the familiar olive drab uniform. Two-fold purpose of the scarves is to boost troop morale and brighten up the uniform, according to the Quartermaster Corps.

Here's a summary of the scarves.

Adjutant General's Corps—dark blue, piped with scarlet; Armor—yellow; Artillery—scarlet; Chaplains—black; Chemical Corps—cobalt blue, piped with yellow; Corps



FORMATION of cargo transports—USAF C-119 'Packets'—heads for drop zone with paratroopers and gear.

of Engineers—scarlet, piped with white; Military Police Corps—green, piped with yellow; Finance Corps—silver gray, piped with golden yellow; Infantry—light blue; Inspector General—dark blue, piped with light blue; and Judge Advocate General's Corps—dark blue, piped with white.

The Army Medical Service Corps wears maroon, piped with white; Military Intelligence Reserve—golden yellow, piped with purple; National Guard Bureau—dark blue; Ordnance Corps—crimson, piped with yellow; Permanent Professors of U.S. Military Academy—scarlet, piped with silver gray; Quartermaster Corps—buff; Signal Corps—orange, piped with white; Staff Specialist Reserve—green; Transportation Corps—brick red, piped with golden yellow; Warrant Officers—brown; Women's Army Corps—old gold, piped with mosstone green.

★ ★ ★

A HIGH-SPEED PRINTING UNIT, capable of turning out 40,000 leaflets in any one of a dozen foreign languages, should speed up the production of front-line messages designed to encourage the enemy to surrender.

Each of these new Army units consists of two 10-ton 26-foot trailers. The unit has automatic thermostatic control for heat, humidity and air conditioning so that it may be operated at peak efficiency in temperatures ranging from 40 degrees below zero to 120 degrees Fahrenheit. Each trailer is towed by a two-and-a-half-ton tractor.

One of the trailers contains the editorial staff—an information officer, three script writers, two artists and two typists. In the second trailer is the "print shop." Here is photographic and plate-making equipment, together with a specially built, high-speed lithograph press.

The leaflets produced by these units will be distributed by air and artillery. For air dissemination, leaflets will be loaded in bombs and dropped from high levels; for

artillery dissemination, the material will be rolled to fit in 105-mm howitzers and fired at the enemy at close range.

★ ★ ★

A "SPRAY ON" TRANSPARENT DRESSING for use in atomic attack—as well as for other wounds and injuries—has been developed by the Air Force and is now being tested.

The transparent plastic dressing, called "aeroplast," can be sprayed directly on the injured parts of a victim's body from a pressurized container. Tests to date show the new technique may make gauze dressings unnecessary.

Besides being able to be quickly applied, "aeroplast" has the advantages of transparency and easy removal. It can be applied by an untrained person, is less expensive than gauze, and can be stored indefinitely in a small space. Ordinary gauze dressings are bulky and must be re-sterilized periodically.

When "aeroplast" is applied to a wound, it is sprayed over the affected part to a thickness of about five thousandths of an inch. While healing, the plastic can be peeled off intact without injuring the wound and a new coating applied quickly. "Aeroplast" adheres only to dry, healthy skin areas.

★ ★ ★

A GUARD SHIP stationed outside the Virginia capes is now challenging all vessels entering Chesapeake Bay. Norfolk is the first port where the Coast Guard will resume this port security measure of World War II.

USCG *Tahoma* (WAGE 10) is stationed 10 miles out on an imaginary control line between the Cape Charles and Cape Henry lights. All incoming ships approaching the line are required to identify themselves, report name and registry, origin and destination, home port and last port of call.

The 165-foot hull of Coast Guard station vessel is painted a vivid yellow and bears the word "GUARD" in big black letters on her sides. She is equipped with radar and detection devices to discover and signal to ships arriving.



BLASTS from Army's 'Long Tom' field artillery light up Korean night as infantrymen are given close support.

# LETTERS TO THE EDITOR

## Are LCUs Commissioned Vessels?

SIR: Are LCUs (utility landing craft) considered as being commissioned vessels of the U.S. Navy? Do they fly commission pennants?—R.D.M., BM3, USN.

• LCUs (ex-LSUs and LCTs) are short-range utility type craft embarked whole or in sections in various ships for overseas movement. They are not individually commissioned U.S. Navy vessels in the legal sense of the word.

Those currently in active status are classed separately as "In Service" craft and are grouped in commissioned groups such as divisions or squadrons. The group itself is commissioned rather than the individual craft of the unit. This gives the unit commander the legal prerogatives of the commander of any commissioned vessel.

Normally the unit commander is embarked in a larger vessel, but now and then he officially embarks in one of his assigned craft. That particular LCU would then fly the commission pennant. This would be particularly true if for example, the LCU was one of three assigned to a given LST.—Ed.

## Quota Limits on Advancement

SIR: Why does the Examining Center report the results of some service-wide examinations with the code "Q" (quota limitations), if such personnel will not be advanced?

Is there any chance that a man can be advanced later, even though he was reported as "passed" and not advanced because of quota limitations?—D.D.C., PNSN, USN.

• The purpose of indicating the code "Q" on the Advancement Authorization Listings is to advise all personnel of their standing among those who received a passing score, as well as inform the man whether he passed or failed.

The restriction on the number of men who can be advanced in certain rates is imposed by budgetary limitations and personnel allocations plans which cannot be exceeded.

If 100 men, for example, pass the exam for BM1 and the quota for that rating is fixed at 80 due to budgetary limitations, the 80 on the list of that rating selected would be those with the highest final multiple scores. The remaining 20 men indicated by the code "Q" would not come within the quota.

If those who pass a certain exam are not selected for advancement because of quota limitations they must take the exam the next time.—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.

## Tan Overcoat with Aviation 'Greens'

SIR: Are CPOs who are authorized to wear aviation "greens" also authorized to wear the officers' tan-colored winter working overcoat with the "greens"?—T.J.B., ALC, USN.

• No. CPOs who are authorized to wear aviation "greens" should wear the blue raincoat with this uniform.

Officers, however, may wear either the blue raincoat or the aviation winter working overcoat with the green uniform. Of the two, the overcoat is considered to be the more appropriate.—Ed.

## Can Non-Citizens Join U.S. Navy?

SIR: I am a Filipino citizen working at Naval Air Station, Guam. If I have the chance I should like to join the U. S. Navy. What are the regulations concerning my situation?—E. S. M.

• One of the standards for first enlistment in the U. S. Navy is that the applicant must be a citizen of the U. S. or its outlying possessions. Citizens of other nations are not eligible for enlistment in the Navy. Citizens of the Philippine Islands have not been accepted for first enlistment in the Navy since 18 June 1946.—Ed.

## POW Rank on Retirement

SIR: I am a former POW who accepted initial appointment of lieutenant (junior grade) on 6 September 1946 (dated for seniority precedence 1943). In December 1946 I was promoted to lieutenant, dated 1 July 1945 for seniority precedence. What will be the highest rank held at which I may retire after serving less than 30 years active duty?—J.G.K., LT, USN.

• On retirement, a former prisoner-of-war of World War II is entitled to be advanced to the highest rank to which promoted under Public Law 188, 77th Congress and in which he served satisfactorily.

However, all officers promoted under Public Law 381, 80th Congress, are entitled only to the highest rank in which they are serving at the time of retirement regardless of whether they have been a prisoner-of-war or not.—Ed.

## Symbols Indicate Rank and Grade

SIR: On the Roster of Officers (NavPers 353 Rev 4-48) an officer's billet description reads "1100-0 (Flag Officer)". The new pay table shows a flag officer symbol as "0-8". Just what is the difference?—W.B.K., YN2, USN.

• The first symbol, "1100-0 (Flag Officer)", is the code used to indicate the rank. The second symbol, "0-8", is used for an entirely different purpose. This symbol refers to the officer's pay grade.

The complete list of symbols to indicate officer rank are: 0-All Flag Officers, 1-Captain, 2-Commander, 3-Lieutenant Commander, 4-Lieutenant, 5-Lieutenant (junior grade), 6-Ensign, 8-Commissioned Warrant Officer and 9-Warrant Officer.

The code indicators for officer pay grades are: 0-8 Fleet Admiral, Admiral, Vice Admiral and Rear Admiral (upper half), 0-7 Rear Admiral (lower half) and Commodore, 0-6 Captain, 0-5 Commander, 0-4 Lieutenant Commander, 0-3 Lieutenant, 0-2 Lieutenant (junior grade) and 0-1 Ensign.

Pay grade codes for commissioned warrant officer and warrant officers begin with "W" and for enlisted members, "E".

An ensign would be listed on the Roster of Officers as "1100/6", and in the pay table as "0-1".

On the Roster of Officers any Flag officer above the rank of captain of the line would be shown as "1100/0".—Ed.

## Right Arm Ratings in WW II

SIR: In 1941, at the beginning of World War II, what were the seven "right arm" ratings and their order of command precedence?—D.C.G., QMCA(T), USN.

• The seven "right arm" ratings in effect at that time in their order of command precedence were: Boat-swain's mate, gunner's mate, turret captain, torpedoman, quartermaster, signalman and fire controlman.

It is interesting to see how this muster has changed since that time. Early in World War II the Torpedoman rating became the Torpedoman's Mate rating, a warrant Torpedoman designation having been established. In April 1948 the Turret Captain and Signalman ratings were embodied into the Gunner's Mate and Quartermaster ratings, in that order. And on 1 July 1955, the Fire Controlman rating will become incorporated into the Fire Control Technician rating.—Ed.

### Mine Forces Shoulder Patch

SIR: A few of us who are members of the Navy's mine force would like the answers to two questions. (1) When did the yellow and blue shoulder insignia of the mine force go out of use? (2) Is anything being done about bringing it back into use?—M.O.M., MN1, USN.

• (1) In July 1946 authority for wearing shoulder patches by personnel serving in the mine forces—as well as certain other shoulder insignia—was withdrawn. The use of these insignia was then discontinued.

(2) Various proposals for the reestablishment of these insignia as part of the uniform have recently been considered by the Permanent Naval Uniform Board. The decision, however, was that these not be made a part of the naval uniform at this time.—Ed.

### Long Service in Korean Waters

SIR: I would like to submit a challenge to *uss Mulberry's* claim of having served continuously in the Far East longer than any U. S. ship (*ALL HANDS*, September 1952, p. 30, which stated that *Mulberry* had put in 22 months in the forward area with the exception of a few months spent in Pearl Harbor for overhaul).

The *uss LST 799* was recommissioned by the Navy in Yokosuka, Japan, in July 1950 and has been in the Far East continuously since then. Of those 26 months (mostly spent as the flagship of Commander, Mine Squadron Three), almost all were spent either partially or entirely in Korean waters.—H. C., PNASN, USNR.

• Hats off to *LST 799*, a familiar name in the pages of *ALL HANDS* (see story on saving downed pilots in the November 1952 issue, p. 38).

Although we were primarily talking about ships that had left the States, served a tour in the forward area and returned to the States when we published *Mulberry's* letter, we are glad to acknowledge that *LST 799*, as well as a number of motor minesweepers, frigates and others recommissioned in Japan upon the outbreak of the conflict, probably have set records for continuous service in the Korean theater.

The "799" is a "hot" ship anyway. Congratulating the ship upon its departure from the Far East, Vice Admiral R. P. Briscoe, USN, Commander of U. S. naval forces in the Far East, said:

"For more than two years *LST 799* has been on front line service in Korean waters, materially aiding in overcoming the Red mine menace. She has earned the admiration of all U. N. forces afloat."

This "front-line service" includes not only saving 25 pilots downed in the ocean but also includes mine-spotting duty, helping blockade the Korean coastline, serving in the Wonsan Harbor Control System and participating in amphibious landings.—Ed.



COMMISSION pennant with seven stars is shown flying from mast of PT boat.

### Stars on Commission Pennants

SIR: I understand that the original Commission Pennant had 13 stars. Was this for the 13 original colonies? If so, what do the seven stars on the present Commission Pennant stand for?—R.S., BM3, USN.

• Commission pennants date from the earliest days of our Navy and until 1933 they came in many sizes varying from four feet to 70 feet. The larger sizes had 13 stars, the smaller ones only seven. In 1933, two sizes were adopted as standard, both containing seven stars. However, the number of the stars has no special significance—the figure seven was selected merely to provide the most desirable display.—Ed.

### Advancement Examination Scores

SIR: I was advanced to YN3 after the 8 Jan 1952 service-wide examinations with a multiple score of 82.41. My multiple before the exam was 2.41. I understand that a score of 80 is tops. Am I correct in assuming that I had a perfect score?—E.R.D., YN3, USN.

• Yes, your examination score was a perfect 80. This is the highest score attainable under the new scoring system described in BuPers Circ. Ltr. 183-51 (NDB, July-December 1951).

Examination results are distributed to commanding officers for all candidates who were serving under their command at the time of examination. This report indicates whether the individual passed or failed. It also includes the results of the operational tests, if applicable, the final multiple score attained and whether advancement is authorized. In the case of Naval Reservists, the report will indicate whether they passed the complete exam for the corresponding general service rate. The exam score attained, on a basis of 0 to 80, is added directly to the multiple factors recorded to obtain the final multiple score.—Ed.

### NUC Awarded on Individual Basis

SIR: In the September 1952 issue of *ALL HANDS* an article appeared concerning the awarding of the Navy Unit Commendation to several ships attached to Task Element 95.69. The list does not include the *uss Forrest Royal* (DD 872). During the period the commendation covers, the Commander of Task Element 95.69 was aboard the *Royal*. I would appreciate knowing if *Royal* was awarded a commendation for this action.—J.W.M., RDI, USN.

• Ships and units attached to Task Element 95.69 were recommended individually for the Navy Unit Commendation. A Navy Unit Commendation was recommended but not finally approved for *uss Forrest Royal*. Those ships and units in Task Element 95.69 that received individual Navy Unit Commendations are listed in Bureau of Naval Personnel Notice 1650 dated 7 July 1952.—Ed.

### World War II Victory Medals

SIR: Can you tell me whether or not Philippine Liberation and World War II Victory medals have been struck and, if so, how they may be obtained?—B.C.B., LT, USNR.

• World War II Victory medals have been available since 1949. They may be obtained by applying to the Chief of Naval Personnel. An officer's request should be addressed to the attention of Pers B4, and an enlisted request to the attention of Pers E3. The request should state your full name, service number and rank or rate.

To date, the Navy Department has received no official information that a medal has been established by the Philippine government for the Philippine Liberation Ribbon.

All medals and ribbons issued by the Navy are now available to eligible naval personnel except the Korean Service and Armed Forces Reserve medals.—Ed.



WORLD WAR II 'Victory Medal'—This award has been available to qualified Navymen since 1949.

## Requests for New Construction

SIR: I am interested in getting assigned to the pre-commissioning detail of uss *Forrestal* (CVA 59), now under construction at Newport News, Va. Through what chain of command should my request be forwarded?—A.M.W., BM1, USN.

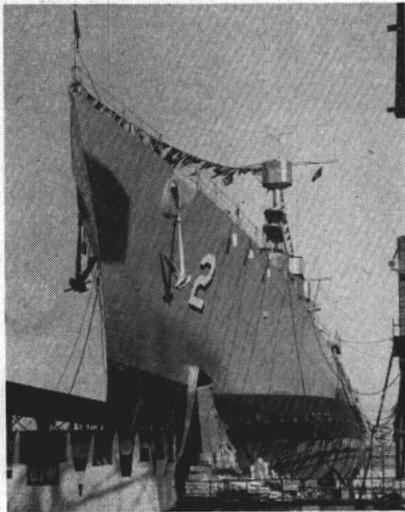
SIR: Could you tell me if requests are being accepted to assignment to the pre-commissioning details of the new 3650-ton, *Mitscher* (DL 927) class destroyer leaders now under construction?—J.V.R., BTC, USN.

• *Requests from enlisted men for assignment to new construction should be forwarded through official channels via the commanding officer to the appropriate administrative command for consideration and final action. The rules governing requests by EMs for change of duty are contained in BuPers Manual, Art. C-5203.*

The Navy's policy for selecting men for new construction is based on the following factors: (a) personnel should be in the Fleet corresponding to the coast in which the vessels are being built; (b) an applicant should have a minimum of six months obligated service remaining after the commissioning date; (c) he must have a minimum of 12 months on current tour of sea or shore duty; and (d) there must be a requirement for his rate.

uss *Forrestal*—Due to the long period required for construction of uss *Forrestal*, the Bureau of Naval Personnel is unable to determine at this time the date of assembly of enlisted personnel of the pre-commissioning detail. A waiting list will not be maintained for this ship until six months prior to commissioning date.

*Mitscher-class DLs — BuPers (Pers B211j) is accepting chain-of-command*



USS *MITSCHER* (DL 2)—Navymen may ask for transfer to pre-commissioning details of *Mitscher*-class ship.

*requests for transfer to the pre-commissioning details of these four ships. The Bureau will place the names of men requesting this duty on a waiting list for consideration at such time as the crews are being assembled.—Ed.*

## Lifting Temporary Rates

SIR: I understand that since 1 Jan 1951 all those making rates from E-5 to E-7 have temporary rates and that all acting appointments in pay grade E-7 are "frozen." Do you have any information as to when the "temporary" and the acting appointment limitations will be lifted?—L.W.M., SKCA(T), USN.

• *At the present time it is impossible to predict the date on which the temporary rate limitation (along with the CPO acting appointment limitation) will be lifted.*

*Incidentally, a few years ago the acting appointment "freeze" would have made a difference in pay. Since the 1948 pay act, however, the pay of all CPOs, whether temporary and acting or permanent, is based on the same pay level.—Ed.*

## No Male Nurses in USN

SIR: A number of hospitalmen who held certificates as registered nurses prior to enlistment in the Navy would like to know why they are denied officer rank and are enlisted as third class hospitalmen while a woman with the same civilian training can receive a commission. We believe this policy is a discrimination against men who have equal educational qualifications and civilian experience. Will you tell us why the Navy does not offer commissions to qualified male registered nurses?—P.R.W., HM3, USN.

• *A bill was introduced in Congress on 20 Aug 1950 providing for the appointment of male citizens as nurses in the Army, Navy and Air Force. This bill was not passed by Congress. Therefore, there is no statutory authority for the appointment of male nurses to commissioned rank in the armed force.*

*A section of Public Law 36 (80th Congress) provides for a Nurse Corps but states that "appointees shall be female citizens of the U.S. who shall have reached the age of 21 years on 1 July of the calendar year in which appointed, and who shall not have reached the age of 29 years on 1 July of the calendar year in which appointed. The Reserve established by this Title shall be composed of members who are female citizens of the U.S. and who shall have such professional or other qualifications as shall be prescribed by the Secretary of the Navy."*

*The Army-Navy Nurse Act of 1947, as amended, was based on the assumption that the Corps would be composed wholly of women and many of its provisions were included solely because the act concerned female personnel.—Ed.*

## Typing Tests for Advancement

SIR: As a PN3 and an experienced typist I believe I am capable of meeting the qualification of typing, as well as the professional examination, for advancement to PN2, but during the last service-wide competitive exam I failed the operational test for accuracy and speed in typing. I feel this was caused not by my inability but the conditions of nervous pressure that exist at such times.

I would like to suggest that the examining authority give three typing tests and take an average to arrive at the final score, thus enabling a good typist to make up for one bad test. It is very discouraging to pass the professional test and then fail to make the grade due to a typing test that could otherwise have been passed easily.—B.M.H., PN3, USN (W).

• *The Bureau of Naval Personnel and the U.S. Naval Examining Center are aware of the problem and steps are now being considered to modify the typing test procedure by allowing a five minute pre-test practice period. It is difficult, however, to compensate or measure the error factor which is due to such personal conditions as nervousness. It is the purpose of the service-wide competitive examinations to conduct all tests under the best conditions possible and on an equally fair basis.—Ed.*

## Captain's Mast

SIR: We are having a discussion on this ship about the term "captain's mast." Some maintain that it is still proper to use the term in official correspondence and in writing up the deck log.

Others say that the term was done away with when the Uniform Code of Military Justice came into effect in 1951. Since the UCMJ uses the term "non-judicial punishment" for this level of military justice proceedings, these folks hold that, for example, the deck log should read: "The Captain held non-judicial punishment this date and assigned punishment as follows . . ."

What's the word in Washington on the use of this term?—T. B., LTJG, USNR.

• *The term "Captain's Mast" is still very much alive. In Art C7211 (2) of the BuPers Manual, "Captain's Mast" is specifically mentioned. Here it states that a commanding officer may reduce an enlisted person, except a chief petty officer (permanent appointment), "to the next inferior rate or rating as a nonjudicial punishment at Captain's Mast . . ."*

*The term "Captain's Mast" goes back to the days of the sailing ships when the CO meted punishment to offenders before one of the ship's masts.—Ed.*

## More On Submarine Holland

SIR: The article entitled "The Navy's First Submarine," *uss Holland*, in your June 1952 issue (page 38) was read with great interest. In view of one statement, however, that "the smoky exhaust of the gasoline steering engine discharged inside the boat when it (the boat) ran submerged," I am surprised that there were any survivors. Have you any information on the carbon monoxide problem of this pioneer submarine?—Captain O.E., VDA, (MC), USN, Director, Submarine Medicine Division, Bureau of Medicine and Surgery.

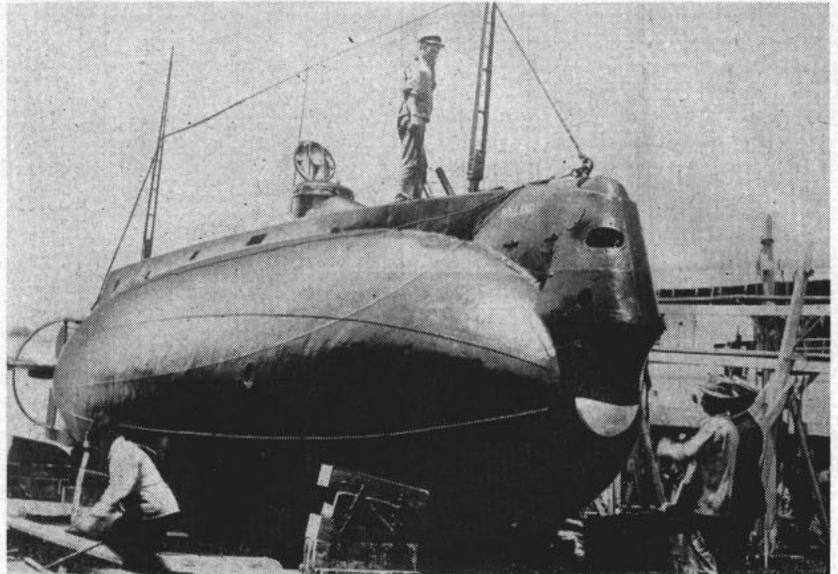
• The ALL HANDS original informant erred in saying that Holland had a gasoline steering engine and that it discharged inside the boat. Here is the true picture on that point, supplied the magazine by the submarine branch of the Bureau of Ships.

"There was no such unit as a gasoline steering engine on any of the Holland boats. Air engines were employed for diving control. These were attached to the stern rudders. Automatic control of the air engine could be employed, but in actual practice this was not utilized. Therefore, hand control was the order of things. The same held true for the vertical rudders which involved steering. The air engines, incidentally, operated from the submarine air banks.

"When the submarine ran submerged, a surface observer would see the conning tower awash. The captain would peer through peep holes to see where he was going. He had no periscope. Operation in this awash condition—as well as in other submerged conditions—was accomplished by the boat's motor (a 50-horsepower dynamo motor). Power for the motor, in turn, came from 60 electric storage battery cells.

"Main propulsion was accomplished by a 50-horsepower Otto gasoline engine. This was equipped with an overboard exhaust piping and a muffler system provided to get rid of the gas fumes of the engine when the boat operated on the surface.

"The surface condition of the boat was such that the outboard exhaust



NAVY'S FIRST SUBMARINE, *USS Holland*, is shown in drydock about 1901. It had a conning tower of bronze, one inch thick and single screw propeller.

valve arrangement and the muffler were under the superstructure deck, in other words, below the surface-condition water line. This meant that the muffler and exhaust valves were submerged by a few feet even when the boat ran on the surface.

"A 'muffler box' enclosed the engine valves. The engine being a four-cylinder affair, a separate exhaust line ran up to the box from each cylinder. In that way the engine could be run as a one-cylinder unit, a two-cylinder unit, a three- or four-cylinder unit by opening the appropriate exhaust lines.

"The design of the muffler box and valve arrangement was such that the engine was able to discharge its gasses overboard in spite of the submergence of these valves. When the boat ran on the surface, all engine gases went overboard.

"Some gases did get into the boat, however, due to mal-operation of the muffler box or outside valves when the engineer pulled a boner by closing the

outside valve before the engines approached the stop condition. When he did this, the spring safety valve on the engines would open, allowing the exhaust gas to discharge into the room. These were accidents, however, and not standard operating procedure."—Ed.

## Korean Presidential Unit Citation

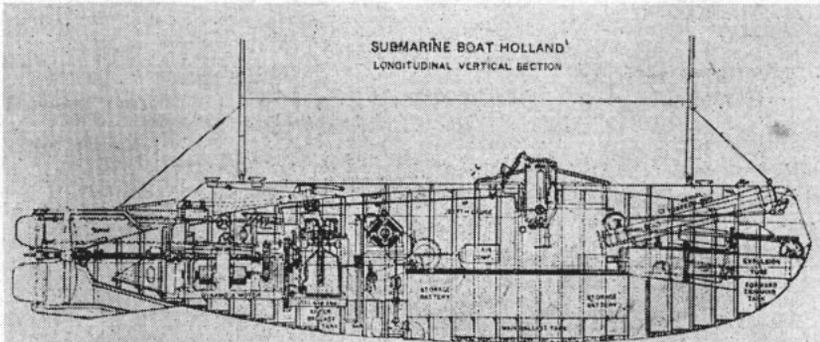
SIR: In the summer or fall of 1951 the Korean Presidential Unit Citation was awarded to Task Force 95 by the President of the Republic of Korea. Has there been an official announcement authorizing the wearing of this ribbon?—T.E.H., LT, USN.

• The Secretary of Navy has taken steps to get Congressional permission for the wearing of the ROK Presidential Unit Citation. In the meantime eligible Navymen may not wear the ribbon.—Ed.

## Alterations to Uniforms

SIR: I understand that up to \$1.00 is allowed for alterations of uniforms purchased in Clothing and Small Stores. My question is whether this allowance is for one uniform or for any number of uniforms purchased at one time. Does this free alteration allowance also include sewing on of service stripes and rating badges?—W.D.R., AG1, USN.

• Free alterations up to the value of \$1.00 to each new article of uniform purchased from Clothing and Small Stores are authorized by the Navy Exchange Manual. Alterations in excess of \$1.00 will be paid for by the individual out of the monthly uniform maintenance allowance received. Alterations do not include sewing on rating badges and service stripes.—Ed.



CROSS-SECTION of *Holland* reveals location of armament. The submarine could be powered by 45-horsepower gasoline engine or an electric motor.

**Reverting to Enlisted Status**

SIR: The background to my question is the Navy's policy of releasing from active duty Fleet Reservists who have performed 24 months' active duty since the beginning of the Korean conflict. I am a temporary officer who has served 24 months on active duty since the Korean conflict, and—except that I am a temporary officer—would be eligible for transfer to the Fleet Reserve.

How does the picture look for temporary officers in my status regarding transfer to the Fleet Reserve?—H.I.M., LT, USN.

• In order for a temporary officer to be transferred to the Fleet Reserve, it would be necessary for him to terminate his temporary appointment and be reverted to his permanent enlisted status. However, requests for such termination are not being approved at the present.

This fits into the general picture explained in the October issue of ALL HANDS, p. 9. During the present emergency, as stated in Alnav 83-50 (NDB, July-Dec 1950), the policy of the Navy is to suspend all voluntary retirements of officers having less than 30 years' service.—Ed.

**Extra Pay Awarded for Heroism**

SIR: Is the 10 per cent extra pay awarded for heroism to members of the Fleet Reserve computed on the base pay or the retainer pay?—R.S.W., MMRC, USNR.

• Public Law 720 (79th Congress) amended Section 204 of the Naval Reserve Act of 1938 to provide payment of 10 per cent extra pay to retired members of the naval service for extraordinary heroism. The additional pay is computed on your base pay and longevity at time of retirement.

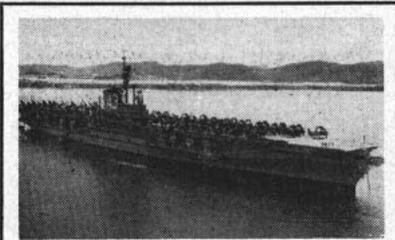
Eligibility of members of the Fleet Reserve to receive extra compensation for acts of extraordinary heroism must, in each case, be determined by the Secretary of the Navy.—Ed.

**Assignment to CBs**

SIR: While serving overseas with the rating of airman I worked for 17 months as a construction electrician with a construction battalion outfit. I have now returned to San Diego. I should like to attend a CB school and be transferred to a CB unit. How should I go about applying for this?—R. C. H., AN, USN.

• A request for assignment to a construction battalion should be submitted to Commander Service Force, U. S. Pacific Fleet, via the chain of command.

In order to attend Naval School, Class "A", Construction Electrician's Mate, it would be necessary for the Chief of Naval Personnel to waive your rate since an AN normally is not eligible to attend this school. A request for such waiver should be forwarded to the Chief of Naval Personnel (Attn: Pers-B212d) via



USS Coral Sea (CVA 43) lies at anchor at Guantanamo Bay, Cuba.

**CVAs Transiting Panama Canal**

SIR: There's a big discussion about carriers by our "barber shop gang." Can the "big three," the CVAs Midway (CVA 41), Franklin D. Roosevelt (CVA 42) and Coral Sea (CVA 43), pass through the Panama Canal?—S.T.S., HM3, USN.

• No, the Midway-class carriers cannot pass through the Panama Canal. Here's why: Their beam is 113 feet and the width of the locks is only 110 feet.

Some of the other CVAs (all former CVs were recently re-designated CVAs), namely, ships of the Essex-class (CVA 34 and CVA 19 classes) are also unable to pass through the Canal. For example, ships of the CVA 34 class (27A conversions) cannot transit the Panama Canal since a four-foot blister has been added on each side which throws the deck edge platform of the carrier into the top of the Panama Canal locks. However, even without the blisters transit of the Canal by these carriers would not be practical since there would be only six inches leeway between the ship and the locks.—Ed.

chain of command. Every consideration will be afforded such a request.—Ed.

**Gold Hashmarks for PO3s and Up**

SIR: Since last September I have been qualified to wear gold service stripes and a gold rating badge (as prescribed by Navy Uniform Regs, Chap. 12). The storekeepers at the local Clothing and Small Stores tell me they have never seen a gold rating badge for a first, second or third class petty officer.

They also tell me that BuPers has to be notified when a man becomes eligible for a gold rating badge and gold hash marks—and that the Bureau will forward them to me. Sounds sort of strange to me. What is your interpretation of this matter?—J.W.B., RM1, USN.

• When a man qualifies for the gold rating badge and hashmarks, he need not notify BuPers. Instead, he purchases them on his own.

Gold rating badges (and gold service stripes) may be purchased either from

a commercial uniform store or from the Navy. Those available from the Navy—if you can't get them from your local Clothing and Small Stores—should be requisitioned by the C&SS officer from the Clothing Supply Office, Naval Supply Facilities, Brooklyn 32, New York.—Ed.

**Fire-Fighting Assistant's Device**

SIR: A number of station-mates and I would like some information on the fire-fighting assistant's distinguishing mark and qualifications. We would also like to know if there are plans for a fire fighter rating.—J.E.C., AN, USN.

• The fire fighter assistant's device is a Maltese Cross design worn on the right arm. Qualifications for designation as a fire-fighting assistant are listed in the BuPers Manual (Art. C-7412). The combined practical factors and examination subjects, which make a rather long list, involve a thorough familiarity with fire-fighting techniques.

With one exception, all enlisted men, whether ship or shore-based, are eligible to qualify. The lone exception is damage controlmen, a large part of whose rating deals with fire-fighting skills. Once qualified, a man must re-qualify yearly to keep the designation.

There are no plans to establish a separate fire-fighting rating.—Ed.

**Prize Vessel with Surprising Cargo**

SIR: I was serving on board USS Conner (DD 582) when in July 1945 we received orders to proceed with USS Charrette (DD 581) to Banda Sea in the vicinity of New Guinea to intercept the Japanese hospital ship, Tachibana Maru, which had been reported carrying ammunition. In a few days we overhauled her, boarded her and took her to Morotai, Dutch East Indies.

I have often wondered what happened to that Jap ship. Also, was Conner ever awarded the Presidential Unit Citation or the Navy Unit Commendation?—H.N.C., YN2, USNR.

• The fifth volume of Battle Report, p. 447, has only this to say: "... The hospital ship Tachibana Maru (was) captured by Captain William H. Watson's DesDiv 102 (Conner and Charrette) while making a run in the Banda Sea. Enroute to Java, the fully lighted mercy ship was loaded with over 40 tons of ammunition, small arms, five 75-mm. howitzers, 1670 soldiers, three monkeys and two cats."

Conner's history reports that she brought her prize into Morotai Harbor in the Halmahera Group on 6 Aug 1945. The Jap ship was thoroughly cleaned and later turned over to ComSeventh-Flt.

There is no record of any awards having been made to personnel of Conner or awards of the PUC or NUC to the ship.—Ed.

### Souvenir Books

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

**USS Tanner (AGS 15)** — The Tanner Annual 1952, an 80-page cruise book covering both the Southern and the Northern cruises is available to mail order purchasers for \$3.30. Remittance should be made payable to Annual Staff, *uss Tanner (AGS 15)*, Fleet Post Office, New York, N. Y.

### Midshipmen Rate Salutes

**SIR:** Will you please settle a discussion concerning salutes to midshipmen of the Navy. Navy Regulations states that salutes shall be rendered to all officers and that midshipmen are officers. However, there are some personnel here who think midshipmen do not rate the hand salute. I contend that midshipmen do rate one. How about this?—R.M.F., AMC, USN.

• **You are right.** Article 1302, U.S. Navy Regulations, defines the grades of officers in order of seniority as follows: fleet admiral, admiral... ensign, commissioned warrant officer, midshipman and warrant officer.

Governing the exchange of salutes, Article 2111(2) reads in part: "All persons in the naval service shall salute all officers senior to themselves on each occasion of meeting or passing near or when addressing or being addressed by such officer." In accordance with these two articles midshipmen rate the hand salute by all junior naval personnel.

An article titled "Naval Courtesy—Ashore and Afloat," ALL HANDS, March 1952, pages 25 through 40, gives a complete round-up of saluting etiquette for all occasions.—Ed.

### Carrier Pigeon, USN?

**SIR:** I have three questions that I hope you will be able to answer for me. (1) Does the Navy use any carrier pigeons at the present time? (2) If so, where and what are their services and (3) what are the requirements and where may I obtain the information?—D.J.B., SA, USN.

• **The Navy (1) does not use carrier pigeons at the present time.**

(2) There are no billets open for personnel in the breeding, training or care of homing pigeons. However, during World War II some use was made of homing pigeons as message carriers within or between Navy units and personnel were trained to perform the job of Pigeon Trainers. (3) The Manual of Enlisted Navy Job Classifications (NavPers 15105) contains a description of the job and provides for an Exclusive

**Emergency Service Rating job classification code and title—"ESC-9792, Pigeon Trainer." Such classification would be assigned only during wartime as needed.—Ed.**

### More Globe Girdling Destroyers

**SIR:** We noticed that in your story in the October 1952 issue of ALL HANDS on the destroyers that have completed round-the-world cruises you left out DesDiv 181.

We left Newport, R. I., 3 Jan 1951 for Korea via the Panama Canal and returned 8 August of the same year via the Suez Canal. We sailed into Newport, thus completing a world cruise of approximately 60,000 miles.

The ships of the division were *uss Joseph P. Kennedy Jr.* (DD 850), *uss Fiske* (DD 842—now DDR 842), *uss William R. Rush* (DD 714) and *uss Hawkins* (DDR 873). We made stops at Hong Kong, Singapore, Colombo, Bahrein, Suez, Port Said, Naples and Gibraltar.—D.F.C., QMC, USN.

• **A number of destroyer divisions have recently circled the globe on their way home from Korea.** ALL HANDS, in its story, did not attempt to name them all but is glad to have another addition.—Ed.

### Surrendering I.D. Cards

**SIR:** An argument has arisen at this activity concerning Armed Forces identification cards. Some say that they should not be surrendered to another person under any circumstances. Others say that they may be turned over to the police under some conditions. Can you clear up these points?—J.E.B., YNT1, USNR.

• **First of all, a person surrenders his Armed Forces identification card when he is separated from the naval service. He also surrenders it when he is issued a new card.** (See "Change in I.D. Cards," ALL HANDS, November 1952, p. 9).

In addition to these two instances, police authorities (Armed Services police and civil authorities alike) are authorized to remove a man's I.D. card when placing him under arrest. The card is then returned to the owner when he is released from custody.

If a man is released in his own custody and sent on to his ship or station, his I.D. card is returned to him. However, if he is sent under guard the I.D. card remains in the Guard's custody for delivery to his commanding officer. The C.O. returns the I.D. card to its owner when he is released from arrest.—Ed.

### Photos, 15 Years Apart, Tell Good Recruiting Story

**SIR:** I am enclosing two snapshots of myself and my two nephews, Robert LaRicci, on my left in both pictures, and Michael DePaul Jr., on my right.

The photo at left was taken upon my return from the old Asiatic Station in 1936 after a five-year tour. The photo at right shows us in the same order 16 years later. Robert and

Michael were both just about to complete boot training at Bainbridge. I had "gone out on 20," been recalled to active duty and assigned as an instructor at Bainbridge.

Needless to say, I am very proud of both of them for "going Navy."—A. A. DePaul, GMMC, USN.

• **But chief, you've shrunk!**—Ed.



GETTING the early word on Navy in left photo, Michael DePaul, Jr., and Robert LaRicci, later join uncle A. A. DePaul, GMMC, USN, at Bainbridge.

**Advancement for Hospital**

SIR: I am a patient in a naval hospital. Before I was transferred to the hospital I was notified that I would be advanced as a result of a service-wide competitive examination. Can you tell me why I have not been advanced?—J.H.M., SN, USN.

• An individual who is transferred to a naval hospital or medical facility is not eligible for advancement in rate or rating if, on the authorized limiting date of advancement, he is still a patient in a hospital.

An exception, however, is an individual who is hospitalized as the result of wounds received in actual combat with enemy forces. He may be advanced while so hospitalized. Other hospitalized Navymen, however, may only be advanced if returned to duty prior to the limiting date authorized for advancement and if they are in all other respects fully eligible for advancement.

If you were not advanced because you were hospitalized and not returned to duty until after the limiting date authorized for advancement, you will be required to take another examination.—ED.

**Precedence of NROTC Graduates**

SIR: Are Naval Reserve Officer Training Corps graduates who are commissioned as ensigns in the Regular Navy placed in the Register of Commissioned and Warrant Officers of the U.S. Navy and Marine Corps in alphabetical order or listed by class standing?—J.A.B., CDR, USN.

• The listing of ensigns in the Register is as prescribed by Public Law 729 (79th Congress), which also prescribes that all ensigns commissioned in any year shall have the date of rank of the

date of graduation of midshipmen from the Naval Academy.

Upon receipt by the Chief of the Bureau of Naval Personnel of the class standings of all ensigns commissioned in any year, regardless of source of procurement, the ensigns are arranged categorically among themselves on a precedence list as determined by their class standings. Then a combined lineal list is composed of all ensigns commissioned in any year, the ensigns being arranged in precedence positions in accordance with a percentile formula. In case of ties in percentile rank, seniority is determined by the earlier date of issuance of commissions to those ensigns concerned.

The Register of 1 January 1953 will show the ensigns commissioned in 1951 in their correct lineal order.—ED.

**Volunteer for UDT Duty**

SIR: At present I am stationed on a carrier operating with MSTs in the Pacific. I would like to volunteer for Underwater Demolition Team (UDT) duty. Upon completion of recruit training I attended Machinist Mate's Class "A" school. How should I apply for UDT training?—L.J.B., MMFN, USN.

• Enlisted men of the Pacific Fleet apply for this training in accordance with the latest ComServPac Instructions which are available in your ship's personnel office. EM's of the Atlantic Fleet apply in accordance with notices promulgated by ComServLant as classes convene. In your case, if you meet the qualifications, your request, with the endorsement of your commanding officer, should be forwarded to ComServPac via ComMSTSPac area and ComPhib-TraPac, who controls the school quota for Pacific Fleet commands.

Personnel selected for UDT training must volunteer for this duty and have a minimum obligated service of 18

**Ship Reunions**

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

• *uss Hornet* (CV 12): For information regarding the 1953 *uss Hornet* (CV 12) club reunion, write to A. Lipsky, 266 Conklin Ave., Hillside, N. J.

• *uss Attala* (APA 130): Officers and men of this ship interested in a reunion during 1953, at a time and place to be decided by mutual consent, may write to Carl S. Carlson, Box 456, Safety Harbor, Fla.

• *Waves Supply Corps*, August 1943: It is proposed to have a 10th reunion of the *Waves of the Supply Corps* class of August 1943, at a time and place to be designated by mutual consent. Those interested please contact Ann Monroe Samson, 996 Amarillo Ace., Palo Alto, Calif.

months remaining when they enter training. Applicants are required to meet physical qualifications in accordance with the Manual of the Medical Department requirements for divers (Art. 15-30) and must be able to swim easily a distance of one mile using at least three different strokes, such as the crawl, back, side or breast strokes.

Other requirements are an education of at least two years high school or the USAFI equivalent. Also, applicants must not be more than 30 years of age at time of assignment.

For information about the type of work accomplished by UDT members, the number who qualify in training, and the hazards involved, see ALL HANDS, May 1950, p. 2, for the article "Demolition Demons."—ED.

**...how to send ALL HANDS to the folks at home**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

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# Navy Ships and Crews Are Sports-Minded

**S**PORTS meet two requisites of a wholesome life aboard ship—one, an opportunity for physical exercise; secondly, the means of intelligent recreation in idle hours.

The Navy's physical fitness program has among its main objectives the development and maintenance of the body's strength, muscular endurance, agility, flexibility and speed of action.

These skills developed in combative sports and athletic games pay off—both to yourself and the naval service. For example, development in bodily strength and endurance is reflected, along with improvement of military posture, in a man's greater self-confidence and self-respect. Agility in sports also tends to improve ability to respond quickly to changing combat situations. Sports develop alertness, aggressiveness, initiative and resourcefulness. Team work carries over into daily shipboard assignments. Individual and group morale is improved, and the result is a "happy ship."

The size of a ship, of course, seriously affects the number of games and sports that can be played. But with certain changes, many sports can be adapted to shipboard life.

With this in mind, **ALL HANDS** presents on the following pages brief descriptions and observations on several sports or games adaptable to the Navy's various types of ships, having primarily in view the smaller ships in which the areas suitable for athletic activity are limited.

Detailed treatment of all the sports listed on the following pages is not possible. However, there are innumerable publications available which will adequately fill the gaps.

Limited supplies of sports rule books, which will be furnished without charge as long as the stock lasts, are carried at seven naval activities, namely: Naval Supply Center, Norfolk; Naval Supply Center, Oakland; Naval Supply Depot, San Diego; Naval Supply Center, Pearl Harbor; Naval Supply Depot, Great Lakes; Naval Supply Depot, Newport; and Naval Supply Depot, Seattle. Also available, at a minimum charge, are scorebooks for miscellaneous sports.

The rule and score books carried by these supply activities are for sports primarily suited for shore activities, but include some adaptable to ships. They are boxing, wrestling, baseball, softball, football, soccer, handball, volleyball, basketball, swimming (including water polo), table tennis, tennis and badminton.

In addition, two publications which fully describe dozens of games can be obtained at the nominal fee of 30 cents each from the Superintendent of Documents, Government Printing Office, Washington, D. C. They are Technical Manuals (Sports) TM21-221 and TM21-225. A number of excellent guides (50 cents each) can be procured from the sports library of the American Association for Health, Physical Education, and Recreation, 1210 16th St., N. W., Washington 6, D. C. Several good books on sports in general are also available for inclusion in ship's libraries.

For the more serious minded athletes, especially those who hope to compete in top-level tournaments, both within the Navy and in civilian contests, it will prove advantageous to become acquainted with the official

rule books of the National Collegiate Athletic Association and the Amateur Athletic Union of the U. S.,

As for the equipment necessary for the performance of the sports we mention, one pastime requires no gear whatsoever, others involve simple items which with a little ingenuity can be devised from materials generally available aboard ship, while still others call for a minimum of equipment but of the type which must be obtained from outside sources.

Ships with non-appropriated recreation funds can purchase sports equipment on the open market or order it from any one of the seven naval supply centers and depots mentioned above. However, these activities stock only welfare and recreation equipment listed in Class 37 (Group 3) of the General Stores Section of the Catalog of Navy Material.

To make a cash purchase from General Stores, a "Requisition Afloat" should be prepared and signed by both the supply officer and the commanding officer. Forward the request to the nearest supply activity designated to stock welfare and recreation material. Checks and/or money orders should be made payable to the Treasurer of the United States.

If a ship does not have funds available, assistance should be requested from the type commander. Also, ships which do not have copies of the Navy Material Catalog may consult their type commander.

Of the equipment necessary for the sports we cover in this article, the following items are included in the Catalog of Navy Material (if possible, it is desirable and economical to purchase athletic equipment through the Navy supply centers):

Boxing gloves, head guards, rubber mouthpieces, portable rings, training bags, striking bags (with platforms and swivels), striking bag exercise gloves, boxing and wrestling mats, mat covers, skipping ropes, fishing kits and tackle, golf clubs (bags, balls, tees), tennis balls, badminton rackets, badminton shuttlecocks, table tennis sets (nets, posts, paddles, balls), table tennis tables (two-section, folding), basketballs, foot and hand-type inflators and inflating needles, basketball goals (baskets), water polo balls, knee pads, sweat shirts, sweat pants, athletic supporters, athletic socks, rubber and leather softballs, darts and dartboards (reversible, cork-faced).

Other equipment described in our roundup may be found in Navy Exchanges and similar military stores ashore, or in any commercial sporting goods store.

For the information of ships interested in other sports, the Navy Material Catalog lists items necessary for baseball, softball, football, soccer, medicine ball, volleyball, archery, and horseshoes (steel, for outdoor use). Also available are dumbbells, Indian clubs, climbing ropes, and jumping standards.

Now, turn to the next page and take a look at the sports listed. If your ship has discovered any sport that we have not listed, send **ALL HANDS** a description of it, and any pointers which should be considered in adapting it to other vessels. Safety factors are important. For example, we have not listed "weight lifting" because, although it is a fine sport, the dangers inherent are such that it should not be authorized except under highly competent supervision and careful preliminary training.



# Streamlined Sports

## Boxing

Boxing has long been one of the Navy's most popular sports. In addition to its value as a physical conditioner and character builder, boxing provides practical training and experience in the art of self-defense in hand-to-hand action, and inspires the development of combat spirit.

The sport of boxing is adaptable to almost any type of ship. Although on smaller vessels there probably is not room enough



to set up a regulation ring, there generally can be found an area (topside or below decks) where a couple of punching pals can engage in a sparring match. It is important that whenever any boxing match or sparring activity is undertaken, the space selected should be as free as possible from any surrounding gear which might inflict bodily harm should one of the contestants fall or be pushed into it. Bunk mattresses often may be used to pad equipment in the vicinity of the boxing area.

To attest to the popularity and pursuit of boxing in the Navy, one well-known ring authority states that "the naval service has turned out more world's boxing champions and near champs than any other profession or walk of life." Of these, two of the best remembered today are former world heavyweight champions Jack Sharkey, one-time Navy boxer, and Gene Tunney, ex-Marine pugilist. Lesser known, but still among the big timers, are the many men who made names for themselves in the lighter weight matches.

The Navy's current heavyweight artist, 230-pound "Big Ed" Sanders, should he decide to turn professional, could well be considered another world champion in the making. He already holds the world's amateur heavyweight crown which he won during the 1952 Olympic games. He is the only man ever to win any Olympic boxing title while representing the Navy and is the first American to win the heavyweight trophy in the history of Olympic boxing.

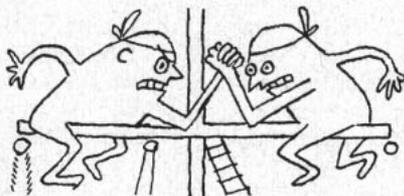
Navy boxing hopefuls would do well to avail themselves of the "Official Boxing Rules and Guide" of the Amateur Athletic Union of the U. S. These rules govern All-Navy, AAU and Golden Gloves tournaments which are open to all Navy ringmen. (In Olympic years, the All-Navy contest is conducted under Olympic rules.) For sports allied to boxing and helpful to the man who

wants to keep in training, see the sports covered below: "Lucky Bag Punching" and "Line Hopping."

## Crow's Nest Wrestling

The title, our own invention, is selected for the reason that the following variations of wrestling can be conducted in an area not much larger than would be found in a crow's nest. Hence, this form of sport can be enjoyed even in the smallest of vessels.

- *Indian Wrestling.* Two opponents lie on their backs on the deck with their right sides together and feet in opposite directions. The right arms are interlocked. On the count of "one" each man raises his right leg to the perpendicular position and then lowers it to the deck. On the count of "two" this movement is repeated. On the count of "three" each man again lifts his right leg and hooks his opponent's leg near the ankle with his heel. The player who succeeds in rolling the other over backwards is the winner.



- *Forearm Wrestling.* Two players sit opposite at a table or bench. With the right elbow resting on the table, hands are clasped firmly. The object is to force the opponent's hand to either side until it touches the table. The elbow should not be moved during this action, nor should the free hand be employed except to brace one's self against the table or bench. Players must remain in sitting position.

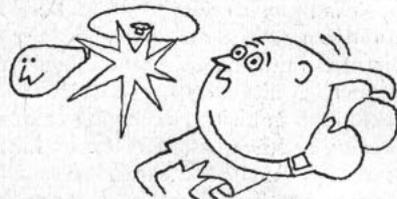
- *Hand Wrestling.* Opponents stand and grasp right hands with little fingers interlocked. One foot is forward against the side of the opponent's forward foot. Each contestant then attempts by pushing, pulling, side-ward movement or other maneuvering to force his opponent to move one or both feet from the original position. Either right or left hands may be used providing the opponents each use the same. The foot placed forward by each opponent should be the one on the same side of the body as the hand used.

- *Stick Wrestling.* This requires the use of a strong stick such as a broom or swab handle. Two players grasp the stick with both hands and attempt to take it away from each other. A player is not defeated until both of his hands are released from the stick at the same time.

- *Scoring.* Crow's nest wrestling can be conducted by matches, each match to consist of five bouts. The contestant successful in three bouts is the match winner.

## Lucky Bag Punching

Lucky bag punching (you'll be lucky if you can hit it every time) is a popular activity with Navy men on all types of ships when equipment is available, not only because of



its special relationship to boxing but as a general physical conditioning exercise.

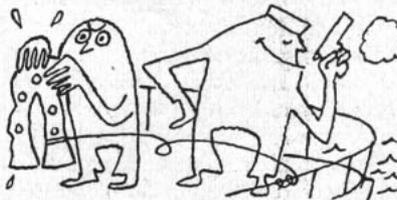
There are two styles of punching bags. One is the small pear-shaped striking bag, inflated, lively and short-hitched to a rebounding platform; the other, a large cylindrical body-punch training bag, heavily padded and suspended from a height of several feet. (The smaller striking bag is more adaptable to smaller ships.) Soft leather gloves should be worn when exercising with either bag.

Exercises with the striking or rebounding type of bag involve timing and rhythm to the highest degree. The bag may be punched off the fists, elbows, shoulders and even the head of the performer. However, to develop timing, hitting muscles, shoulder and arm strength, only fist punching is advised.

The second type of bag punching requires considerable force to jar and move the suspended bag. (Care should be taken that the wrists are true and firm to avoid sprains and injuries.) For boxers or men training in the art of self-defense this exercise is useful for developing short powerful blows used in "in-fighting." Also long rights and lefts to the body and head can be practiced with the training-type bag.

## Toss Targets

Toss a tin can or a jar or bottle (with top on) over the side and it becomes an



excellent target for small arms practice. Any ship can be equipped with a number of rifles or pistols of the .22 caliber target type and a good supply of ammunition.

This sort of at-sea gunnery practice is good training for any occasion when arms of heavier caliber might be pressed into service. It, too, provides an interesting recreational sport.

# for Shipboard Use



## Ship Skeet

Skeet, a form of sport similar to trap-shooting, can be a valuable aid in developing small arm gunnery proficiency. (During the last war, many of the nation's greatest



skeet shooters were engaged by the Army and Navy as small arms instructors.) Although skeet is strictly an American invention (the much older trapshooting was founded in England) it bears a foreign title, selected a little over 40 years ago in a national naming contest. "Skeet" is the Scandinavian word for "shoot."

Skeet uses clay birds as targets. They can be thrown into the air by a regulation spring catapult, called a trap, which possibly could be installed aboard larger ships. On smaller vessels, the targets could be hand thrown. (Hand-held traps are available at gun stores.) The standard target is disc-shaped, about four inches in diameter and weighs approximately three ounces. The clay breaks or pulverizes when struck with bird shot. Guns can be of 12, 16, 20 or 28 gauge with .410 bore. Standard skeet shells are readily available at sporting goods stores as well as in many Navy Exchanges and similar military post stores.

Skeet shooting can be employed as a means of individual recreation and practice or as a medium for a shipboard match. In team shooting, each man is allowed a definite number of shots and his score of "hits" is tallied with those of his teammates.

## Badminton

Badminton is similar to tennis in that two players (in singles) or four players (in



doubles) stand on opposite sides of a net placed in the middle of a court and use rackets to propel a feathered cork object called a shuttlecock (bird) from one side of the court over the net to the other side, it being necessary to strike the bird before it falls to the deck. Like midget volleyball, badminton on smaller ships would have to be played in an area reduced from regulation

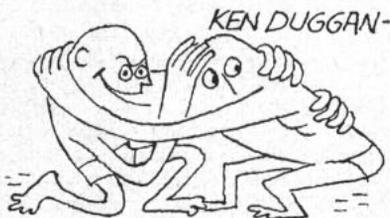
dimensions, but the same rules of play would apply. A length of line could simulate the top edge of a net.

## Wrestling

Regulation wrestling is adaptable to many types of ships. In fair weather topside matches can be conducted in the same space which can accommodate boxing. In foul weather, wrestling can be staged in the messing compartment.

Wrestling is one of the oldest sports. In one form or another it goes back as far as civilization has been traced. It is a contest requiring but little paraphernalia, most necessary of which is a mat. (If a regulation mat is not available, several bunk mattresses can be placed close together to cover adequate deck space.)

Wrestling develops physical fitness and strength, protective skill and self-confidence. Nevertheless, the sport can have its dangerous side if participants are poorly schooled in its techniques and fundamentals.



A good book on the subject should be studied by the novice matman before undertaking the activity seriously. Danger of bodily harm can be kept to a minimum, however, by observance of a few basic safety precautions.

The roughhouse tactics of the professional grappler have no place in regulation wrestling. A competitor should stay in his class. That is, he should take on only an opponent of about the same weight, ability and experience. Wrestling areas should be well padded. (In confined areas on smaller ships, this should include all gear or projecting equipment in the immediate vicinity which might prove harmful should a man accidentally be thrown against it.)

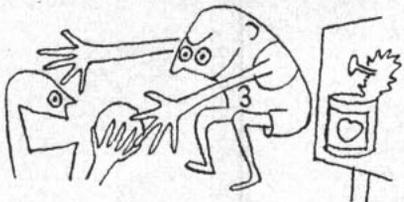
If possible, regulation sweatsuits or tights should be worn to minimize mat burns. Ear guards also should be worn to protect against ear injury or disfiguration. Sharp fingernails should be trimmed. Finger rings should not be worn. Most important, a man must be in good physical condition—"wrestling" can be a tough workout.

## Tin Can Basketball

As far as shipboard basketball playing is concerned, a regulation game, because of the size of the court required, is adaptable only to carriers with their large hangar deck

spaces. However, it might be possible to set up a court of decreased but proportionate dimensions in an empty hold of a cargo-type vessel, providing, of course, that ventilation is adequate.

In smaller ships, even though there would not be room enough for a regular basketball game, practice baskets could be installed. A competition of sorts could be conducted along the lines of a foul-shooting contest. Any number of players could take part. Each player could be allowed a predetermined



number of shots in succession from a designated "throw" line. The winner would be the one who got the most baskets out of the permissible tries.

For an entertaining basketball type of game suitable for small vessels may we offer:

- **Tin Can Basketball.** As the name suggests, a large fruit or vegetable can with its ends removed serves as the basket. The can is secured high on a bulkhead or suspended from the overhead on a small piece of line attached, bail-shape, to opposite upper edges of the can. The suspended basket makes the game more difficult and requires more skill on the part of the player since there is no backboard to assist the shooter, and the "bail" of the can will deflect many otherwise well-aimed shots.

The ball can be a sponge rubber ball, a tennis ball, a golf ball, a baseball, a softball, or even a ball-shaped wad of paper covered with tape (the latter, because of its light weight, makes for interesting play).

A line should be marked off or a deck seam selected as a "foul" line about 10 feet from the basket. Two five-man teams and a scorekeeper are selected. The game is divided into matches, 25 points constituting a match. The first team to win two matches wins the game.

There are two similar sets of rules, one to govern play with a *bouncing* ball, the other for a *non-bouncing* ball. In either game, a coin is tossed to determine which team shall put the first man on the playing line. After the first man has finished his play, the ball passes to the number one man of the opposing team, and so on, alternately, until the end of the game-deciding match. After the number five man on a team has had his play, the number one man again takes the line. Each man, in his turn, is allowed two chances to score, via a long shot and a short or follow-up shot. The first or long shot is made from the foul line after

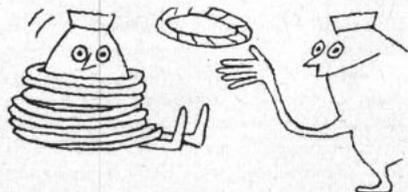
## Shipboard Sports (Cont.)

which the shooter is allowed to cross the line for the follow-up shot.

In bouncing-ball play, if the ball goes through the can on the long shot, it counts one point. If the player on the follow-up shot catches the ball on the first bounce and, from the catch position, gets another basket, it counts two more points. If after making a basket on the first shot and the ball is caught after passing through the can and before it hits the deck, and (again from the position of catch) another basket is made, it counts three points. In any event, a player must make good on the first basket try in order to be eligible for a second shot on that particular turn of play.

When a non-bouncing ball is used, the procedure of play and scoring is the same except that the first or long shot, if good, counts one point and a good follow-up shot two points. The first-bounce play, obviously is eliminated. Once again, in order to be allowed a second shot in one turn of play, the shooter must make his first shot good and then catch the ball after it passes through the basket and before it hits the deck. Use of a non-bouncing ball is advised for topside or open deck play to prevent loss of the ball over the side.

### Ring Toss



Ring toss, adaptable to any size ship, can be played in two ways.

In one game of ring toss, a board with several hooks or pegs is placed on a bulkhead. From a designated throwing line players attempt to hook rings on the board. Any number of players may have five successive tosses with as many rings. Each peg or hook position has a scoring value. After the five throws, the sum of the points scored are noted against the player's name, and the next player takes his turn. The total points constituting a game can be decided upon before hand. Because of the time element, the usual rule is: the larger the number of players, the smaller the total points for game.

The first player or team to score the necessary total is the winner. However, should one of the first players score the game total, all other players who have not had as many times at toss are given an equal opportunity to tie or pass the temporary winner. In this type of playoff, if more than one player or team has reached the game total or more, whichever has the highest score is the winner.

A second game is quite similar to horseshoes or quoits both in play and scoring except that a rope or rubber ring of about five-inch diameter is used in place of the shoe or quoit. Two men can play "singles" or four men can play partners or "doubles."

### Neptune Golf

No golfer would think of driving balls around a ship, but there are a number of clever practice-drive gadgets which can be used to keep a man in shape for the links.



Such devices accurately measure the performance of the ball although the ball itself acutally goes nowhere.

There also are various types of artificial cups which can be placed about the deck and used for putting practice. (Should the ship be at sea and slightly rolling or pitching, a putting game would present an interesting variety of hazards. Under such circumstances, to sink a putt probably would require, as usual, more luck than skill.)

If a ship has space enough, nine or eighteen cups can be laid out in golf course fashion and a tournament conducted. The player's score would be the number of putts taken to complete the course. This is our version of "Neptune Golf."

Driving practice could be conducted on the fantail or other appropriate space by rigging up a canvas driving cage designed with side guards and an overhead strip to prevent balls from being lost overboard. One ship of which we heard rigged up mattresses on the fantail for a driving range. A coco or rubber mat could be used in place of a tee.

### Mumble-ty-peg

Mumble-ty-peg is a jackknife skill game and a good recreational pastime requiring a very small playing area. (The sport originally was called mumble-the-peg because the loser had to pull a peg out of the ground with his teeth. During this stunt, if he wished to speak, he could only mumble.)

A jackknife and a square of soft-grained wood (wall board would do) are all the equipment necessary for mumble-ty-peg. There are many ways of scoring and playing the game, but the main object is to flip, snap, throw or toss the knife (with each hand in turn) from a progressive order of



positions in such a manner that it will end up sticking into the board.

Players usually make up their own rules and system of play. For instance, they may include a snap throw with the hand at the forehead position and from each ear posi-

tion; a thrust throw off the shoulders, elbows, wrists and finger tips; forward and backward tosses from back and palm of open hand and from closed fist, etc. In each instance the knife is made to describe an arc so that the point of the blade on its descent will hit the board.

Whatever the series of manipulations decided upon, the point of the game is for a player to attempt to become the first to execute the complete cycle of stunts. A player can continue his play until the knife fails to stick in the board. The next player then takes his turn and plays until he misses, etc. Each contestant, when he resumes play, starts with the stunt he last missed and continues on through the successive positions in the progression until he wins or misses again.

### Shuffleboard

Shuffleboard has long been one of the most popular of passenger shipboard games. It is easily adapted to Navy vessels.

On larger ships, a regulation court could be laid out on deck and the game played with regular shovels, cues or sticks and disks. A shuffleboard rule book will explain



the method of play and scoring and will illustrate the design of the court.

In smaller ships, a miniature shuffleboard game can be played. Regular rules are used but the "court" is a small scale shuffleboard diagram drawn on a piece of white oilcloth or similar material which can be laid out on a mess table. Checkers (in place of disks) can be "shuffled" toward the scoring areas.

### Navy Bean Bowling

Navy bean bowling, a dandy substitute for bowling, is adaptable to any ship and requires only a few cloth bags filled with beans and a target or scoreboard to shoot at. It provides an excellent shipboard game suitable for partner, team or division tournament play.

A Navy bean bag can be made of any sturdy cloth material and should be approximately five inches square. After being filled (loosely) with beans (the uncooked kind) the open end is sewed up.

The scoreboard can be made of plywood, masonite or similar material from one-quarter to one-half inch thick. It is made in the shape of a triangle with four-foot sides. To the back of the board should be attached a prop stick so that when the target is set up it will tilt backwards at an angle of about 75 degrees from the deck.

The target contains ten holes of six-inch diameter. The holes are arranged in a

bowling pin setup scheme (as it would look from the pinboy's position) except that the numbers are reversed. That is, the hole at the apex (what would be number 1 pin in bowling) is the number 10 hole in bean bag. Below that is a row of two holes numbered (from left to right) 8 and 9; a third row of three holes numbered 5, 6 and 7; a bottom row of four holes numbered 1, 2, 3 and 4.

The purpose of the game is to make each of the ten holes by throwing the bag through on the first, second or third try. The chances of scoring are increased by making the hole on the first throw. Each player is allowed three throws every time up. After a throwing line has been selected about 10 to 12 feet from the board, begin by throwing the bag into hole number 1 and proceed in order to number 10, each player taking his turn in order.

The game consists of 10 frames, as in bowling, and is scored as follows:

- First throw making the hole triples the value of the number for which it was thrown and the player does not get additional throws. If the player misses on the first throw he has two more chances.

- Second throw making the hole doubles the number for which it was thrown and the



player does not get additional throws. If the player misses again he has one more chance.

- Third throw making the hole scores the number for which it was thrown.

- If the hole was not made on any of the three throws it counts as 0 for that frame or turn.

- The score of each frame is added to the score of the previous frame as in bowling.

- If the last hole (number 10) is made on the first throw, the score is tripled and the player has two more throws. If on the second throw the hole number 10 is made again, it scores an additional 20 points. The player has still one more throw (whether the hole has been made or not on the second try). If hole number 10 is made on the third throw it scores an additional 10 points. Perfect score for hole number 10 is 60 points.

- Making each of the ten holes on the first throw triples the score for each hole and two additional throws are awarded for hole number 10. If these are also made, the player has a perfect score of 195.

## Midget Volleyball

Regulation volleyball, like regulation basketball, is adaptable only to carriers. However, a midget type of volleyball can be played on smaller ships. Rules and regulations of regular volleyball can be followed but rope rings or bean bags can be used in

place of a ball. A net is desirable, but a length of line rigged at proper height (about seven feet, if overhead space permits) could serve the purpose. The line would simulate the top edge of a regular net.

Volleyball is played by two teams of six



men each. Rules for the game should be studied, but fundamentally the point of the contest is to make a play over the net into the opposition's territory and have the ball or its substitute fall to the deck before it can be returned.

## Jacktar Jacks

This is the familiar game of jackstones or jacks. No more than about a square foot of table or footlocker space is required and the entire equipment necessary is a small ball of the bouncing type and a set of jackstones or appropriate substitute. Regular jackstones are specially shaped (six-pronged) pieces of metal, but almost any small object that can be picked up easily will serve the purpose (nuts, bolts, beans, pebbles, etc.).

At the start of the game the jackstones should be placed on the table in some orderly arrangement and not too closely grouped. The number of "stones" to be used is governed by the type of game to be played. The jackstones are returned to the board by each player at the conclusion of his turn of play.

There are several systems of playing jacks and different numbers of players may take part. Basically, the idea of the game is this: using only one hand, bounce the ball off the playing surface and try to pick up as many jackstones as you can before catching the ball as it drops. The jackstones picked up must be retained in the hand while catching the ball. If the ball is not caught before it strikes the playing surface after the original bounce, whatever jackstones have been picked up are forfeited and it becomes the next player's turn. A running score can be kept, the first player to reach a certain total becoming the winner.



Another type of game has as its object the try to pick up all of the jacks in the least number of plays. Many players make up their own games, rules and methods of scoring.

## Line Hopping

The exercise of line hopping (landlubbers call it rope skipping) usually is associated with the training of boxers, but it can be very valuable to anyone as a physical conditioner. Requiring only a few feet of space for its performance, line hopping is adaptable to even the smallest of ships.

By following a regular system of exercise, line hopping is almost equal to running in developing leg muscles and wind. Speed of foot and coordination of action and breathing are sharpened.

Far from a "kid's pastime," skillful line hopping comes only after lots of patience and practice. The physical benefits that follow the practice are its reward.

The line or jump rope should be pliable, of small diameter (less than one-half inch) and about nine feet long. It is preferable to have handles attached to the rope ends to prevent hand blisters. The line should be swung mainly with a wrist motion.

The most common activities in this sport are (1) forward single swings of the line (the line passes forward above head and backward under feet), (2) forward alternate swings (in this action there are two move-



ments of the feet to one swing of the line), (3) forward double swings (the man jumps high enough and swings the line fast enough to have the line pass under the feet twice during every jump), and (4) crossing (in which type of swing, arms swing the line in the regular way on one swing and then the arms are crossed in front of the chest on the next swing, alternately).

The following movements may be executed with the line-hopping activities described above: (a) jumps (made with both feet), (b) hops (made on one foot), (c) running step (made as in stationary running), (d) hop-run (two hops made successively on each foot), and (e) hop-skip (one foot hops and then hops a second time while the other foot is swung forward. Forward foot then hops twice while other foot moves backward on the first hop, then forward on the second hop. The exercise is continued in a rocking motion of the body with feet alternated).

## Battleship (BB) Pistol

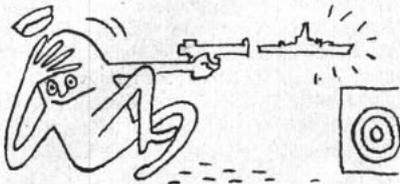
Although the name implies it, battleship pistol is not an activity designed exclusively for battleship bluejackets. It is a sport suitable for performance in any ship. We call it battleship pistol because the equipment involved is a BB pistol.

There is a wide choice of BB pistol target sets, any of which can be carried conveniently aboard even the smallest ship. (The BB rifle is not considered here because the pistol, beyond serving a recreational pur-

## Shipboard Sports (Cont.)

pose, can provide training and practice in the use of the sidearm with which the individual Navyman is most likely to find himself equipped.)

Shooting at regulation pistol target sheets



erected on the fantail is good fun, especially if the sport is conducted on a partner or team competitive level.

Since BB pistol shooting is done at fairly short range, it is possible in some ships to hold below-deck practice if there is sufficient space to assure a safe firing zone and providing the target is rigged with a satisfactory shot-stopping backboard. Any possibility of ricochet should be eliminated.

Inexpensive and compact BB shooting outfits now on the market include pistols which operate on an air-pump or spring-cocking principle, a supply of ammunition and various types of targets. One interesting target consists of a set of variously shaped pieces of material which when hit spin around a center rod. The target casing stops both "hit" and stray shots from further progress.

There are other pistols, more powerful than the ordinary BB shooter but still in that class of practice arm. They fire lead pellets slightly larger than the BB and which are propelled by air pressure or a miniature explosive charge. They can be extremely accurate at limited range.

It should be remembered at all times that these weapons must be used with caution. They can cause painful and dangerous injuries.

So happy shooting, but make sure you hit only what you aim at. Aim at a safe target and increased proficiency in the use of small arms.

## Seahorse Shoes

Horseshoe pitching, although an "old Army game," is a favorite pastime of sailors. One of the oldest of sports, it dates back to an era following soon after the practice of shoeing horses was started by the ancient armies of Greece, Rome and other nations. Soldiers would spend their leisure moments hurling discarded horseshoes in imitation of discus throwers, the world's most popular



athletes in those days. Later, distance throwing gave way to tries for accuracy at specific targets. Today these targets are called stakes.

Since the game occasions considerable

body bending and twisting, lifting, throwing, etc., it serves as an exercise in skill as well as providing excellent recreation.

Seahorse shoes can be played in almost any type of ship, the area available for the sport determining the size of the court which can be set up (a regulation court is 40 feet long between stakes). Naturally, steel horseshoes and clay or dirt-filled pitcher's boxes with imbedded stakes are not feasible for shipboard use, but hard rubber pitching shoes and suitable stake boards can be obtained.

## Anchor Ball

Anchor ball, our own Navy version of tetherball, is a game which like shuffleboard was inspired by the desire for a sport which could be performed in a limited shipboard area. The game, originally patented by a London company in 1896 under the name of "spirepole," continues to be a popular recreational game.

Ordinarily in this game, a special pole 10 to 13 feet in height is used. However, in our modified shipboard version, any open-area round stanchion can be used. (For con-



venience of explanation of the game, we shall refer to the stanchion as a pole.)

A tennis or sponge rubber ball enclosed in a leather or canvas casing is attached to a line about five feet long, the top end of the line being secured at the top of the pole. Approximately five feet from the deck a "waterline" stripe is marked off around the pole. (A colored piece of masking tape or a one-inch band of colored paper can serve the purpose if it is not advisable to permanently mark the pole.) Wooden paddles are used in playing the game. Only two players play at a time.

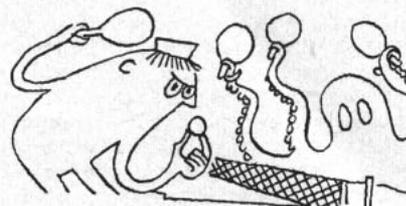
The object of the game is to wind the line in a determined direction by hitting the ball with the paddle. Players toss a coin to decide who serves and also has the choice of direction to hit the ball. The opponent must strive to hit the ball in the opposite direction. Players must stay within their respective half-circle areas. A game can be set at any number of points or be played for a given period of time.

A point is scored when a player succeeds in winding the line around the pole in his determined direction until the ball is temporarily "anchored" above the waterline. The point is awarded to the player in whose direction the line is wound regardless of which player was responsible for completing the winding in that direction.

At the completion of a point-making, the loser then serves the next play and announces his direction of the wind.

## Mess Table Tennis

Regulation tennis, of course, is not a suitable game for shipboard play for obvious reasons, but there are several table tennis



type games which retain at least some of the fundamental elements of the regular sport and which are adaptable to ships of all sizes.

In the absence of a special ping pong type of playing table, a regular mess table or similar piece of equipment with a net rigged in the center would be suitable. Ping pong paddles and balls, as well as the net, are needed for table tennis games.

Some of the games, all having their special rules of play, which can be conducted are ping pong (both singles and doubles), one-paddle ping pong, six man table tennis, wall table tennis, and around-the-table tennis. All of these games lend themselves to inter-division tournament play.

Fold-up types of ping pong tables may be obtained. They require very little stowage space. Paddles, balls and nets may be purchased separately from regulation ping pong tables.

## Chart Darts

The game of darts can be enjoyed on any ship although the throwing distance necessarily must vary with the playing area available.

As a change from using the usual target and scoring board, we suggest the game of chart darts. The game, as played, is the same as regular darts, but a chart or map, properly backed, is used for a target. Most ships at one time or another have navigational charts which have become obsolete or have been superseded and are ready for discard. Land or sea (or both) areas can be colored in and marked with score points, the highest values being given to the sections the most difficult to hit.

Metal-pointed or rubber suction cup end darts can be used. In the pointed-dart game, however, it is important as a safety measure



that the playing area be one with no or a minimum of foot traffic. Also, before a dart is thrown, the player should make certain that no one is in or about to pass within the "line of fire."

## Fantail Fishing

Since antiquity, when the first angler caught the first fish with his bare hands, fishing—principally as a means of obtaining



food, purely as a sport, or both—has come down through the centuries as one of man's favorite pastimes.

The sport is a natural for sea-going sailors. Many types of fishing tackle can be stowed aboard the smallest of ships. Rods, although they might facilitate certain methods of fishing, are far from a necessity. A simple drop line and hook can be used to stir up a lot of excitement.

Ocean fishing can prove a unique and fascinating experience. In inland waters, the sportsman usually can anticipate his catch, be it trout, bass, perch or land-locked salmon. This is because he generally goes after a particular specie of fish and fishes in the place where that fish is supposed to be.

In contrast to fresh-water fishing, deep-sea angling borders on the mysterious. There is always the element of the unexpected. One never knows what might strike his hook—conceivably, it could be something never before sighted by man.

Because an ocean catch could weigh a few ounces or hundreds of pounds, it's wise to use tackle capable of handling some big ones.

A form of fishing which is becoming increasingly popular in shallow waters is underwater spearing. Swimming masks are used (also swim fins, if available) and your fishing tackle is a hand spear or one of three types of spear-guns—(gas-powered, rubber-powered and spring-powered). If foot fins are not used, some form of lightweight footwear (sneakers, tennis shoes, gym shoes) should be worn to protect the feet from sharp shells and coral, a cut from which can be very painful and possibly result in infection.

It is necessary to observe certain precautions in this underwater sport. It is inadvisable for a man to undertake the activity unaccompanied—the chances of mishap are many. Nor should a man go on a sub-surface spearing expedition in waters with treacherous tides or dangerous entangling marine growth, or known to be frequented by any of the several vicious or poisonous denizens of the deep. (ALL HANDS, October 1952, contains a comprehensive article on most fish known to cause injury or illness.) Bear in mind that your body loses considerable weight when submerged and that a relatively small fish could tow you out to sea or into deeper water should you accidentally become snarled in your spear line. For this reason, it is best to have your feet

planted as firmly as possible on the ocean bottom before releasing the spear.

Finally, and most important, while fishing under water never allow your common sense to become idle, and above all don't misjudge your own ability as a swimmer.

## Deck Quoits

Quoits is a brother sport to horseshoes. The ancient Greeks and Romans took to throwing "closed" shoes as more nearly simulating the discus, the quoit also being disc shaped but smaller in diameter and with a hole through the center in contrast to the horseshoe with its open end.

The game of quoits is played and scored similarly to horseshoe pitching, but to get a ringer (the highest scoring stunt of both games) requires considerably more dexterity since the quoit must land squarely over the stake in order to drop around the post, whereas with an open-end shoe a ringer can be accomplished not only by dropping it over or around the stake but also by sliding it in.

Like horseshoes, hard rubber substitutes for the steel quoit and adaptable stake plat-



forms are available. Rule books for the procedure of play and scoring for both horseshoes and quoits are obtainable from many sources.

## Swimming

Swimming is not only an enjoyable, healthful and an excellent body-building activity, but it is an important phase of a bluejacket's training—both during recruit training and throughout his naval career. To be able to swim may one day mean the saving of your own life or that of a shipmate. With this in mind, swimming is given paramount consideration in the Navy physical fitness program.

Every man entering the Navy receives instruction in sea survival and gets a swimming test; those who fail to meet minimum requirements are given instruction. Each man's service record contains the results of the swimming tests. But for rare exceptions, no man's recruit training is considered complete until he has satisfied the minimum requirements of swimming and sea survival.

A lot of speed and splash is not necessarily good swimming. The purpose of emergency swimming and of swimming for health and recreation are different from those of competitive swimming, although one can help the other. Further, it is not enough merely to know how to swim, but you must have the strength and endurance for more than just a few minutes of splashing about in the water. Because of time limitations in training, the Navy's basic program does not

emphasize form and speed swimming. The prime concern is that a man has or develops a feeling of being at home in the water and that he be familiar with several means of keeping afloat.



It is highly desirable that men keep in swimming practice. Whenever a ship is at sea and the opportunity presents itself, swimming parties can be organized if the ship can come to anchor or lie to for a brief period. Such activity offers both a recreational and a training period. It furthers a man's familiarity with the sea against the day he might have to take to it in an emergency.

Swimming parties at sea should be conducted under proper supervision. A swimming area guard boat should be in use. It should be predetermined that the water contains no pollution or dangerous fish. It is important to avoid too long an exposure to hot sun (the salt of sea water hastens the burning process).

Under certain conditions it may be possible to arrange a water polo game, a vigorous exercise but an excellent endurance trainer. However, the game should be under strict supervision and only experienced and strong swimmers should be permitted to take part.

Another form of water sport, in shallow waters, is sub-surface sight-seeing. By donning a sea mask or face plate, a device designed to protect both the nose and eyes from the water, a good swimmer can go on an underwater exploration of surprising duration. Another aid for underwater maneuvering are foot fins such as the Navy frogman wears.—E. J. Jeffrey, JOC, USN.

## Games and Hobbycraft Kits Offered in Material Catalog

The Navy Material Catalog also offers the following games, which, while they will not improve your skill or physique, may add to the recreational facilities of your ship. They are: anagrams, bingo, monopoly, checkers, chess, parchesi, Chinese checkers, cribbage, pinochle, dominoes, jigsaw puzzles, acey-deucey, backgammon and cavalcade.

Leathercraft kits, electric marking pencils and etching kits are available for ships which have or might wish to set up a handicraft program.

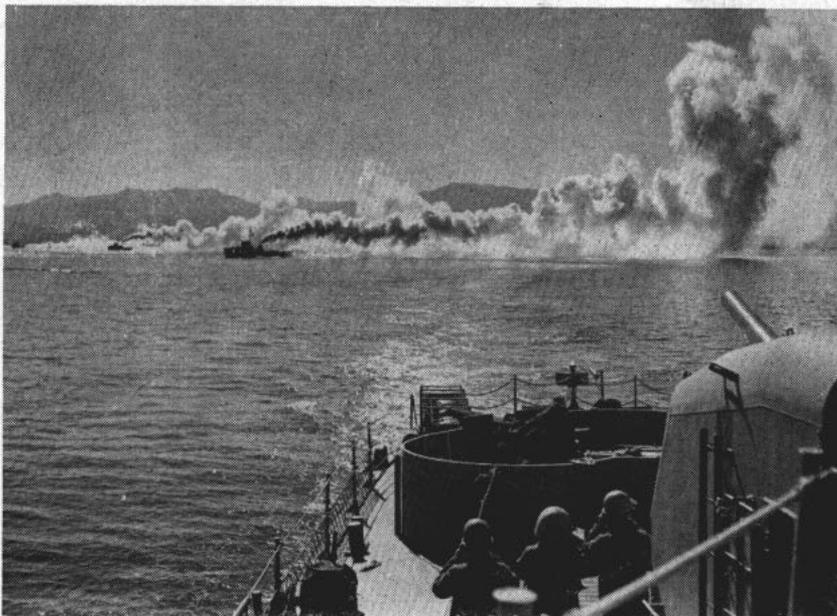
### Brighter Future for Searchlights

Brighter beams are in store for the 12-inch signal searchlight, hard working standby of signaling quartermasters. Requests from forces afloat for a more powerful searchlight set BuShips experts to work on the project. They have come up with a mercury arc lamp which produces a beam 30 times brighter than the incandescent type now in use. It can be used with the same electric power source. Several prototype models are currently being evaluated. However, it is emphasized that standard equipment for shipboard installation will not be available until after the evaluation is completed.

The new mercury arc lamp which provides this illuminative power is designed for use in the standard Navy 12-inch searchlight case. The lamp consists of a rugged quartz bulb approximately two inches in diameter and three-sixteenths of an inch thick. Inside the bulb are two tungsten electrodes, a small amount of liquid mercury and xenon gas. Pressure inside the bulb is about five *atmospheres* when the lamp is "cold" (not operating).

When the electric current is switched on, an electric arc gaps the two electrodes. The heat of the arc vaporizes the liquid mercury and causes a brilliant glow between the electrodes. As the lamp rises to full power the internal pressure increases to about 20 *atmospheres*.

Unlike the ordinary electric light, the mercury arc lamp does not reach full power instantly. For example, a searchlight model currently being "field tested" by the Operational Development Force takes 10 seconds to reach 50 per cent of its full strength.



**OPERATION DECOY**—Naval vessels create a protective smoke screen during recent joint amphibious operation off the coast of Koje, Korea.

But this is 15 times brighter than the present incandescent type. Experiments are now under way to speed up this time by the use of heater elements mounted near the lamp.

### He Keeps 'Em Ticking

Lieutenant William C. Glore, usn, is a handy man to have around when anything goes wrong with a watch. His hobby is repairing watches in his spare time on board the destroyer *uss Bausell* (DD 845).

This sea-going jeweler literally "fishes" his hobby out of the sea.

Of course it is all in line with his duties on board *Bausell*. The ship is a plane guard for carriers off the Korean coast. When a plane is forced

down, the destroyer goes to the scene to rescue the pilot. Since watches seldom work well after a bath in salt water, this is where Lieutenant Glore comes in.

Recently four planes from the carrier *uss Sicily* (CVE 118) were forced to ditch. The pilots were fished out by *Bausell* and Lieutenant Glore went to work with his magnifying glass and small jeweler's tools while the pilots were donning dry clothes. In short order the watches were returned to the flyers—all in good running condition.

The lieutenant says he first got the idea for his hobby when he was a chief boatswain's mate aboard the battleship *uss Nevada* (BB 36). He says, "After I fell over the side of the ship trying to catch a baseball I discovered that my watch had gotten soaked and stopped running. So when I got back on the ship I took the wet timepiece apart and worked on it all night. After I finally got it back together again it ran perfectly—so I decided to take up watch repairing as a hobby."

Glore says that his list of satisfied customers includes numerous shipmates and many water-logged pilots.

### YESTERDAY'S NAVY



The French gave first European salute to the "Stars and Stripes" on the cruiser *Ranger*, 14 Feb 1778. Maine blown up in Havana Harbor, 15 Feb 1898. Marines raised the U.S. flag on Mt. Surabachi on Iwo Jima, 23 Feb 1945.

### FEBRUARY 1953

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

## Donation from the Heart

During his naval career Thomas Russell Turpin, HMC, usn, has donated 40 pints of blood. The Chief, who is presently serving aboard the Navy oiler, *uss Chikaskia* (AO 54), has visited the blood banks at so many different places that the list of them would seem to come straight from a travel folder.

Chief Turpin, like many of the Navy's donors, is always ready to help out with his blood in time of emergency. For example, while passing through Iowa City, Iowa, he answered an emergency call for type "O" negative. Again, in New York, he answered a similar call for this type blood at St. Albans, Long Island. Another time his blood was used to replace the RH-negative of newly born twins in Washington, D.C. For this effort he was credited with saving the lives of both babies.

## Sincerely Yours

A Navyman at the U.S. Naval Training Center, Bainbridge, Md., received a letter so long that it took him hours to read it.

Seaman Apprentice Bill Ross, who is attending Hospital Corps School at the Training Center, received a 22-foot letter from a neighbor and family friend in his hometown of Mattawan, Mich.

The letter, which was about 12 inches wide, was written in longhand rolled like a scroll and mailed in an extra large envelope.

Ross said the letter contained mostly hometown news about friends and school mates.

To date, this is the longest letter he has ever received although once while in recruit training in San Diego, Calif., he got a seven-foot letter.

## Salvage in a Barrel

Battered fuel barrels destined for the scrap heap are being made good as new by a new process developed by the Naval Fuel Supply Depot at Norfolk, Va. In one month, the reconditioning process saved the Navy \$90,000.

The method makes it possible to reclaim leaky, rusty and dented barrels for only 71 cents apiece. A new drum would cost about \$7.

The reconditioning includes taking out rim kinks, a "dedenter" which blows out dents, a caustic soda cleaning, a new coat of paint and a preservative.



PLANTATION is under supervision of LCDR W. R. Finn, SC, USN, shown watching orange-picker. Man with machete is civilian plantation mgr.

## Fleet of Trees Joins U.S. Navy in Caribbean

The Navy has its own plantation on the island of Trinidad in the British West Indies which provides naval personnel and their families with a supply of fresh fruit and vegetables.

In 1941 the U.S. received a 99-year lease from Great Britain on military bases on Trinidad, the most southerly island of the West Indies. Under the Leased Bases Agreement, the Navy acquired a tract of land comprising 10,946 acres for the establishment of a naval operating base. Included in the area were 5,039 acres of plantation land. Of this acreage, 2,960 acres are now under cultivation, the rest is in forest.

The plantation consists largely of groves of citrus fruits and coconut trees. Other plantings of a tropical nature include tonka beans, mace, nutmeg, coffee, tangerines, mangoes and lemons.

Principal crops are grapefruits, oranges, limes and bananas — of which there are approximately 27,000 trees producing more than 2½ million pounds of fruit annually. It is estimated that during crop season more than 50,000 grapefruit could be picked in one day for Fleet issue if so required.

A truck farm, planted after the Navy took over the plantation, is under cultivation. The farm grows string beans, sweet corn, tomatoes, leaf lettuce, cucumbers, sweet pep-

pers, radishes, eggplant and okra.

The truck farm provides fresh produce for personnel and their dependents at the Trinidad command and for ships operating in the area.

Although difficulties are encountered during the rainy season, at other times the truck farm provides an almost constant source of supply.

The plantation is under the supervision of Commander W. R. Finn, SC, usn, supply and fiscal officer. One U.S. civilian, as plantation manager and 63 B.W.I. civilians are normally employed.



WORKER climbs tree for coconuts. Principal crops include oranges, limes, grapefruit and bananas.



AWARD for over-all excellence in photography, with special recognition for coverage of World War II, has been presented to the Navy by U.S. Camera Magazine. Admiring the award with Captain A. Donald Fraser, USN, Head of Naval Photography, is Wave Jzere Cordray.

### Touchdown Speed for Aircraft

Speed of "touchdown" (rate of descent) of an aircraft landing on a carrier can now be recorded thanks to a new electrical-optical device.

The instrument, nicknamed "Trodi" (Touchdown Rate of Descent Instantly), has been successfully tested on board *USS Midway* (CVA 41) and is now in use at the Naval Air Test Center, Patuxent River, Md. Trodi is accurate within 0.4 feet per second.

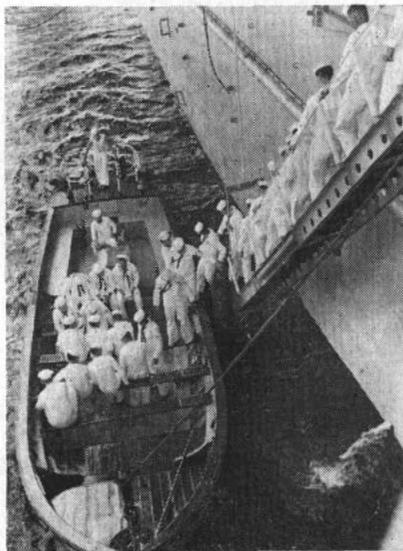
Previously, the rate of descent of a plane was recorded by cameras. The old photographic method required two or three days to produce the same information Trodi can now give instantly.

All new Navy planes must be tested for rate of descent before they are placed in regular operation. Trodi measures the actual rate of descent of an airplane at any given instant during its landing approach. Portable and easy to manipulate, the device helps to evaluate landing characteristics of planes controlled by automatic or manual systems. It also helps instructors teach student pilots skillful and safe landing techniques.

Trodi operates by sending out two parallel flat beams of light, thin vertically and wide horizontally. A mirror system on the incoming plane cuts the top beam, reflecting the light back to a photo-electric cell, which

starts an electrical charge in a condenser. The descending plane then cuts the second and lower beam, reflects it, and stops the charge going into the condenser.

The electrical charge stored during the interval between beams is quickly translated by Trodi from voltage to rate of descent in feet per second. The Trodi operator reports the progress of the descent to the landing signal officer and to the pilot.



LIBERTY in Yokosuka, Japan, is on schedule for these white hats, leaving *USS Badoeng Strait* (CVE 116).

### AKA Saves Twelve Fishermen

Twelve fishermen were rescued from their sinking boat in the mid-Pacific by a Navy attack cargo ship.

Survivors of an original crew of 27 Okinawa fishermen were sighted by lookouts of *USS Bellatrix* (AKA 3) as she was cruising about 60 miles southeast of Formosa.

Men aboard *Bellatrix* spotted the closely packed group of men clinging to the wrecked remains of their wooden boat. Without delay the Navy ship's lifeboat was lowered and crewmen made for the wreck. A quick rescue and transfer to the cargo ship was effected in spite of the tossing seas.

Once aboard *Bellatrix* the survivors were given a medical examination. The captain of the little craft and another fisherman were found to be badly injured and were immediately placed in the cargo ship's sick bay. All survivors were fed hot food, given warm clothes and blankets and then bedded down for a long rest.

Despite the language barrier, it was determined that the men were off a 150-foot fishing craft that had been damaged during a typhoon and that 15 of the original crew had been swept overboard in the course of the storm. The survivors who had been drifting for two days were all from Ishigaki Shima, a tiny island of the Okinawa group.

*Bellatrix*, which had been forced by the typhoon to change her course, landed the survivors at Hong Kong (where they will eventually get passage home) and continued on her mission.

### New ComNavFe Headquarters

After being situated two years in Tokyo, Navy headquarters in the Far East has moved to Yokosuka, Japan. This is the Navy's most important base in Japan.

The staff of Commander Naval Forces, Far East (ComNavFE), which directs the over-all United Nations naval effort in the Korean war has moved to Yokosuka in keeping with the policy of Commander-in-Chief, Far East which provides for the return of all land and buildings in dense population centers, if they can be spared from the UN effort, to their original Japanese owners.

The seven-floor Tokyo naval headquarters was formerly the Exchange Building, heart of Japan's "Wall Street."

## Ships Shift Home Ports

The order under which several west coast ships are shifting home port from San Diego, Calif., north to Long Beach, Calif., is nearing completion. This move, covering an eight-month period, is the result of an 18-month study by Commander First Fleet.

The study considered such subjects as the need for additional operating and training areas, local housing problems experienced by naval personnel, a desire to keep the Pacific Fleet dispersed over a larger area.

Ships and units being shifted include Service Force and Amphibious Force vessels, Destroyer Squadrons Three, Nine and Thirteen, seaplane and destroyer tenders and the carriers *USS Rendova* (CVE 114) and *USS Sicily* (CVE 118). In the September 1952 ALL HANDS on page 44, Destroyer Squadron One was inadvertently listed as among those squadrons being shifted by this move. This was in error and DesRon One's home port remains San Diego.

## Seven Sons Service-Minded

A military-minded family of Williamsville, Mo., has seven of their nine sons in uniform. Five are serving in the Navy.

The Healy family sons are, in order of age, Harvey J., sergeant first class, USA, stationed at Bangkok, Thailand; Wilson P., master sergeant, USAF, at Randolph AFB, Texas; Clifford T., TEC, USN, Patuxent River, Md.; Elbert V., TEC, USN, Navy Department, Washington, D.C.; Stanley W., RD2, USN, *USS Worcester* (CL 144); Edgar C., RD1, USN, *USS Chouree* (ARV 1); and Joseph L., EMFN, USN, also in *Worcester*.

Another brother, Leonard N., of Sumner, Ore., served with U.S. Maritime Service. A sister, Enid, and a young brother, Robert, are the only children with no connection with the armed forces as yet.

## Destroyer-Turned-Minesweeper

Destroyers were never meant to discover enemy minefields — that's normally a job for the geometric patterns of the minesweepers' steel underwater fingers. But, *USS Frank E. Evans* (DD 754), a ship that has completed her second tour of Korean duty, claims to be one of the few destroyers ever to steam into an unsuspected minefield and come back with the location of the mines.



EARLY BUYER of stamp honoring women in the armed forces is governor of Hawaii. 'Saleswomen' represent Marines, Army, Navy and Air Force.

## Service Women Become Cover Girls on U.S. Stamps

As a tribute to the women of the nation's armed forces, a new commemorative postage stamp is now being sold in post offices across the country.

The four service women pictured on the face of the new blue-colored stamp are in the uniforms of the women of the Marine Corps, the Army, the Navy and the Air Force. In the back-



New Postage Stamp Features Women of The Armed Services

ground is a view of the dome of the nation's Capitol. Across the top are the words, "Women in Our Armed Forces."

First sales of the 110,000,000 stamps were made in early fall at Washington, D.C., and the Wave Recruit Training Center, Bainbridge, Md., where more than 1300 Waves have completed training since late 1951.

Today there are more than 7000 Waves, including 800 officers, at work in naval air stations, shipyards, hospitals, bases and supply depots around the world.

Just before dusk one evening in the forward area, *Evans* moved in close ashore in an enemy-held harbor to provide gunfire support if needed. As the destroyer's small boats scurried into position for their work, one of them reported a floating mine, torn loose by a recent storm. The destroyer moved in to sink or explode it, at the same time keeping her main batteries trained on a spot from which enemy shore fire was expected.

Suddenly, bridge personnel were alerted by the battle squawk box, "Bridge, . . . mine dead ahead . . . evaluation positive!"

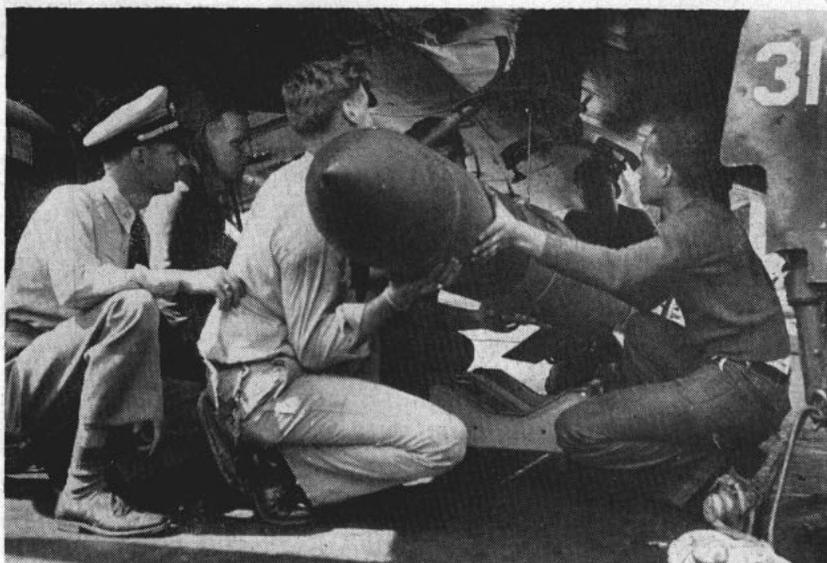
Immediately, the skipper ordered "right rudder." *Evans'* bow swung away just in time. The destroyer had hardly settled on her new course

when the report came again. Another underwater mine, dead ahead.

Again she heeled over and spun her bow away. This time there was no time for relaxation. Without a pause, a third mine . . . then, a fourth . . . a fifth were reported all in the ship's path as she twisted and dodged to avoid destruction.

After 17 minutes of zig-zagging through the minefield, the quartermaster lost all count. Then *Evans* finally swung back into safe, swept waters.

The unhappy experience of the destroyer-turned-minesweeper had a happy ending. The next day real sweepers rooted out the minefield and sent a "Well Done" dispatch to *Evans*.—Ensign Don Guthrie, USN.



THERE'S nothing tiny about the wallop of this 1000-lb. 'Tiny Tim' rocket being slung under the wing of an F4U Corsair for demonstration in Europe.

### Arctic-Tested Insulators

The far-north voyages Navy ships make each year serve a double purpose—they enable the service to supply its frigid outposts such as weather stations and also gives it a chance to arctic-test its ships and equipment.

An example of the results of such arctic testing has come to light in the development of a radio antenna insulator of new and more rugged design.

It had been found that spray and precipitation froze on insulators, eventually forming an ice coating

that grounded the antenna. The new insulators, however, can withstand all strains of wind up to maximum recorded speeds, and ice loads up to two inches, without grounding.

The study and observation of such ice-formation phenomena have been made for the most part aboard ice-breakers operating in arctic and antarctic areas. During a recent voyage of *USS Atka* (AGB 3), valuable information was obtained on the effects of ice-loading, spray, low temperature moisture condensation and ship's motion on fixed wire and whip antennas as well as on rotating radar antennas.

Antenna icing, it was found, was more severe on the lower levels of the ship where spray has its effect. Wire antennas designed to withstand two-inch diameter ice loads should be capable of withstanding all conditions of spray and icing. (A two-inch diameter ice load from spray on a long line antenna means the equivalent of three to four feet of ice and snow on the main deck).

However, for safety's sake, antenna safety links should be used generously on wire antenna systems where loading will be encountered. The use of such links will minimize the possibility of strain on the main antenna and keep it from falling if it should break. The antenna safety links provide a controlled breaking point that has allowed the design of lighter masts. The safety links will limit the stress otherwise placed on the antenna and will act as a guide as to how much stress the antenna



DORIS DAY poses with bouquet of roses and James E. Stanford, SN, USN, during visit to *USS Juneau*.

will take before breaking. Without the safety links all stress will be placed directly upon the antenna mast and there is no way of controlling how much it will take or when it will break.

### Attention All 'Hams'

The hobby of amateur radio operation is becoming increasingly popular with servicemen throughout the world. Several activities provide excellent facilities for the use of amateurs, both those who already hold a "ham" card and those who wish to qualify for one.

Typical of many Navy radio clubs is the one at Newport Naval Station. Organized around a Reserve training unit, station, K1NRRN, the club invites all short-wavers at the base to avail themselves of the station's equipment and an opportunity to talk with other "hams" around the globe. K1NRRN is listed in the official amateur journal.

The Newport club is under the direction of M. D. Randall, RMC, USN, Rhode Island FCC Section Communications Manager, serving as an instructor of naval station radio trainees.

Chief Randall, whose association with radio dates back nearly 30 years, has experienced a number of well-remembered events as a "ham". One of his greatest thrills came when he made contact with Little America, the Antarctica base of Rear Admiral Richard Byrd's first southern polar expedition in 1928 and 1929.



ASSISTANT SECNAV for Air, John F. Floberg, arrives via highline for talks on board *USS Coral Sea* (CVA 43).

# THE BULLETIN BOARD

## Advancements of PO1s To Chief Petty Officer Authorized by BuPers

Advancement of 1789 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

Personnel selected for advancement were those with the highest multiple standing in their respective ratings, as compiled from the score in the Navy-wide examinations conducted 29 January 1952.

BuPers Notice 1430 (12 Nov 1952), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible in accordance with the standards prescribed by BuPers directives. Advancements were to be effective not earlier than 16 Dec 1952, nor later than 31 May 1953.

Advancement of personnel who are now on inactive duty in the Naval Reserve program will be handled in accordance with the provisions of BuPers Circ. Ltr. 151-51 (NDB, July-December 1951).

The directive also authorizes the advancement of any personnel named in the list while they are hospitalized if such hospitalization results from wounds received in actual combat with enemy forces.

Personnel hospitalized for other than wounds received in actual combat and who are returned to full duty status after 16 Dec 1952 and prior to 1 June 1953, may be advanced on the date of their return to duty effective from 16 Dec 1952, according to the directive.

Listed below are the number advanced in each rating to chief petty officer, acting appointment (temporary): AB, 2; AC, 11; AD, 35; AE, 19; AF, 26; AG, 4; AK, 9; AL, 103; AM, 26; AO, 18; AT, 28; BM, 210; BT, 22; CM, 3; CS, 35; DC, 52; DK, 34; DT, 43; EM, 42; EN, 27; ET, 4; FC, 46; FP, 30; FT, 4; GM, 101; HM, 291; IC, 25; IM, 2; JO, 1; LL, 1; MA, 4; ME, 13; ML, 2; MM, 210; MR, 3; MU, 11; OM, 1; PI, 1; PM, 1; PN, 17; PR, 9; QM, 123; RM, 6;



"Your section rates liberty tonight"

SD, 31; SH, 45; SK, 42; TE, 1; TM, 15.

There were no candidates eligible for advancement to the following 14 ratings: BU, CD, CE, CT, DM, MN, PH, RD, SO, SW, SV, TD, UT, and YN.

## Junior Line Officers Wanted For UDT Assignments

Applications from junior line officers are being sought for the Navy's underwater demolition program.

Ensigns, lieutenants (junior grade) and lieutenants of the unrestricted line — male of course — have a good chance of getting such duty if they put in for it.

A new directive, BuPers Instruction 1520.7, outlines the requirements for getting into the program. BuPers Manual, Art. C-7305 and the Manual of the Medical Department, Art. 15-31 give the necessary qualifications.

Volunteers who are accepted will be ordered to the Naval Amphibious Training Unit at either Coronado, Calif., or Little Creek, Va., for training.

The length of the training course is 15 weeks with classes convening about every six months.

Officers must agree to remain on active duty in the UDT program for a minimum of one year after their training. This is a reduction of one year from the previous requirement.

Requests should be submitted to the Chief of Naval Personnel, Attn: Pers B1114.

## Certain Enlisted Medics Are Eligible for Careers As Naval Reserve Officers

Active duty Naval Reserve enlisted men with certain Hospital Corps and Dental Corps rates may apply for appointment to commissioned grade in the Naval Reserve. All appointments will be in the Administration and Supply Section of the Medical Service Corps Reserve.

Eligible rates are HMC, HM1, DTGC, DTPC, DTRC, DTG1, DTR1 and DTPI. A year in one of these rates prior to date of submission of application is one of the requirements. Other qualifications:

- Be between 21 and 31½ years of age when application is submitted.
- Be on active duty at a permanent duty station and serving in that station for at least two months. (Those in service schools are eligible if they are taking a course of at least two months' duration.)
- Have at least six months' obligated service at time of being ordered to school. Voluntary extensions of enlistments are authorized.
- Meet physical requirements.

Educationally, candidates must have successfully completed four semesters (two years) of work toward a degree in an approved college or university. Or they may have satisfactorily completed the USAFI test 2CX or its equivalent.

Those men desiring to be considered should submit a written request to their CO briefly outlining their qualifications. Full information on applications and processing is listed in BuPers Inst. 1120.10 (10 Nov 1952).

Selected applicants will be ordered to the Naval School, Officer Candidate, Newport, R.I. They will attend a two-month course with the class convening in May 1953.

Following this they will be appointed ensigns in the Naval Reserve with the designator of 2305. These officers will then receive added instruction of at least two months under BuMed supervision. At least two years' active service will be required after commissioning. Officer status in the Naval Reserve must be maintained for eight years.

## Here's How Armed Forces Reserve Act Affects Reservists

The passage of recent legislation by Congress brings with it a number of changes in the Naval Reserve.

Men who enter the Naval Reserve programs will now be classified either as "Ready Reservists," "Standby Reservists" or "Retired Reservists."

The new law, Public Law 476, the "Armed Forces Reserve Act of 1952," makes other changes in the organization of the Naval Reserve too. Although only the broad outline of these revisions is now available, they are not expected to drastically change the face of the Naval Reserve structure that has become familiar since World War II.

For example, the well-known benefits of becoming and remaining a Naval Reservist remain: Regular promotions, drill pay, two weeks' training duty a year and pay when you retire.

These changes come at a time

when the Naval Reserve is carrying out an important role in providing trained officers and men to the Regular Establishment for the prosecution of the conflict in the Far East. More than 140,000 Naval Reservists are now serving with the fighting fleets. Many others have served their "hitch" and have been separated.

Behind these Reservists on active duty are more than a half-million "spare-time sailors" of the inactive Naval Reserve organization. These officers and men are continuing to keep up their naval talents through various types of training.

Further interpretations of the effect of the new act upon the Naval Reserve will be carried from time to time by ALL HANDS and by *The Naval Reservist* as provisions of the law are translated into Reserve policy.

The purpose of this article is merely to sketch in broad outline a few

of the changes in the Reserve set-up.

**Background**—Congress has determined that in today's world a large, well-trained Reserve force must be maintained to augment the regular components in the event of a partial or total mobilization.

Since voluntary enlistments have not proved capable of meeting the manpower needs of both the Regular Establishment and such a Reserve, a peacetime draft has been implemented (Public Law 51, 82nd Congress, the "Universal Military Training Act"). This law imposes an eight-year military obligation on every youth in the U.S. under 26 years of age who becomes a member of the armed forces (or who has joined up since 19 June 1951).

The UMT law requires men to spend a minimum of two years on active duty and an additional six years in a Reserve component. It is the purpose of the Armed Forces Reserve Act to take this basic requirement and outline how these men will spend their Reserve time.

**Ready Reserve**—This is the category into which Reservists with less than eight years' service will be placed. A Reservist may reduce this period of service in the Ready Reserve to a minimum of five years through active duty and/or inactive Reserve training. Then, if he wishes, he may complete his eight-year overall service obligation by serving in the Standby Reserve. Reservists who have qualified for transfer to the Standby Reserve through the performance of military service must request transfer to the Standby Reserve.

Also, older Reservists assigned to the Standby Reserve may be transferred to the Ready Reserve at their own request if a vacancy for them exists and if they agree to remain in the Ready for at least one year. Moreover, all Reservists on active duty or extended active duty are placed in the Ready Reserve.

Ready Reservists are, by definition, the most vulnerable for recall to active duty. They are liable for recall in "partial," Korean-type mobilizations. They are liable to call for a period not to exceed two years at any time the President proclaims an emergency to exist. They are also liable for service for the duration plus

### WAY BACK WHEN

#### Oldtime Tidal Waves

The recent tidal wave that swept across the Pacific Ocean at better than 400 miles per hour brings to mind another famous ocean convulsion about the time of the Civil War.

During the recent disturbance of the seas, relatively little damage to Navy ships and installations resulted because of the speed of the modern Navy's system of warning. The island of Midway, for example, which received the full impact of the big wave, escaped with little damage and no casualties.

Not so in the old days. Several Civil War vessels were wrecked and a number of men drowned by the physical convulsions that hit the West Indies and the west coast of South America in 1867 and 1868.

While anchored off Frederickstadt on the island of St. Croix, 18 Nov 1867, the *Monongahela*, a wooden, 2100-ton sailing vessel, was lifted by a gigantic wave (caused by an earthquake) and carried over a number of warehouses and deposited in one of the streets of the town. A receding wave carried her out of the town and placed her on a coral reef, without serious damage but with five of her crew lost. The ship was successfully "launched" from this reef soon afterwards.

About the same time, the cruiser *DeSoto* was torn from her moorings in the harbor of St. Thomas and thrown upon the piles of a new wharf. The receding sea carried her



into deep water again—with little damage.

The *Susquehanna*, in the same harbor, barely escaped similar unseamanlike treatment.

An earthquake on the west coast of South America in 1868, caused the water to recede from the harbor of Arica, Peru, 600 miles north of Callao, where the war steamer *Wateree* and the store ship *Fredonia* were anchored. The returning wave broke *Fredonia* into pieces, drowning 27 officers and men. *Wateree* was carried one-half mile inland where she was left high and dry, with one man lost. The vessel was so badly strained, however, that no attempt was made to launch her, and she was sold on the spot.

six months in time of war or national emergency declared by Congress, or otherwise authorized by law.

**Standby Reserve**—The Standby Reserve will be made up largely of Reservists who have considerable previous military experience, for example, veterans of World War II or the Korean conflict, or today's draftee who completes his five years of active and Ready Reserve service.

Standby Reservists are liable for recall only in the event of an all-out war or grave national emergency declared by Congress, or when otherwise authorized by law. If mobilized, they may be held for the duration plus six months.

The priority for recall under the Armed Forces Reserve Act further provides for orders to active duty of Reservists "when otherwise authorized by law." Currently, these laws authorize the recall of Reservists:

- A section of the Universal Military Training and Service Act subjects all Reservists (Ready, Standby and Retired) to orders to active duty until 1 July 1953.

- The "Doctors and Dentists Draft Act" (Public Law 779, 81st Congress) subjects all Reserve doctors, dentists and allied medical specialists to recall until 1 July 1955.

Anyone who is a Reservist in an active status may be placed in the Ready Reserve. However, except in time of war or national emergency hereafter declared by Congress, and if not serving on active duty, he will, upon request, be transferred to the Standby Reserve if:

- He is not serving under agreement to remain a member of the Ready Reserve for a stated period and is otherwise qualified for transfer to the Standby; or if

- He has served five years or more on active duty in any of the armed forces; or if

- His service on active duty and a Ready Reserve training program together totals five years or more, or any lesser period which may be permitted by future regulations; or if

- He has served one year or more on active duty in the armed forces between 7 Dec 1941 and 2 Sept 1945 in addition to one year since 25 June 1950; or if

- He has served as a member of one or more of the Reserve components for at least eight years since 2



"... what's eating you now, George?"

Sept 1945 (Possible only after 1 Sept 1953).

Selectees released from active duty will be placed in the Ready Reserve until they meet the third condition above.

**Inactive Status List**—Reservists with no required military service who do not desire to play an active role in the Naval Reserve program will be placed on the Inactive Status List. Once on it, they will be ineligible for training pay, retirement credit or promotion.

The only difference between the new ISL and the former ISL is in the degree of vulnerability of a person on it. Those on the List (who, incidentally, are also classified as Standby Reservists) can be mobilized only in the event of war or national emergency declared by Congress, and then only after all available Ready and Standby Reservists in their particular category have been called. Reservists placed on the old ISL remain on the new one.

**Retired Reserve**—The Retired Reserve will consist of those persons placed on Reserve retired lists under regulations yet to be prescribed. On 1 Jan 1953, all Naval Reservists then on any retired list including the Honorary Retired List will be automatically transferred to the Retired Reserve.

Retired Reservists will be in the same mobilization category as those on the Inactive Status List.

Other provisions of the new Reserve Act create a special status for officer candidates not on active duty in the Naval Reserve. Any enlisted Reservist who meets the standards set up by the Navy can be selected as

an officer candidate. He will be designated for temporary service while he takes courses and fulfills the requirements for a Reserve commission.

As in the past, all Navy and Marine Corps commissions are for an indefinite term. They will not have an expiration date.

Another section of the Act points out that everyone ordered to active duty from civilian life will be given at least 30 days' notice wherever possible.

## Appointments as Warrant Officers Announced for POs

One hundred CPOs and PO1s have been temporarily appointed to the grade of warrant officer (W-1). The men appointed were among those chosen in the warrant (W-1) selections made during April-July 1952. Appointments were made by individual letter and were effective upon receipt.

Considered in the spring of 1952 selection were USN and USNR CPOs and PO1s who on 1 Jan 1952 were less than 35 years of age, who had more than six years' naval service and who were on active duty.

The names of those selected had been placed on an eligibility list from which appointments are made as vacancies occur during fiscal 1953. The new WOs will have dates of rank as of 15 Oct 1952.

## Automotive Transportation Course for USN, USNR Officers

A new correspondence course for officers, titled Automotive Transportation at Naval Activities (Nav Pers 10908), is now available to Regular Navy and Naval Reserve officers, chief petty officers and certain qualified enlisted personnel.

A major part of the course covers problems in logistics in the organization of advanced bases and shore establishments. Strategy and tactics under battle conditions as a part of advanced base planning is also included in the course of four assignments.

Application should be made on NavPers Form 992 and forwarded through official channels to the U.S. Naval Correspondence Center, Brooklyn 1, N. Y.

### New Schedule for Separation Of Members of Fleet Reserve Now on Active Duty Announced

A new phasing schedule for the separation of Fleet Reservists now on active duty was announced in BuPers Inst. 1910.5 (24 Nov 1952).

Previously, under provisions of BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952), Fleet Reservists retained or ordered to active duty were released to inactive Fleet Reserve status upon completion of 24 months' active duty unless they sooner became eligible for transfer to the Retired List.

Exempt from this phasing schedule are those Fleet Reservists who volunteered for active duty and signed an agreement to this effect. They will be released upon completion of 24 months' active duty.

The new directive provides the following schedule for release to inactive duty of those Fleet Reservists who were involuntarily ordered to active duty:

(The month and year reported for active duty or the month transferred to the Fleet Reserve and retained on active duty determines the required months of active duty. The month and year of eligibility for separation is shown in the right hand column.)

Mo. and Yr. Reported	Required Months	Mo. and Yr. Separation
Prior 1 Feb 51	24	As applicable
Feb 1951	23	Jan 1953
Mar 1951	23	Feb 1953
Apr 1951	23	Mar 1953
May 1951	22	Mar 1953
Jun 1951	21	Mar 1953
Jul 1951	21	Apr 1953
Aug 1951	20	Apr 1953
Sep 1951	19	Apr 1953
Oct 1951	19	May 1953
Nov 1951	18	May 1953
Dec 1951	17	May 1953
Jan 1952	17	Jun 1953
Feb 1952	16	Jun 1953
Mar 1952	15	Jun 1953
Apr 1952	15	Jul 1953
May 1952	14	Jul 1953
Jun 1952	13	Jul 1953
Jul 1952	12	Jul 1953
Subsequent 31 Aug 52	12	As applicable

The Navy's most recent basic policy concerning the release to inactive duty or discharge of all Regular Navy and Reserve enlisted per-

sonnel now on active duty or those who may be either voluntarily or involuntarily ordered later to active duty is contained in the new directive. With the exception of the new policy and schedule for release of Fleet Reservists given above, the release or discharge schedules are the same as outlined in ALL HANDS, June 1952, p. 45.

### It's a Dog's Life, Says 'Sailor' Who Missed the Boat

"Every dog has his day" — at least that's how "Sailor" the canine mascot of USS *Current* (ARS 22) feels about it after his short tour aboard a British ship.

When the shooting started aboard *Current* off the coast of North Korea, "Sailor" made his usual dash for a place to hide. In his frantic circuit of the main deck he found all hatches leading below closed. Spotting a small boat pulling away from the gangway, he raced to the rail. The boat was a welcome sight to the frightened pup who "abandoned ship" in one tremendous leap. The dog missed the boat and landed in the ocean.

"Sailor" was next heard of aboard the British ship, HMS *Crane*, which reported that the mascot was on board safe and sound although "a bit shaken up."

The salty canine was returned to *Current* by a grinning British crew who had fitted him out with appropriate transfer papers and identification tags listing him as a "one-dog draft" being returned to his ship after "temporary duty aboard Her Majesty's frigate *Crane*."



### Public Information Billets Open To Qualified Line Officers In Regular Navy, Naval Reserve

Duty in public information billets is available for qualified Naval Reserve and Regular Navy line officers in the grades from lieutenant (junior grade) to captain. The P.I. billets, offering duty in shore, staff and overseas assignments, provide for normal rotation of officers currently serving in such assignments.

Although it is preferable that applicants possess experience or education in some phase of journalism, public information or public relations, this is not a prerequisite. Eligibility requirements follow:

- CAPTs, CDRs and LCDRs (both USN and USNR)—Must be eligible for shore or overseas duty.

- LTs and LTJGs (1300 series) (both USN and USNR)—Must have completed 36 months in an operating squadron.

- LTs (1100 series), USN—Must have completed a minimum of six years sea duty and a minimum of 18 months present duty station by 1 Jan 1953.

- LTs (1100 series), USNR—Must have three years total active duty, two years total sea duty and one year present duty station by 1 Jan 1953.

- LTJGs (1100 series), USN—Must have completed a minimum of four years shipboard duty.

- LTJGs (1100 series), USNR—Must have completed at least six months in current assignment.

Naval Reserve officers above the rank of lieutenant (junior grade) must have expressed a desire on a *release questionnaire* prior to 1 July 1952 to remain on active duty until at least June 1954.

Women officers of all grades must have a minimum of two years present duty.

Requests for public information duty should be submitted in letter form to the Chief of Naval Personnel (Attn: Pers B1115). BuPers Notice 1331 (16 Oct 1952), which lists this information, also states that additional qualifications should be included. Additionally, officers desiring this duty in the future should so indicate on their officer data cards (NavPers 340).

## BuPers Central Recreation Fund for Year 1952 Spent for Movies, Entertainment, Sports

Free distribution of the best motion pictures to ships and overseas bases accounted for almost half of the total recreation funds expended last year from the BuPers Central Recreation Fund. Fleet movies required an outlay of \$1,000,000 from the total of \$2,321,000 provided by BuPers for various special services projects.

Other financed or partially supported projects aided by the Central Recreation Fund, with the amounts assigned, are: Grants for recreation facilities and equipment, \$271,000; athletic facilities, \$260,000; establishment of new recreation funds, \$141,000; EM Clubs and CPO Messes, \$211,000; swimming pools, \$265,000; miscellaneous, \$70,000; BuPers loaned \$94,000 to establish new recreation funds for sea-going commands, ships and stations, and also was able to put \$834,000 aside in the Reserve Fund; however, to continue distribution of movies to ships and overseas bases during fiscal 1953, BuPers will transfer \$1,106,000 from the reserve fund.

In the main, the money for these projects came from assessments of Navy Exchanges and Ship's Stores. (For more on the operation of the Central Recreation Fund see *ALL HANDS*, November 1952, p. 43.)

Together, the exchanges and ship's stores produced \$16,500,000 in profits which were paid directly to local recreation funds while \$2,578,000 came

to the Central Recreation Fund. Military Sea Transportation Service paid BuPers an additional \$325,000 for movies and \$244,000 was received from other sources.

## New Course in Military Justice Open to Officers, Qualified EMs

A new officers' course in Military Justice in the Navy (NavPers 10993) is available from the Naval Correspondence Course Center.

This course is based on two texts: *The Manual for Courts-Martial*, 1951, which establishes regulations for the administration of the Code, and the *Naval Supplement to the Manual for Courts-Martial*, 1951, which contains regulations for all persons attached to the naval service.

Since all military personnel should have a fundamental knowledge of the Uniform Code, its administration and regulations, this course should aid in clarifying the new "rules of the road."

The course is written in two parts, each of which consists of six assignments.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

Chief petty officers are eligible to take any officer correspondence course. Other enlisted personnel must have the endorsement of their commanding officers to the effect that they are considered potential officer material.

## Training Assignments and Changes in Classification Open to Certain NROTC Officers

Ensigns and lieutenants (junior grade) who have been commissioned in the U. S. Navy from Naval Reserve Officer Training Corps units, but who have not yet been selected for retention in the Regular Navy in a career status, are eligible for certain training assignments and in some cases for changes in designations from line to restricted line or staff.

Officers of this category who have sufficient obligated service or agree in their applications for training assignments to extend their active duty, may request flight or submarine training assignments, postgraduate study or other courses of instruction.

NROTC officers may, in accordance with applicable directives, request assignment to courses of instruction leading to Staff Corps designations. In some cases officers who attend such courses of instruction will have their designations changed from line to Staff Corps prior to selection for retention in the Regular Navy.

All officers who complete three years of service and are selected for retention in career status will be eligible for all training and assignments open to their contemporaries.

The rules of eligibility for training of the above officers are outlined in BuPers Inst. 1520.5 (26 Sep 1952).

## Here's How Your Ship Gets Funds for Sports and Recreation

How do ships and stations get the money they need for sports equipment and recreation gear? (See p. 31.)

- Ships and shore activities operating their own ship's stores and exchanges are expected to finance their recreation activities from the profits earned by store operations. However, for the accomplishment of special projects requiring additional funds, they may submit a request for funds to the type command fund administrator.

- Units having no ship's store or Navy exchange and not already participating in a recreation fund may request from the type command fund administrator the necessary funds using procedures outlined in BuPers Circ. Ltr. 68-49 (NDB, January-June 1949).

- Newly commissioned units may request an initial grant to establish a local recreation fund. It is expected that improvements to already established

stations such as additional club at training centers and additional fields at air stations, will be established by the parent organization.

The actual amount of the funds provided is up to the type command fund administrator. If the command fund is unable to finance a request, the administrator may forward the request to the Chief of Naval Personnel with a recommendation that the money be allocated from the BuPers Central Recreation Fund. If the request is approved, BuPers mails a check direct to the ship or activity.

The Central Recreation Fund, operated by BuPers on a share of the profits of the Navy's exchanges and ship's stores, is used for the benefit of all Navy personnel to promote recreation on board all types of ships and shore activities, and to assist by loans and grants to attain an expanded recreation program.

## Basic Test Battery Helps Determine Navyman's Future

The key to the system used to place you and your "know how" into the right job is found in the Navy's modern methods of personnel classification.

Let's take a look at the way the Navy selects its enlisted men and women — the tests that are given and what this selection process means to the new Navyman.

Say a young man decides to join the Navy. He goes to a Navy Recruiting Station and makes application for enlistment.

As a part of the recruiting process he is given a written mental test known as the "AFQT" (Armed Forces Qualification Test). This test method is used by each of the armed services to test all men and women entering the service. It is a simple preliminary test which will determine whether he has enough "know how" to learn one or more of the many

skills and tasks the Navy will expect him to master during his career. If he qualifies on this first test, he is enlisted in the Navy and goes to a Naval Training Center.

During the early days of recruit training he is given a series of written tests and a classification interview. The purpose of this "battery" of tests is to find out what Navy ratings he is best fitted for. Sometimes, the young naval recruit has a notion he wants to be a certain kind of Navy technician, maybe an aviation mechanic or perhaps a radarman. He may or may not have the primary prerequisites of that particular Navy job. How can he and the Navy tell, with a fair degree of certainty, which type of job he is fitted for, which will be of sufficient interest to him, and in which he is likely to succeed?

Based on experience with thousands of men and a knowledge of

Navy job classifications and requirements, the Navy's personnel administrators have devised the testing methods now used. These tests will show what abilities the Navyman has that will be most useful to the Navy and to himself.

These written tests, given at the Naval Training Centers, are the *General Classification Test*, the *Mechanical Test*, the *Arithmetic Test* and the *Clerical Aptitude Test*. Abbreviations for these tests are commonly used and are a part of Navy lingo. They are, "GCT", "MECH", "ARI" and "CLER."

These specialized tests have been formulated to measure the Navy's own special job skills. Together these tests are called the "U.S. Navy Basic Test Battery" (BTB) and constitute a very important link in the chain of events that determine the career pattern of each Navyman.

Let's examine the nature of these tests and what the Navy interprets from each type of test, and then, finally, how the tests are scored.

For the new recruit the Navy is now using "Form 5" of the BTB. Other forms of BTB are used for other testing purposes, as explained below.

- Purpose of GCT Test is to *measure a man's verbal reasoning, his ability to "think in words and language."* The GCT contains 100 questions. The testing time is limited to 35 minutes regardless of the number of questions the examinee has been able to answer.

- The ARI test *measures arithmetic reasoning, the ability to "think in terms of numbers."* The test includes 50 questions and the time allowed is 47 minutes.

- The MECH test *measures the new Navyman's ability to comprehend mechanical relationships or principles, as well as some aspects of mechanical and electrical knowledge.* Each of its two parts contains 50 questions. Time limit for the MECH test is 35 minutes.

- The CLER (Form 5A) test has now replaced CLER (Form 5) which was formerly used. The purpose of this test is to *measure a man's ability to observe details swiftly and accurately, with emphasis on the man's speed of response.* The time period is

### WHAT'S IN A NAME

#### The Navy's First NTS

On 4 June 1883, the Secretary of the Navy officially established in Newport, R.I., the Navy's first training station. The present-day Newport has dropped the word "training" from its title, however, and since 1 Oct 1952 it has been a "U.S. Naval Station."

The actual beginning of the Newport Naval Training Station dates back to 1881 when Coasters Harbor Island in the Eastern Passage of Narragansett Bay was ceded to the Federal government by Newport voters. This action by the voters was the fulfillment of a wish of RADM Stephen B. Luce, USN, then a captain and later the Station's first CO, who wanted the island as a place where sailors could go for drills and recreation.

The cornerstone of what is now the administration building there was laid in 1819.

In 1941 a Naval Base was established at Newport to coordinate the activities of the various, growing naval facilities in the area. The Naval Training Station was one of the components of the Naval Base and continues so under its new title of "Naval Station."

Among the various schools located there are the Naval War College, indoctrination courses for Wave officers and chaplains, three naval supply schools, the U.S. Naval School, Torpedoman's Mates, and the U.S. Naval School Officer Candidate.

The station has grown in 69 years from a handful of buildings and personnel to some 300 buildings on 320 acres of land



which support about 1100 officers, 6500 enlisted men and women and 1500 civilian employees.

The 920-acre Coasters Harbor Island, the nucleus of the modern Station, originally was purchased from the Wampanoag Indians in 1658 for six pounds, 10 shillings. In the 17th century it served Newport as a quarantine station and later was the site of one of the earliest naval engagements of the Revolutionary War, a duel between a colonial sloop and the British frigate *Rose* in 1778.

Newport was not only the first but the last "naval training station." The other training activities today are known as "training centers."

14 minutes; a total of 75 names and 200 numbers is included.

ALL HANDS frequently receives inquiries asking what the Navy policy is on re-taking the GCT test to establish a better score. The policy is *not* to authorize reexamination on any BTB tests.

The tests are so designed that in most instances there will be little variation in test scores if they should be taken a second time.

There are a few instances in which retesting may be allowed. Generally, there are only three acceptable reasons which warrant retesting. They are: (1) an abnormal test pattern (2) language handicap (3) an extremely limited educational background.

In the latter two cases, evidence is required that there has been positive opportunity for improvement.

If a Navyman's commanding officer feels that one of the above conditions exists, the CO may submit a request to the Chief of Naval Personnel for a retest. Further information on this subject is contained in "List of Navy Schools and Courses" (NavPers 15795).

### Expense-Paid Trip Brings Mothers to Greet Meniffee

When USS *Meniffee* (APA 202), carrying Navy veterans of Korean combat, docked in San Diego, three of the sailors aboard got a pleasant surprise. There, on the pier flanked by high-ranking Naval officers, stood their mothers.

The surprise was part of a plan of *Meniffee* crewmen who had raised the money to pay the expense for three mothers to travel to San Diego. The identity of the mothers chosen was kept secret. It was only when *Meniffee* nudged into the dock that the three men realized they were the lucky ones.

All three of the mothers are widows. They came from Missouri, Texas and New York City.

Upon their arrival in San Diego the mothers were met by a Navy chaplain. The chaplain arranged for accommodations for them during their visit and, when *Meniffee* was due to arrive, he escorted them to the dock to meet their sons.

Here are the features of the BTB system which make the tests good tests:

- The BTB tests are reliable. That is to say, when a man gets a certain mark on a given test, it's a pretty good bet that on another try on a different test form he won't change his score more than a point or two.

- The tests are valid in that a certain mark on a certain test of the battery, or on a combination of tests, as described, will show with a good deal of accuracy whether a man can pass or fail a certain naval school training course to which he may be assigned. Of course, there are exceptional cases where a man with good test marks flunks out of school but in most such cases other factors contribute to the failure. In the vast majority of cases, however, there is a close relationship between success in Navy schools and good marks on the BTB.

- No special training is needed to pass these tests. They indicate how much the tested individual *should be able* to learn. There is no passing or failing mark on the BTB.

- BTB are objective-type tests. For each question there is a choice of several answers, only one of which is right. Test answers are scored by an electric scoring machine at Naval Training centers. The score shows whether a man answers a question right or wrong, and not whether his handwriting is good, his hair parted the right way, or someone happens to like him. Thus, every man gets an even break.

There is one feature which cannot be written into a test but which is important: The Navy helps the man to do his best by providing examination rooms that are adequately heated or aired, well-lighted, and well-staffed with trained personnel who assure proper timing of tests and explain what each man is supposed to do on the test papers.

A motion picture is also shown the new recruit which explains the tests and how important the tests are to his career. In other words, the most favorable conditions for testing are provided.

How are the tests scored? The Navy uses a system called the *Navy Standard Score* by which the average score is set at 50. The convenience of this system is apparent when it is

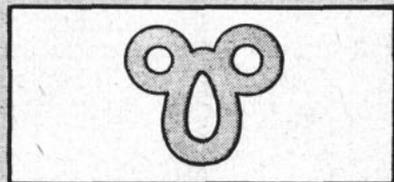
# QUIZ AWEIGH

Start the New Year off right with a 4.0 on this month's quiz. But if you must, turn to the correct answers on page 53.



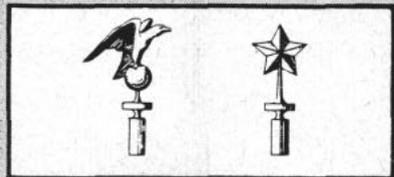
1. Midshipmen are receiving instruction on the (a) telescopic alidade, (b) azimuthscope, (c) sextant.

2. It is used primarily for (a) measuring the distance from one ship to another, (b) determining the speed of a ship by sighting an object, (c) taking true or relative bearings on an object.



3. Above is one of the Navy's former rating badges. It was worn by (a) carpenters, (b) doctor's mates, (c) sailmakers.

4. About 1939, this rating was absorbed into the (a) boatswain's rating, (b) quartermaster's rating, (c) patternmaker's rating.



5. Above are two brass devices for use on boat flagstuffs. The spread eagle is for (a) captains, (b) the President and officials accorded 19 or more gun salutes, (c) flag officers.

6. The star at the right is for (a) Navy officers below rank of commander, (b) commanders, (c) captains.

remembered that tests vary in length, in difficulty and in speed.

For example, it is confusing to try to remember that the average score earned by recruits on a test of 20 questions is, let us say, 12; that the average score on another test of 34 questions is 14; while the average

score on still another test of 120 questions is 71. If each of the average scores mentioned is converted to 50, it is easy to convert every other score to an equivalent value on a scale with an average at 50.

When we get through with converting all the tests to a system with

an average of 50, we then have a standard score system. With this method it is easier to make standard entries in the enlisted service records. Such entries tell the Navy at a glance whether a man is above or below average on any particular test.

It is important to know that the score of 50 means an average score, not for all people in the U.S. as we would speak of average height, but for a very highly selected group of alert young men in the naval establishment. To get a score of 50 on a Navy test does not mean 50 per cent correct as it did in grade school. A man who gets a score of 60 on a test has done as well or better on that test than 85 per cent of the people who took the test. A score of 77 on GCT could mean that a man got all the answers right on that test.

It has been found by experience that men who get above a certain score on a given test are most likely to do well in certain kinds of naval schools. For example, suppose that men who get above 55 in GCT almost always succeed in graduating from a certain school, and those who get 50 to 55 are in the group in which half of the men fail to graduate. It is clear for this reason that for a particular school only those men who get above a certain GCT Navy Standard Test Score should be selected. Failure in a school helps neither the man nor the Navy. Such a minimum score for admission to a school is known as the "Cutting Score."

Or suppose it is found that men who get 50 or better on the MECH almost always succeed in graduating from a certain school but that men who get lower scores generally fail. Then, for this particular school, men will be selected who earn a MECH score of 50 or above.

From this it can be seen that there is no such thing as "passing" a classification test.

The test does show *relative standing in aptitude for learning* the particular things taught at certain schools. Furthermore, for each Class "A" naval school the "Cutting Score" on a particular test or combination of tests is separately determined.

A cutting score may be defined as the minimum score generally required for entrance to a particular school. Here are some sample Cut-

## Poster Series Urges Water Conservation

Crew members of *uss Iowa* (BB 61), like bluejackets of most ships, have a strong dislike for "water hours."

A few *Iowa* men got together and decided to do something about the problem. No scientific research was needed to determine the real reason why water is wasted aboard ship. The "committee" agreed that what was needed was a selling job to train the guilty shipmates in the "etiquette of water conservation."

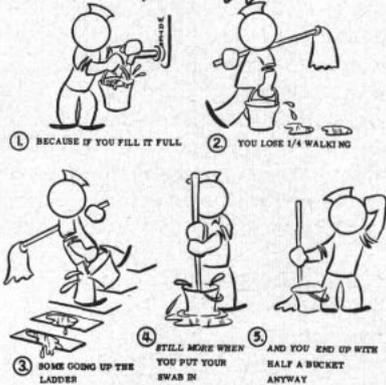
The artistic talent of the "committee" was brought to bear and came up with a series of four cartoon posters. Each poster illustrates one of the four bad habits which waste water on board ship.

The ship's printers turned out enough of the 9 by 11 inch posters for each of the shower locations, washrooms and heads. One of the posters, titled "Take a Navy Shower," illustrates four steps in taking a shower aboard ship.

Others show what happens if too much water is used for taking

### Fill That BUCKET

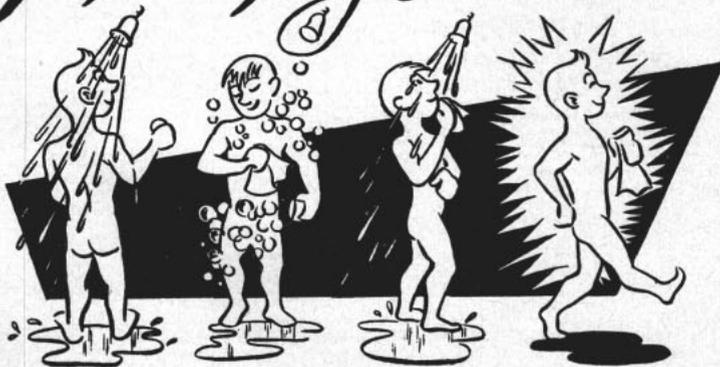
*Only Half full*



showers, tell how water is wasted in shaving and explain the reason for filling a bucket only half full.

The poster series is now available for other ships. Naval District Training Aids Sections (except the 10th and 15th Naval Districts) will supply one set of posters to each ship requesting NavPers 170152 and sub-numbers 1, 2, 3 and 4.

## Take a Navy Shower...



- 1 TURN WATER ON AND WET DOWN
- 2 SHUT WATER OFF AND SOAP DOWN
- 3 TURN WATER ON AND OFF -- RINSE
- 4 TURN WATER OFF WALK OUT WITH PEACE OF MIND.

ting Scores for Class "A" schools based on two BTB tests:

Hospital Corpsman (HM)	GCT plus ARI = 100
Fire Control Technician (FT)	GCT plus ARI = 115
Mineman (MN)	GCT plus MECH = 105
Machinist's Mate (MM)	ARI plus MECH = 105
Quartermaster (QM)	GCT plus CLER = 115

A complete listing of Cutting Scores for naval schools and other required qualifications is contained in *List of Navy Schools and Courses*, NavPers 15795.

The recruit who has shown through the BTB tests that he possesses the basic aptitudes for a certain type of Navy school may be given one of a number of other tests to further indicate his special abilities.

These special tests are not part of the BTB but have been developed and designed primarily to provide additional information to meet special needs of certain naval schools.

Two of these tests that are used to indicate a man's special abilities are the *Radio Code Aptitude* and the *Sonar Pitch Memory* tests. Satisfactory performance on these special tests and on GCT, ARI, MECH and CLER, in appropriate combinations, together with suitable background qualifications, will qualify the Navyman as a candidate for one of the Navy's Class "A" schools.

The Navy's modern testing program and personnel selection methods are used to assign a man to the training and Navy job he prefers and at the same time one in which his civilian education and experience are considered.

## More Enlisted Correspondence Courses Ready

Nine new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N.Y., via your commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses. Enlisted personnel who have completed an earlier course on Blueprint Reading are advised to enroll for the new course which has been substantially revised and brought up-to-date.

Title of Course	NavPers No.	Applicable to Following Ratings
Blueprint Reading	91223-1	AB, ABC, ABU, AD, ADE, ADF, ADG, ADP, AE, AEI, AEM, AL, AM, AMH, AMS, AO, AOF, AOT, AOU, AT, BT, BTG, BTR, BU, BUH, BUL, CE, CEG, CEL, CEP, CM, CMD, CMG, CN, DC, DCG, DCP, DCW, EM, EMP, EMS, EN, END, ENG, DM, DME, DMI, DML, DMN, DMS, DMT, FP, FPB, FPG, FPP, FPS, ME, MEB, MEG, MES, MEW, MM, MMC, MML, MMR, ML, MR, PM, SW, SWR, SWS, TD, DTI, TDR, TDU, TDV and UT.
Chief Builder	91586	BU, BUH and BUL
Driver 1	91575	CD
Chief Instrumentman	91385	IM, IMI, IMO and IMW
Rangefinders	91390	OM
Submarine Periscopes	91392	OM
Surveyor 2	91564	SV, DM, DMS, DMM, DME, DMI, DML and DMT.
Pipe Fitter 1	91540	FP, FPB, FPG, FPP, FPS
Chief Pipe Fitter	91541	FP, FPB, FPG, FPP, FPS

For the recruits who do not "make" a particular school through the basic training tests and are assigned to duty in ships or at shore stations, there will be frequent opportunities for on-

the-job training. When they demonstrate the necessary qualifications, additional opportunities may enable them to enter a naval school.

In any event, the BTB scores a man earns and the information obtained during his interview with the classification personnel man all become a permanent part of his service record and are referred to when his qualifications for further training and assignments have to be considered.

### Navy Yachtsmen Form Club

Sail-minded sailors attached to U.S. Naval Air Facility at Yokosuka, Japan, have formed their own yacht club.

The club offers Navy yachtsmen an opportunity to become familiar with the operation of sail-boats.

## Highest Possible Navy Standard Scores

Here are the highest possible scores that can be made on any of the BTB tests. Forms 1, 2 and 3 are no longer used in tests for active duty personnel. Form 4 was in use from 2 Dec 1946 until replaced by Form 5 beginning 15 Sep 1948. Form 5A now replaces Form 5 in the CLER test only.

BATTERY FORM	GCT	ARI	MECH	CLER	MKM	MKE
1	79	70	—	84	—	—
2	76	77	85	86	77	79
3	79	80	87	84	77	82
4	74	77	75	83	—	—
5	77	74	77	79	—	—
5A	—	—	—	73	—	—

## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange,

Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of the picture is followed by the program number. Technicolor films are indicated by (T). The following films began distribution in November.

New listings of motion pictures obtainable from the Navy Motion Picture Exchange will be carried monthly in ALL HANDS. The films that are selected and mentioned in this column are distributed free to ships and overseas bases, being paid for out of appropriations from the BuPers Central Recreation Fund.

*Night Without Sleep* (1025): Drama; Linda Darnell, Gary Merrill.

*Destry Rides Again* (1026): Western; (Reissue); James Stewart, Marlene Dietrich.

*The Big Sky* (1027): Melodrama; Kirk Douglas, Dewey Martin.

*Tale of Two Cities* (1028): Drama; (Reissue); Ronald Coleman, Elizabeth Allan.

*Something for the Birds* (1029): Drama; Victor Mature, Patricia Neal.

*Assignment Paris* (1030): Spy Melodrama; Dana Andrews, Marta Toren.

*My Man and I* (1031): Drama; Shelly Winters, Ricardo Montalban.

*The Lusty Men* (1032): Rodeo Melodrama; Susan Hayward, Robert Mitchum.

*Caribbean* (1033) (T): Adventure Melodrama; John Payne, Arlene Dahl.

*Willie & Joe Back at the Front* (1034): Comedy; Tom Ewell, Harvey Lembeck.

*The Crusades* (1035): Adventure; (Reissue); Henry Wilcoxon, Loretta Young.

*Horizons West* (1036): Western Drama; Robert Ryan, Julia Adams.

*Somebody Loves Me* (1037): (T): Musical Comedy; Betty Hutton, Ralph Meeker.

*Day at the Races* (1038): Comedy Melodrama; (Reissue); Marx Brothers, Maureen O'Hara.

*San Francisco* (1039): Drama; (Reissue); Clark Gable, Jeanette MacDonald.

*Turning Point* (1040): Crime Melodrama; William Holden, Edmond O'Brien.

*Abe Lincoln in Illinois* (1041): Biography; (Reissue); Raymond Massey, Gene Lockhardt.

*The Great Waltz* (1042): Musical; (Reissue); Hugh Herbert, Lionel Atwill.

*Tropical Heat Wave* (1043): Comedy-Music; Estelita Rodriguez, Robert Hutton.

*The Steel Trap* (1045): Melodrama; Joseph Cotton, Teresa Wright.

## HOW DID IT START

### Ship Christenings

The ceremonial launching of a ship is a nautical superstition harking back to the time when human sacrifices provided the blood for dampening the ship before it touched the water. In return for a blood offering, the sea gods were supposed to spare the blood and lives of those who would man the ship. The hardy Vikings, launching their galleys down an incline to the water, placed bound captive slaves between these rollers to be ground to pulp as the vessels rolled into the sea. In this way the blood thirsty deities received their due.

Gradually the pagan gods became less demanding and the blood of slaughtered lambs or oxen was sufficient. By the end of the 15th century, launchings had become religious in character. French fishermen, particularly those in Brittany, launched their boats with colorful celebrations of the full Sacrament, a custom that still persists.

In primitive times the witch-doctor or the medicine-man had a monopoly on the launching of all types of vessels. In time, however, priests were gradually entrusted with the privilege of launching and naming sea-faring vessels. They used a libation of red wine—symbolic of blood—to propitiate the water deities. In this they were following the example of the Greeks and Romans who spattered their war craft with red wine offered in the name of Bacchus, god of wine, and Neptune, god of the sea. Preferring, no doubt, the pleasing features of a goddess to those of Neptune, these ancients adorned the prows of their vessels with a goddess' head. The libation later was offered to her. Thus a ship came to be called "She."

Although the modern practice is to have women perform the launching ceremony, it was a masculine prerogative until the 19th century. Then the Prince of Wales broke the precedent and invited ladies of the court to act as sponsors, a custom now well established. But in ancient times, because of the taboo placed on women aboard ship, many sailors refused to sail on a vessel named by a woman. Although this superstition gradually disappeared, the taboo against launchings by married women and widows persisted.

In the old days, before champagne became popular, it was the practice instead of smashing a bottle to spill wine on the



ship and then name and launch it as the goblet was thrown overboard as an offering to Neptune. Later a net was strung around the bow of the ship to recover the offering.

Then came the era of throwing the filled bottle and breaking it on the bow of the ship. Unfortunately the bottle frequently missed its mark and hit someone. This problem was finally solved by encasing the bottle in a mesh-holder and wrapping many yards of red, white and blue ribbons around it. This preserved the shape of the bottle and at the same time prevented flying glass from hitting the sponsor or others nearby.

Even in our day it is considered unlucky if the bottle fails to break when it is thrown. To prevent such a calamity, the bottle is usually suspended from the forecastle on a rope bedecked with ribbons and a "bottle catcher" stands by just in case the lady should miss her mark. Many shipyards have their own official "jinx-buster" who pinches for the sponsor who fails to hit the prow because of lack of strength or a wild swing. The jinx-buster stations himself under the official platform where he can retrieve the unbroken bottle and smash it against the prow of the ship before it has slid beyond reach.

Champagne has replaced blood and wine as the modern launching libation. It is considered unlucky to use plain water in a launching. Also a vessel launched on Friday holds superstitious fears for many seamen. Just for the record, most vessels carry a securely placed metal plate stating when, where, and by whom the ship was launched. —John Parke.



"And where were you last night?"

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 53—States that Alnav 33-51, which promoted ensigns with dates of rank between 14 Apr 1948 and 14 Apr 1949 to LT JG, remains in effect.

No. 54—Modifies Alnav 7-52 regarding promotion of second lieutenants in the Marine Corps.

No. 55—Announces the temporary promotion to commander of certain line officers of the Regular Navy and Naval Reserve.

## QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 49

1. (a) Telescopic alidade.
2. (c) Taking true or relative bearings on an object.
3. (c) Sailmakers.
4. (a) Boatswain's mate. Today, boatswain mates who work in the sail loft are referred to as "canvas men."
5. (b) The President and official accorded 19 or more gun salutes.
6. (b) Commanders.

No. 56—Announces the temporary promotion to captain and commander of certain Supply Corps officers of the Regular Navy and Naval Reserve.

No. 57—Announces the temporary promotion to captain and commander of certain officers of the Chaplain Corps of the Regular Navy and Naval Reserve.

No. 58—Announces the temporary promotion to captain and commander of certain officers of the Civil Engineer Corps of the Regular Navy and Naval Reserve.

No. 59—Announces the temporary promotion to captain and commander of certain officers of the Chaplain Medical Service Corps of the Regular Navy and Naval Reserve.

No. 60—Announces the temporary promotion to captain and commander of certain officers of the Dental Corps of the Regular Navy and Naval Reserve.

No. 61—Advises supervisors of Navy college aptitude test that faulty instructions have been mailed in some cases.

### BuPers Instructions

No. 1030.4—Outlines the form to be taken for the monthly BAQ report made by commanding officers.

No. 1030.5—Concerns the disposition of government-owned clothing which a Naval Reservist receives when he reports for active duty.

No. 1120.10—Sets up procedures whereby Naval Reserve enlisted men on active duty with two years of college may apply for appointment as ensign in the administration or supply sections of the Medical Service Corps Reserve.

No. 1130.3—Puts into the Navy Directive System unchanged the physical standards for enlistment of male applicants of the U.S. Navy and Naval Reserve.

No. 1300.11—States that the sole surviving son of a family that has suffered a casualty will not be assigned duty involving combat with the enemy unless he requests it.

No. 1301.10—Contains instructions for new message and letter forms for orders to active duty of Reserve officers.

No. 1306.10—Amplifies instructions in BuPers Manual regarding assignment to duty and rotation of enlisted women.

No. 1306.15—Defines "returnable"

and "non-returnable" quotas for enlisted personnel assigned to schools under the management control of BuPers, BuAer and BuMed.

No. 1412.7—Cites the Officer Personnel Act of 1947 which states that "no officer holding a permanent commission in the Regular Navy above the grade of CWO shall be temporarily promoted to a grade above lieutenant unless he has not less than two years of sea or foreign service duty in grade (except EDO, AEDO and SDO officers)."

No. 1430.4—Concerns the assignment and removal of striker symbols of enlisted personnel of the Regular Navy.

No. 1520.7—Requests applications from officers, male and unrestricted line, aviation classifications excluded, for assignment to underwater demo-

## SONGS OF THE SEA



### A Roaring Breeze and Flowing Sea

*Oh, for a soft and gentle wind,  
I heard a fair one cry,  
But give to me the roaring breeze,  
And white waves heaving high;  
And white waves heaving high, my boys!  
The good ship tight and free;  
The world of waters is our home,  
And merry men are we.  
There's tempest in yon horned moon,  
And lightning in yon cloud,  
And hard the music, mariners,  
The wind is piping loud;  
The wind is piping loud, my boys!  
The lightning flashes free,  
While the hollow oak our palace is,  
Our heritage the sea.*

—Old Forecastle Song

lition training at Coronado, Calif.

No. 1520.9—Incorporates unchanged in the Navy Directive System the policy and standards for resident and intern medical programs.

No. 1520.10—Informs officers of the Naval Reserve on active duty of the conditions under which they may apply for certain postgraduate courses.

No. 1552.2A—Provides instructions for issuing the "Atomic Weapons Effects and Individual Action Card" to personnel of the Navy and Naval Reserve.

No. 1626.3—States that an enlisted man awaiting court martial or civil trial for a felony should notify his parents, spouse or guardian of that fact.

No. 1747.1—Gives a complete summary of assistance that may be expected, and assistance which may not be expected, in time of emergency from the Navy Relief Society.

No. 1760.3—Reminded personnel that deadline for the Montana state bonus was 1 Jan 1953.

No. 1761.6—Makes correction in the "Referral Directory for Navy Veterans' Counselors," NavPers 15832.

No. 1900.1—Brings up-to-date the list of naval separation activities within U. S. for male personnel.

No. 1910.5—Provides one basic instruction governing separation, by discharge or release, of enlisted personnel on active duty.

No. 3370.1—Gives qualifications necessary for an officer or enlisted man to be authorized to test, adjust or repair mine firing mechanisms.

### NavPers Notices

No. 1111 (3 Nov 1952)—An-



"But you dropped it, coming in for your landing."

nounces annual nationwide competition for appointment to cadetship in the U. S. Coast Guard (deadline 15 Jan 1953) for which Navy enlisted men are eligible to compete.

No. 1120 (21 Nov 1952)—Outlines requirements and methods of application for appointment of Special Duty Officers (legal) in the U. S. Navy.

No. 1306 (1 Dec 1952)—Requests applications from qualified personnel for Class "A" schools in the Hospital Corps.

No. 1412 (26 Nov 1952)—Announces selection of two women officers for permanent promotion to the grade of commander USN(W).

No. 1421 (3 Nov 1952)—Announces convening of selection boards for captains and commanders of the staff corps of the Regular Navy and Naval Reserve.

No. 1430 (12 Nov 1952)—Announces the names of those advanced to chief petty officer as a result of the 1952 servicewide examination.

No. 1650 (3 Nov 1952)—Announces award of Navy Unit Commendation to Patrol Squadron 6 for operations in the Japanese-Korean theater during the period 30 July 1951 to 12 Jan 1952.

No. 1760 (7 Nov 1952)—Reminds personnel that deadline for Oregon state bonus was 1 Dec 1952.

### Shipboard Communications Problems Studied in Course

A new officer correspondence course entitled "Shipboard Communications," (NavPers 10918) has been announced by the U.S. Naval Correspondence Course Center, Brooklyn, N.Y.

The course presents practical communication problems met aboard a large ship. Officers who have served only at shore bases or aboard small ships should find the course especially helpful in solving problems of organization and personnel administration.

Application for the ten-assignment course should be made on NavPers Form 992 through official channels. Application forms may be obtained from ship's office, district commandant or commander of Organized Reserve units.

Reservists will earn 20 promotion and retirement points for the successful completion of the course.

### 'Copter Barely Misses Noisy Welcome on Destroyer

It's a well established fact that a helicopter can go just about anywhere. But when one lands on the crowded fantail of a destroyer, that's something to talk about.

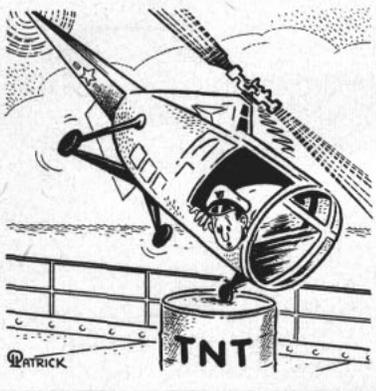
Such a landing actually took place when a helicopter from the heavy cruiser *USS Los Angeles* (CA 135) unintentionally dropped onto the after deck of *USS Orleck* (DD 886).

Piloted by Lieutenant William Wear, USNR, the 'copter was hovering over the destroyer, discharging a passenger by hoist, when the craft lost its power. The passenger, Ensign Richard Howe, USN, who was dangling from the aircraft when it suddenly developed engine trouble, quickly slipped out of the hoist-harness and dropped safely to the deck only a few feet below.

With his whirlbird rapidly losing altitude, Lieutenant Wear skillfully guided it aft to avoid hitting the after five-inch gun mount. The 'copter bounced against a loaded depth charge rack and settled on the deck with one wheel astride a 400 pound can of TNT.

Three members of the destroyer's surprised crew, Jack Hatcher, CTM, USN, John Kuoperak, SN, USN and Billy Calhoun, DC2, USN, quickly jumped forward to examine the jostled depth charges and set them on "safe".

After everything was secured and the flurry of excitement was over the destroyermen returned the "visiting" helicopter to its home base on board *Los Angeles*.



# DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

- ★ BASLEE, Herbert L., Jr., LCDR, USN (posthumously), CO of Fighter Squadron 52 on 17 Mar 1952.
- ★ HEADLAND, Edwin H., Jr., CDR, USN, CO of *uss Mansfield* (DD 728) from 13 to 15 Sept 1950.
- ★ LUNDGREN, Oscar B., CDR, USN, CO of *uss DeHaven* (DD 727) from 13 to 15 Sept 1950.
- ★ RADEL, Frederick M., CDR, USN, CO of *uss Gurke* (DD 783) from 13 to 15 Sept 1950.
- ★ SCHELLING, Robert A., CDR, USN, CO of *uss Lyman K. Swenson* (DD 729) from 13 to 15 Sept 1950.
- ★ STEWART, William S., CDR, USN, CO of *uss Henderson* (DD 785) from 13 to 15 Sept 1950.
- ★ WOLFE, Jerry D., ENS, USN (posthumously), serving in Attack Squadron 115 on 7 Feb 1952.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

- ★ DILLAVOU, Claude A., CAPT, USN, Commander Task Group 95.2 and Commander Destroyer Squadron 16 from 22 February to 25 Mar 1951. Combat "V" authorized.
- ★ GRANDFIELD, Francis J., CAPT, USN, Chief of Staff and aide on the Staff of Commander Fleet Activities from 16 Sept 1950 to 26 Sept 1951.
- ★ GRAYBIEL, Ashton, CAPT, MC, USN, Director of Research at the U.S. Naval School of Aviation Medicine, Pensacola, Fla., from 1942 to May 1952.
- ★ SHARP, Louis D., Jr., CAPT, USN, Commander Administrative Command, Amphibious Force, Pacific Fleet, Naval Forces, Far East, from 2 Sept 1950 to 18 June 1951. Combat "V" authorized.
- ★ WHITTAKER, Donald L. A., LT, USNR, pilot of a helicopter from February through April 1951. Combat "V" authorized.

Gold star in lieu of second award:

- ★ BURROWES, Thomas, CAPT, USN, CO of *uss Wisconsin* (BB 64) and as Task Element Commander from 28 Nov 1951

to 22 Feb 1952. Combat "V" authorized.  
 ★ WRIGHT, Joseph M.P., CAPT, USN, Commander Service Division 31 from July 1950 to March 1951. Combat "V" authorized.

Gold star in lieu of third award:

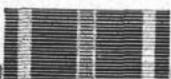
- ★ McMANES, Kenmore M., RADM, USN, Commander Fleet Activities, Japan-Korea and as Commander Fleet Activities, Yokosuka, Japan, from 10 Feb 1951 to 12 Aug 1952.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

- ★ CLARK, Allen H., FT3, USN, for rescuing a man and woman from drowning in the Anacostia River, Washington, D.C., 14 June 1952.
- ★ ESTERGREEN, Leo J., AN, USN, attached to Air Anti-Submarine Squadron 892 on 6 Sept 1951.
- ★ HARWOOD, Lester J., Jr., AL2, USN, serving in Helicopter Squadron One on 29 Jan 1952.
- ★ LADENHEIM, Jules C., LT (then lieutenant (jg)), MC, USNR, serving in *uss Valcour* (AVP 55) on 14 May 1951.
- ★ STOKE, Warren Wm., CHBOSN, USN, serving in *uss Valcour* (AVP 55) on 14 May 1951.
- ★ UPTHEGROVE, William R., LTJG (then ensign), USN, serving in *uss Radford* (DDE 446) on 23 Mar 1952.
- ★ VAN WINKLE, Oscar L., LT (then lieutenant (jg)), USN, serving in *uss Valcour* (AVP 55) on 14 May 1951.
- ★ VORWERK, Edmund A., MM3, USN, (Posthumously), attached to the Inactive Floating Dry Dock Group, Pearl Harbor, on 6 Dec 1951.
- ★ WARDEZAK, Francis V., HM3, USN, attached to the First Marine Division on 20 Jan 1951.
- ★ ZAMORA, Anthony, SN, USN (Posthumously), rescued a shipmate from drowning in the waters off Norfolk, Va., on 23 Jan 1952.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ ABBOTT, John A., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.

★ ALLAUD, Emmett R., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 3 Oct 1950.

★ ALBRIGHT, Edward H., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 22 Sept 1950.

★ ALDRICH, Robert G., LTJG (then ensign), USNR, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.

★ ALLEN, Lawrence R., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ AMEN, William T., LCDR, USN, Squadron Commander of Fighter Squadron 111 from 5 Aug 1950 to 1 Feb 1951.

★ ARNOLD, Joe H., CDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BABBITT, Arlene K., ADC, USN, serving in Helicopter Squadron One, Unit 14 on 26 Oct 1951.

★ BAXTER, Alfred E., AD3, USN (missing in action), serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BECK, Henry J., A01, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BLALOCK, David A., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.

★ BROWN, LaVerne Wm., Jr., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 6 July to 8 Nov 1950.

★ BROWN, Oliver F., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 26 Nov 1950.

★ BROWN, Raymond D., AT2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BRYAN, Edward M., AT1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BUDLONG, William L., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BUNCH, Robert G., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ BURGESS, William L., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 30 Sept 1950.

★ CARPENTER, Charles R., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 5 Aug 1950 to 27 Jan 1951.

★ CHESTER, William R., LT (then lieutenant (jg)) USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ CHRISTIANSON, Arden O., AM1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ CONK, Vernon L., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

## ★ DECORATIONS

★ COOK, Murray C., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.

★ COVINGTON, Gerald E., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 28 Sept 1950.

★ COX, William J., LTJG, USNR, serving in Helicopter Squadron One from 5 January to 3 June 1951.

★ CRAWFORD, Melvin C., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ DEACON, Edward T., CDR, USN, Squadron Commander of Fighter Squadron 114 and strike leader in Air Group 11 from 5 August to 13 Nov 1950.

★ DECRISTOFARO, Silvio, LCDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ DOWNS, Richard E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.

★ DRISCOLL, Jerome M., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

★ ELLISON, Leroy S., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 3 July to 30 Sept 1950.

★ FARNSWORTH, Glenn T., ENS, USNR, serving in Fighter Squadron 113 from 5 August to 1 Dec 1950.

★ FENNER, Richard C., LTJG (then ensign), USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ FLECK, Richard Wm., CDR, USN, serving as CO of Attack Squadron 115 and strike leader in Air Group 11 from 5 August to 20 Nov 1950.

★ FLETCHER, James L., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ FORD, William P., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ FRANZ, Eugene L., LTJG (then ensign), USNR (missing in action), serving in Fighter Squadron 53 from 6 August to 30 Sept 1950.

★ GLENN, Beauregard J., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ GONZALES, Alphonso, AL1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.

★ GRAY, Carl A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ GRINNELL, John R., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HADDOW, Paul F., AD1, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

★ HAKER, Carl L., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HALL, Charles K., AD2, USN, serving in Patrol Squadron 46 from 27 June to 17 Dec 1950.

★ HAMBLIN, Robert L., LCDR, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HARBEN, Mabre M., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HARRIS, Carl W., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HARRIS, John, ENS, USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.

★ HAUCH, Richard I., LT, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HERRICK, Harvey S., LT, USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

★ HEWITT, William C., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HIGGINS, Paul D., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HILLESLAND, Carl B., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HOUSTON, Donald F., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ HUBKA, Verne R., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 29 June to 7 Nov 1950.

★ HUGHES, Wayne Laverne, ENS, USN, serving in Attack Squadron 55 from 3 July to 27 Sept 1950.

★ HYDE, James E., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 5 August to 25 Oct 1950.

★ JEFFERY, Harold W., Jr., LT, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ JENNINGS, Carl R., LT, USN, serving in Fighter Squadron 54 from 3 July to 25 Sept 1950.

★ JOHNSON, Daren W., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ JOHNSON, Robert S., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ JOHNSON, Robert W., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ JORDAN, Edward, AO2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ JUTRAS, Francis S., LTJG (then ensign), USNR, serving in Fighter Squadron 54 from 7 August to 22 Oct 1950.

★ KEADY, John R., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ KNIGHT, Darrell D., ENS, USNR, serving in Attack Squadron 115 from 5 Aug 1950 to 16 Jan 1951.

★ KNOX, Boyd D., LTJG, USNR, serving in Fighter Squadron 114 on 18 and 19 Feb 1952.

★ KNOX, Jack D., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ KOECHNER, Virgil J., AL2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ KUHLMAN, Hugh C., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 4 July to 1 Oct 1950.

★ LANEY, Edward V., Jr., LTJG (then ensign), USNR, serving in Fighter Squadron 53 from 3 July to 24 Sept 1950.

★ LISSY, Floyd K., LT (then lieutenant (jg)), USN, serving in Attack Squadron 115 from 12 Sept 1950 to 12 Jan 1951.

★ MANTZ, Roy T., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.

★ MAST, John L., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ MCCALLUM, Elmer A., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 6 August to 25 Oct 1950.

★ MCGEE, Douglas J., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ MCGEHEE, Kirk R. L., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ MCKEE, Walter A., AD2, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

★ MCKENNA, John P., LT, USNR (missing in action), serving in Composite Squadron Three on 8 Feb 1952.

★ McLAIN, Roy Wm., Jr., LT (then lieutenant (jg)), USN, serving in Attack Squadron 55 from 3 July to 18 Sept 1950.

★ MILLER, Berwyn J., ALC, USN, serving in Air Transport Squadron 21 on 2 Dec 1950.

★ MOFFIT, Lloyd Wm., LT, USN, serving in Carrier Air Group 11 from 10 Oct 1950 to 15 Jan 1951.

★ MONTAGUE, Lloyd L., ENS, USN, serving in Attack Squadron 55 from 3 July to 25 Dec 1950.

★ MUNCIE, Wendell B., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

★ MURPHY, Joseph M., LCDR, USN, serving in Fighter Squadron 53 from 3 July to 15 Sept 1950.

★ NEIDLINGER, Carl C., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

★ O'CONNELL, William R., LTJG (then ensign), USN, serving in Attack Squadron 55 from 3 July to 19 Sept 1950.

★ O'NEILL, John T. T., CDR, USN, Squadron Commander of Fighter Squadron 113 and strike leader in Air Group 11 from 12 Oct 1950 to 29 Jan 1951.

★ O'NEILL, Joseph P., LTJG (then ensign), USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ OVERMAN, Carl J., AD2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ PALMQUIST, John R., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 29 June to 3 Nov 1950.

★ PAVELLE, James R., LTJG (then en-

sign), USNR, serving in Attack Squadron 55 from 3 July to 21 Sept 1950.

★ PEDERSEN, Leif A., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ PERKINSON, Robert J., CDR, USN (posthumously), serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

#### Gold star in lieu of third award:

★ HODSON, Norman D., LCDR, USN, CO of Attack Squadron 55 from 30 August to 12 Sept 1950.

★ MANGER, Martin M., Jr., LT (then lieutenant (jg)), USN, serving in Composite Squadron Three from 22 July to 25 Sept 1950.

★ SMITH, Carl E., LT, USN, serving in Fighter Squadron 53 from 4 July to 24 Sept 1950.

#### Gold star in lieu of fourth award:

★ GOODWIN, Glendon, LCDR (then lieutenant), USN, serving in Composite Squadron Three from 4 July to 21 Sept 1950.



#### BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ DUNN, Charles E., SN, USN, serving in *uss Saint Paul* (CA 73) on 21 Apr 1952. Combat "V" authorized.

★ FAGEN, Darrel F., GMC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ FARWELL, Arthur F., Jr., CDR, USN, CO of Patrol Squadron Six from 7 July 1950 to 1 Feb 1951.

★ GILMAN, George C., LTJG (then ensign), USNR, boat officer on 15 Sept 1950 and liaison officer from 10 to 24 Dec 1950. Combat "V" authorized.

★ HEFTY, Lawrence R., ADAN, USN (posthumously), serving in Helicopter Squadron Two, Detachment 40 on 2 Apr 1951. Combat "V" authorized.

★ HUSHION, William C., BM3, USN (posthumously), attached to Mine-sweeping Boat Division One on 25 Mar 1952.

★ KEENER, Tilden M., BMC, USN, CPO in Charge of *uss Kittaton* (YTB 406) from 1 Sept 1950 to 15 Mar 1951. Combat "V" authorized.

★ LAWTON, Ronald C., HM1, USNR, serving in the First Marine Division on 29 Nov 1950. Combat "V" authorized.

★ O'NEAL, Larry E., HM3, USN, attached to the First Marine Division on 9 Dec 1950. Combat "V" authorized.

★ SETZER, Harry A., FC1, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ SUTHERLAND, Carl Wm., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

★ TENNYSON, Durward J., LT, USN

(posthumously), serving in Air Group 19 from 29 May to 10 Aug 1951. Combat "V" authorized.

★ THEEDE, William L., LT, USN, boat officer of an LCM on 29 Nov 1951. Combat "V" authorized.

★ THOMAS, Russel C., ENC, USN, serving in *uss McCaffery* (DDE 860) on 17 Jan 1951.

★ TOPPEL, Edward, HN, USN, attached to the First Marine Division from 1 September to 5 Dec 1950. Combat "V" authorized.

★ WARD, Sibley L., Jr., CDR, USN, CO of *uss Herbert J. Thomas* (DDR 833) from 9 September to 19 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ WARNER, Charles A., ENFN, USN, serving in *uss Partridge* (AMS 31) on 2 Feb 1951.

★ WATSON, John, RDC, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ WILHELM, Ralph V., CDR, USN, serving on the staff of Commander Naval Forces, Far East from 5 July 1950 to 6 Oct 1951.

★ WITHERELL, James N., CDR, SC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ WOLF, Stanley I., LTJG, MC, USNR, serving with a Marine Infantry Battalion from 21 September to 5 Oct 1950.

★ ZAFFINO, Joseph, AGC, USN, serving on the staff of Commander Seventh Fleet from 26 June 1950 to 28 Mar 1951. Combat "V" authorized.

#### Gold star in lieu of second award:

★ AKERS, Charles O., CDR, USN, CO of *uss Ozbourn* (DD 846) from 7 Sept 1950 to 26 Mar 1951.

★ BOLLHEIMER, Joseph C., CHMACH, USN, serving in *uss Bataan* (CVL 29) from 15 Dec 1950 to 15 Apr 1951.

★ BOWMAN, Merle F., CAPT (then commander), USN, CO of *uss Borie* (DD 704) from 13 Oct 1950 to 19 Apr 1951.

★ BRAY, James F., Jr., HMC, USN, serving with a Marine Technical Air Control Squadron from 4 August to 13 Dec 1950.

★ CALDWELL, Sam J., Jr., CDR, USN, CO of *uss Frank Knox* (DDR 742) from 2 Aug 1950 to 28 Mar 1951.

★ CASSEL, Charles M., Jr., CDR, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

★ DYSON, Howell J., CAPT, USN, Commander Fleet Air Wing Six, 8 Nov 1950, to 10 Apr 1951.

★ FAIN, Charles Wm., Jr., LT (then lieutenant (jg)), DC, USN, attached to the First Marine Division from 15 September to 8 Oct 1950.

★ FERRELL, George R., LT, USN, serving in *uss Paricutin* (AE 18), 16 Sept 1950, to 28 Feb 1951.

★ FLEISCHAKER, Robert J., LT, MC, USN, attached to the First Marine Division from 15 September to 15 Dec 1950.

★ GARRETT, Joshua H., LCDR, USN,

serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 6 Jan 1951.

★ HAMLIN, Harold S., Jr., CDR, USN, CO of *uss William R. Rush* (DD 714), 5 February to 15 June 1951.

★ HARMON, Leonard E., CDR, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

★ HINMAN, Charles R., LT, USN, attached to *uss Chevalier* (DDR 805), 13 Aug 1950.

★ LANG, William B., EM2, USN, attached to *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

★ LESSENDEN, Chester M., Jr., LCDR, MC, USN, Regimental surgeon of the Fifth Marines from 21 August to 30 Sept 1950.

★ MCCALLUM, James L.P., CDR, USN, CO of *uss Norris* (DDE 859), 17 Nov 1950, to 5 Feb 1951.

★ MINTER, Charles S., Jr., CDR, USN, CO of Patrol Squadron 28 from 1 April to 15 Sept 1951.

★ SHARP, Ulysses S. G., Jr., CAPT, USN, Commander Destroyer Squadron Five from 4 Nov to 23 Dec 1950.

★ SHEFFIELD, Fletcher L., Jr., CDR, USN, CO of *uss Brush* (DD 745) from June to Sept 1950.

★ STONE, Lester J., CDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

★ WANLESS, Robert H., CDR, USN, CO of *uss Samuel N. Moore* (DD 747) from June to September 1950 and from October 1950 to January 1951.

★ WARD, Sibley L., Jr., CDR, USN, CO of *uss Herbert J. Thomas* (DDR 833) from 4 to 7 Sept 1950, and from October 1950 to January 1951.

★ WEATHERWAX, John C., CDR, USN, CO of *uss McKean* (DD 784) from 28 Oct 1950 to 26 Mar 1951.

★ WOODYARD, Edward L., CAPT, USN, CO of *uss Rochester* (CA 124) from 13 to 15 Sept 1950. Combat "V" authorized.

★ WRIGHT, George C., CAPT, USN, CO of *uss Missouri* (BB 63), 2 to 28 Mar 1951.

★ ZOELLER, Raphael A., CDR, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

#### Gold star in lieu of third award:

★ HAINES, Preston B., Jr., CDR, USN, CO of *uss Maddox* (DD 731) from June to September 1950 and from November 1950 to January 1951.

★ HALE, Fletcher, Jr., CDR, USN, CO of *uss Arnold J. Isbell* (DD 869) and Commander Task Element 95.28 from 16 to 30 May and from 13 to 27 June 1951.

★ KOHR, George L., CAPT, USN, Chief of Staff for Commander Carrier Division 15 from 17 January to 1 Aug 1951.

#### Gold star in lieu of fourth award:

★ McDOWELL, Ellis H., CDR, USN, CO of *uss McCaffery* (DDE 860), 10 July 1950, to 5 Feb 1951.

# BOOKS: NEW YEAR BRINGS YOU LOTS OF GOOD BOOKS

Biographies, autobiographies and just plain, ol' fiction are finding their way to the shelves of ship and shore libraries after careful selection by the BuPers library staff. Here are reviews of some of them:

- *The Wonderful Country*, by Tom Lea; Little, Brown and Company.

The author of *The Brave Bulls* has written an interesting adventure story about life in Texas—when Rangers and Mexicans combined efforts to fight Apache Indians, when bloodshed and insurrections were the order of the day.

Martin Brady is the central character. While still a youngster, he shot his father's killer and swam the Rio to Mexico. There he remained for some 14 years, eventually becoming a trouble-shooting *pistolero* for the Castro family.

Brady wanted to cross the river again and try life in the States. He was tired of Mexican life. He wanted to rid himself of the Castro's yoke. But he wasn't sure whether he'd be welcome.

Woven into Brady's life are the lives of the Castros—one a general and one who was to become governor of a Mexican province; John Rucker, captain of Texas Rangers, who offered Brady a job; Rascon, the killer; Ludwig Sterner, the boy from Prussia; and Brady's magnificent black stallion, Lagrimas (Tears).

Tom Lea was born—and still lives—in the middle of the territory he



HORSE AND RIDER accurately depict the mood of *The Wonderful Country* with illustrations by author Tom Lea.

writes about. This lends an added air of authenticity to his well-written novel. He has a knack for good character delineation, a flair for writing sound dialogue. The novel is full of action and intrigue. You'll enjoy it.

- *Give Us This Day*, by Richard V. Grace; Longmans, Green and Company.

Here's a World War II novel that's got a different twist.

It's the story of Captain Barry Lynn, USAAF. Lynn, a combat hero, with 30 missions under his belt refuses a tour of Stateside duty after his girl breaks their engagement.

On an important flight, he disobeys the orders of his superiors and breaks formation, taking his group on a low-level mission to provide ground support under top secret orders from an Army colonel. The venture cost many planes and even more lives. Lynn is court-martialed. Figuring prominently in the case is Lynn's broken engagement with a Senator's daughter. The "sealed orders" are missing. Lynn can't remember the colonel who gave him the orders. The testimony of his best friend, a newspaper correspondent, did no good. Lynn is convicted and sentenced to be "hanged by the neck until dead."

After the conviction, the correspondent, the trial judge advocate, Pam, the British girl, and Jeanne, the American girl, pool their efforts in an attempt to locate the unnamed colonel. All leads fizzle out. Efforts to have the death sentence commuted fail. The situation grows more hopeless as the time of the execution draws near.

You'll have to read quite a few suspense-filled pages to find out just what happened to Barry Lynn. And you'll find it hard to put the book down until you do!

- *Double Trouble*, by Charles and Eugene Jones with Dale Kramer; Little, Brown and Company.

This is the autobiography of the Jones twins, youthful and talented photographers from Washington.

It describes their teen-age efforts to break into the news photography business, their many scrapes with the police and private citizens, their

unique liaison with the fire department, and the long hours they put into learning their trade and winning their success.

During World War II, the twins served with the Marines as combat photographers. They covered Iwo Jima and other battles. As civilian photographers, they did a stint during the Korean war. And they got into various predicaments as they toured Europe.

The Jones boys have "graduated" from the world of Speed-Graphic stills and are now using motion picture cameras.

Many of their early photos are used to illustrate the volume.

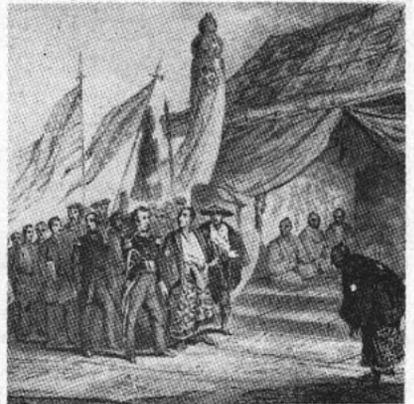
The book is written in a very breezy, light-handed manner. It's got lots of amusing paragraphs and a few meaty ones, too. You'll probably like it.

- *Narrative of the Expedition of an American Squadron to the China Seas and Japan*, by Commodore Matthew C. Perry, USN, edited by Sidney Wallach; Coward-McCann, Inc.

This is a revised edition of Perry's work, re-issued to commemorate the opening of Japan to the western world.

Perry was sent by President Fillmore to negotiate a treaty of commerce with Japan. In this manner, a naval squadron became instrumental in establishing diplomatic relations between two countries widely separated in terms of miles and tradition.

The narrative is an excellent piece of journalistic observation. Edited and annotated for the reader of today, it becomes an important part of our literature.



COMMODORE PERRY meets the Imperial Commissioners at Yokohama. — from COMO Perry's *Narrative*.

# TRANSPORTS IN WORLD WAR ONE



Constantly alert for the threatening black tip of a periscope which would mean another German U-boat on the prowl, the courageous men of the Cruiser and Transport Force succeeded in carrying the khaki-clad American Expeditionary Force to France.

*In April 1917, when the U. S. entered World War I against Germany, things did not look good for the Allies. The Western Front was ablaze. France was on the verge of collapse. Great Britain was fighting tooth and nail to lick the German U-Boats which had succeeded in sinking as much as 800,000 tons of her vital shipping in a single month.*

*With our entry in the war, the United States prepared to send an American army to Europe — on the ships of the American Navy and merchant marine. This action was to prove itself one of the decisive factors in the Allies' winning the war.*

*Thus it was that the U. S. Navy suddenly was faced with the problem of getting hundreds of thousands of men — and their equipment — across miles of threatening ocean to the fighting front. The answer turned out to be the "Cruiser and Transport Force", the subject of the following account.*

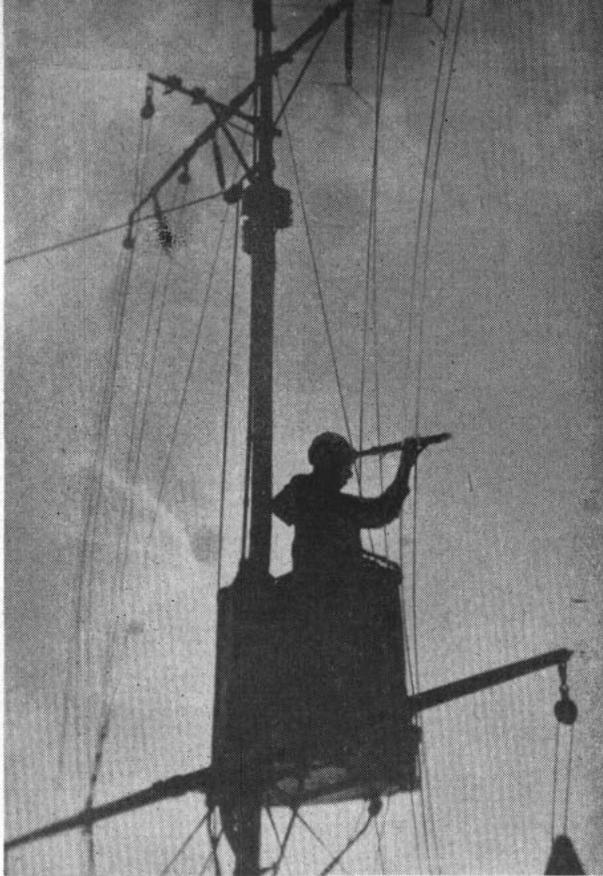
*On November 11, 1918, when the armistice was finally signed, this Force had grown to 24 cruisers and 42 transports manned by 3000 officers and 42,000 enlisted men. This was not counting the 453 cargo ships manned*

*by U. S. Navy crews which hauled supplies to Europe.*

*Service in the Transport Force was not without hazard. Fully half the casualties suffered by the U. S. Navy were to men of the deep-draft transports. Enemy guns and torpedoes weren't the only menace either. Danger from fire and internal damage was enhanced by occasional saboteurs. Constant maneuvering without lights increased the likelihood of collision.*

*Vice Admiral Albert Gleaves, USN, the U. S. Commander of convoy operations in the Atlantic during the war, tells the story of the development of the Cruiser and Transport Force and how the Navy protected the relatively slow transports. He also graphically relates how constant drilling in anti-submarine techniques payed dividends — as it did in the case of the torpedoing of a ship like the transport Mount Vernon.*

*This supplement is excerpted and freely arranged from A History of the Transport Service by Vice Admiral Albert Gleaves, USN, published by George H. Doran Company in 1921. The author here picks up the narrative immediately after the U. S. declaration of war upon Germany.*



**LOOKOUT**, standing high in vessel's crow's nest, was the first defense against the German U-boats.

IT was soon evident that the way was now open to send hundreds of thousands of men to fight in France. The Transport Force grew apace. All available American ships were requisitioned, and, in addition, the War Department arranged with foreign governments for as many ships as could be spared to lend us a hand in getting the soldiers across; England, of course, furnished by far the greatest number, Italy a few, France a few, and Brazil one. We secured three Dutch ships also. To protect these vessels in their ocean voyage, all of the United States cruisers were employed, reinforced by a division of French cruisers, commanded by Rear Admiral Grout. Of the latter, the *Dupetit-Thouars*, commanded by Capitaine de Frigate Papue, was torpedoed and sunk while engaged in escorting one of our merchant convoys.

During the first six months of 1918 the Transport Force increased rapidly in numbers. The speed of operation also continued to improve as the machinery defects were overcome, the coaling difficulties solved, and the organization standardized and consolidated. The delays at the ports of debarkation, St. Nazaire and Brest, were

materially reduced as the Army obtained additional labor and equipment for receiving the transports' troops and cargoes.

In January four convoys, averaging three transports to a convoy, were dispatched with 25,662 troops. In February three convoys averaging five ships each were dispatched, carrying 39,977 troops.

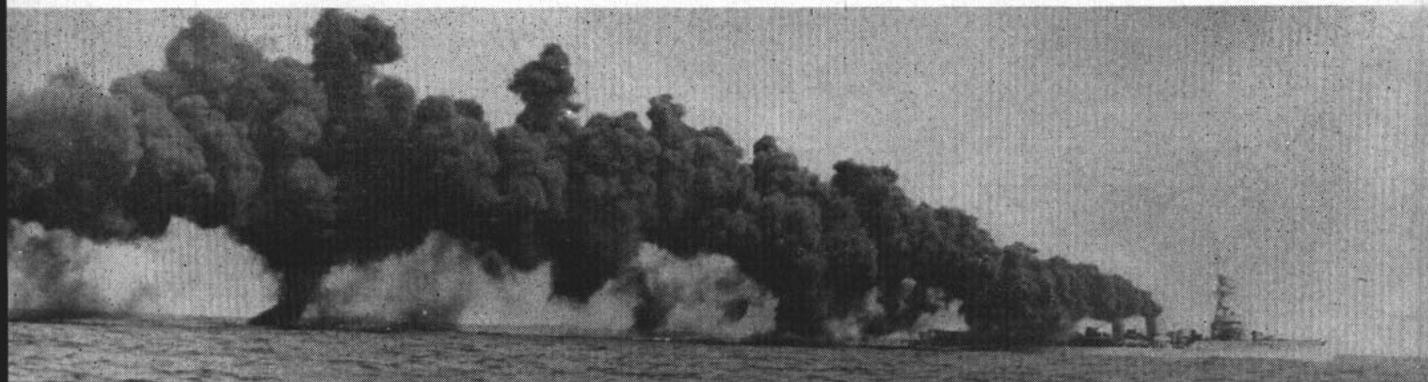
The plans made for the increase of troop movement in 1918 developed the necessity for another outlet than New York, in order to reduce port congestion, to improve railroad transportation ashore and to increase facilities for coaling and repairing. Newport News, Va., was agreed upon by the War and Navy Departments as an additional port of embarkation and sufficient ships were assigned to that port to provide for the carrying of 40,000 troops per month from Newport News to France.

The procedure for the convoys was as follows: The troopships were sent over in groups, and these groups, as a rule, were composed of not less than four, or more than twelve ships. Altogether 88 groups sailed from the United States from June 14, 1917, to December 2, 1918. Each group usually started in two sections, sailing simultaneously, one from Hampton Roads, and one from New York, and joining up at a prearranged rendezvous off the coast. They were accompanied to the hundred-fathom curve by a cruiser, destroyers, chasers, submarines and aircraft. Then the light craft returned to port and the cruiser continued on to a certain meridian where the convoy was met by the European destroyers and taken through the danger zone. The voyage from the United States to France averaged twelve days, except for the fastest ships. The *Leviathan*, *Northern Pacific*, and *Great Northern* usually sailed together and without escort to the overseas rendezvous, their high speed being their best protection.

As the need for rapid transatlantic troop transportation became more pressing, every effort was made to increase the troop-carrying capacity of the individual vessels to the maximum that was considered safe. Careful calculation of all available space was made and additional bunks installed. The increase was made during the time of lay-over in American ports and in no cases was the sailing of a transport delayed by this work.

The great German drive in March 1918, produced an urgent and imperative call for more troops. Notwithstanding the fact that the American ships were carrying many more troops per ton than the foreign ships, an increase of 40 per cent to 50 per cent was obtained in some of the larger ships by the "turn in and out" method; that is to say, the extra men carried took turns with others in sleeping in the bunks. In other words, the bunks were always occupied. This was carried out only in the fastest ships, where the discomfort lasted for the shortest time, and the high speed of the ship rendered them fairly im-

**SMOKE SCREENS**—made by escorting destroyers, smoke boxes tossed overboard, smoke funnels—hide convoys.



mune from torpedo attack. The troop capacity of the *Leviathan* was thus increased 100 per cent from 7,000 to 14,000.

Until May 1918, almost all of our troops were embarked in our own Naval transports; but after that date the call for more men became so urgent that the great British liners were called in to assist. All hands had to pull together to defeat the German armies which were overrunning France. It was a case of the Allies' domination or downfall. As many of the British ships had been taking over Canadian troops, they were ready to receive and transport our soldiers. From first to last 196 British vessels were employed in this work.

On July 1st, a year after the operation began, the total number of troops in France and embarked for France, was 1,029,005; of these 456,854 had been sent over in British ships; 524,457 in American ships, 18,476 in French and Italian ships, and 29,218 in Italian ships leased by the British government.

From July 1918, until the signing of the Armistice, the troops crossed at the rate of nearly 10,000 per day.

The actual operation of our transports continued to increase in efficiency up to the signing of the Armistice. Additional destroyers having been sent abroad for escort duty, it became possible to sail medium speed (13 to 14 knots) troop transport convoys from New York at 7-day intervals.

\* \* \*

In safeguarding the troopships, the escorting mosquito craft of air and sea — I also have in mind those who laid the North Sea mine barrages — all did wonderful work; but we did not have nearly enough of either destroyers or airplanes to answer adequately the wartime demand. Consequently, the ships of the force I commanded were frequently thrown on their own resources, and as all hands knew that they were on the receiving end of the enemy torpedoes, considerable interest was taken in developing ship defense to the utmost.

• *Lookouts* — The first defense against the U-boat was the lookout. Never has there been so clearly proved the everlasting truth that "Eternal vigilance is the price of safety." The old sea phrase of the essentials of safety, the three "L's" — Log, Lead, and Lookout — were all concentrated in one great big "L" during the war.

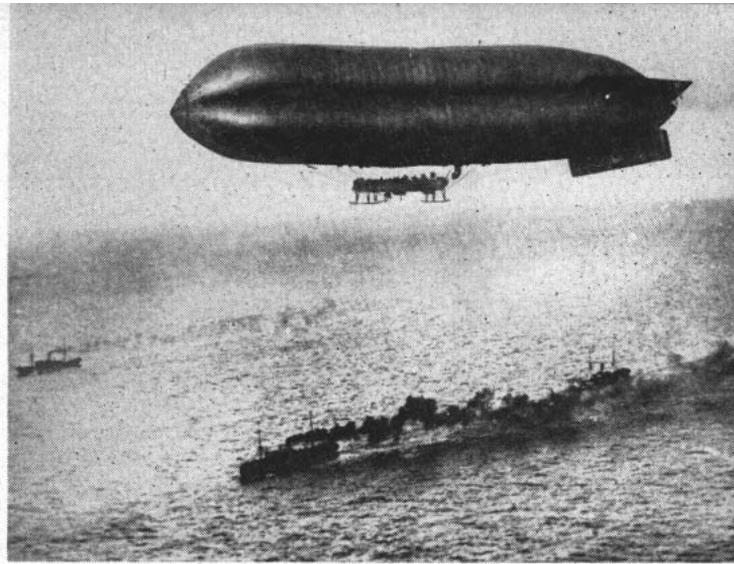
Time is everything in a torpedo attack, and the gain of a few seconds in sighting, reporting and putting the helm over may mean saving hundreds of lives.

• *Speed* — Of all kinds of protection within the ship against submarine attack, high speed was probably the most effective. A submarine under water has only a moderate speed and must use good judgment and also be attended by good luck to attack successfully a vessel traveling two or three times faster.

High speed also enables a quick maneuver. A ship moving rapidly answers her helm more promptly than one going slowly, and therefore can be turned with greater ease to avoid a submarine or the path of a fired torpedo, revealed by its wake.

Every endeavor was made to assure all transports' making their maximum speed while passing through the danger zone. This called for care in organizing convoys, as the speed of the convoy is the speed of the slowest ship.

• *Zigzag Tactics* — Zigzag tactics were introduced by the English. At sea it is a simple problem to observe, and then estimate the course and speed of a ship if both remain steady — otherwise not.



AIRSHIP escorts ships into Brest Harbor, 1918. Such use presaged expanded airship work in WW II.

Various methods of zigzagging, that is, making radical changes of course at irregular intervals, were used in the Cruiser and Transport Force. As all ships had to turn together, each separate method was numbered, and the convoy commander had only to signal the number, and then change the plan from time to time further to puzzle the submarine.

Each transport carried a zigzag clock carefully set to Greenwich time and placed in a specially screened box in front of the helmsman. This was to assure that all ships put their rudders over simultaneously, on the dot, in order to minimize the danger of collision.

If it had been the practice to follow only one zig zag plan, a submarine might follow in the wake of a ship, note and record each change of course, and then act accordingly — also spreading the news to other submarines.

• *Tactics to Destroy* — Tactics to destroy, to harass, to make the submarine the hunted one as well as the hunter, were useful, both to lessen the enemy's numerical strength and also to damage his morale. All vessels in the Cruiser and Transport Force carried guns and depth bombs, and were on the alert to use ramming tactics whenever opportunity offered.

Then there is the non-ricochet type of shell developed to dive and follow an underwater trajectory and explode against the submerged U-boat.

Submarines are vulnerable, and as a general rule, they did not like to take chances on being hit by gunfire. The policy of arming merchantmen, together with the convoy system, upset the plans of the larger type of U-boat cruisers, because they had no opportunity to attack on the surface, except in the face of an effective gunfire, while their large size made them unhandy in making submerged attack.

Torpedoes, moreover, were expensive and could not be carried in large numbers. On the whole, it may be concluded that the gun was an important factor in defeating the submarine.

• *Depth Bombs* — Depth bombs, variously known as depth charges or water bombs, were dropped over the stern of a ship, or thrown in pairs, simultaneously to a distance on either side of the vessel, by means of a "Y" gun.

These bombs were fitted with a hydrostatic valve,

## TRANSPORTS IN WORLD WAR ONE

operated by the weight of water, so that the charge — 300 to 600 pounds of TNT — exploded at a certain depth. If not near enough to blow in the U-boat's sides, or to disarrange the delicate internal machinery and fittings, at least it damaged the morale of the crew.

- *Smoke Screens* — Smoke screens to hide the convoy were sometimes made by escorting destroyers, or by smoke boxes thrown overboard, or by smoke funnels mounted on the stern filled with a phosphorous compound which emitted a dense black smoke.

- *Camouflage* — Wide use was made of camouflage painting of hulls and exterior fittings of all types of ships, to confuse the enemy in estimating the course, speed and size of his quarry.

For a long time, it was generally thought that camouflage acted like the invisible cloak of the knight in the fairy tale, which of course it didn't.

There were various styles of camouflage just as there were different kinds of zigzags. Some camouflaging was so effective that the course of the ship was disguised as much as 90 degrees. Once an officer of the deck reported that a ship had been sighted heading directly across his bow, when as a matter of fact she was going in the same direction.

- *Radio* — All transports and their escorts were required to confine to a minimum the use of the radio telegraph. A receiving vessel can judge the approximate distance of the transmitting vessel by the strength of the sound. The Germans had also developed their radio direction finders to a high degree of efficiency, so we simply cut out using the radio, except in cases of extreme urgency.

- *Darkening Ship* — One of the most important measures of protection was the complete darkening of the ships at night. All ports and openings through which light might show outside were carefully sealed.

It was with the greatest difficulty that ships were taught that to darken ship was to make them as black as starless night. On the first expedition the strictest orders were enforced from the beginning. Each ship had to report to the flagship every morning what lights she had seen on other ships during the night.

It was not an easy task to make thousands of men who had never seen a ship before, realize they could neither smoke after sundown or even carry matches. It is a fact that the light of a cigarette may be seen for a half mile, an ample radius for exact submarine torpedo practice, hence the importance of absolute darkness.

- *Water-Tight Integrity* — Water-tight integrity was another point which received careful attention. At all times at sea, water-tight doors were kept closed in order to retain buoyancy in the event of being torpedoed. Water-tight bulk-heads were carefully inspected, and other measures, too numerous to mention, were adopted to guard against the flow of water from an injured compartment into another part of the ship.

I have often thought with satisfaction of the doctrine Captain D. E. Dismukes enforced in the *Mount Vernon*. "Men, remember that one torpedo cannot sink your ship, but keep your water-tight doors shut." The epigram suggests the older one, "Trust in God, but keep your powder dry." When the day arrived for the *Mount Vernon*, although badly damaged, she got into port. Her men said, "Of course we are all right, only one torpedo hit us."

The *Mount Vernon* was formerly the large German passenger steamer *Kronprinzessin Cecile*, gross tonnage 19,503. This ship will be recalled as the "Gold Ship," which in the summer of 1914, just before the outbreak of the war, sailed from the United States for Germany with a large consignment of gold. While at sea she received notification of Great Britain's war declaration and, being beset with British cruisers, she turned back, effecting her escape by taking advantage of a fog to slip into the small port of Bar Harbor, Maine, where she was interned. Later she was removed under United States Naval Guard to Boston, and upon our entry into the war was fitted out as an American transport.

On the morning of September 5, 1918, the *Mount Vernon*, Captain D. E. Dismukes, U. S. Navy, in convoy with the *Agamemnon*, accompanied by an escort of six destroyers was about 250 miles from the coast of France proceeding homeward-bound from Brest at a speed of 18 knots. The weather was fine, the sea smooth and all ships were zigzagging. Suddenly a periscope popped up about 30 degrees on the starboard bow of the *Mount Vernon*, between the two transports, and about 600 yards distant.

Seaman E. B. Briggs, on watch at the *Mount Vernon's* starboard bow gun, immediately opened fire. At about the same time Chief Quartermaster A. W. G. Hines sighted from the bridge the wake of a torpedo coming straight at the ship. The Officer of the Deck, Lieutenant George W. Milliken, U. S. N. R. F., (U. S. Naval Reserve Force) ordered hard right rudder, rang emergency speed, blew the whistle to indicate change of course and sounded the collision call. The vessel had just started to swing when the torpedo struck amidships, exploding with terrific force and throwing a huge column of water high into the air.

The torpedo hit fairly on a bulkhead separating two boiler rooms, and had blown open a hole 19 feet in diameter, large enough for a Fifth Avenue bus to drive through. This resulted in rapidly flooding the middle portion of the ship from side to side, for a length of 150 feet.

The immediate problem was to avoid a second torpedo. To do this two things were necessary; first to keep the enemy below the surface and confuse him by attack with depth bombs and guns; second, to make more speed than he could make submerged and so prevent his trailing and attacking again after nightfall.

The depth-charge crew consisting of Gunners Mates Lutomski, Nielson and Duffy, who had been thrown down by the explosion, jumped to their feet, and under the direction of Lieutenant Myers, U. S. Navy, proceeded to drop a barrage of five charges, which exploded at regular intervals about 200 feet apart and 150 feet below the surface of the water. This was a neat piece of work, the evolution being performed exactly in accordance with existing orders.

The gunnery officer, Lieutenant Commander Doyle, U. S. Navy, had devoted much attention in preparing for just such an emergency as this, and it may well be that the depth bomb launching device, designed and installed by him, together with his well-drilled crew, saved the ship. At any rate, the effect was to make the submarine realize that the attack was being promptly and effectively met, and that his only chance of safety lay in immediate submergence.

The next step was to beat the U-boat in the matter of speed, and it would be impossible to give too much

credit to the men below, who accomplished this by sticking to their posts in engine and fire rooms.

These men were put to a severe test. The terrific explosion was followed by instant darkness. There they were, with certain knowledge that they were far below the water level, enclosed practically in a trap, with only a long, narrow passage leading to the open air above, and the ship in imminent danger of sinking. The sound of hissing steam gave warning of the added threat of exploding boilers. It is to the everlasting honor of our Navy that not one man wavered in standing by his post of duty.

Due to the explosion, one-half of the boilers in the ship were instantly put out of commission, and the feed line in use as well as systems of communications to the engine room and lighting circuits were destroyed. Under the direction of the chief water tenders, firemen and coal passers coolly and promptly went about their urgent business. By means of holding burning coal in shovels up to the gauges it was discovered that the water in all the boilers had disappeared below the glass, thus indicating that the feed line had been cut. Quick action was necessary to avoid boiler explosion. All hands turned to and succeeded in quickly shutting off the damaged feed line, starting the emergency feed pumps in the fire rooms, and pumping salt water from the sea into the boilers.

The 150-foot amidship flooded section was between the engine room and the forward boilers, and the flanking athwartship water-tight bulkheads held. Fortunately, steam pipes leading from the undamaged boilers through this stretch of water to the engines remained intact.

Lieutenant Commander P. A. Guttormsen, U.S.N.R.F., Chief Engineer, took command in the engine room. Although the main engines were for a while slowed down to the extreme slow speed limit, they were never stopped; within 20 minutes steam pressure was being again built up, and within two hours the ship was making the remarkable speed of 15 knots, which she maintained back to Brest.

In the meanwhile, the electrical gang under the direction of Lieutenant C. A. Kohls, U. S. Navy, was engaged in running electric feed lines down the fire room hatches, and in less than a half hour this auxiliary lighting system was in operation and an improvised telephone system had been rigged for communication between the engine room and forward fire rooms.

Commander Adolphus Staton, U. S. Navy, the executive officer, who had built up and perfected the organization, took charge of all dispositions below deck. The repair parties of carpenters and ship fitters under Lieutenant Almon, U. S. Navy, the construction officer of the ship, proceeded to reenforce with shores the athwartship bulkheads flanking the flooded compartments.

While this was going on, Chief Boatswain Louis Placet, U. S. Navy, and his gang were at work on the forecstle getting ready to place the collision mat.

All naval vessels are supplied with what is known as a collision mat and gear for handling it. This large heavily lined canvas mat is designed and rigged so that it can be hauled down the outside skin of the ship to any hole which may have been made below the water line by collision, shell fire, torpedo, or other cause, thus covering it as you would place a piece of sticking plaster over a cut.

In order to pull the collision mat down the side of the ship into position, it is necessary to pass what is called the dip rope over the bow, the bight under the bottom of the

ship, leading the ends, one on either side, aft to abreast the location of the damage, so that by hauling on one side the mat attached to the other end of the line can be pulled down under the water. Two other lines, a forward guy attached to the forward corner of the mat, and the after guy to the after corner, are so led that the mat can be stretched tight and hauled forward or aft into position as may be necessary.

After the torpedoing of the *Mount Vernon*, in passing the dip rope aft, it fouled the starboard anchor. In order to clear it, Chief Boatswain Mate Lyons promptly went over the side on a bowline at considerable risk to himself. The presence of mind and cool daring shown by this man is typical of the American sailor, whose collective seamanship has been responsible for saving so many lives in this war.

Of course, in the case of such a large hole as the one made in the *Mount Vernon*, a collision mat would be of no use; but the size of this hole was not known at the time, and the Boatswain's gang went ahead to rig their collision mat exactly as if at drill. As has been explained, however, in this case the ship was able to stay afloat and proceed without stopping the hole and pumping out.

Under the direction of the Senior Medical Officer, Lieutenant Commander E. E. Curtis, M. C., U. S. Navy, the 153 wounded soldiers on board, most of them helpless cripples, were stowed in their assigned boats, with life belts on and bedding and blankets furnished, in readiness to abandon ship if this became necessary. The burned and injured men from the fire rooms were received in the sick bay and given care and attention. So great was the desire of these men to do their utmost that it was necessary for the doctors to hold some of them to keep them from returning to the fire rooms to assist their shipmates.

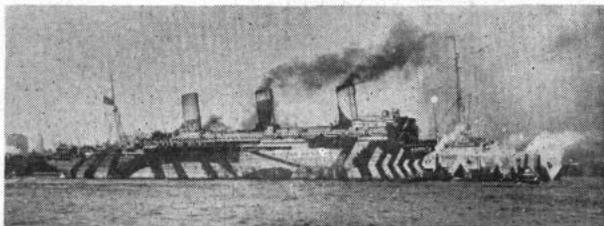
Thirty-five men were killed by the explosion, the bodies being recovered two days later after the ship had been put in drydock at Brest. One man died of burns a few hours after the explosion and another several days later, in the hospital at Brest, making a loss of thirty-seven, all of the Navy, out of a total of 1450 on board, including 350 army passengers, 100 of whom were sick or wounded. Eleven others who were seriously injured recovered.

The *Mount Vernon* reached Brest two hours and thirty minutes after midnight September 6th, where she was docked for temporary repairs. On October 28th she arrived in Boston for complete repairs, after which she was restored to service as a troop carrier, sailing on the 23rd of February.

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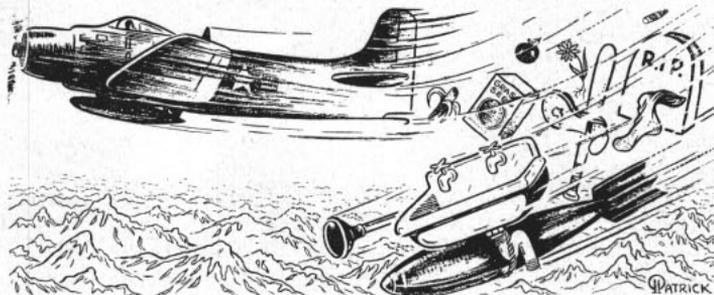
On November 11, 1918, the Armistice was signed and the war activities of the Transport Force were ended. Up to the signing of the Armistice a total of 2,079,880 men of the A.E.F. had been transported in 1142 sailings.

CAMOUFLAGE painting of hulls and exterior fittings of all types of ships was used extensively in war.



# TAFFRAIL TALK

TALES OF NORTH KOREA . . . Then there was Lieutenant (junior grade) Carl Austin, USN, who dropped everything he had on a Red target, including "the kitchen sink." The flier had managed to get a real-live kitchen sink, had attached it to a 1000-lb. bomb



slung to his AD Skyraider. The loaded sink "sank" the target out of sight.

Department of Vital Statistics—The battleship *Iowa*, while serving in the Far Eastern waters last summer, netted \$17,000 for the ship's recreation fund from the sale of soft drinks alone. . . . And crewmen of *uss Missouri* (BB 63) drank no less than 158,000 gallons of coffee between July 1950 and July 1951, a lot of jamoke any way you look at it.

\* \* \*

Crewmen of the Navy destroyer tender *uss Hamul* (AD 20) were so impressed with the hospitality of Japanese citizens of the city of Nagoya, they donated \$300 for the beautification of the city's parks.

\* \* \*

Crewmen of *uss Diamond Head* (AE 19) aren't noising it around but the ship had a couple of "deck apes" on board during her last trip from the Mediterranean back to the States.

Actually, the apes were two of the famous Gibraltar apes, the first ever to be taken from Britain's island fortress to America, and they were being brought back to be put in the Washington, D.C., zoo. The animals were presented to the U.S. by the British base commander.

It seems that The Rock for the first time is over-strength in apes (technically they are not apes at all but a species of monkey, the "macaque"). In the past, the powerful, tailless beasts have not been plentiful, in fact they sometimes even had to be imported to bring the animal population "up to strength."

The British have considered a healthy ape population a good omen ever since the time the animals put up such a noisy warning at the approach of the Spanish Fleet that the British were able to drive back the invaders.

To show their high regard for the animals, the island garrison since that time has carried the mammals by individual name on official military rosters and has given them regular rations, which are doled out with due ceremony at meal time by a sergeant entitled "Keeper of the Apes."

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, 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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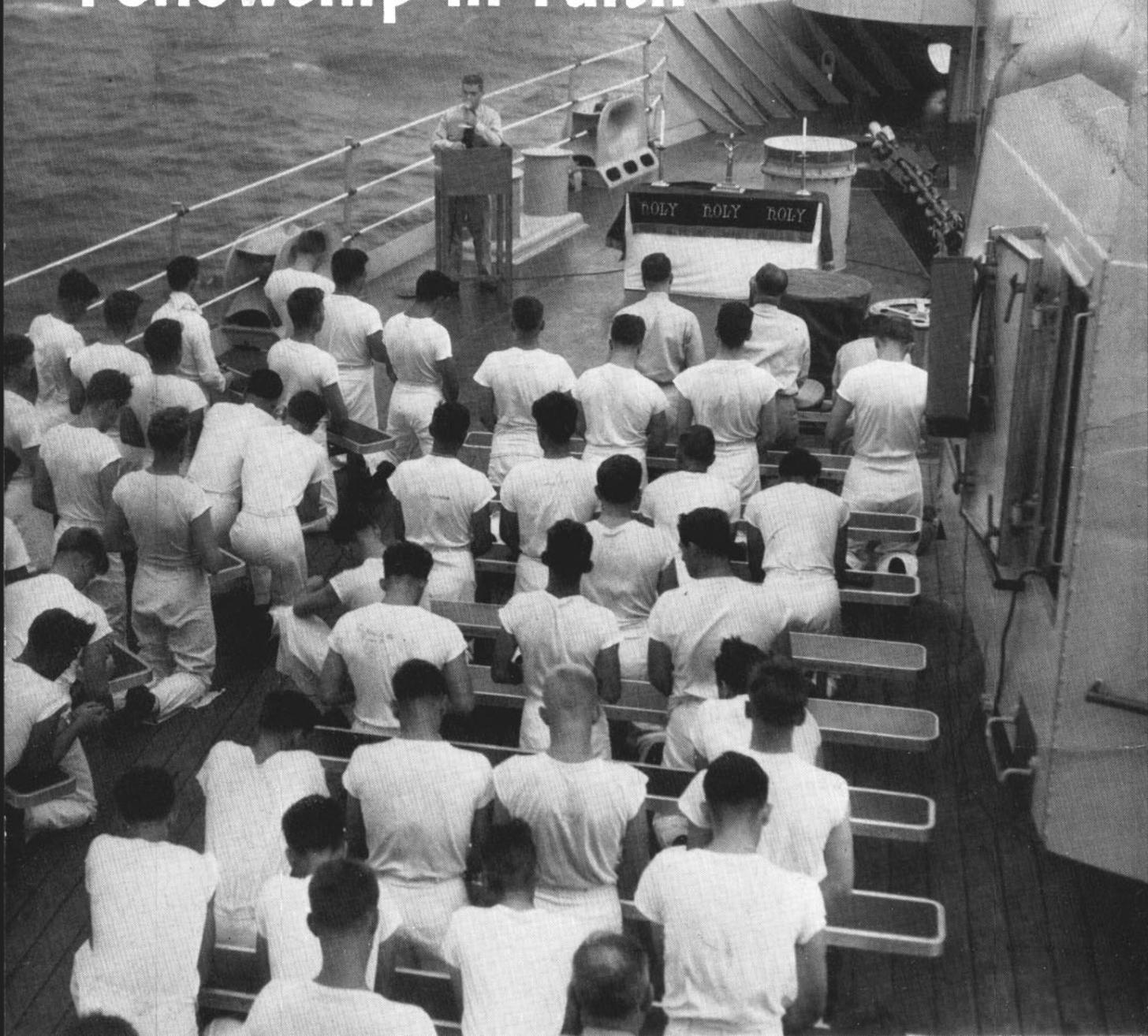
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Ships in ice-bound waters undergo rough treatment at hands of 'Mother Nature.' Here, damage controlman repairs minor damage incurred after ship came into heavy contact with ice. ▶



# Fellowship in Faith



...shipmates share  
in work and prayer ...