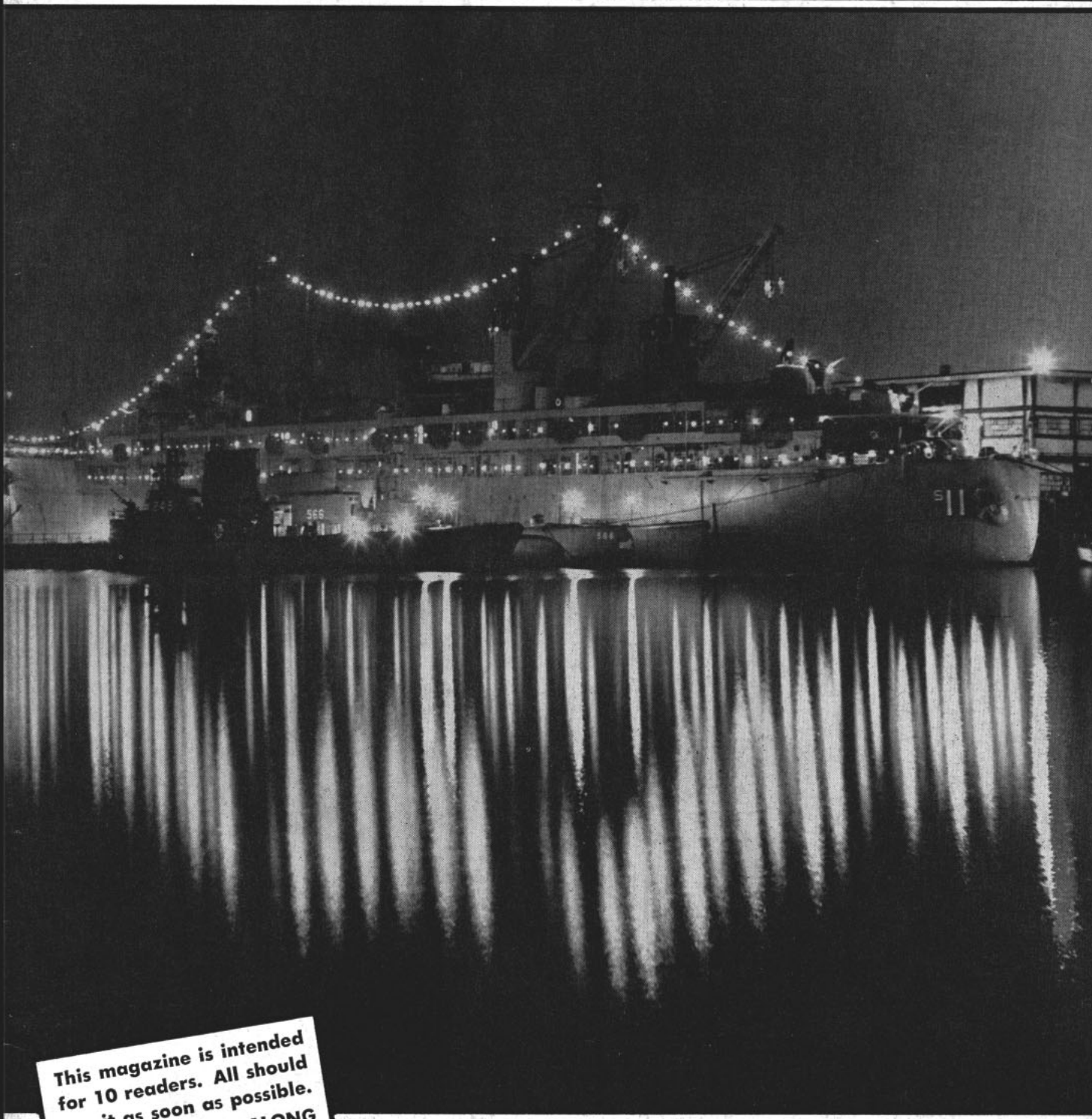
ALL HANDS

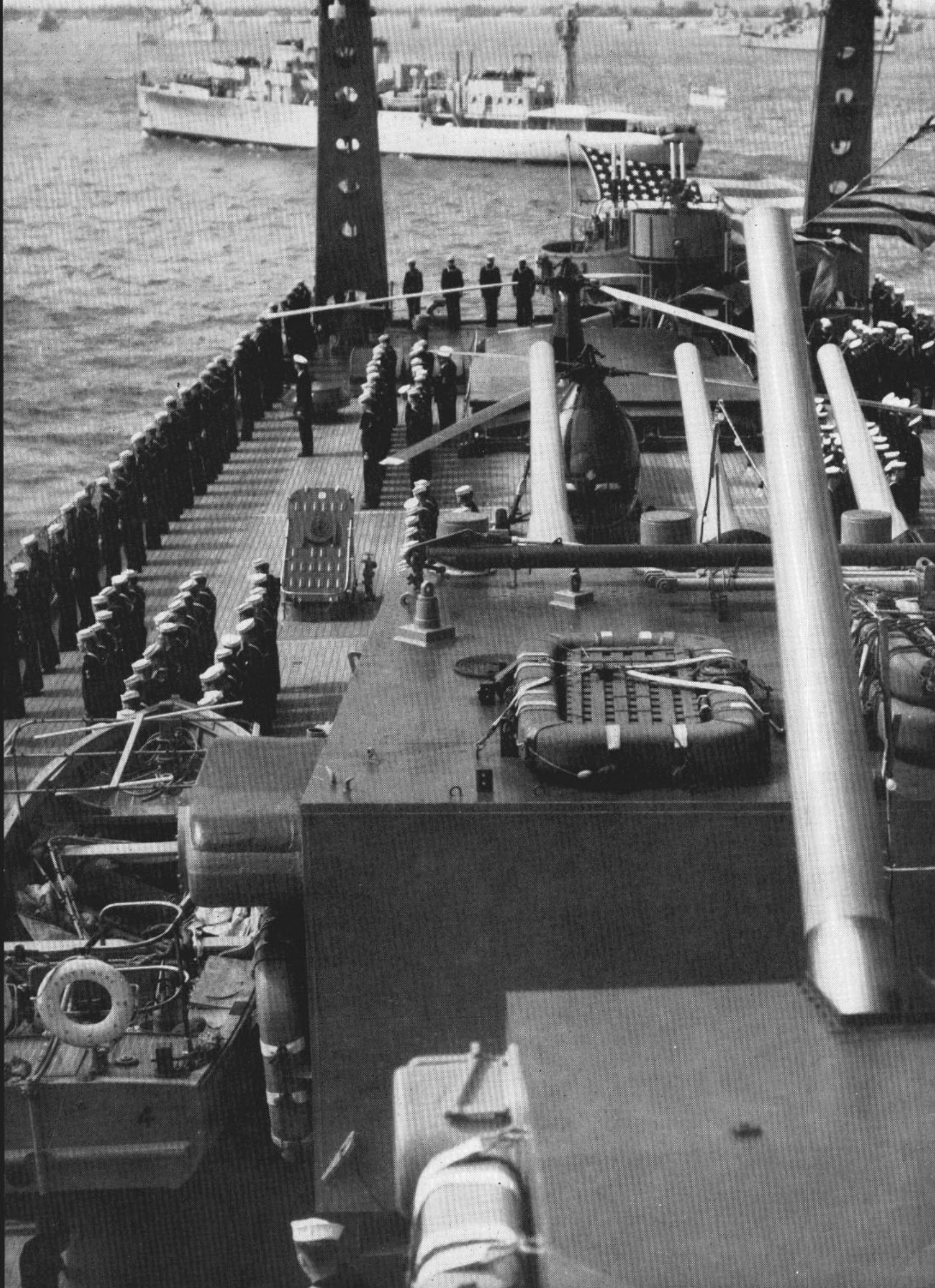
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

NAVPERS-O

DECEMBER 1953



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DECEMBER 1953 Navpers-O NUMBER 442

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TABLE OF CONTENTS

	Page
Salty Yuletide Is Festive on Land and Sea	2
Navy Aids Greeks	7
The Word	8
Trip to Outer Space in Navy Skyhook	10
A Long and Happy Navy Tale of WOs	12
Hobby Shops Come Aboard	16
Stand By for Inspections!	18
Servicescope: *News of Other Services*	22
War in a Sand Box	24
Letters to the Editor	25
Handled with Care	30
Special Feature: Safety Precautions	31
Safety First Has a Lasting Effect	32
Today's Navy	35
Bulletin Board	43
More on Annuity Plan for Survivors of Retired Personnel	43
Duty in Naval Air Mobile Training Program	46
Want Good Duty? Try Attaches, Missions, MAAGs and NATO	48
Directives in Brief	54
Requirements for Coast Guard Academy	55
Decorations and Citations	56
Book Reviews	58
Book Supplement: Snowbound!	59

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• FRONT COVER: Submarines from Squadron Ten tie up to their 'mother ship,' USS *Fulton* (AS 11), for Christmas festivities at New London, Conn. Photo by Ivon M. Moore, DC1, USN.

• AT LEFT: SAILORS 'man the rail' of USS *Baltimore* (CA 68) in honor of England's Queen Elizabeth II. Navymen seldom have the opportunity to take part in this ceremony accorded only to a president or sovereign or member of a reigning, ruling family.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photo on p. 18, top, by Robert O. Hale, PHC, USN. Photos on p. 18, bottom; p. 19, bottom; and p. 20, top, by Joe C. Reeves.

Salty Yuletide

FOLKS all over the world are now in the midst of planning a festive Christmas, and the U. S. Navyman is no exception.

Wherever possible, of course, he will be given leave to spend the holidays with his family or friends. But if his ship is operating or if he can't be spared from a shore station, he may be far away from home when December 25 rolls around.

In this case, it is up to the Navyman, along with his buddies, his Recreation Committee and the entire crew, to make a Christmas for themselves. Maybe they can even do as well as USS *Corson* (AVP 37), a seaplane tender, did for itself last year.

On Christmas Eve, as the seaplane tender rolled slowly in the troughs of long Pacific swells, all main engines were stilled. A minimum watch stood at the posts. The northeast trades blew a steady softness, rustling the lighted Christmas tree on the fantail. Two hundred voices belonging to crewmen gathered out on deck had just faded on the last note of "Silent Night"—when a loud laugh drifted down from above.

A searchlight was turned on and swung about for a few moments, at last coming to rest at a point high on the mainmast. There, perched on the yard, was a little round man dressed in red carrying a large white bag that seemed to float in the air behind him.

Again the figure let go with a hearty laugh and called our "Merry Christmas!" Shouts of laughter from the deck returned the salutation. It was Santa Claus, no less.

Thus it was that a month of planning on the part of a small group of crewmen came to a climax. The whole works—Christmas tree, trimmings, small presents, records and Santa suit had been "smuggled" aboard at Alameda, Calif., before the ship left for the Far East.

Presents had been tagged with names of crew members. A group of carolers had been practicing in CPO quarters. Immediately after "lights out" on Christmas Eve, the final preparations had been made. The trees on the fantail, on the mess deck and in the wardroom were trimmed. A huge division laundry bag was inflated with an aerology balloon so Santa's load would not be so heavy.

Is Festive on Land or Sea

Cooks mixed egg-nog and sliced fruit cake. The Navigator donned St. Nick's red uniform for his "special watch."

At 2315, the carolers took over, starting at the bow with sleigh bells and singing and jingling their way through the berthing compartments, rousing the sleepers and herding everyone out on deck. Engines had been stopped (luckily it was the calmest sea they had had during the entire crossing). Presents had been piled beneath the tree and the men gathered around on the fantail.

Now Santa arrived to do his part distributing the presents. When he had finished, he asked the OOD to call away his "sleigh" and he disappeared up the darkened deck.

When he was gone there was carol singing and a brief pause to consider the true meaning of Christmas. Then all hands trooped to the mess deck for egg-nog and fruit cake. Finally, the festivities over, crewmen returned to their bunks and the ship was again directed toward its deployment station in the western Pacific.

Another ship got some outside help last year in its Christmas preparations. But for awhile it looked as if USS *Wedderburn* (DD 684) wasn't going to have much of a time of it.

The ship had picked up a Christmas tree all right just before leaving to take station. However, during routine patrol operations the ship encountered heavy seas and the Yuletide tree was washed over the side. There was little hope of getting another one.

On 22 December a PBM "Mariner" of Patrol Squadron 40 operating out of Sangley Point, P. I., flew within radio range of the destroyer and made its routine radio contact with the ship.

On this particular night the ship had an additional message for the seabird.

"Watchdog to Charlie Able Four. Watchdog to Charlie Able Four. Over."

"This is Charlie Able Four. Go ahead Watchdog."

"This is Watchdog. How are you fixed for Christmas trees? Over."

"Say again your last transmission."

"This is no joke. We want a Christmas tree. Can you get us one?"

The aircraft pilot didn't offer a definite yes or no but said he'd try. Whether the ship's crew took this message with some skepticism or not, it's hard to say; but it's safe to assume that there was at least a wild hope.

The seaplane returned to Sangley Point and reported the request. VP-40, it seemed, did have a mission scheduled for Christmas Eve and it would pass in the immediate area of *Wedderburn*.

So a tree was wrapped in burlap cloth and small, pocket-size, waterproof flashlights were pinned all over it. At one end a float was attached.

Back on board the destroyer it was dark. The messenger was making his rounds waking the men who would soon be standing the midwatch.

NAVY SANTA CLAUS gets a shy 'thank you' from young guest. Each child received gift at Yuletide party.

WARDROOM is brightened with cheery Yule decorations. Right: Men enjoy dinner 'in shade of old Christmas tree.'

ACCORDION provides accompaniment to carols aboard ship. Right: American, English Navymen join in carol singing.

Breaking the quiet of the chilly Christmas Eve were the sounds of an airplane engine and an officer on the bridge heard it. Radio contact was made and ship and plane identified themselves. Then the aircraft came through with:

"We have a bundle for you. Where do you want us to drop it?"

"Just forward of the bow."

The patrol plane circled. On a second approach an airman opened its port hatch and shoved the brightly lit bundle out into the night.

"Merry Christmas," said the pilot, "Here's your tree."

There are of course certain limitations as to what can be done with a ship in the way of Christmas decorations. A lot depends upon the ship's location, whether it is in port or steaming at sea, the amount of money available in the recreation fund and the degree of artistic "know how" on board.

How about your ship? What are you going to do this year? If you haven't decided yet here are a few ideas that might help.

- Some crews have dressed their ship out in colored lights, starting with the mainmast. Such decorations are restricted to occasions when the ship is in port. By attaching long strings of colored lights to the mast and swinging them down to the deck in tent-like fashion, you form a huge "tree" of lights. (Safety rules and regulations of course must be carefully followed).
- You can add a bright light, an illuminated star or cross to the top of the radar mast. This attracts special attention as the antenna is set to revolving at night.
- Colored lights have been used to form attractive designs by placing them in a wooden or metal frame so that they form the shape of a star, cross, bell, Santa Claus, reindeer or candles.
- Christmas trees, picked up ahead of time ashore, may be placed in various parts of the ship, with

TOYS FOR TOTS are readied by sailors. Right: Group of children 'stocks up' for Christmas dinner on board carrier.

the largest one attached to the mainmast. If you are in an area where pine trees are not available, spread palm leaves and ferns around for greenery. If no greenery is on hand, use your imagination to produce an artificial tree from anything from tin cans to pipe fittings (see photo).

• Some Navy ships hold contests to determine which compartment is the best decorated, the winners being presented with a prize from the recreation fund.

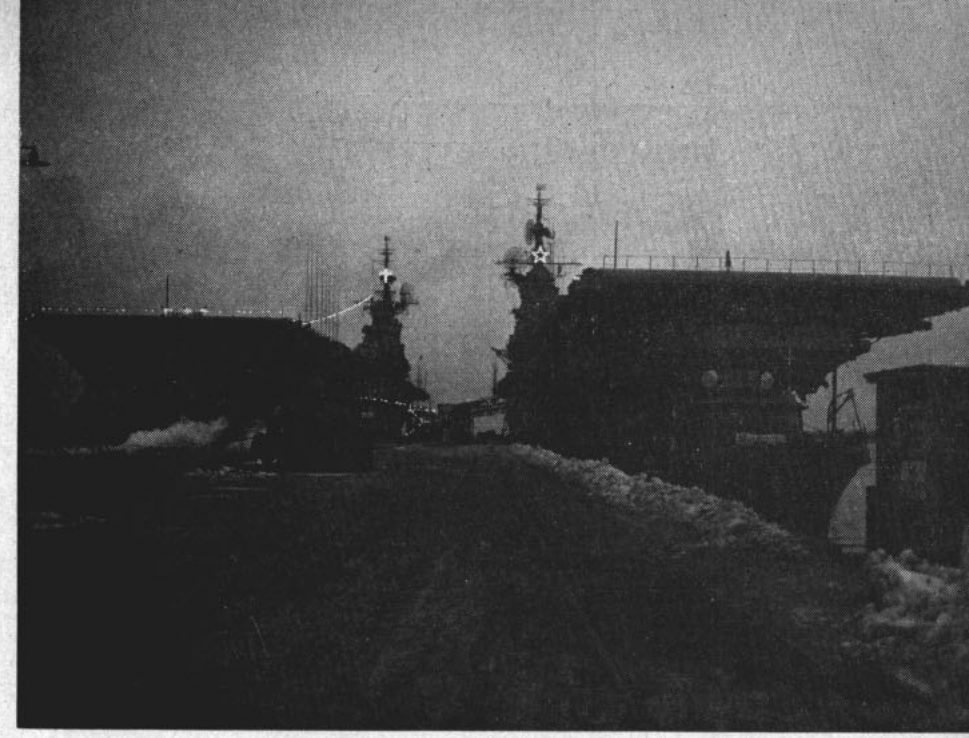
• Ornaments, cotton, tinsel and paper bells, holly wreathes purchased in the States or the last port of call can be mixed, with or without pine boughs, palm leaves or fern to decorate the ship.

• Some crews set aside a special time for opening gifts received from home—say after breakfast on Christmas morning or on Christmas Eve.

• Others plan a crews' Christmas Eve party, starting with a "home talent show," movies, a session of carol singing, and refreshments such as fruit cake and cookies and hot chocolate or egg nog. Complete the evening with a candlelight service and midnight mass.

• A smart Enlisted Recreation Committee, planning ahead, arranges to get a good supply of Christmas records, playing them over the PA system starting a week or so before Christmas.

If your ship is going to be at sea this Christmas, trot a couple of these tried-and-tested suggestions around to the next meeting of the Recreation Committee for discussions.



CROSS AND STAR serve as mast decorations for USS *Kearsarge* (CVA 33) (left) and USS *Philippine Sea* (CVA 47). Unusual photograph taken at sundown.

Naturally, if your ship will be in port, you will have a lot more leeway in your preparations. For example, you'll be permitted visitors aboard and like as not you will be able to invite them to sit down with you to a Navy-style Christmas dinner.

To add a bit of color the dinner can be served on a table decorated with fruit and nuts, boughs of holly and pine cones and candles.

After dinner, there can be movies and carol singing followed by the distribution of gifts purchased from voluntary contributions made by the crew for the children on board for the day. The guys who don't have youngsters of their own are always quick to "adopt" the children of their shipmates.

Wherever they are, Navymen never forget the "small fry." For example crewmen of one ship took up a collection to buy gifts for children. They sent a check for more than $2400 to the children's department of a large New York depart-

COOKS like 'Mom's' cake best. Right: Navy Seabee ingenuity is shown in Christmas tree rigged up by shipfitters.

A Message from Secretary of the Navy

A time of the year is approaching when the Navy tries to have as many of its ships and squadrons and men in their home ports as our operating responsibilities will allow. I hope that as many as possible will see their families and friends.

SecNav Anderson

We all know that our country has a paramount role in the world of today. By that token, the Naval Service must project and show its power to the distant reaches of the earth. Therefore, you all have a far greater share of distant service and separation from home ties than we have ever had before in time of peace.

In sending you this message I would like very much to assure you, the men and women of our great Navy, of my interest in you, your families, and your welfare.

I think it appropriate at this time to bring to mind some of the attitudes and values which I believe are part of our mutual responsibilities.

We hear a good deal about morale. Sometimes there are adverse comments. It seems to me that instead of adding to criticism, each of us, up the line, in our immediate responsibilities, should ask ourselves—What are we doing about it?—How are we acting to improve things? Each in his own place can contribute with cheerfulness, and with understanding and acceptance of the personal sacrifices that go with duty and responsibility.

We can contribute with fairness and honesty, with firmness, enthusiasm, and confidence in leadership, and with genuine interest in and active effort for the welfare of those under our charge.

We can have and show faith in our country, and in our naval and national traditions.

By faith I mean also the rejection of careless and destructive report and gossip, and a confidence, justified by past experience and performance, that your interests are being served by those of highest authority.

All the greater, then, is the need for COMMAND ATTENTION and command interest by the leading seaman and division petty officer on up through the chain of command to include the office I occupy.

It is with the foregoing in mind that I greet you, my shipmates in the Navy, on the approach of the Holiday Season. I wish you to know that you, who are in the Service and diligently pursuing your assigned duties in all parts of the globe, are contributing one of the most worthy of Christmas presents to your families, your country, and to the world by your patriotism and devotion in bringing about an earlier and fuller realization of the first Christmas with its message of "Peace on earth, good will toward men."

Sincerely,
R. B. ANDERSON
Secretary of the Navy

ment store, along with a list of the names of 729 children, their ages and addresses, and a request that the store send a $3-gift to each child. Included in the check was enough money to pay for the wrapping and mailing of the gifts and for special cards printed to read "Merry Chirstmas from your Dad and his Shipmates" or "Merry Christmas from Your Brother and his Shipmates."

This Yuletide spirit is expressed not only in the glitter and tinsel of gay decorations but also in the acts of giving to others not so fortunate. Take these typical cases of Navymen in Florida, in Formosa and in Southern France, among other places.

• Florida — Sailors, Waves and Marines at the Pensacola Naval Air Station gave a Christmas party for needy boys and girls whose homes Santa would otherwise have missed.

A big turkey dinner was the first event. The youngsters filled their Navy mess trays with mounds of turkey, dressing, mashed potatoes, beans, peas, salad, rolls and milk and topped it all with ice cream, cookies and fruit cake.

After the mammoth meal, they were hurried to the athletic field to await the arrival of Santa. Within a few minutes a festively-decorated helicopter with the all-important passenger arrived "from the North Pole" to distribute gifts to all. In addition to a big sock filled with candy, fruit and nuts, each child received clothing and toys.

At the base auditorium the children joined in singing Christmas carols and watching movie cartoons.

• Formosa — On Christmas day last year the crew of the fleet tanker USS *Passumpsic* (AO 107) took time off from the job to hold a Christmas party for 52 orphans and needy children in Kaohsiung.

The children were shown several comedy films, then taken to dinner in the mess hall. When desserts came around many got their first taste of ice cream and cake.

Highlighting the afternoon was the presentation to each child of a stocking jammed full of Christmas sweets and useful articles — toothpaste, tooth brushes, soap and combs. The fact that none of the children spoke English was no barrier — everybody had a good time.

• France — the transport USS *Deuel* (APA 160), in the Mediterranean last year with the Sixth Fleet, played Santa Claus to nearly 400 French boys and girls in Marseilles in Southern France.

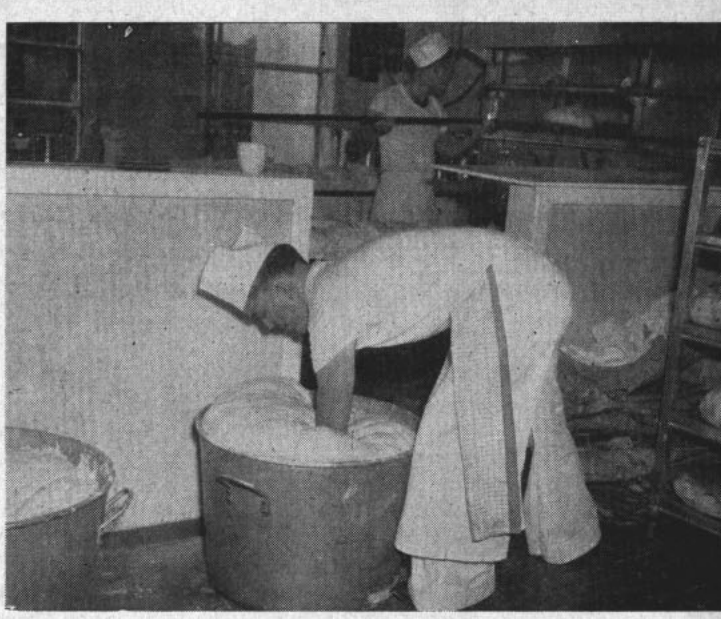
Each Navyman and Marine "adopted" one or two children as the youngsters came aboard. The escorts took their respective children on a tour of the ship. They swarmed up ladders, turned the ship's wheel on the bridge, examined the big guns, peered through the telescopes, marveled at the landing craft.

In the mess hall, the young orphans' voices lifted in singing "La Marseillaise." Then everyone joined in the international Christmas carols "Silent Night" and "Adeste Fidelis."

Ice cream and cake were served and cartoons were shown. In the midst of this celebration a curtain screening one end of the mess hall was suddenly drawn aside, and there, flanked by a pile of toys, a huge Christmas tree and an immense fireplace, sat a Navy Santa Claus, red suit, whiskers and all.

At the end of the party, each child clutching a toy—a pair of skates, doll carriage or a gun—moved toward the gangway.

As the Navymen and Marines said good-bye to the children, young voices called out "Merci beaucoup. Joyeux Noël."



Navy Aids Greeks

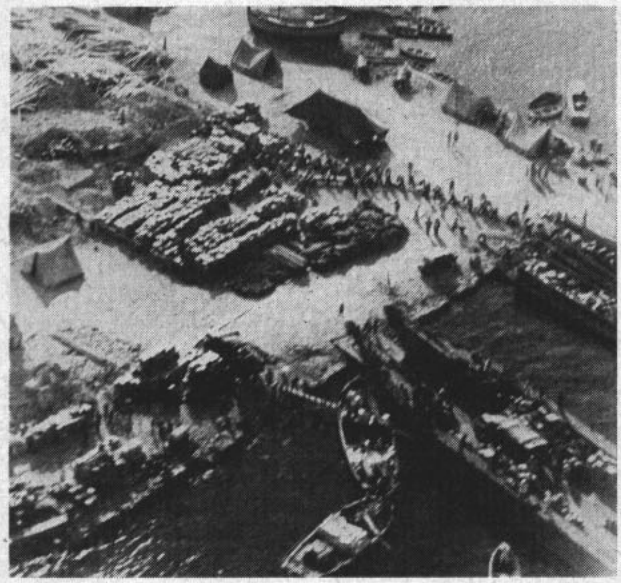
WHEN earthquakes struck several Greek islands, wreaking havoc upon towns and villages, the Navy was quick to step in and help the stricken people.

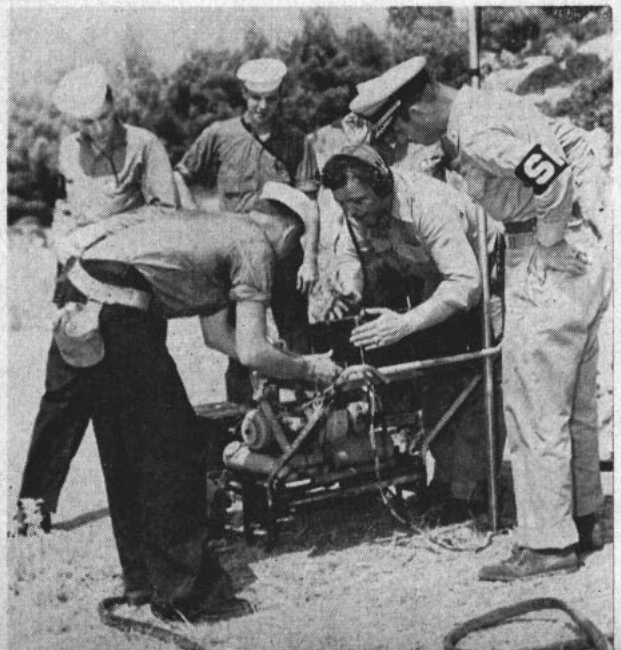
As far away as Norfolk, sailors joined with local groups in collecting clothing and other items which Navy ships carried to the islands.

Closer to the scene, Navymen at Naples and other points worked day and night, baking bread, sending men and supplies to help. Ships—ranging from a big aircraft carrier to small amphibious craft—rushed to Greece bringing food, clothing, medical aid.

Here are some scenes of the rescue activities:

Upper left: Clothing and supplies are loaded aboard transport at Norfolk for shipment to Greece. *Upper right:* Bakers at Headquarters Support Activities, Naples, worked 'round the clock to aid earthquake victims. *Right center:* Navy amphibious vessels carried food, water, medical supplies ashore. *Lower right:* Hospital corpsmen evacuate seriously injured to field hospitals. *Lower left:* Communications center from USS *Franklin D. Roosevelt* (CVA 42) was set up to coordinate mercy mission.





THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NEW WORKING UNIFORM**—The blue flannel shirt has been made a part of the optional Winter Blue Working uniform for male officers and chief petty officers.

Approved by SecNav upon recommendations of the Naval Uniform Board, the new working blue uniform consists of blue flannel shirt, blue service trousers, black web belt, black shoes, with black necktie (except where the necktie might be hazardous around moving machinery). The usual corps and rank insignia are to be worn on the shirt collar.

No service coat is required with this uniform and, of course, ribbons are not worn. The cap is with white or blue cap cover, whatever the local uniform-of-the-day. For Navy officers and Chiefs attached to Marine Corps units, this blue working uniform is the counterpart of the Marine Winter Service "C."

This optional uniform is for wear at work aboard ships and stations, but not for wear ashore or off-station. Details will be included in the next change to Uniform Regulations.

• **MINORITY ENLISTEES**—Regular Navy minor enlistees, who enlisted on or before 19 Jun 1951 and who through early separation would complete less than 3 years' active service, will normally be retained on active duty until they have completed at least three full years, thus will not incur a five-year reserve obligation under the provisions of section 4(d) of the universal Military Training and Service Act, as amended.

Such minority enlistees may, however, be separated early under current early release schedules provided they so request in writing and provided they so understand the reserve obligation they would thereby incur. Persons so separated will be transferred to the Naval Reserve and released to inactive duty in lieu of discharge. (See BuPers Inst. 1001.8 and BuPers Notice 1910 of 13 Aug 1953).

• **ENLISTED COURSES**—If you're preparing for that next examination for advancement in rating, you'll want to take a look at a new light-blue booklet just put out by the Training Division of BuPers.

The booklet gives an up-to-date listing of all Enlisted Correspondence Courses now available—and there are 198 of them, triple the number in the last edition of the booklet put out in 1951.

The booklet, "Catalog of Enlisted Correspondence Courses," NavPers 91200-A, has been distributed to all ships and stations. You can see it by asking your division officer. Extra copies, incidentally, are available through District Publications and Printing offices.

Each course is a comprehensive home-study course designed to assist you in preparing for advancement in rating, and is administered by the U.S. Naval Correspondence Course Center at Brooklyn, N. Y.

When you enroll in your correspondence course you will be furnished the following material: (1) a textbook (2) an assignment booklet, and (3) answer sheets.

The textbook is a Navy training course containing information needed for advancement in rating. The assignment booklet contains suggestions for getting the most out of your textbook, plus a number of assignments consisting of readings in the textbook and multiple-choice questions on the readings.

For each assignment in a course, there is an answer sheet upon which to record your answers to the multiple-choice questions.

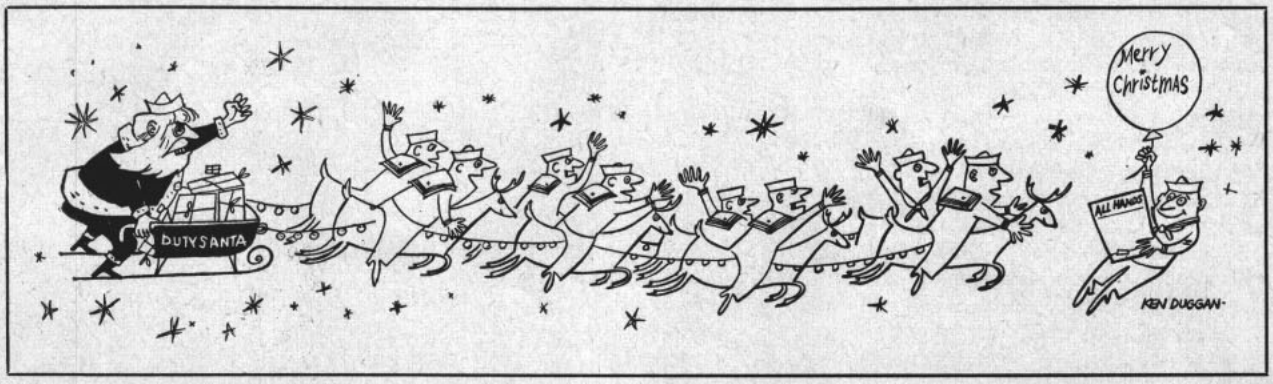
As you complete each assignment, you return your marked answer sheet for that assignment to the Correspondence Course Center for grading.

Within a short time, your answer sheet will be returned to you with appropriate marks indicating which questions you missed, references to correct answers and your grade.

When you successfully complete the course, you will receive a completion certificate and an appropriate entry will be made in your service record. If you are entitled to non-disability retirement credit in the Naval Reserve program, the appropriate number of retirement points will also be recorded.

• **INSURANCE DIVIDENDS** — A total of $64,000,000 in special dividends is being paid to 380,000 veterans who hold World War I permanent plan U. S. Government Life Insurance policies.

The special dividend on World War I insurance is in addition to the regular 1953 dividend of $23,000,000 which is now being paid to holders of USGLI permanent plan



PASS THIS COPY ALONG—Be a 'year-'round' Santa Claus and see that nine others read this issue of ALL HANDS.

policies on the anniversary of their policy. (USGLI is that insurance issued from World War I up to 8 Oct 1940 and is not to be confused with the National Service Life Insurance —NSLI—which was issued during and after World War II.)

Basically, the group receiving the special dividend will be limited to those veterans holding permanent plan policies which were in force on 31 Dec 1952 and were issued at least five years prior to that date.

VA said the average dividend payment will be about $168. However, the amount of the special dividend payments to eligible policy holders will depend on the plan of insurance, the age of the insured at the time the policy was issued, the length of time the policy has been in force, and the amount of the policy.

The Veterans Administration pointed out that the special dividend is being paid because the trend in death and disability claims has made possible the release of some of the funds set aside for these benefits.

The regular 1953 dividend is being paid shortly after the anniversary date of each policy. The special dividend will be paid separately in a single mailing. For that reason, a policy holder may receive his regular dividend on a different date from that on which he will receive his special dividend.

• **UNAUTHORIZED MEDALS**—Among the batches of letters to the editor ALL HANDS receives each week, there are always a few asking about medals, ribbons or awards which are rumored to have been issued but never have.

Concerning the current ribbon queries, one medal has been proposed but requires Congressional approval to wear it, while the other medal has no foundation in fact.

ROK Presidential Unit Citation—The South Korean Government has proposed giving an award of this name to certain units which fought under the United Nations banner in or around Korea. The President of the United States has approved the acceptance of the ROK PUC for the units but participants must have Congressional approval before wearing the ribbon. SecNav has taken steps to obtain Congressional approval for the award which is still pending. If it is recognized and adopted, ALL HANDS will carry full details on the medal.

"NATO Ribbon"—This one is fabricated out of whole cloth. There's nothing to it. Although we have received word that unscrupulous dealers in Europe are trying to palm a red, white, blue and black "NATO Ribbon" off on U. S. servicemen, such a ribbon has not been authorized and no such ribbon is under consideration at the present time.

So before you walk into some sidewalk bazaar and buy a ribbon you've never heard of, ask the yeoman in the Ship's Office to check the publication *Decorations, Medals, Ribbons and Badges of the U. S. Navy, Marine Corps and Coast Guard* (now being revised, incidentally) and also back copies of ALL HANDS for the latest word.

It'll save you a few dollars—and a lot of letters.

• **OFFICER RETIREMENT**—There is no change in the policy of holding in abeyance the retirement of Regular officers who have less than thirty years' service. The Department of Defense Appropriation Act of 1954 continues to prohibit payment of retirement pay to a Regular officer who voluntarily retires unless:

(1) He is unfit to perform his duties by reason of a physical disability incurred in line of duty, or

(2) He achieves the age at which retirement is required by law, or

(3) His application is approved in writing by the Secretary of Defense stating that his retirement will not be contrary to the best interests of the service or is required to avoid individual hardship, or

(4) He is retired as otherwise authorized by law.

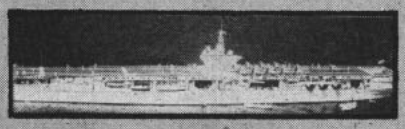
Not affected by this non-retirement provision are Reserve officers, temporary officers with permanent enlisted status, Regular officers involuntarily retired under any provision of law, enlisted personnel, and Fleet Reserve and Fleet Marine Corps Reserve personnel.

A permanently commissioned officer who requests voluntary retirement must include reasons justifying approval. The request should be submitted at least three months in advance of the desired date of retirement. Retirement without pay will not be approved unless the officer so requests it and then only if special circumstances warrant such action.

The Department of Defense Appropriation Act of 1954 is effective until 30 June 1954.

QUIZ AWEIGH

There's one thing certain, no ocean-going member of Uncle Sam's Navy should find himself "at sea" when it comes to the answers to this month's quiz.

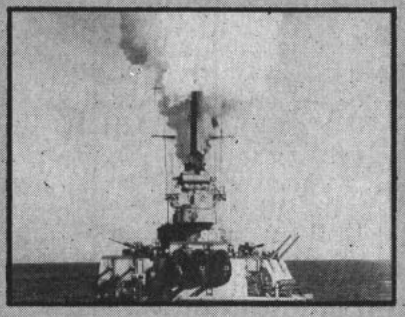


1. Above is the first U. S. Navy ship designed as an aircraft carrier from the keel up. It is (a) USS LANGLEY (CV 1), (b) USS LEXINGTON (CV 2), (c) USS RANGER (CV 4).

2. This carrier was commissioned (a) 4 June 1934, (b) 14 Dec 1929, (c) 20 Mar 1922.

3. The marker buoy above, laid by a minesweeper, indicates (a) the location of a mine, (b) a swept channel, (c) a minesweeping operation in progress.

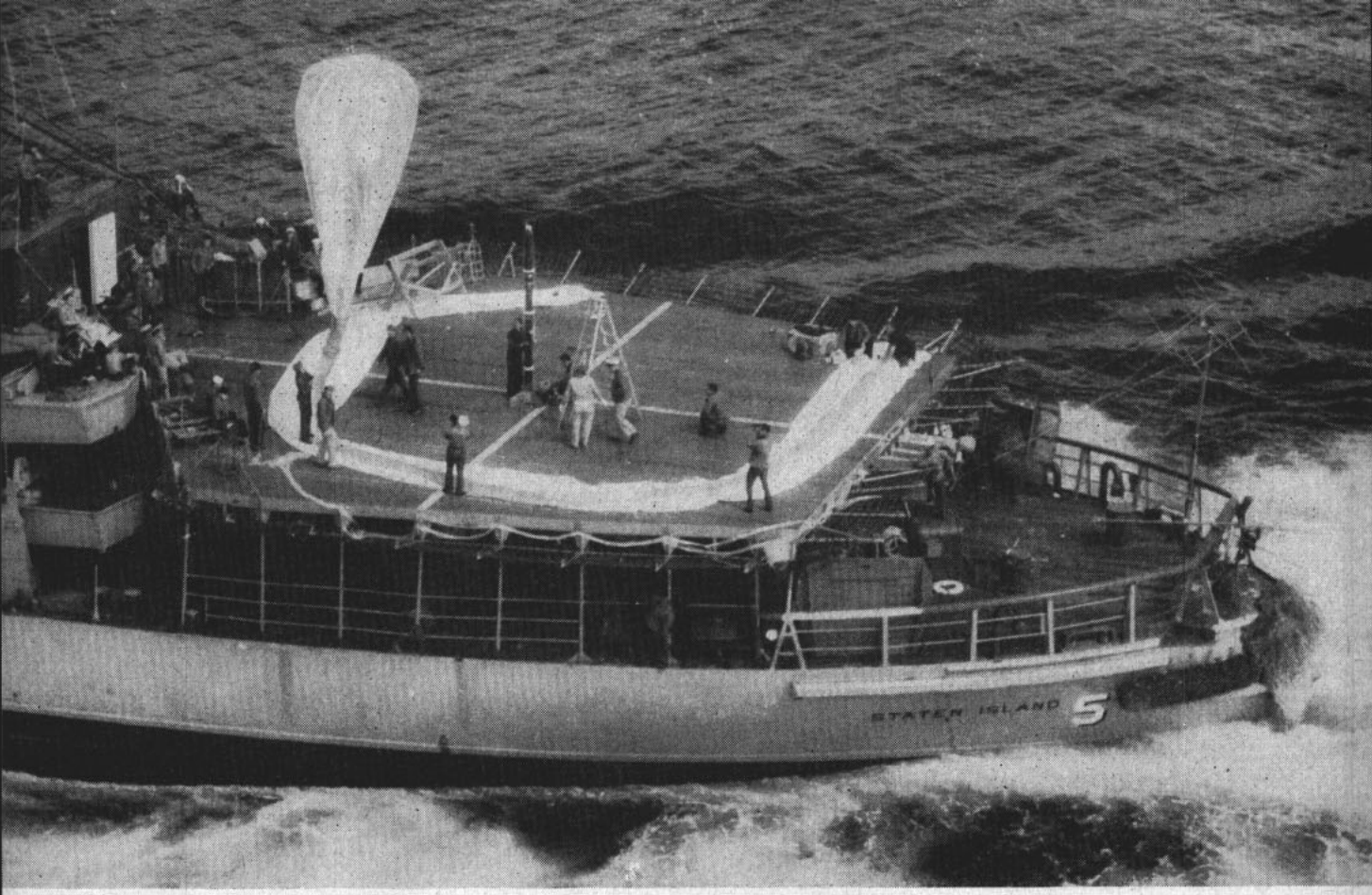
4. The Navy's newest type of mine warfare vessel is the (a) mine layer (CM), (b) mine sweeper (DMS), (c) mine hunter (AMCU).



5. What is this ship doing? (a) Lifting safeties, (b) blowing tubes, (c) sounding her whistle.

6. The purpose of this exercise is to (a) notify all hands topside that guns are about to be fired, (b) check safety boiler valves, (c) clean boiler tubes.

ANSWERS TO QUIZ ON PAGE 53



GOING UP! Helium is pumped into 'Skyhook' balloon. At center of deck is 'Deacon' rocket, soon to be carried aloft.

Trip to Outer Space in Navy Skyhook

TO find out more about the mysterious particles known as cosmic rays, the Navy has recently conducted experiements in two widely separated parts of the globe.

During the late summer, as part of "Project Mushrat," the icebreaker USS *Staten Island* (AGB 5) and the Coast Guard icebreaker USCG *Eastwind* operated in the Far North, in the vicinity of Frobisher Bay, in the cold climes above Labrador.

In September, the seaplane tender USS *Currituck* (AV 7) engaged in "Project Churchy" near the Equator in the vicinity of the Galapagos Islands off the coast of South America's Colombia.

The two projects, in case you're wondering, took their code names from two of the playful animal characters in a well-known comic strip. Both were sponsored by the Office of Naval Research in cooperation with the Atomic Energy Commission.

The projects were directed toward solving some of the puzzles presented by cosmic rays, the rays (or particles) that come from outer space to bombard the earth's surface.

Scientists have discovered that the earth's magnetic field deflects these cosmic rays, bending their trajectory into a curved path. The magnetic patterns formed are such that there is a greater concentration of "hits" in some parts of the earth than others.

The Frobisher Bay area was found to be a promising location for the study of the low-energy type of cosmic rays, while the Galapagos locale was a good spot from which to sample high-energy particles, the scientists found.

Currituck was used as a floating base during Project Churchy. Civilian and naval scientists sent up instruments attached to "Skyhook" balloons from her decks to "catch" the cosmic rays. The balloons made of plastic, run as long as 135 feet uninflated.

Interestingly enough, the material out of which the big balloons are fabricated is only one-thousandth of an inch thick, yet it is strong enough to carry the scientific instruments up to 100,000 feet into the sky. When the balloon reaches this height, 99 per cent of the earth's atmosphere lies *below* it!

Here the Skyhook balloon levels off to form a stable platform for instrument readings, ffoating at a fairly constant altitude for many hours while data is being collected by telemeter on the ship far below.

Along with the cosmic radiation exploration, Project Churchy was used for the study of the upper atmosphere, and much valuable meteorological data was collected. As a result, more will be known of the winds at levels between 90-100,000 feet. This will enable meteorologists to learn more about the general circulation of the atmosphere and will tie in with other investigations being made.

Project Mushrat, in the Arctic, used Skyhooks too, but in a different way. Up north rockets were hitched to the big balloons and carried to 77,000 feet. At that height, the rockets were released by an automatic timing device and zoomed up-

ward to a height of 66.5 miles.

Making use of such a balloon-assisted take-off (BATO) for the rockets, great heights can be reached with the small, relatively inexpensive missiles. Rockets gain acceleration on their downward flight, at times reaching a speed four times that of sound, until they are slowed by the heavier atmosphere at lower heights.

Projects Mushrat and Churchy were both part of the over-all "Skyhook" balloon research program being conducted in the stratosphere by the Office of Naval Research. ONR has been cooperating with universities and scientific foundations as well as with scientists from allied nations.

The rocket flights of Project Mushrat were the first to record stratospheric pressure, temperatures and density in the extreme northern latitudes. A similar expedition brought back valuable data on cosmic radiation last summer.

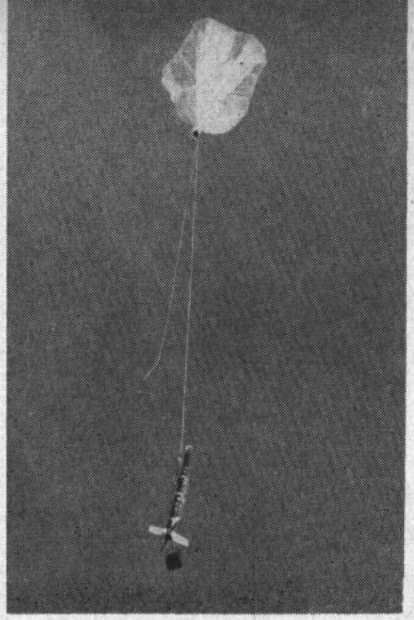
Navymen may be interested in the methods used to launch the Skyhook balloons. Here is how they do it:

The balloon is inflated in a vertical position and thus can be launched from a small space—such as the helicopter platform on an icebreaker. Since the balloon towers many feet into the air, it is necessary that the ship be moving with the wind in order to have "zero wind" across the deck. The balloons are usually launched when the surface wind is below 10 knots.

The balloon is taken out of its container and laid out on deck in a circular pattern. It is then inflated with helium to about 10 per cent of its full volume, enough to lift it and the instruments, or the rocket. As the balloon rises the helium expands, filling out the balloon. At "ceiling" altitude the balloon is completely inflated and excess helium is valved out.

The Project Mushrat balloon flights all carried rockets. Two different types of rocket warheads were used. One kind measures the cosmic radiation, the other, the pressure density and temperature of the atmosphere. Each rocket carries a radio transmitter which telemeters the data taken during the flight. Therefore no attempt is made to recover the rockets. In all, 22 rockets were launched by Project Mushrat.

For Project Churchy, the scientific instruments were carried by the balloons to altitudes of about 100,000 feet, where they floated for several hours collecting data. At the end of the flight the instruments were carried back to earth by a parachute which was released by an automatic timing device. In order to locate the instruments quickly after they landed, a radio beacon was also included. The entire instrument 'package' was equipped with flotation gear to keep it afloat until it could be picked up by ship. While the balloons were launched from the USS *Currituck*, the DMSs USS *Ellyson* and USS *Rodman* had the job of recovering the equipment many miles down wind. Aircraft from Patrol Squadron 45 assisted *Ellyson* and *Rodman* in their recovery task by tracking the balloons on their down-wind course. Thirteen flights were made.



ROCKET was carried aloft by balloon to 70,000 feet. After firing, it rose to record height of more than 60 miles.

Navymen had many opportunities to assist both projects since only a small number of scientists could be taken on board the ships. Special groups of enlisted men, generally from the gunnery gang and deck force, made up the balloon-launching crews and had the job of assembling the rockets.

Both projects recorded much valuable data about the upper atmosphere and the cosmic radiation. These items of fundamental knowledge will have many practical applications in a number of fields of science.—Howard Dewey, ENC (SS), USN.

BALLOON is spread on deck. Right: Men cover rocket with 'greenhouse' (left) while others remove 'sleeve' from balloon.

A Long and Happy Navy Tale of WOs

Warrant Officers Have Long Experience in Their Jobs And Lengthy Tradition in Navy

WO is a term representing a rank that is older than the U. S. Navy—the warrant officer.

From the Revolutionary days to the present, warrant officers have played an important part in the Navy's scheme of things. Even earlier than that WOs were building up a tradition for achievement in naval affairs. Although their numbers and titles have varied, their importance hasn't.

Today's warrant officer—as in the past—is a "doer-supervisor."

He has down-to-deck working knowledge of the thousand and one small details of his specialty, details he has gleaned from many years of working at the job (the average warrant in the Fleet today has put in about 10 years as an enlisted man before moving into the officer ranks).

But a head full of seagoing know-how is only part of his qualifications. In addition to having the facts on hand in his mental filing cabinet, a warrant officer must also have the ability to pass those facts on, to teach younger petty officers who, in their turn, are shooting for the top.

A warrant officer must also serve as a sort of counselor, a guy to whom the ambitious PO can come for advice on how to get the knowledge he needs and how to handle his men. Many times, the PO finds, "the way it was done in the old days" is still the best way to do it. If he is willing to profit from the experience of others, the PO can learn much from his warrant-adviser.

Warrant officers hold a variety of billets in the modern Navy. For example, a Boatswain may be found as officer-in-charge of a district craft, as a First Lieutenant aboard a larger ship, as a deep sea salvage diver, or—most often—as a Ship's Boatswain. The Ship's Boatswain typifies the sea and ships and is probably the "saltiest" billet in the U. S. Navy. He takes charge of running and standing rigging, ground tackle (which he pronounces "tay-kul") of paint and preservation, and in fact of about everything topside.

A Warrant Gunner today can be found in special weapons projects or in a job connected, say, with guided missiles. A Machinist can fill billets ranging from steam to diesel machinery, from special weapons work to atomic propulsion.

There are dozens of billets for which warrant officers are especially —and uniquely—qualified. Who has more on-the-job knowledge about how to put a ship into dry dock than a carpenter at a shipyard? Who knows more about the tricky I. C. Room of a given ship than the ship's electrician?

In addition to their administrative duties, warrant officers stand regular naval watches too—often as Officer of the Deck or as Engineering Officer. Then too they are assigned duties on naval courts, as a member of the ship's board, not to forget the "privilege" of being elected Wardroom Mess Treasurer.

The variety of important duties carried out by warrant officers is one of long standing in the U. S. Navy. As early as December 1775, the Continental Congress provided for the purchase and construction of ships and the following ranks to man them:

Commissioned—Captains and lieutenants.

"Warranted" — Surgeons, pursers boatswains, gunners, carpenters, master's mates, chaplains and Secretary of the Fleet (a clerk for the Commander-in-Chief of the Fleet).

"Petty Warrants" — Midshipmen, Captain's clerks and surgeon's mates.

Many of these warrant officer titles, naturally, were taken from the British Navy with which Continental Navymen were most familiar. The majority of the warrant titles went even farther back than that — the title of "Boatswain," for example, ranks back to early sailing history.

WARRANT OFFICERS fill many billets ashore and afloat. Here, a WO studies landing ship models, miniature loading equipment with view to better stowage.

Other titles like those of "Carpenter" and "Gunner" were natural developments of the need for more shipboard maintenance and the advent of gunnery.

The various officer posts of the early U. S. Navy were frequently changed. Chaplains and surgeons were sometimes listed as warrant officers, sometimes not. The billet of "Surgeon's Mate," interestingly enough, was found in turn under the heading of "Officer," "Warrant Officer," "Petty Officer" and then "Commissioned Officer."

As the graceful age of sail came to a close, the warrant rank of 'Sailmaker" began to disappear, only to be replaced by a new type of expert who was needed, one who could handle the new engines and machinery. "Assistant Engineer" was now added to warrant ranks. (The last warrant officer to hold the outmoded grade of "Sailmaker," incidentally, died in 1933, having been on the Retired List for 15 years).

At the end of the 19th Century came the new ranks of "Pharmacist" (now "Warrant Officer Hospital Corps"), an outgrowth of the old Surgeon, and "Machinist." Soon after came "Pay Clerk." Then "Electrician" and "Radio Electrician," all WOs.

With the expanding technical aspects of the Navy, other new ranks were needed. With World War II, "Torpedoman," "Ship's Clerk," "Photographer" and "Aerographer" were added, bringing the total to the current 12.

WOs HAVE SERVED in Navy from Revolutionary days to the present. Shown are a Gunner, about 1913 (left) and a Boatswain in full dress, about 1830.

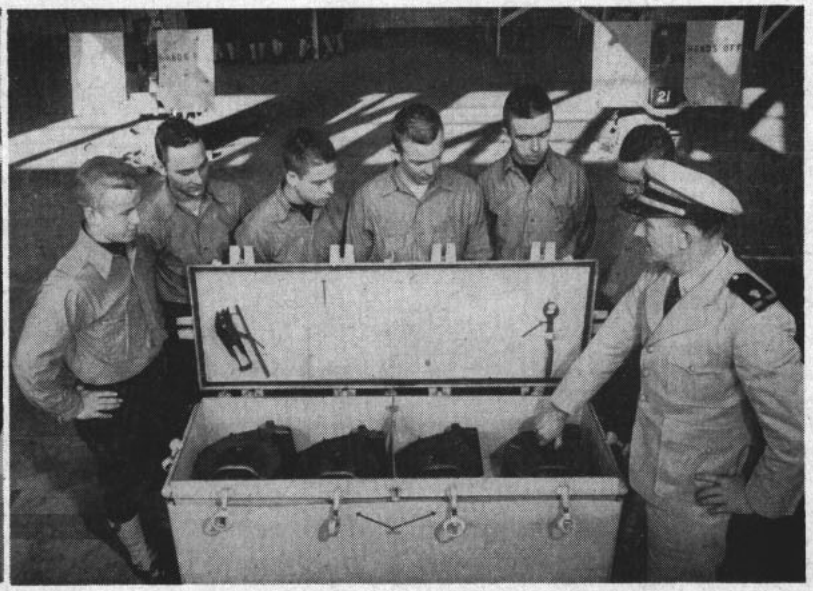
Ready to be called upon for an answer at all times, warrant officers have established for themselves a reputation for coming through in emergencies, both in peace and war.

Take, for example, CHBOSN Edwin J. Hill, USN. You may have heard of him—he was awarded the Medal of Honor for "extraordinary courage and disregard of his own safety during the attack on the Fleet in Pearl Harbor on 7 December 1941.'

At the peak of the strafing and bombing, CHBOSN Hill, a member of USS *Nevada* (BB-36), took the men of his line-handling detail onto the pier and directed them to cast off the battleship's lines. *Nevada* moved away with all speed—and Hill saw that he would be left dockside.

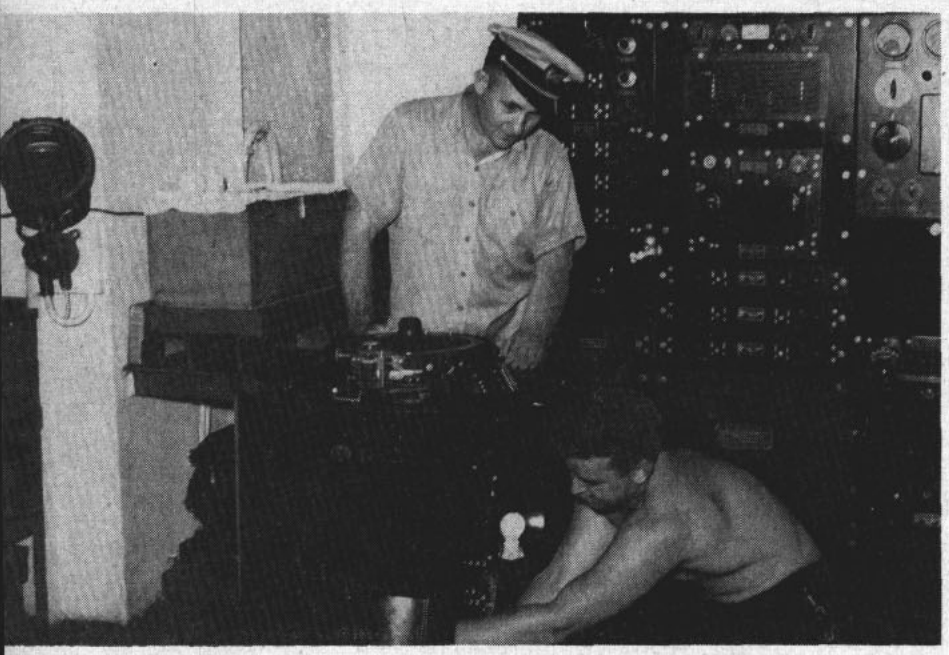
Not willing to be left out of a fight, he dived into the water, swam to the still-moving ship and climbed aboard. *Nevada* was under continuous heavy attack by the Japanese. Back on the job, supervising letting go the ship's anchors, CHBOSN Hill was killed by the explosion of several bombs close aboard.

Another warrant, CHCARP Frank C. Shelton, USN, was cited for his actions in a series of events that not only pointed up his heroism, but also a wide range of abilities. Shel-



CHELEC checks transmitter with radioman. Right: Recruits get word on stowage magazine from experienced CHGUN.

CLASS in stenography at yeoman school is taught by Ship's Clerk (CHSCLK). Below: WO supervises adjustment of gyro compass on board a repair ship.



BOATSWAINS fill many salty billets—from officer-in-charge of a district craft to 'first lieutenant.' Here, one works with a shallow salvage diving crew.

ton repaired a flight deck, took charge of a fire-fighting detail and handled damage control activities throughout his ship, the escort carrier USS *Suwanee* (CVE-27), during a World War II air attack. Shelton was awarded the Silver Star Medal for gallantry in action.

CHRELE William F. Konko, USN is another example of how WOs put their know-how into practice in unusual emergencies. In this case it was in helping to organize resistance against the Japanese in the Philippines. When his Motor Torpedo Boat squadron was broken up in 1942, Konko went ashore in Mindanao and began to organize the native forces into guerrilla units.

For Konko, a radio electrician, the job of setting up a radio communication center was right down his alley. His station developed into the central control point for a network of resistance forces that kept the pressure on Japanese troops until U. S. forces returned to the Islands in 1945. He was later awarded the Legion of Merit.

These are but a couple of the many cases that illustrate how the peacetime know-how accumulated by warrant officers can pay big dividends when the chips are down. Experts in their field, warrants combine their knowledge with fighting ability, to the benefit of their ships and the Navy.

Ability, however, is not restricted to performance of a combat mission. Many warrant officers have devised methods or invented or improved upon things to the benefit of the naval service at large.

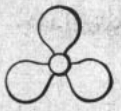
For example, ELEC Hyde A. Harmon, USN, invented an automatic steersman that is named for him. Anyone who knows about ground tackle is familiar with the names of CHBOSN M. H. Eldridge, USN, and CHBOSN H. P. O'Neil, USN. Eldridge and O'Neil devised new methods of anchoring large ships. By means of the methods, ships can come in and make a fast, smart anchorage. CHBOSN Eldridge also helped develop a position plotter that can quickly fix the position of a ship entering or leaving inland waters.

Recently, a warrant officer has been responsible for the development of a new, improved method of teaching typewriting. Many a yeoman has already benefitted from the new system.

Boatswain

Gunner

Torpedoman


Machinist

Electrician

Radio Electrician

In our modern Navy there are 12 general categories of warrant officers. However, to meet the needs for specialized as well as general qualifications, the warrant structure provides for a total of 37 "designator codes," sub-specialties within the general areas.

Some categories, like Pay Clerk and Torpedoman, have but one designator code; others, like Ship's Clerk and Radio Electrician, have five; carpenter has six. Not all are being used because the present state of Navy mobilization does not demand it.

For example, whereas all three Gunner designations are "open"—"Aviation Ordnance Technician," "Surface Ordnance Technician" and "Control Ordnance Technician," only two designators are now open for Ship's Clerk: "Ship's Clerk (Bandmaster)" "Ship's Clerk (Ship's Clerk)." In the following list, the designators that are currently "closed" are marked by an asterisk.

Under each one of the broad titles listed here, the warrant structure provides for both "warrant officers" (who wear the half-stripe, or "pin stripe"), and commissioned warrant officers (who wear the broad gold broken stripe and are spoken of as "Chief Boatswain," or whatever their title may be).

Designator and Description

Boatswain (BOSN or CHBOSN)
- 711—Aviation boatswain
- 712—Flight Controller*
- 713—Boatswain
- 714—Ship Controlman

Gunner (GUN or CHGUN)
- 721—Aviation Ordnance Technician
- 723—Surface Ordnance Technician
- 724—Control Ordnance Technician

Torpedoman (TORP or CHTORP)
- 733—Underwater Ordnance Technician

Machinist (MACH or CHMACH)
- 741—Aviation Machinist
- 743—Machinist
- 744—Instrument Technician*
- 748—Utilities Technician*
- 749—Equipment Foreman

Electrician (ELEC or CHELEC)
- 751—Aviation Electrician
- 754—Electrician
- 759—Construction Electrician

Radio Electrician (RELE or CHRELE)
- 761—Aviation Electronics Technician
- 762—Training Devices Technician*
- 763—Communications Supervisor*
- 764—Communications Technician
- 766—Electronics Technician

Carpenter (CARP or CHCARP)
- 771—Aviation Structural Technician
- 772—Aviation Survival Technician*
- 773—Foundryman*
- 774—Ship Repair Technician
- 778—Drafting Technician*
- 779—Building Foreman

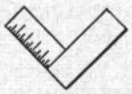
Ship's Clerk (SCLK or CHSCLK)
- 782—Ship's Clerk
- 783—Journalist*
- 784—Printer*
- 785—Bandmaster
- 788—Machine Accountant*

Pay Clerk (PCLK, CHPCLK or PACT)
- 798—Supply Clerk

Warrant Officer Hospital Corps (WOHC or CWOHC)
- 817—Warrant Officer Hospital Corps
- 818—Dental Clerk

Aerographer (AERO or CHAERO)
- 821—Aerographer

Photographer (PHOT or CHPHOT)
- 831—Photographer

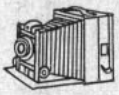

Carpenter

Ship's Clerk

Pay Clerk

Hospital Corps

Aerographer


Photographer

In the early days, warrant officers were appointed largely on a personal basis. Some were appointed by the captain directly from enlisted status. Others were appointed from civilian pursuits or from the Merchant Marine, either by the captain or by the Secretary of the Navy. The very earliest ones were appointed in the Continental Navy by the Maritime Committee of the Continental Congress.

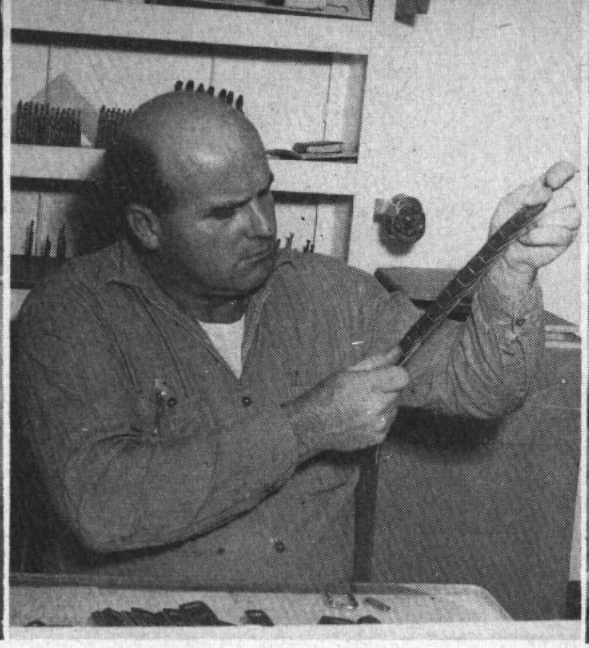
Today, on the other hand, the 6000 warrant officers and commissioned warrant officers serving in the Fleet have been selected from the ranks of top class petty officers in a carefully planned selection program.

Briefly, to be selected a warrant, a chief petty officer or petty officer first class must have had ten years' active service; must have no mental or moral or physical shortcomings; must have had an outstanding record, including good marks on his Petty Officer Evaluation Sheets.

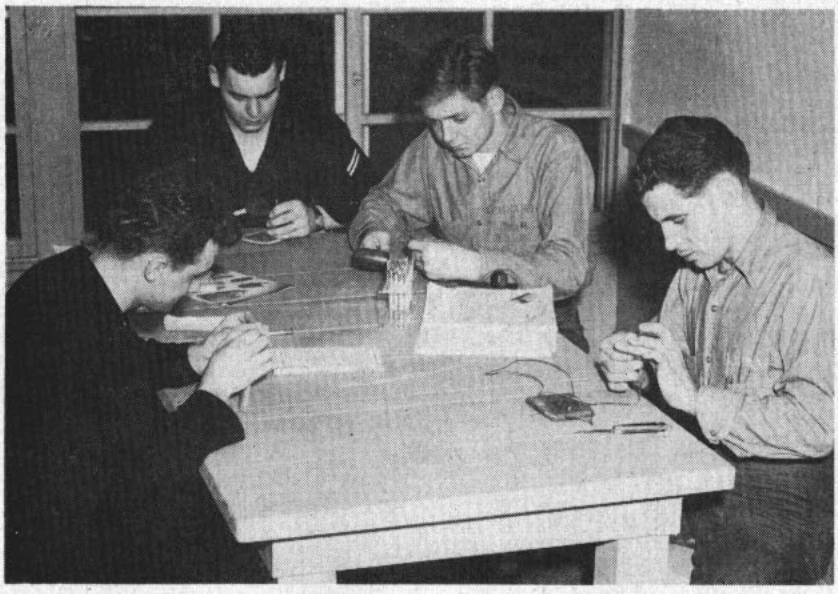
Through the Navy's warrant officer program, the enlisted man of outstanding caliber can advance to warrant officer status. And that need not be the end. Moving up through the warrant pay grades, W-1, W-2, W-3 and W-4, he may eventually qualify for promotion to ensign or lieutenant (junior grade) and continue on up the promotion ladder.

The development of the specialties within the warrant officer structure presents a sort of "case history" of the development of the U. S. Navy itself. As a need developed for a new specialty in the Fleet, it was often reflected in the addition of another specialty in the warrant grades.

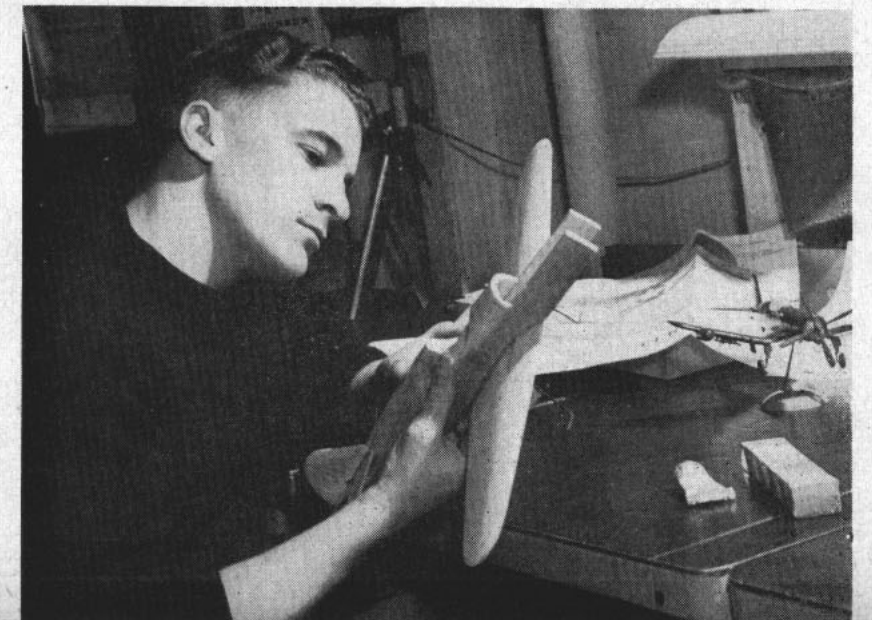
It's a good bet to say that with nuclear power and other developments just around the corner—or here already—that warrants will have added opportunities to prove they are "Experts of the Fleet."



HOBBYIST carves plastic ring (left). This sailor keeps busy making leather belts during his off-duty hours.



SAILORS work in new leathercraft room at NAS Atsugi, Japan. Below: Navyman on board USS *Eldorado* (AGC 11) cements wings onto model airplane.



Hobby Shops

SEVERAL recent reports which have been received by ALL HANDS offer good examples of Navy hobby shops—both ashore and afloat.

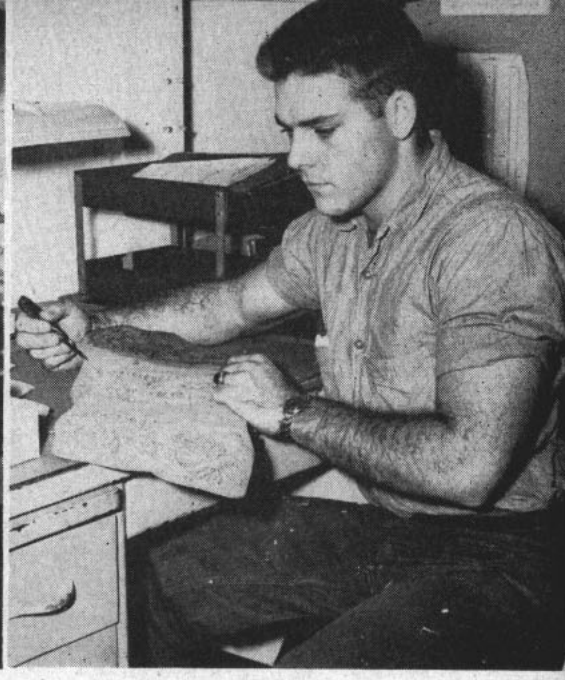
Visit one of these hobby shops and you'll find white hats and chiefs and officers, too, working away at some project. Quite a few construct model airplanes — from tiny palm-of-your-hand size to king-size flying models. Others work at leathercraft, making belts, pocketbooks, ornamental pieces. Many make wood carvings, work on oil paintings, water colors. Some build model autos. Still others, quite naturally, work on ship models.

Take a look at amphibious force flagship USS *Eldorado* (AGC 11), serving with Task Force 90 in the Far East. During off-duty hours, the busiest spot on the ship is usually the hobby shop.

This shop features wood-turning lathes, jigsaws, drills and dozens of hand tools. Centrally located within the vessel, the hobby shop is well-lighted and maintains a large stock of supplies ranging from wood blocks to oil painting kits which sailors can buy at reasonable prices.

Eldorado's hobby shop has become so popular that, when the ship is in port, sailors from other ships in the task force drop in — to look things over and to make a few purchases.

The "hobby bug" has bitten the major part of another ship's crew—



NAVYMEN work on model auto. Sailor enlarges photo (center). Carving designs in leather is popular hobby.

Come Aboard

the men on board USS *Philippine Sea* (CVA 47). Accordingly, last January a hobby shop was opened on board the carrier shortly before she began her third tour of duty in the Korean theater.

Run on a non-profit basis, the hobby shop stocks several thousand dollars' worth of materials and tools. Sailors can be found mixing colors on an oil palette, hand-tooling intricate designs in leather, working on models and so on — whenever they can take time out from their duties with Task Force 77.

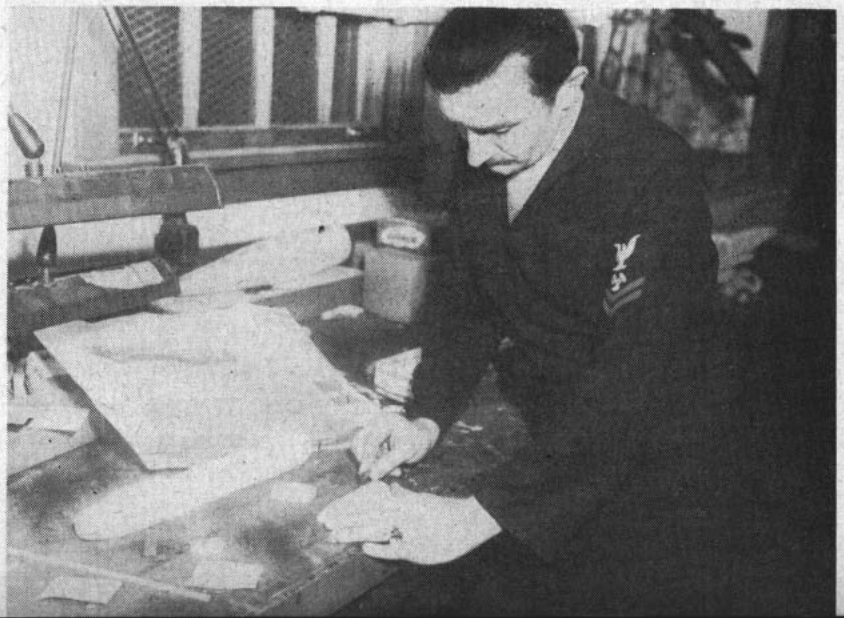
Another activity to hitch a wagon to the hobby shop in recent months is NAS Atsugi, Japan.

Here, an unused chow hall was remodeled into a first-rate hobby shop with facilities for woodworking, photography, model building, leather crafts, plastics, ceramics and the graphic arts. The model building department even has a room to test model airplane engines.

Shutterbugs at Atsugi are particularly proud of the hobby shop's photo lab where instruction is provided by Frank Shaw, PHG1. The photo lab offers two developing rooms, a contact room and an enlarging room with three enlargers.

And so it goes throughout the Navy. At home and abroad, sailors work at their hobbies, making gadgets both useful and ornamental.

MODEL AUTOS and planes keep these sailors on board *USS Philippine Sea* (CVA 47) busy. Below: Model of destroyer is slowly whittled into shape.



PRESENT ARMS! Navymen in formation present arms as battery welcomes reviewing officer with 15-gun salute.

Stand By for Inspection!

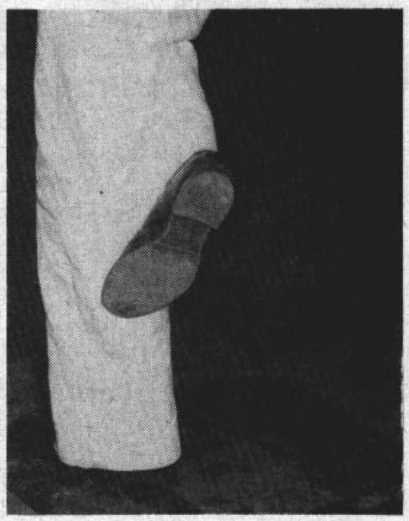
DURING the Okinawa campaign, Kamikaze pilots were frequently able to carry out attacks on U.S. naval shipping crowded into Buckner Bay by approaching low over the water on the far side of the island, skimming over the mountain tops and pouncing on the vessels.

There was little warning. If our radar picket boats were alert and all went well, the ships' crews had something less than three minutes to respond to General Quarters and fight off the attack before the raiders had reached their targets.

"It was at such a time that Navy training and discipline really paid off," CDR C. L. Bisbee, then OOD of a large seaplane tender, says. "The safety of your ship and the lives of your crew were literally in the hands of youngsters who, a few short months earlier, had been high school kids and farm hands and who were now operators of our 20- and 40-mm guns.

"It took real guts to train on one plane when you had to depend on the gunners of another ship to knock down the plane that was coming directly at you. And it took courage of the very highest order to withhold that fire until the crucial moment when the gunnery officer gave his orders.

"Many of the men on my ship were youngsters who were away from their home towns for the first time. Lots of them were Naval Reservists.



THIS IS *ONE* WAY to 'shine' your shoes. Though not recommended to keep whites clean, it will remove dust!

The training they received in their local units led directly to Buckner Bay. The fact that they learned Navy terminology, wore the Navy uniform with pride, and thought in the same manner as their shipmates helped to carry them through any emergency they might meet. The Okinawa campaign, and many others, began with Naval Reserve training here in the United States."

CDR Bisbee is now one member of a team of experts which has recently completed an extensive tour of the nation's best Naval Reserve Training Centers. Headed by CAPT. E. N. Teall, USN, this group, designated as the Naval Reserve Inspection Reviewing Board, determines the status of the personnel, the effectiveness of the training programs and the administrative efficiency of these, and other, Naval Reserve units.

It's a long way in time and space from Buckner Bay to Naval Reserve units in towns such as Laurel, Miss.; Beaumont, Texas; and New Orleans, La. Yet the transition has been made successfully by hundreds of thousands of young men from towns such as these. Judged to be among the

best in the 6th and 8th Naval Districts, training centers in these three communities were among the units recently inspected by the Inspection Reviewing Board.

What do the men of these divisions think about such inspections? Do they approve, or do they resent them? Do they agree with CDR Bisbee's contention that pride of uniform and the accompanying discipline will help them win battles?

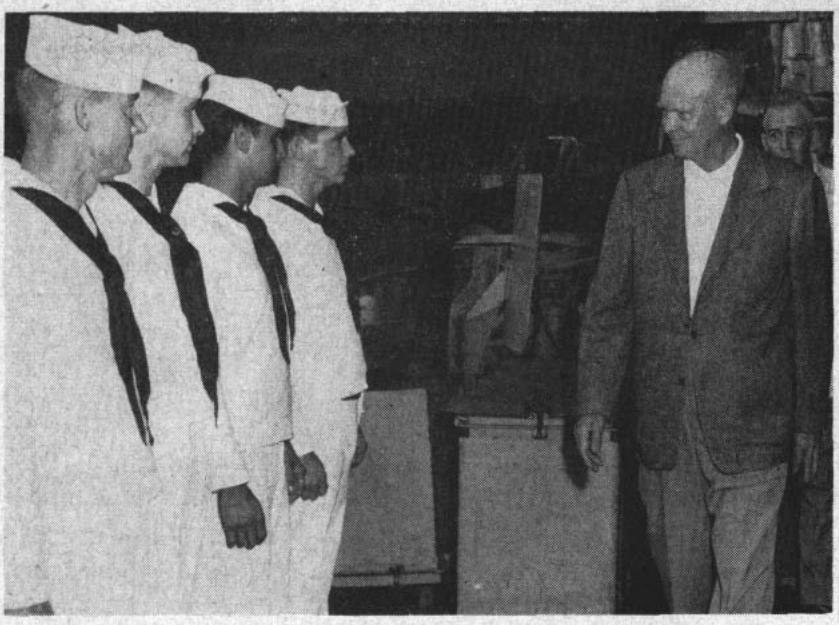
"After you've been in this man's Navy as long as I have," says old-timer E. R. Aaron, HMC, of Laurel, "inspections don't bother you any more. I've gotten so I kinda like them. Gives you a chance to show off. You can learn a lot about an officer by the way he conducts an inspection, too. Captain Teall knows the ropes. I thought our cribbage board was pretty well stowed away, but he found it. He let me know about it, but he wasn't nasty, either."

"Should be at least every six weeks," says Albert P. Selph, BUHC, of New Orleans.

"A uniform is something like a tuxedo when you're going out on a date," says S. F. Diecidue, SW2, of the same outfit. "You want everything to be just right because it's a special occasion. There's nothing to an inspection if you know you're right."

"An inspection should be as tight and tough as possible, or we shouldn't have any," says Wave Eary May Lozano, TDAN. "Otherwise, they're just a waste of time."

Lewis M. Wilson, SR, who is now in 12th grade at Laurel High School, can't yet agree with such a view.



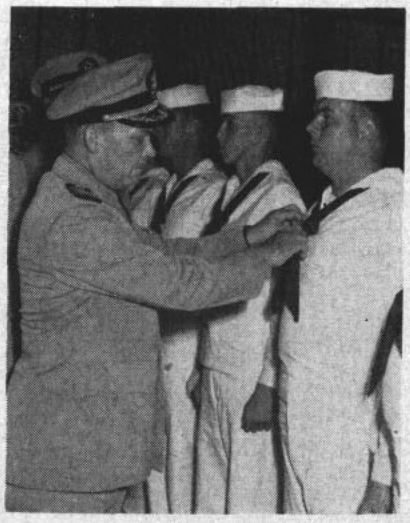
PRESIDENT inspects crew of USS *John Hood* (DD 655) during visit to U.S. Naval Academy. Behind President is Academy Superintendent VADM C. Turner Joy.

"I was scared stiff when I saw all that gold braid coming down the line at me," he later said ruefully. "All I could do was stand straight as I could and wait for the ceiling to fall in on me. I really sweated it out when the Captain stopped in front of me and asked where I learned to knot my neckerchief. I guess maybe it didn't look so good. Actually, I had one of the old-timers here fix me up for the inspection, but I didn't tell the Captain that. I figured he wasn't much interested in excuses."

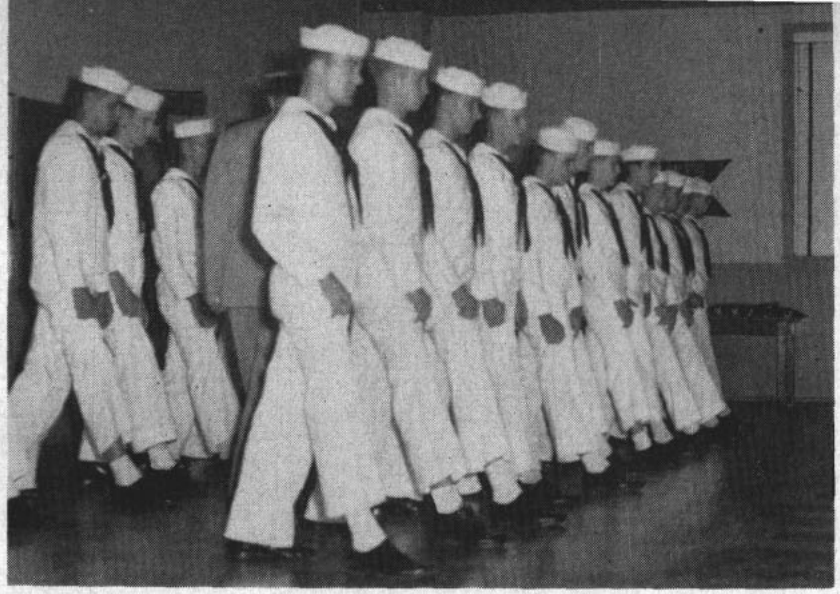
Wilson had been in the Reserve for a short three months and had received his full uniform only the week before. This had been the first time he had worn it to drill. As soon as quotas will permit, he would like to join the Regular Navy.

"I felt pretty good when it was over, though," he added. "The Captain found out this was my first inspection and told me I looked pretty good, considering. I don't know much about them, but this inspection certainly kept me on my toes."

"Yes, but sometimes they can be overdone," commented W. S. Blackstock, QM1, also of Laurel. "I swear we've had more inspections than drill nights during the past few months. Local, area, district, regional and, now, national. But I suppose that's only to be expected now that



'EYES HAVE IT'—Strange things go on in the minds of persons undergoing an inspection, as these photographs show.



NO CHORUS LINE THIS—White hats are lined up 'with socks exposed' during an inspection led by members of USNR National Inspection Reviewing Board.

we're one of the best outfits in the district."

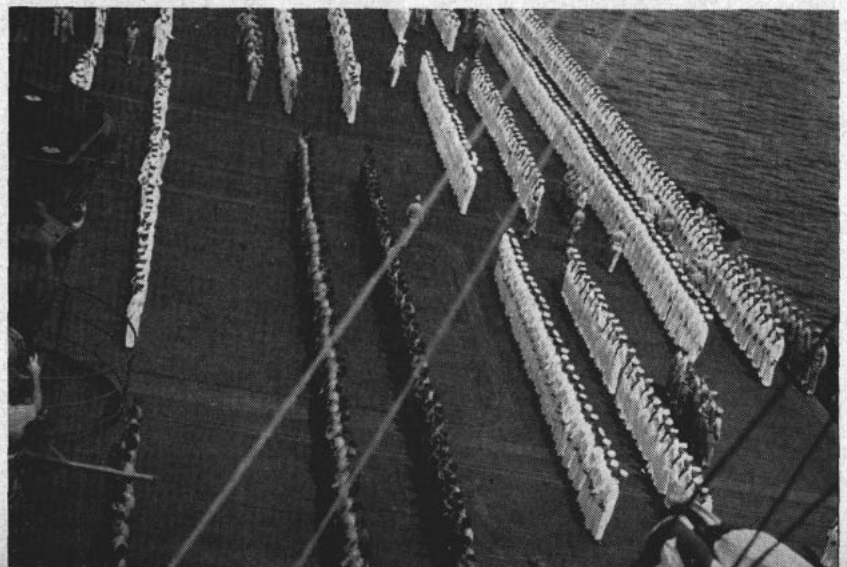
Like Wilson, most enlisted Naval Reservists—and Regular Navy men, too—endure a few moments of acute mental anguish as they sight, out of the corners of their eyes, the approach of the inspection party. Shortcomings are rapidly reviewed and resolutions for the future are formed in wholesale quantities. Most clench their jaws firmly and break out in fine beads of perspiration. Some become utterly speechless when addressed; others have been known to faint from the tension.

There is, however, much more to such an inspection than that suffered by the enlisted personnel. Most of it goes on backstage, so to speak. It's much the same whether the inspection is in uss *Iowa* or in Beaumont, Texas. Take the latter case.

By the time the Reserve unit is mustered for inspection, stationkeepers and officers of the unit have spent several exhausting hours while the inspection party makes a comprehensive tour of the Training Center. They consider the appearance of the officers and enlisted personnel on active duty, the condition of the physical plant, the administrative procedures followed, the methods of bookkeeping, the effectiveness of the training programs, and make an inventory of materiel on hand. If all is not as it should be, an explanation is demanded. Little wonder that the CO of an inspected unit gives a deep sigh of relief as he sees the party safely emplaned for their next stop.

The state of mind of the somewhat rattled commanding officer who, at the moment of presenting his division for inspection reported: "Two hundred three officers and 15 enlisted personnel present and accounted for, sir!" can better be appreciated when it is realized that, in addition to the elements listed above, the inspection party also wants to know details about the division's onboard strength, attendance, performance of annual training duty and advancement of rating of each of his men.

OFFICERS AND MEN of aircraft carrier stand by for inspection at sea. Regular inspections promote good discipline, pride in uniform and in the Navy.



Under the rules introduced for the first time this year, it is these four latter factors which determine the standing of a Naval Reserve unit in relationship to the other divisions in their respective programs. The relative standings, computed on a statistical basis, will determine which unit is chosen as the best in the country.

Trophies are awarded the best divisions, and competition for the honor is keen.

Although such awards will be made on the statistical basis described above, inspections will continue to play an important part in determining the condition and health of the Naval Reserve.

"You might look on us as something like bank examiners," explained Captain Teall. "We can add up the figures in Washington, but we find it advisable to go out in the field and count the cash. The cash, in this case, is one of the most important resources this country has—the members of the Naval Reserve."

The value of a Naval Reservist is determined, to a large extent, by the training he has received. Methods, techniques, and use of training aids are carefully scrutinized by the inspection board to make sure that the two-hour weekly drill period is used to best advantage. Of a typical five-man inspection board, two members are experts in training. During the regular class period following inspection, however, all members of the board visit classrooms, listen to lectures and observe teaching techniques.

During the general critique which follows the routine drill meeting, administrative personnel of the Training Center are frequently in for a difficult time when members of the Inspection Board report their findings. At times, these reports tend to become lengthy.

Members of the inspection party are trained, for example, to analyze discrepancies in BuPers Report 1080-14, the master list compiled by PAMI which contains much of the relevant data concerning the operation of a Naval Reserve unit. In ad-

dition, receipt and filing of current BuPers Instructions and Notices are checked. Service jackets of enlisted personnel are selected at random, then inspected to make sure that entries are properly made and signed. The Drill Attendance Report (NavPers 501A) is compared with the Quarterly Naval Reserve Drill Report (NavPers 1259). On-board count is confirmed to make sure that personnel total is within the allowance of the division. Personnel Diaries (NavPers 501), Personnel Accounting Cards (NavPers 500) and Roster of Officers (NavPers 353) are analyzed in detail. The Welfare and Recreation Fund is checked to insure that it is operated in accordance with instructions.

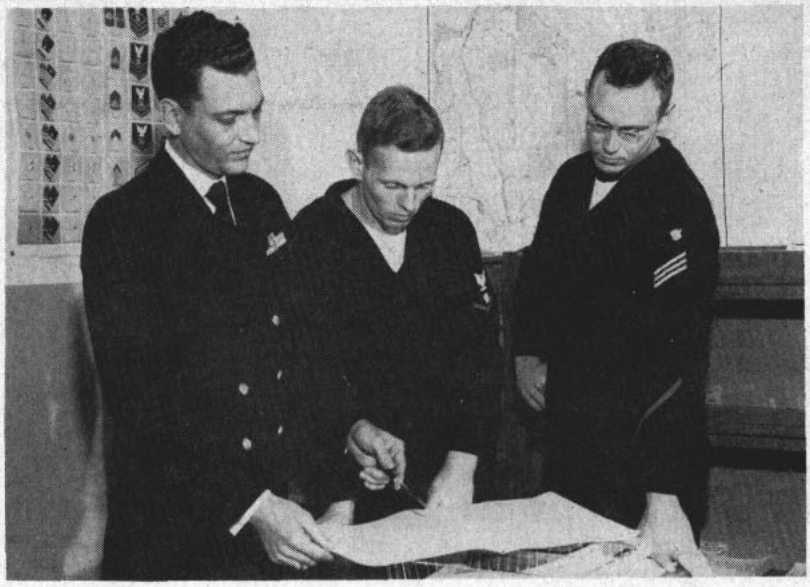
However, such critiques are not all one-sided. Members of the local units want to know what's going on in Washington, and why. Over-all and detailed policies of the Naval Reserve come under close scrutiny and the criticisms and suggestions made concerning them are, at times, devastatingly frank. Even those members of the inspection party best qualified to supply the answers are frequently hard pressed as a result of searching questions put to them.

"Such critiques are invaluable," says Captain Teall. "Not only are we able to discuss policies and procedures in an informal, off-the-record manner, but we are also able to get the personal viewpoints of the men who are actually working in the field. Such a meeting helps establish an invaluable relationship. We are better able to understand their problems and, we hope, they are able to understand better the problems we face at headquarters.

"The inspections themselves have a similar value. We are able to weigh and evaluate those intangibles which can never be shown through official reports."

There's a lot more to an inspection than appears on the surface. It's hard work both for the inspected and the inspectors. But it's worth it. Next time you fall in for an inspection, just remember that you're taking part in a long tradition that has done much to maintain the high standards of the Navy.

And if you're uncomfortable and uneasy while you're waiting, it might help if you were to remember that members of the inspecting party undoubtedly have trouble keeping their shoes shined and ties straight, too.



MILITARY TRAINING section of Little Creek's I&E office maps out training courses, study plans to assist petty officers in training non-rated sailors.

I & E Program Helps Sailors Get More Education

Old salts who used to think the "three Rs" meant "rocks, reefs and ratlines" would be out of place in today's Navy, where a majority of sailors are enrolled in some study course or continuing their studies on their own time. For example, a three-fold program involving technical training for the Navy, educational advancement for the individual Navyman and base orientation for new personnel is operating under a "full head of steam" at the Information and Education Office, Amphibious Training Command, Little Creek, Va.

Petty officers are taught how to help the men under them prepare for advancement. POs are given a course outline to follow, suitable texts, and are kept abreast of the fleet school program.

Courses ranging from elementary school subjects through college work are available to all interested personnel. Men can study all sorts of subjects, such as art, woodworking, history, literature—even Hindustani.

The Amphibious Training Command's I&E staff, recently commended by BuPers for its good work, also provides an orientation program for newcomers to the base.

LIBRARIAN helps 'frogman' pick training manuals from among library's 6000 volumes relating to Navy training, education for individuals.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

"HELL ROARER," a new device that provides an intense continuous light source for taking night aerial photographs is being developed for the Air Force.

Given its name because of the roar emitted when in operation, the device enables the taking of night aerial photographs by special cameras at low altitudes and high speeds.

The mechanism is contained in a 12-foot torpedo-like cylinder which is attached to the wing of a reconnaissance airplane. It burns atomized magnesium powder which puts out an intense light of about 10 million candlepower. The pilot controls the Hell Roarer, turning it on and off as required or jettisoning it if anything goes wrong.

The idea behind the device was conceived by the Air Force in 1949 and development work began soon after. The first flight test was made late in 1951.

★ ★ ★

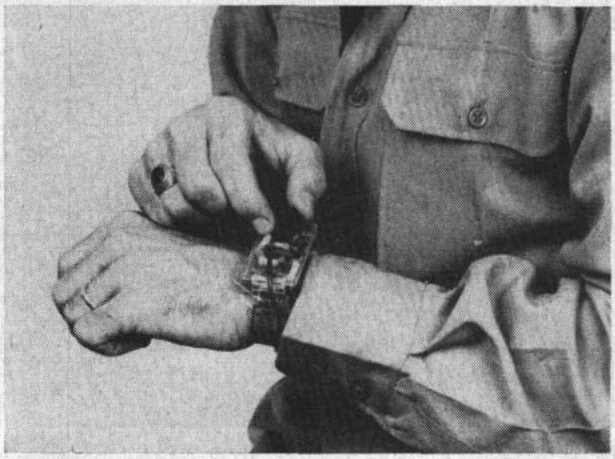
AN EXPERIMENTAL WRIST RADIO, able to pick up broadcasts within a range of 40 miles, has been developed at the Army Signal Corps Engineering Laboratories at Fort Monmouth, N. J.

Dubbed the "Dick Tracy," the two and five-eighths ounce radio is worn on the wrist like a watch. Its Lilliputian size is made possible by replacing the conventional vacuum tube with five tiny "transistors" and by other miniature components.

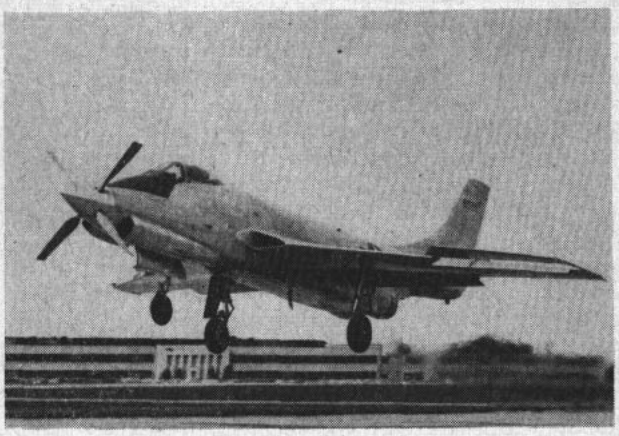
In addition to the small size of the transistors, their low power requirement makes it possible to power the set with a mercury battery little larger than the tip of a pencil. The "wiring" is made up of printed circuits produced by an etching process.

A short antenna wire and a cord connect the radio with the hearing aid type of receiver worn on the ear or concealed up the user's sleeve. A switch is pushed to turn the radio on. A knob on the face of the set is used to select stations or frequency.

The set has been operating on a tuning range of 1000 to 1500 kilocycles, or about one-half the standard broadcast band.



ARMY'S "Dick Tracy" wrist radio, with tuning range up to 1500 kilocycles, brings in broadcasts 40 miles away.



TAKE-OFF with feathered prop is demonstrated by the new XF-88B supersonic-type propeller research airplane.

SUCCESSFUL FIRST FLIGHTS of a plane to be used as a "flight test bed" for research on supersonic-type propellers, have been announced by the Air Force.

The flights were made by the Air Force with the cooperation of the Navy's Bureau of Aeronautics and the National Advisory Committee for Aeronautics.

The "bed," actually an aircraft, XF-88B, is a modification of the Air Force's XF-88A *Voodoo*, a twin-jet fighter bomber.

In addition to the aircraft's regular powerplant of two turbojet engines, the XF-88B is equipped with an XT-38 turboprop engine which powers a single propeller. With afterburners, the jet engines can each develop about 4000 pounds of thrust.

Three propeller speeds will be tested successively with propellers of about 10, seven and four foot diameters, in various combinations of two, three and four blades.

In the initial flight takeoffs, to be conducted by NACA at Langley Air Force Base, Va., the propeller will be locked in position until the jet powerplant has carried the XF-88B to 20,000 feet. There the initial turobprop "light-off" will be made.

★ ★ ★

SOLDIER-SCIENTISTS at the Army's Southeastern Signal School, Camp Gordon, Ga., are learning their way through a maze of vacuum tubes, resistors, condensers and webs of wiring that make up radiological warning devices. These student-mechanics are taking an Army course called RADIAC (Radio Activity Detection and Identification).

Teaching its students to meet the demands of this highly specialized field, the course begins by giving them a background in physics and the nature of atomic energy and radiation. Practical mechanical training follows. The course is staffed by seven specially-trained soldiers including two electrical engineers, a TV technician, an industrial engineer, a chemist, and two physicists.

Touring the classrooms of this atomic-age technical school, you see modern radiological equipment on display. On the walls are charts which explain the atomic theory simply and directly. There are tables filled with widely varying types of Geiger counters and dosimeters

(instruments which measure total radiation dosages). They range in size from that of a large automobile battery to that of a mechanical pencil.

Students disassemble the instruments to straighten out "bugs" contrived in them by instructors. In seeking out performance flaws and correcting them over and over, soldiers develop know-how quickly.

★ ★ ★

A "TURNTABLE" RADAR SET with a rotating base for standard Ground Control Approach systems (GCA), is being developed by the Air Force. GCA is the radar device for finding, and then guiding, aircraft to safe landings under conditions of zero visibility.

By automatically aligning itself to the proper runway at the push of a button, the turntable will enable an air base to provide GCA facilities on several runways with only one radar set. This will eliminate the necessity of moving radar sets from one position to another each time the direction of landing aircraft is changed.

The turntable consists essentially of a rectangular platform mounted on a ring, which in turn is supported by rollers on a concrete foundation. When mounted on the turntable, it can be rotated 340 degrees in three and one-half minutes. In the past, about a half hour was required to move a radar set from one runway position to another.

★ ★ ★

A SIDEWAYS-TRAVELING TUGBOAT has been developed by the Army Transportation Corps at its Research and Development Station, Fort Eustis, Va.

Designed primarily to move barges carrying military cargo in inland waterways overseas, the new boat is propelled not by propellers by two rotating discs built into the bottom of the stern. Vertical blades projecting from the discs control movement of the tug in any direction, thereby eliminating the need for a rudder.

The 120-foot vessel is powered by two 1000 h.p. engines.

★ ★ ★

THE U. S. COAST GUARD now has a new type, steel-hulled patrol boat for use in port security and search and rescue work. Designed and built by the Coast Guard, the new 95-foot cutters will gradually replace the older 83-foot, wooden patrol boats.

This is the first general duty craft to be built by the Coast Guard itself since the end of World War II. The new craft combines all the latest developments in ship construction, navigational aid and comfort for the 15-man crew. The boat's four diesel engines deliver 2200 horsepower through twin screws and give the 95-ton vessel a top speed of 21 knots with a cruising range of 1500 miles.

Equipment includes radio direction finder and radar, fathometer, gyro compass and loran receiver, modern ordnance and space for depth charges. Crew's quarters have mechanical ventilation with individual thermostatic heat control in each compartment, heat and sound insulation, fluorescent lighting, improved showers and mess facilities, and attractive color schemes. The cutter is fire resistant throughout.

Twelve cutters are completing their two-week shakedown period at Norfolk, Va. Upon completion, three will remain at Norfolk for port security duties. Others will be assigned to ports on the East and West Coasts.

GIANT 'copter, YH-16 *Transporter*, carries 40 troops, 32 litter patients or three jeeps. Note ramp under tail.

ONE OF THE LARGEST HELICOPTERS designed for operational use is the Air Force's YH-16 *Transporter*, now undergoing ground tests at Philadelphia International Airport, Pa.

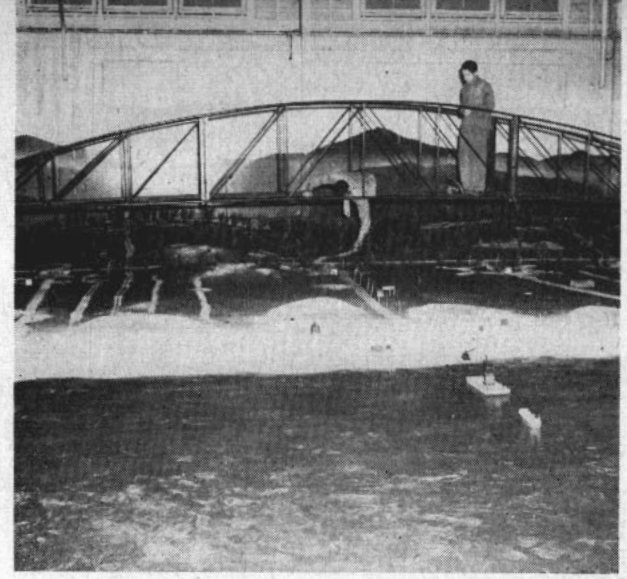
With a fuselage nearly 78 feet long, the aircraft weighs better than 15 tons. This is more than twice the weight of the largest helicopter in service today—the 20-passenger H-21 *Work Horse*.

The *Transporter* is also faster than the *Work Horse*, which recently set an official world record of 146.7 m.p.h., and has 82-foot, all-metal blades.

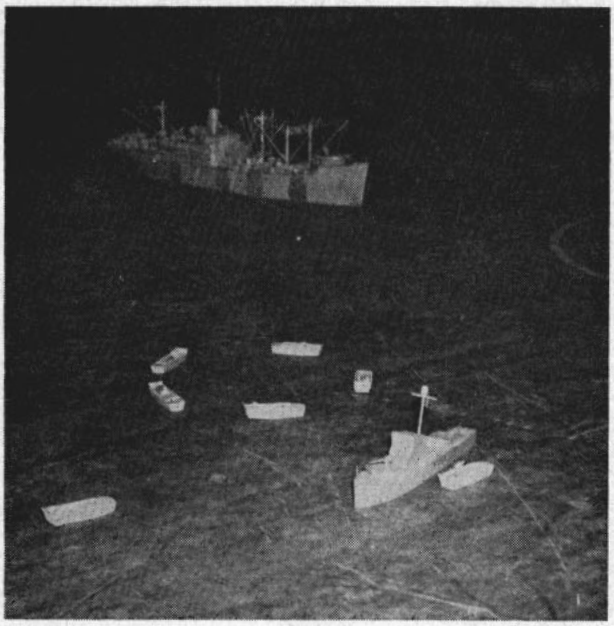
America's first tandem twin-engine transport helicopter, the *Transporter*, can carry 40 fully-equipped troops, 32 litter patients or three jeeps.

Another feature of the *Transporter* is a cargo "pack" that fastens onto the belly. The pack can be loaded and unloaded or moved about on the ground independent of the helicopter, much like a truck trailer. When equipped with the pack, the *Transporter* uses a special landing gear that raises its fuselage to a height of 10 feet off the ground.

NEW, steel-hulled, 21-knot, Coast Guard patrol boat goes through paces during shakedown at Norfolk, Va.



MEN ON TROLLEY shift models on sand table. Below: Model landing craft 'circle,' preparing for the 'assault.'



War in a Sand Box

ONE of the most important devices used in teaching techniques of amphibious warfare on the West Coast is a fancy pile of sand.

Located in the model loft at the U. S. Naval Amphibious Base, Coronado, Calif., is a "sand table" maintained by the Training Aids Section to instruct personnel in the techniques of an assault landing.

Demonstrations are presented every two weeks to give instruction to officers and men of all services. Each demonstration attempts to give the observer a clear picture of all the elements of a ship-to-shore operation, including air and naval gunfire support. In addition, shore party logistical supply procedures are presented.

In order to make the demonstrations as realistic as possible, a contoured and painted beach area is modeled in sand. Model trees, highways and buildings are installed and scale models of amphibious ships and landing craft are employed throughout the demonstrations. Narrators explain all the movements on the sand table and give a running account of the action as it takes place.

Through the use of scaled models, reconnaissance and close air support planes fly overhead, LSMRs and destroyers fire on the beaches, enemy materiel and emplacements are exploded, flame throwers spurt lethal fire, naval gunfire destroys enemy pill boxes, and a shore party group is set up on the beach to furnish initial logistical support for the amphibious assault.

Within two hours the entire landing (including pre-D-day reconnaissance and UDT activities) is completed.

In addition to the permanent sand table at Coronado, there is a portable unit for use in the Far East. So far, this unit has been used with a great deal of success for training presentations in Formosa, Japan and Korea by mobile teams furnished by the Troop Training Unit, Pacific.

More than 20,000 service personnel have observed the two-hour presentation of the regimental combat team assault landing on the sand table at Coronado, and thousands more have benefited by the demonstrations given by the mobile teams.—First Lieutenant Guy S. Miller, USMCR.

DIAGONAL view of sand table emphasizes realistic detail of ships, craft, shore emplacements and beach markers.

LETTERS TO THE EDITOR

Payment of POW Claims

SIR: In your article on payment of POW claims in the August issue of ALL HANDS, p. 45, the statement was made that claims were now being paid (at the rate of 2500 per week) in accordance with a law stating that *additional* compensation of $1.50 per day would be paid to Americans held prisoner and subjected to enforced labor.

Has the War Claims Commission started to make payment again? I understood that funds to make the payments were all spent by last May and that there was a bill before Congress to appropriate additional funds. Is this so?—F. E. P., QMC, USN.

• *Payment has started again. Before adjourning, Congress authorized continued payment of the POW claims under Public Law 303, 82nd Congress. The War Claims Commission is now paying these claims. These funds were obtained from sale of enemy vested properties in the U.S. It is expected that all claims of Ex-POWs will be paid by Christmas of this year.*—ED.

Flying Flag When CO Is in Boat

SIR: There has been considerable discussion here about when to fly the ensign in a boat in which a commanding officer is embarked.

Navy Regs says that a flag is flown when a commanding officer is in a boat "of his command or in one assigned to his personal use."

But one Navy training course, "Boatswain's Mate 3 and 2," says any time during daylight when a boat is carrying a commanding officer.

How about that?—H. B. H., BMC, USN.

• *Good point, Chief, and one that the next revision to the Boatswain's Mate training course will explain a little more fully.*

Navy Regs (Art. 2166), as usual, is your best guide. The National Ensign will be displayed only when a commanding officer, in uniform, is embarked in a boat assigned to his command or for his personal use.

A boat of another command, carrying a commanding officer on an unofficial occasion, should not fly the National Ensign.

Suppose, for example, that a commanding officer, returning to his ship from shore leave, is offered a ride in a boat of another ship. The Ensign would not be displayed.

However, should the skipper be coming back (in uniform) in one of his own ship's boats (even in one assigned from a boat pool), up with your ensign!—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.

Hash Marks Again

SIR: Is there any such regulation stating that an enlisted person is eligible to wear a "Hashmark" after completing 3½ years of Naval service? Does the time spent in the 'Ready Reserve' (not on active duty with a component of the regular Navy) count toward the requirements for the Navy Good Conduct Medal?—J. A. S., SN, USN.

• *According to* U. S. Navy Uniform Regulations, *Art.* 1202.6, *enlisted personnel shall wear one service stripe for each* full four *years of service. To be eligible for the Good Conduct Medal, you must have performed three years' continuous* active *duty as an enlisted person in the Regular Navy or Naval Reserve: For service ending on or after* 15 *Aug* 1945 *you must have received no convictions by court-martial, have no more than one lesser offense, have no sick misconduct, no mark in conduct less than* 3.8, *and a final average of not less than* 3.5 *in proficiency.*—ED.

How Old Are Service Records?

SIR: One of my shipmates and I have had a difference of opinion on service records. He says that service records were opened and maintained on personnel from about the year 1900. I say that they have been maintained since the Civil War. Who is right?—S. B. L., YN3, USN.

• *You decide—here are the facts:* Individual *service records for enlisted men of the Navy have been maintained since* 1885. *Prior to that, from* 1846 *to* 1885, *the records of all enlisted men in the Navy were maintained on cards, rendezvous reports and muster rolls.*

The practice of maintaining a Bureau jacket for each enlisted man in the Navy was adopted in 1885.—ED.

Topside Canvas

SIR: Is white topside canvas authorized on Navy ships today?—Z. T. E., QMC, USN.

• *During World War II topside canvas was treated with a fire retardant preparation that was gray, for camouflage. Topside canvas is treated for weather resistance as well as fire retardance, by the way. These camouflage measures are still in effect in the Fleet.*

Therefore, only gray canvas paint is available in standard stock—except for orange which is used for painting life preservers. White camouflage is not now authorized.—ED.

VERSATILE VESSEL—USS *Quapaw* (ATF 110), shown moored at Sasebo, Japan, is fully equipped to carry out diving, salvage operations, and act as firefighter.

FITA FITA GUARD of Samoa was disbanded after 50 years of service. Many of its members decided to serve in Regular Navy. Here, Fita Fita band 'sounds off.'

Rotation for OCS Graduates

SIR: What can OCS graduates expect in their three years of active service in the way of duty rotation?—R. W. W., ENS, USNR.

• *There is no specific policy applying strictly to Officer Candidate School graduates on rotation duty. A normal tour of duty in one assignment is considered to be two years.*

Frequently, it is necessary to rotate some junior officers to other duties before they complete two years in their first assignment. Officers are rotated to meet the needs of the Navy incident to hospitalization of officers, training requirements, release of Reserve officers, and so on. In a few cases, OCS graduates will probably remain in their first duty assignments for the full period of their obligated service.—ED.

Addressing COs and Execs

SIR: A question has come up as to the correct way to address an executive officer of a ship when his rank is lieutenant commander or below.

For example if a lieutenant is in command, we know he should be called "Captain," but if a lieutenant (junior grade) is his Exec how should he be addressed?—M. E., DK3, USN.

• *In oral communications, officers of and above the rank of commander are always addressed and referred to by their titles, as "Admiral," "Captain," "Commander Jones." Officers below the rank of commander are addressed as, for instance, "Mister Hale," and in the case of officers of the Medical or Dental Corps, as "Doctor Hale." It is generally considered improper to address a lieutenant commander as "Commander."*

Aboard ship or on any naval station, there is only one "Captain," the regularly assigned commanding officer, regardless of his rank. The phrase "The Commander" is used to designate the executive officer of the ship or station and him only. Other captains and commanders attached to the ship or station should be addressed by rank and name.

However, the executive officer of a ship or station, below the rank of commander, should be addressed as "Mister Hale."—ED.

From EM to Admiral

SIR: We are wondering if it would be possible for you to let us know how many enlisted men have advanced to the rank of Admiral in the history of our Navy. We should also like to know, if the information is available, their names.—J. E. L., YN3, USN.

• *The Naval History Division tells us that 33 flag officers are on record as having had enlisted service. Not in all cases, however, did they come all the way up through the ranks and in many cases their enlisted service was brief. That is, many of them did not pass through the several enlisted grades for various reasons: some were discharged, completed school and reentered as officers; some became aviators and were commissioned; and some were appointed to the Naval Academy from the fleet.*

There are, however, five admirals who came up "through the rates": RADM Archie A. Antrim, SC, USN; *RADM Gerald A. Eubank, SC,* USNR *(Ret.); VADM Charles W. Fox, SC,* USN *(Ret.); RADM Henry Hartley,* USN *(Ret.) and RADM Giles C. Stedman,* USNR *(who had Coast Guard enlisted service.)*—ED.

Fita Fita, Barefeet Navy

SIR: What ever became of the Fita Fita Guard they had on Samoa until recently?—S. J. A., YN1, USN.

• *After 50 years, the Fita Fita Guard of Samoa, was disbanded in 1951. With the administration of American Samoa turned over to the Department of the Interior by the Navy Department at that time, all naval activities, including the Guard, were discontinued.*

Guard members were given the option of enlisting in the Regular Navy or of returning to civilian life. Eleven were eligible for transfer to the Fleet Reserve. Ninety-eight elected to serve in the Regular Navy and were transferred to shore billets in the Central Pacific area.

The Fita Fita came into existence in 1900 when 50 Samoan natives were enlisted as "landsmen" in the Navy. "Fita Fita," incidentally, is Samoan for "brave."

The Polynesian sailors formed a useful police body and acted as guards, prison keepers, interpreters, orderlies and messengers. A Marine Corps staff sergeant was the unit's NCO-in-charge. His assistant was a Samoan chief boatswain's mate.

Most members were seamen, boatswain's mates, gunner's mates, carpenter's mates (when this rating was current), machinist's mates, yeomen, radiomen, ship's cooks, pharmacist's mates, cooks or stewards. However, several were musicians and formed the Fita Fita band, a unit led by a Navy Chief Musician.

Incidentally, a former Navy lieutenant commander, Richard B. Lowe, USN *(Ret.), has recently taken office as the new civilian Governor of Samoa.*—ED.

Shorthand for Yeomen

SIR: A good many yeomen have difficulty learning shorthand and once learned never get a chance to practice it under actual working conditions.

Why can't the qualifications for advancement for yeomen be broken down into two sections such as Yeoman-Typist and Yeoman-Stenographer?—D. E. C., YNT, USNR.

• *The Personnel Analysis Division of BuPers is making a comprehensive study to determine the degree to which shorthand requirements should be reduced.*

The Rating Structure Review Board which convened at the request of the Chief of Naval Personnel in the spring of 1952 studied many rating structure problems, including shorthand requirements, and recommended that shorthand be removed from YN qualifications and that Navy enlisted classification codes be utilized to reflect the skill-level of yeomen qualified in shorthand.

The Personnel Analysis Division is studying the needs for shorthand in specific billets. Upon completion of this study, probably by early 1954, you should know the results.—ED.

SAILORS' neckerchiefs were first used to protect uniform from tarred pigtails — the style in bygone days.

Stripes, Buttons and Neckerchiefs

SIR: We have quite a discussion going, the subject being the origination of the bluejacket's uniform. One side claims that the three white stripes on the collar represent three battles of the English admiral, Horatio Nelson, the neckerchief in mourning for his passing, and that the thirteen buttons on the trousers represent the original Thirteen Colonies.

The other fellows in on the discussion claim that this is not so. They say this story is just long-standing Navy scuttlebutt. What are your views on the subject?—J. S., TMC, SS, USN.

• *The idea that the three stripes on the collar of the EMs dress blue jumper symbolizes the three major victories of Admiral Nelson is shared by others, but the BuPers Uniform Board can find no confirmation in the old records. Here is what the Board says:*

"Stripes were first authorized in the 1866 uniform regulations which prescribed that petty officers, seamen and first class firemen should wear three rows of white tape; ordinary seamen and second class firemen, two rows; and landsmen, coal-heavers and 'boys,' one row. These stripes were abolished in 1869 but authorized again in 1876—all enlisted men to wear three. This order has continued to the present day. The stripes, however, are purely decorative.

The black neckerchief came into use because in the early days of the Navy sailors oftentimes wore their hair clubbed and tarred. To protect their uniforms they were permitted to wear bandanas and early in the 19th century, black handkerchiefs or neckerchiefs were prescribed.

There is no authentic source to prove that the thirteen buttons on EM trousers stand for the original Thirteen Colonies. As a matter of fact, prior to 1894 the EM trousers had only seven buttons. It is probable that the change to thirteen was simply for symmetry of design since the broadfall front was enlarged at that time.—ED.

Suit-Type Uniforms for EMs

SIR: I see that the Army now has a dress blue uniform for EMs. That leaves the Navy and Coast Guard as the only branches of the armed forces that do not have a conventional suit-type uniform that may be worn with a white shirt and bow tie at formal functions without embarrassment or discomfort. What is the Navy doing about this situation?—M. L. L., YN3, USN.

• *Toward the end of World War II there was considerable comment on the need for modernizing the EM uniform.*

COLLAR STRIPES for enlisted men serve a decorative purpose; legends have given them added significance.

Many recommendations favored an officer-type uniform. As a result, the Permanent Naval Uniform Board studied the problem and developed a uniform which seemed to meet the requirements.

A considerable number of enlisted men tested the uniforms and submitted letters giving their opinions of it. An overwhelming majority of regular Navy EMs did not desire the change.

As to your social activities, Article 0135 *of* Navy Uniform Regulations *authorizes men to wear civilian clothing on leave and liberty ashore. A civilian business suit or tuxedo or evening dress, with white shirt and bow tie, would answer any requirement for formal social occasions.*—ED.

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Superintendent of Documents
Government Printing Office
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Thief Knot Is Knot a Granny

SIR: In the September 1953 issue of ALL HANDS, on p. 31, you have an item that refers to a Thief knot, but you conclude the item with a statement that it's a Granny knot. A Thief

Thief Knot

knot resembles a Square knot in every way except that the two bitter ends are on opposite sides. Although it resembles a Square knot, a Thief knot will not hold when strain is placed on the two ends forming the bight.—A 1914 Boot.

Granny Knot

SIR: I heard a different version of the Thief knot story. In the story I heard, the skipper owned a sea chest he secured with a Square knot (I can't comprehend any competent seaman using a Granny knot, as you state). Discovering that his chest was being pilfered and retied to conceal the theft, the skipper mustered the crew and directed each man to tie a Square knot. The thief betrayed himself with his unique "Square knot."—F. M. S., QM1, USN.

SIR: In your September issue, you say that the Thief knot is a Granny knot. That's "knot" the way I heard it. The Thief, or Bread knot, was

Square Knot

used to tie bags of bread and thus detect sneaky pursers, as you wrote. But the Thief knot, although square, has the bitter ends on opposite sides while a true Square, or Reef knot, has the bitter ends on the same side of the square.

So you can see that a purser, not being as handy with his marline-spike seamanship as the skipper, would be hard put to it to tell the difference between the two knots. The bitter ends make the difference, of course.—L. R. A., LTJG, USNR.

• *Knots to us.* ALL HANDS *has received many letters on this subject and the accompanying illustration should set all hands straight. Congratulations to our many eagle-eyed readers.*—ED.

Why Take Two Exams to Advance?

SIR: (1) I took the examination for chief and passed but was not advanced in rating. Now I must take it again. Why can't the Navy give credit for examinations previously passed?

(2) In connection with my rate of CS1, I am serving on a small ship and when drawing supplies must accept whole case lots of meat. My freeze box isn't large enough to carry this much meat and accordingly some of it spoils. Why can't "broken" case lots be issued? Also why can't a small size (15 lb.) deep fat fryer be made available so that small ships could vary their diet?—L. B. H., CS1, USN.

• (1) *The service-wide examinations for advancement in rating have a two-fold purpose; to determine personnel who meet the minimum requirements for the next higher rate, and to select those who are best qualified to attain the next higher rate.*

To accomplish these aims, it is necessary that all eligible persons take the same examination so a comparative standing can be determined at that time. As you know, you get credit for each extra year of service in the multiple computation on which advancements are based.

• (2) *Your inquiry regarding issuing "broken" case lots of meat has given impetus to BuSandA consideration of this problem and you will in the near future be able to draw only what is required, as you suggested.*

• *Also, BuSandA has had under consideration the inclusion of a 15-lb. deep-fat fryer in small ship allowances and if specifications are approved it will become a standard stock item.*—ED.

Studying Abroad Under G.I. Bill

SIR: Does the new Korean G.I. Bill allow veterans to attend schools in Europe? Is there any allowance provided for transportation to and from the school selected? Where may I obtain a list of accredited schools where a veteran may enroll?—L. A. S., YN3, USN.

• *Start boning up on your foreign language because the new bill, as did the old one, says you may select a program of education at an "accredited" foreign educational institution which will accept you as a student.*

There is, however, no money allowance made by the Veterans Administration for the purpose of transportation. You are also advised to take along enough cash to provide for tuition, books, supplies and living costs for at least two months, since the VA allowance is not provided until after the end of the school month when the educational institution has submitted a report to the VA to the effect that the veteran has actually attended the school.

For information on accredited schools available, contact a local Veteran's Administration office.—ED.

Ship Reunions

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

• USS *Hancock* (CV 19—now CVA 19)—All members of Air Groups 6, 7 and 80, and members of the ship's company who are interested in a reunion to be held in Chicago, Ill., during the summer of 1954, contact Wm. P. Colleran, 7623 N. Rogers, Chicago, Ill.

• USS *Montpelier* (CL 57)—Officers who served in this ship at any time and who are interested in attending a reunion in New York City in February or March 1954, please contact Joseph Cullman 3rd, 600 Fifth Ave., New York 20, N. Y.

U. S. and Foreign Medals

SIR: Three questions have come up concerning interpretation of *U. S. Navy Uniform Regulations:*

(1) Should the United Nations Medal be considered a "foreign award" within the meaning of Art. 1925?

(2) Suppose someone received a decoration from the Republic of Korea roughly equivalent to our Legion of Merit or Bronze Star. Should it be worn junior to all U. S. decorations but senior to other awards, or junior to everything else, or senior to all other foreign ribbons but junior to all U. S. campaign and service medals?

(3) Under Art. 1522.3 of *Uniform Regs,* only five miniatures are worn. If a person possesses four U. S. decorations plus the usual array of campaign and service medals, does he wear the four U. S. and one foreign decoration in miniature, or does he wear the four U. S. decorations and the senior U. S. service or campaign medal?—P. W. R., LT, USN.

• (1) *According to Art.* 1511 *of the* Uniform Regs, *the UN Medal is* not *considered a foreign award. It should be worn next junior to the Armed Forces Reserve Medal, and the Philippine Liberation Ribbon should be worn after all American awards.*

(2) *Naval personnel who have been authorized by law to accept awards from foreign governments should wear them in the order of their receipt after all American awards.*

(3) *Normally he would wear the four U. S. decorations and the senior U. S. service or campaign medal. However, if he should attend a function at which it would be obviously proper to wear a particular foreign award which he may have, that award may be worn.*—ED.

Signing the Deck Log

SIR: On every ship in which I have served it has been customary to sign both the original and the carbon copy of the smooth log (NavPers 134). I have searched in vain for instructions covering this point. Should the carbon copy be signed and, if so, why?—H. J. B., LCDR, USN.

• *Signing the carbon copy of the smooth log is not specifically required by regulations. However, from the standpoint of custom and sound administrative practice, both the original and the carbon should be signed.*

If the original is lost or destroyed while on its way to the Bureau of Naval Personnel, a signed carbon could assist the commanding officer in establishing the validity of entries.

Also, it is possible that a signed carbon might be admissible as documentary evidence in accordance with the Manual of Courts Martial.—ED.

When Does Leave Commence?

SIR: Does leave start at the specified time on the leave paper or when a man actually logs out on the Quarterdeck? For example: A man's leave commences at 1615 on Monday and he logs out on the Quarterdeck at 0810 on Tuesday. —L. V. S., PN2, USN.

• *The time logged out by the OOD reflects the time of commencement of leave. Pertinent provisions in* BuPers Manual, *on which this interpretation is based are Art.* C-6201; C-6402(3)(b)1; C-6316. *It should be noted that leave expires at the time given on the leave authorization, regardless of time of departure.*—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 shop or station, price per copy and whether money is required with the order.

USS *Bataan* (CVL 29)—A limited number of copies of *Bataan's* souvenir book covering the period of her "Third Far East Cruise" between 28 Oct 1952 and 26 May 1953 are now available. Copies may be purchased for $3.50 (postpaid) by sending remittance to the Custodian, Recreation Fund, USS *Bataan* (CVL 29), Fleet Post Office, San Francisco, Calif.

USS *Tarawa* (CV 40)—A limited number of copies of the "World Cruise Album 1948-1949 of USS *Tarawa* (CV40)" are available. Copies may be obtained by request to Office of the Chief of Naval Operations, Division of Naval History, Navy Department Library, Washington 25, D. C.

Navymen Retiring in Less Than 20

SIR: I've heard stories that unless a man does a full 20 years for retirement, he loses the right to trade in ship's stores and commissaries. Also, I've heard that he cannot enter a naval hospital for treatment. Is this correct?—R. E. B., MEC, USN.

• *A man does not have to do a full 20 years in order to have the right to shop at the Navy Exchange and commissary. The same goes for hospital privileges.*

Here's what the Manaul of the Medical Department, *Art.* 21-14, *has to say: "Members of the Fleet Reserve and Fleet Marine Corps Reserve transferred thereto after* 16 *or more years of active service, who are not on active duty, may be admitted to any naval hospital for care upon application to the commanding officer and presentation of suitable identification."*

Section 44302 (1), *Item* 3, *of the* BuSandA Manual *authorizes sales at ship's stores ashore and commissary stores to be made to members transferred to the Fleet Reserve after completing* 16 *or more years of active service. The Navy Exchange Manual contains a similar provision with respect to patrons of Navy Exchanges.*—ED.

Training Courses Must Be Completed

SIR: Could a candidate for advancement be in the process of taking a mandatory Navy training course on the date that the exam for advancement is given or must he have completed the course in order to be eligible to take the exam?—A. E. T., YN1, USN.

• *A candidate for advancement should not be in the process of taking a mandatory training course for the rate in which examined on the date of a service-wide examination. You will see by looking at BuPers Inst.* 1418.7 *that, in order to be eligible to participate in a service-wide competitive exam, a person must be nominated and recommended. In order to be nominated, one of the requirements is completion of the required courses.*—ED.

Shoes, High and Low

SIR: I have noticed quite a few officers and enlisted men wearing Half-Wellington or Jet Boots as part of their uniform. Do present uniform regulations make any mention of this type of shoe? —H. E. S., EM1, USN.

• *Uniform Regulations states that officers' black or brown shoes shall be "made of leather, either high or low; laced type; shall be plain style without decoration. Half-Wellington boots and buckle shoes may be worn." Enlisted men's shoes "shall be black; made of leather; high or low, laced, blucher style, and shall have a plain toe without stitching."*

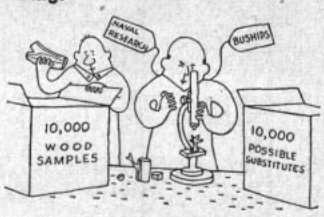
There is no mention of any "Jet Boots."—ED.

HERE'S YOUR NAVY

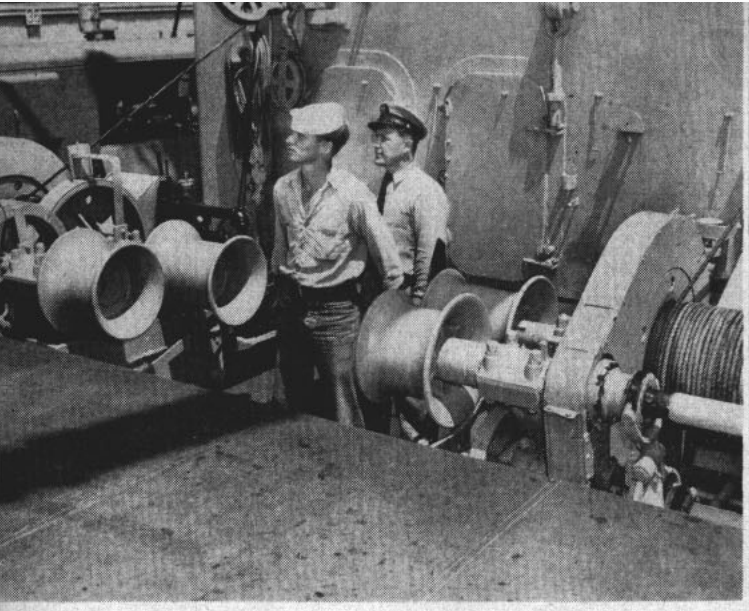
Even in this day of steel ships the Navy is concerned with wood. So concerned, in fact, that it is taking precautions to assure additional sources of high-grade timbers that are becoming increasingly hard to obtain.

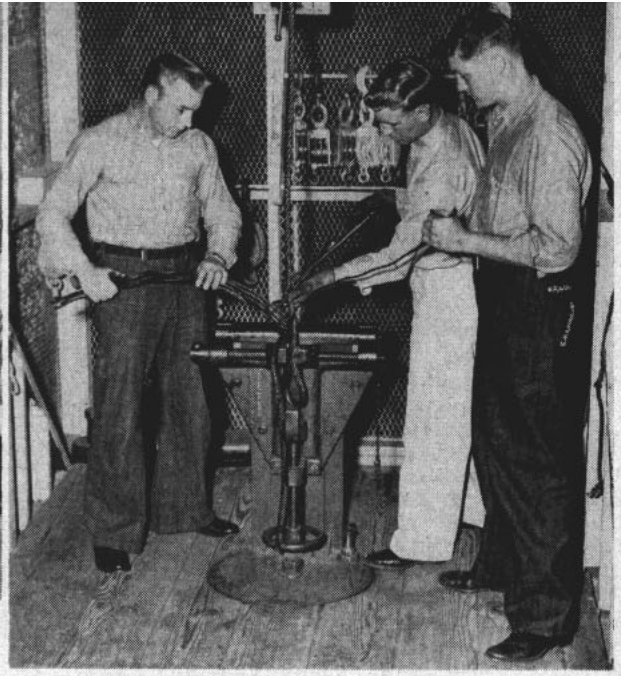
The Navy uses white oak for its outstanding strength and bending properties as a framing wood. Teak from Asia is seemingly unexcelled as a decking wood because of its low shrinkage, durability and superior weathering qualities.

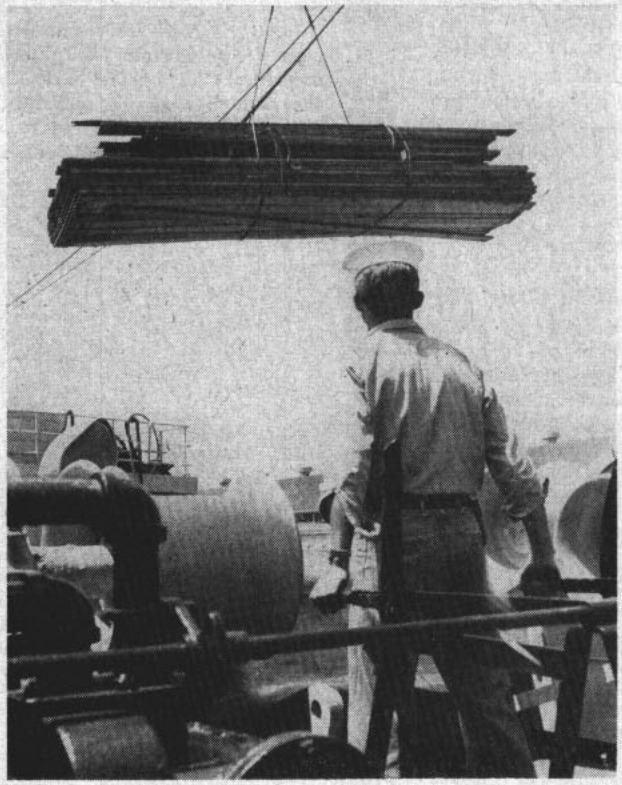
To find substitutes, the Navy, through its Office of Naval Research and Bureau of Ships, is testing various kinds of American tropical timbers to determine their resistance to fire and abrasion, resistance to marine bore attack, moisture absorption, resistance to weathering and other characteristics related to seasoning, paint holding, machining, gluing and steam-bending.



In the U. S., there are 1000 tree species of which only 90 are considered commercially important for lumber. But in the Western Hemisphere, particularly in its tropical forests, there are more than 10,000 kinds of trees. From these, researchers feel they will be able to find adequate substitutes for woods which have become difficult to obtain or which would be scarce in times of emergency.





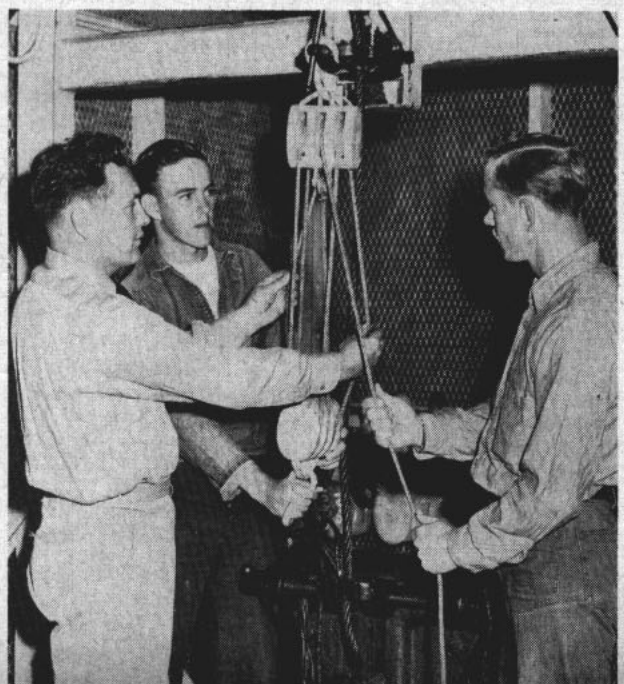


Handled with Care

THE finer points of shipboard cargo handling and cargo stowage are picked up by sailors in a special five-day course in cargo handling which is now being offered at the Freight Transportation School, NSC, Oakland, Calif.

After one short week of intensive training, the men are able to report back to their ships with a thorough knowledge of the fundamentals. It doesn't take them long to learn how to operate the gear safely and still get the most out of it.

Here are scenes showing a cross-section of the activities at the school: *Upper left:* White hat learns winch operation under watchful eyes of CPO instructor. *Upper right:* Chief boatswain's mate demonstrates 'Liverpool Splice' of wire rope to students. *Left center:* Steam-driven winch is operated by sailor 'on his own' after only one week of training. *Lower left:* Students attend class on safety. *Lower right:* Instructor checks students in the proper rigging of a three-fold purchase.



How to Get the Word on Safety Precautions

A new Manual, *U. S. Navy Safety Precautions* (OpNav 34P1), now being distributed, brings widely scattered information on safety practices currently in use together into one volume of instructions.

A 500-page looseleaf volume with 25 chapters, the new Manual is a product of five years of study by the Safety Precautions Board that was established in May 1948 by direction of the Secretary of the Navy.

The precautions discussed in the new safety manual are intended for application throughout the Naval Establishment, both ashore and afloat and by military and civilian personnel alike.

The most significant feature of the publication is its functional makeup. When the Safety Precautions Board first worked on the problem of how to categorize safety precautions, it saw at once the futility of preparing a book divided into chapters according to bureau cognizance. Many of the safety precautions affect the interests and activities of several bureaus. Precautions relating to electricity for example, are woven through countless operating procedures. Measures for fire prevention turn up in all kinds of work. Housekeeping and sanitation applies everywhere. Frequently the same precaution, word for word, was found in documents issued by several bureaus and in Fleet directives.

Therefore, the structure for the volume is based on the kind of work done or duty performed, the machines operated, tools and materials involved.

Instead of a chapter on chemicals, the reader will find sections in various chapters on the chemicals employed or handled in given types of work. For example, chlorinated hydrocarbons are listed under cleaners and solvents in Chapter 14, hydrocarbon fuels in Chapter 17 and hydrochlorite solution (used in photography) in Chapter 23.

The introduction to the Manual points out that safety is a command function and that full responsibility for the safety of naval personnel is vested in the commanding officer. It is up to the CO to see that appropriate precautions are posted and that personnel are instructed in safety practices. With these needs in mind, the arrangement of the subjects in the book is designed to facilitate the preparation of safety training programs.

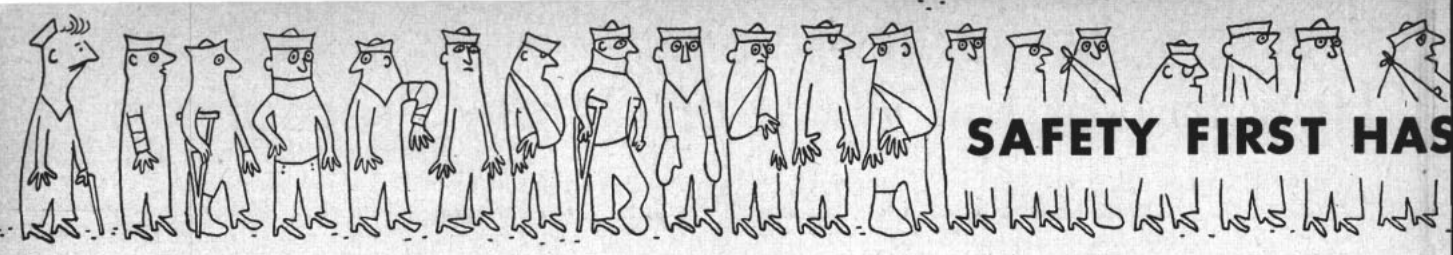
The chairman of the Safety Precautions Board has emphasized however, that *all* safety precautions are not included; that the publication is not to be taken as the "last word" in naval safety measures. In fact, he asks for comments and suggestions from any command which sees a way to improve the book. Revisions will be issued from time to time.

Official distribution of the Manual is being made by OpNav (Op284G). However, it will also be available to other interested individuals and agencies through the Superintendent of Documents, Government Printing Office, Washington 25, D. C., at $3.00 per copy.

Here is a brief run-down on the safety precautions covered, in the order the topics are discussed:

- *Materials Handling, Storage and Housekeeping*—General hygiene, housekeeping, and the handling and storage of materials. Included are safety precautions concerning vehicles used in handing of materials.
- *Aviation*—Line safety, hangar and shop safety. Also includes operative equipment and inflight safety.
- *Land Transportation*—Locomotive, yard and shop safety. This chapter deals in detail with precautions in connection with motor vehicles.
- *Seamanship*—Handling of cargo and flammables aboard ship, fire prevention in power boats while fueling. Underwater operations, both submarines and diving.
- *Power Transmission*—Mechanical power transmission apparatus, in fired and unfired presure vessels. This chapter also covers firerooms (afloat and ashore), and marine and stationary boilers.
- *Construction Site Requirements*—General safety precautions required on a construction site. Discusses steps necessary for fire prevention and proper handling of flammable liquids during construction.
- *Demolition, Clearing and Excavation*—Precautions involved in blasting and grading during demolition, clearing and excavation operations.
- *Weight Handling and Construction Equipment*—Safety precautions involving chains, hooks, sheaves, lines, cranes, and derricks. It also covers hoists, elevators, and equipment used in paving and concreting.
- *Scaffolds and Platforms*—Pole scaffolds, suspended and miscellaneous types of scaffolds, including illustrations of the different types and their safe use.
- *Welding and Cutting*—Use of welding equipment, personnel protection and operating precautions.
- *Woodworking*—Shop safety, sawmills and machines involved in woodworking.
- *Metal Working*—Machine shop safety, special machinery, foundries, forges and metal coating.
- *Refinishing and Protection of Surfaces*—Painting precautions, cleaners, solvents and abrasive blasting.
- *Piping and Plumbing; Sewage and Water Treatment*—Precautions associated with piping and plumbing and the plants involved in sewage and water treatment.
- *Portable Tools*—Hand and power tool safety.
- *Fuels and Compressed Gases*—Safety measures pertaining to hydrocarbon fuels, gasoline, coal, compressed gases and cylinders.
- *Electricity and Electronics*—Safety rules for working with electric equipment, circuits and electronics.
- *Radiological Safety*—On-the-job safety, working precautions, personnel protection, safety in specified areas, monitoring and decontamination, and transportation of radioactive materials.
- *Ordnance*—Safety measures concerning weapons and ammunition.
- *Medical Facilities*—Safety in the laboratory, hospital, and dispensary.
- *Research Facilities*—Fire and explosion prevention, personnel protection, laboratory equipment, electrical apparatus, chemical storage, handling of chemicals.
- *Photography*—Photo lab safety, use of supplies and film, and chemical hazards.
- *Commissary, Messing and Exchange Facilities*—Rules applicable to Navy exchanges, stock room, receiving room, commissary, butcher shop, galley, etc.
- *Refrigeration*—Personnel, equipment, plant safety.

Now, take a look at the following pages and see if you can locate yourself, or one of your shipmates. If you do, better bone up on *Safety Regs.*



SAFETY FIRST HAS

LIBERTY Louie was all set for his first liberty in a U. S. port in two years. "San Francisco, here I come." So anxious was he to get ashore, in fact, that the closer he got to the gangway the faster he ran.

A small boat had just been low-

ered to take the liberty crew ashore but Louie didn't see it—or anything else.

Louie collided full force with the skipper, who was just stepping out of officers' country, sending him into a newly painted bulkhead. Thrown off balance himself, Louie slid along the deck toward the gangway where a welder was working on the rail. He hit the welder who fell back and in balancing himself lifted his torch and set fire to the OOD's trouser leg.

As the OOD hastened to put out the fire Louie balanced precariously on the side of the ship for one perilous moment before toppling into the small boat.

He hit with a thud, knocking the coxswain senseless into the bottom of the boat and sending the "stern hook" into the bay. As he struck the boat, Louie kicked the starter and the engine turned over with a roar. Then before anyone could do anything the stern line parted and the boat zoomed away from the ship as a "freshly painted" skipper and a "burned up" OOD shouted commands from the ship. Fortunately Louie managed to straighten the boat out and slow it down before it hit a destroyer that was berthed nearby. He is now back aboard the ship with multiple bruises and a very long face. It will be a long time before he gets ashore again—a real long time.

Obviously "Liberty Louie" is a fictitious character, but there are a few guys like him who always learn things the hard way. Don't be like him—learn the rules of safety at sea and put them into good use *before* you get hurt.

To help division officers and leading petty officers get the safety word and pass it along to everyone in the division, the Navy has published a manual which contains a summary of

shipboard safety rules.

Titled *U. S. Navy Safety Precautions*, the volume contains 25 chapters that give a run-down on useful rules of safety afloat and ashore (see preceding page).

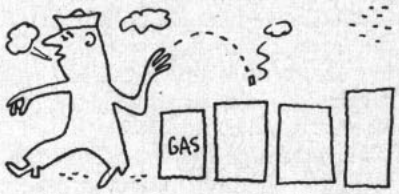
Here is a list of mythical characters who violate one or more of the rules of safety discussed in the new manual. As you glance at this "Who's Who" of safety lawbreakers, you may see yourself among them. If you do, better take a look at the manual and see what you're doing wrong—then do it right!

Are you a Ladder Gadder? — That is, do you try to race at breakneck speed down a ladder without using the handrails? If you do, you're likely to end up in sickbay, no longer a lad to gad! Handrails are there to guide you down the ladder. Use them. True, they *can* provide a fast method of getting down a ladder during General Quarters, but you'd better make a few practice runs sometime when you're not in a hurry before you start taking several steps at a time.

Do you think you're a Steel-Eyed Sam — when you're chipping paint or working on a metal lathe? You do if you're the type of guy who never wears goggles to protect his eyes. Everyone who prizes his eyes knows that pieces of flying metal or paint can cause serious eye injury or even blindness. Put your goggles on—you may be glad that you did.

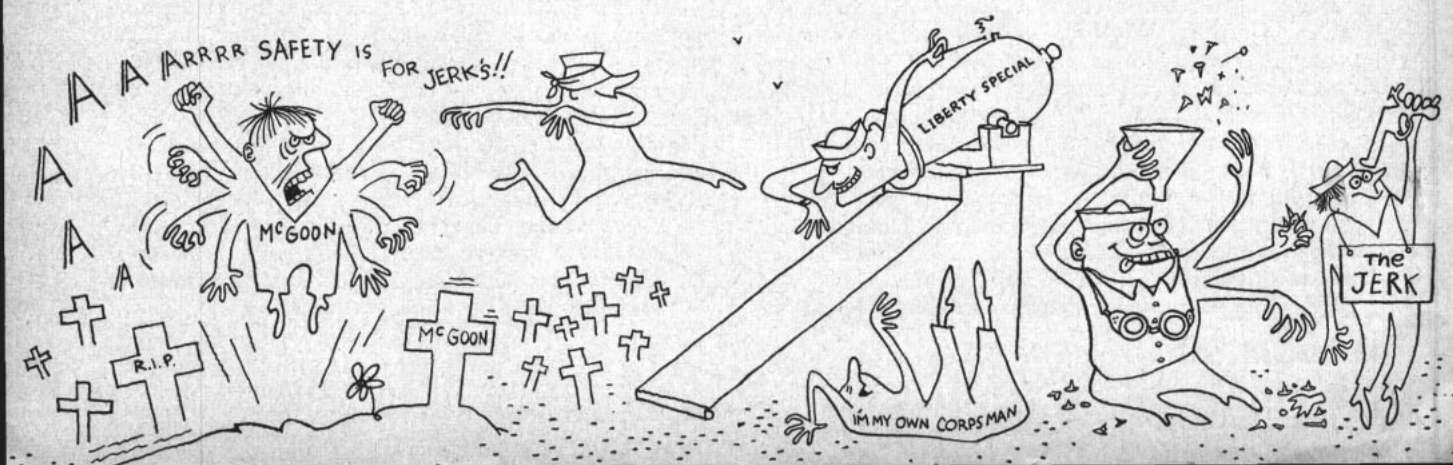
Are you a Flammable Freddy? — The kind of character who sleeps with a can of lighter fluid under his pillow, keeps cleaning fluid in his locker and smokes in his bunk?

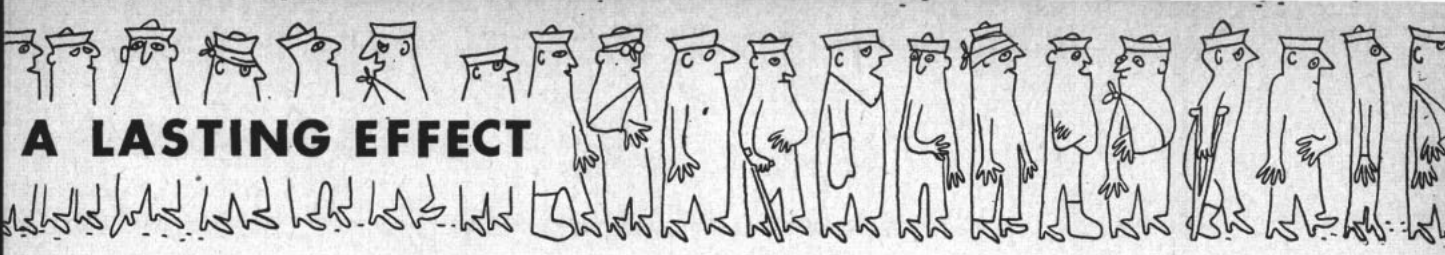
Flammable Freddy needs to learn that containers holding flammables should be kept tightly closed, stored in a fire-resisting room that is well



ventilated and not exposed to heat, smoke, sparks, flame or the direct rays of the sun.

Flammable Freddy it's often been said
Had a sad habit of smoking in bed



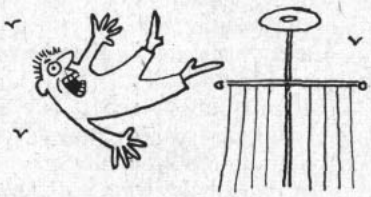


A LASTING EFFECT

One night he caught fire
And burned his entire
Port section, fantail and head.

Are you a Hull Acrobat? — That's a guy who works over the side without a life jacket and properly tied and tended lines. When a ship is in port and personnel are working over the side, life buoys with line attached should always be available. At sea, men are rarely required to go over the side except in an emergency, but when they do every man-jack should wear a life jacket and have safety lines around him. Remember, a slip from the ship can mean more than a dip!

Are you a Night Sighter?—If not, don't go running out onto the deck at night until your eyes have become accustomed to the darkness. When leaving a lighted area at night, walk carefully, measuring each step and holding onto the door with your hands until your eyes have become accustomed to the dark. If possible, pause for a minute before stepping out, shut your eyes and then open them after you have stepped outside. This will make it seem lighter outside. In addition, red goggles are



usually available.

Are you a Hearse Nurse? – That's a Navyman who tries to give himself treatment for an illness or injury rather than going to a corpsman or medical officer for aid. The doctors and corpsmen are on your ship to take care of your health. If you become ill or suffer an injury—no matter how slight—go to them for treatment, even though you think you can "take care of yourself." Go to sickbay and get treated by a man who really knows his APCs!

Are you an Off-Shore Railbird? — If so you'd better be sure you're a "sitting duck" as well, that is, you had better know how to swim. Sitting on the rail while a ship is underway is asking for trouble. You may fall over the side and be swept away before anyone can throw you a line. In port you might fall down onto the piling or between the ship and the pier and – –.

Are you a Seagoing Hobo?—If you are, you're flirting with danger. Flopping sleeves or trousers can easily be caught in gears or moving parts of machinery. If you're not careful, your sloppy or loose fitting clothes might be replaced by bandages and plaster casts.

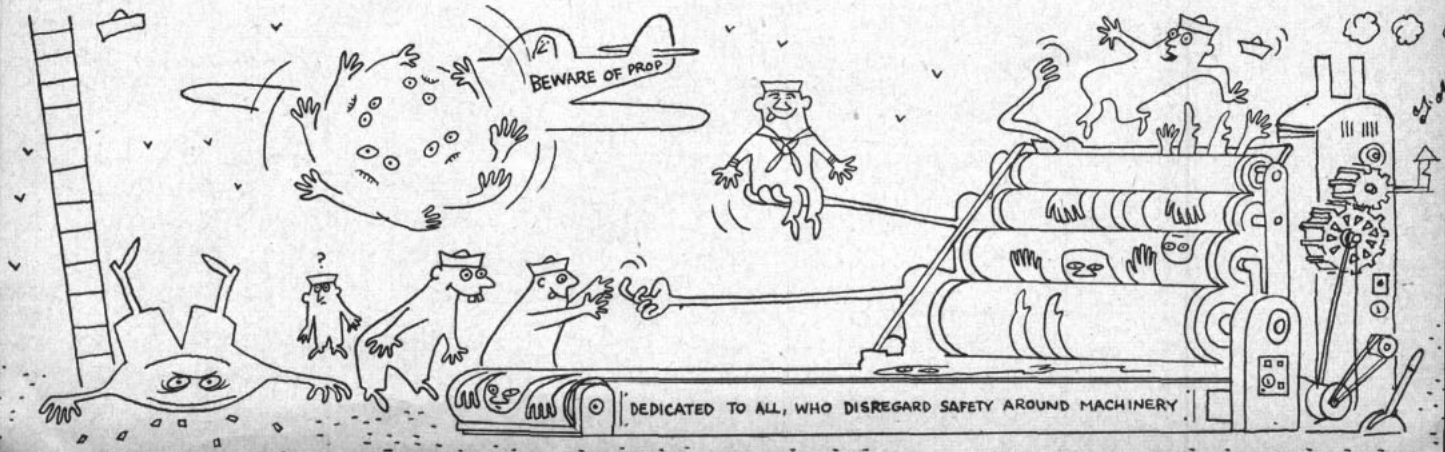
Are you a Wrong-Distance Jumper?—That's a jerk who doesn't look before he leaps. When stepping into or out of a small boat from a pier or ship be sure that you move with the "roll" of the boat and that you step onto a secure platform. Also be careful not to over-estimate a jump. Don't try to jump further than an ordinary step. Remember:

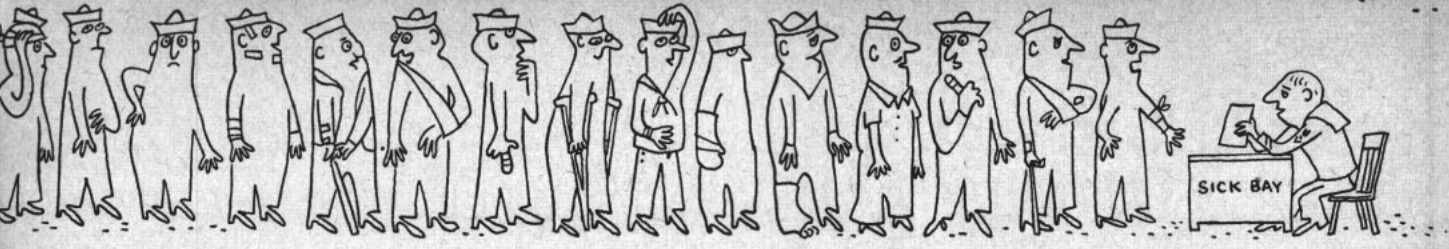
Sailors still mourn for the far-sighted
creep—
Who rashly attempted an over-
sized leap.
If he had jumped later
And his leap had been greater—
He'd not now be asleep in the deep.

Are you an Eagle-Eyed Fleagle—who can look the flame of an arc welder's torch in the eye and never feel it? If you are, you're lucky because the glare of a welder's torch can cause painfully burned eyes. Smart welders wear shatter-proof, dark glasses to protect their eyes from the glare and flying metal.

Are you a Compartment Cat? — If you are, look out—that kind of curiosity can kill. Don't go into areas that have been closed off without ventilation until you determine whether flammable or explosive gases are within. It is necessary to assume that any closed space, blister, double bottom, tank, cofferdam, pontoon or void contains gases with poisonous asphyxiating or explosive qualities—until you can prove otherwise.

Are you a Back-Breaking Ben? — That's a bozo who carries the weight of the world every time he lifts something. When lifting anything, keep your back straight, bend your knees and let your leg muscles do the work. Ask for help when handling a heavy or bulky object. Don't attempt to lift anything when you are in an awk-





ward position or you might get hurt.

Are you a Hatch Hopper? — He's the clown who goes around jumping over hatches rather than walking around them. If so you're probably

the type who falls through one every now and then too. If you're a Hatch Hopper you are one good reason why safety lines are rigged around cargo hatches. These safety lines are there to keep you from "cutting corners." Note: When hatches are open, care

must also be taken to insure that they are secured open. The regular prop or catch provided should be used.

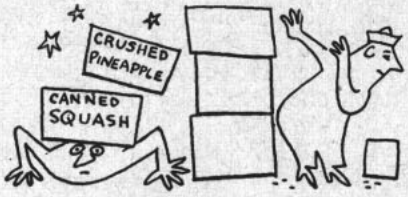
Are you a Greasy Deck Dan? — That's the kind of bloke who spills fuel oil or gasoline all over the deck and leaves it for the next guy to swab. Such a practice presents a great slipping hazard even when a ship is in port; underway it is worse. Even if you walk through it carefully you will track it onto the ladders, making those too a fire hazard.

Are you a Voltage Dolt who gets a big charge out of electricity?—You are if you poke your nose around the radio shack, generator flats or switchboards when not assigned to them. There are signs placed in conspicuous places in areas where uninformed personnel might come into contact with dangerous electrical equipment. Severe shocks and painful burns have resulted when unauthorized personnel have taken it upon themselves to operate equipment with which they were not familiar. When the sign says "Keep Away" it means just that.

When his fingers began to itch
Seaman Johnson threw the switch.
Though he lit up for miles—
His face broke into smiles—
For that was the end of his hitch!

Are You An Open-the-Door Richard? —That's a guy who never closes a hatch or door behind him. He doesn't realize that by keeping the compartments of his ship tightly closed he keeps himself and his ship safe by preventing the spread of smoke, fire, water or gases from one compartment to another.

Are You Like Sol, the Sun-Worshipper?—He's the kind of guy who just can't get enough sunshine. Every chance he gets, he lies in the sun hoping to get that Hollywood tan

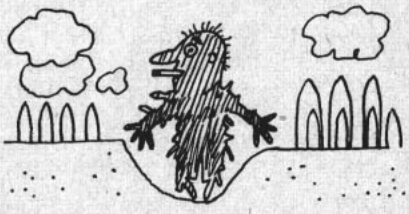


but in most cases he ends up in sick bay. The powerful rays of the sun beating down on the head can cause severe headaches or sunstroke. When working in the sun for any length of time, keep your head and body covered; when sun bathing or swimming avoid overexposure.

Oh, the sun shines bright on his bald uncovered dome,
The rays are so strong and so hot.

Just a few more beams and they'll plant him on the spot,
'Cause they can't ship a boiled lobster home!

Even if you don't find yourself listed in the above "cast of characters," perhaps you know some of

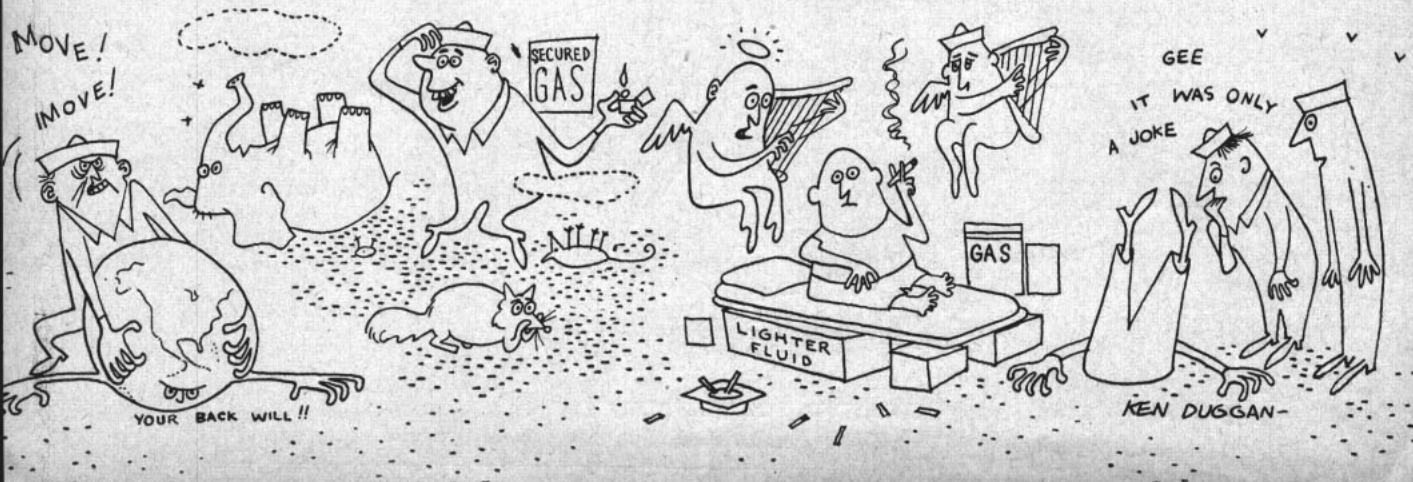


them and can steer them straight.

Safety is something that should not be taken for granted. It is with you every day in everything you do. Properly practiced, safety becomes almost automatic, but you still must be "safety conscious" about every job you tackle.

It is your duty to report any unsafe condition or equipment you consider unsafe to your division officer. You should also warn individuals you believe to be endangered by known hazards.

Remember that safety is everybody's business and business can always be better.—Ted Sammon.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Battle Efficiency Awards

Since the days of John Paul Jones, American bluejackets have been proud of their ability to out-shoot, out-sail, and out-shine the crews of their sister ships.

Some form of recognition has always been given for these feats. In today's Navy, it takes the form of the *Battle Efficiency Award,* given each year by type commanders to the top vessels in their class.

The Navy-wide *Battle Efficiency Pennant,* which in normal peacetime years is awarded to ships accumulating the highest number of points throughout the year, was withdrawn from competition after the outbreak of hostilities in Korea. In its place, type commanders give the Battle Efficiency Awards.

To win the award, ships compete by type in exercises, trials, inspections (material, supply and administrative) and administrative efficiency.

Here are the 1953 results of competition among destroyers and amphibious craft of the Atlantic Fleet, the only such competitions on which ALL HANDS has received information to date.

• *DesLant*—Winners of Battle Efficiency plaques are *The Sullivans* (DD 537), *Cotten* (DD 669), *Lowry* (DD 770), *Massey* (DD 778), *Hugh Purvis* (DD 709), *John R. Pierce* (DD 753), *Robert H. McCard* (DD 822), *Joseph P. Kennedy, Jr.* (DD 850), *Noa* (DD 841), *Everett F. Larson* (DDR 830), *Bordelon* (DDR 881), *Saufley* (DDE 465), *Robert A. Owens* (DDE 827), *Robert L. Wilson* (DDE 847), *Harwood* (DDE 861), *Snowden* (DE 246), *Melvin R. Nawman* (DE 416), *DeLong* (DE 684), *Harveson* (DER 316), and *Yellowstone* (AD 27).

• *PhibLant*—Winners in Atlantic Fleet amphibious force are *Sanborn* (APA 193), *Rankin* (AKA 103), *Rushmore* (LSD 14), *Bassett* (APD 73), *LST* 722, *LSM* 397, and *LSMR* 512.

USS *THE SULLIVANS* (DD 537), of DesLant, is one of many proud winners of the Battle Efficiency Pennant awarded during 1953 competition.

Bow Numbers Are Bigger

Its going to be easier to pick out the hull numbers of Navy ships in the future.

Six- and eight-foot numbers have been ordered painted on the bows of all but a few types of naval ships.

The larger numbers will enable quicker and more positive identification of the ships by other vessels.

Dry Land Tugs

A combination of swift current, strong winds and a narrow winding channel set the stage for a rescue operation of a grounded LST by Seabees at Port Lyautey, French Morocco.

The LST had gone afoul of a mud bank that projects out into the channel of the Sebou River and was unable to get off without assistance.

The only tugs available were two light-draft boats of low horsepower and even these were unable to help because of lack of maneuvering room in the narrow river.

It was the kind of job the Seabees like, tough and requiring ingenuity. With the use of four bulldozers, two on each side of the river, the bulldozers pulled the LST from her mud bath. Then, by maintaining a strain on guy wires attached to the LST and using the wind and current, they guided it down river to a safe mooring at the Naval Air Facility docks where the ship was repaired and ordered back to duty with the Sixth Fleet.

Another "Can-do" job done by the Seabees.

YESTERDAY'S NAVY

On 22 Dec 1775, Congress approved first list of officers for the Continental Navy. Esek Hopkins was named commander-in-chief, Ironclad *Monitor* sank in rough seas off Cape Hatteras Shoals, 31 Dec 1862. In December 1907, at Hampton Roads, Va., President T. Roosevelt reviewed the "Battle Fleet" just before its famous 46,000-mile world cruise. The fleet consisted of 16 battleships, all commissioned since the Spanish-American War, and six destroyers. Atlantic and Pacific Fleets were combined under the title United States Fleet, 6 Dec 1922.

NATO Sea Maneuvers

Two large-scale maneuvers involving ships and aircraft of the NATO navies were held in recent months. Joint Exercise "Weldfast" was held in the Mediterranean while the larger Exercise "Mariner" was held across wide expanses of the Atlantic Ocean.

The two big exercises had their counterparts last year in two other exercises, "Castanets" in the English Channel and along the coast of England and "Mainbrace," held in the North Sea and along the coasts of Norway and Denmark.

In this year's "Weldfast," five fleets teamed up—the U.S. Sixth Fleet, the British Mediterranean Fleet, and the navies of Greece, Italy and Turkey.

Allied troops and planes also took part in the exercise which was held in the area stretching from Sicily to Anatolia in Turkey. It was the first large-scale NATO maneuver to be jointly directed by two major subordinate commands of SHAPE, Commander-in-Chief of Allied Forces in Southern Europe and the Commander-in-Chief of Allied Forces in the Mediterranean.

"Weldfast" was designed to test the readiness of the land, sea and air forces now mounted in defense of the Southern Europe and Mediterranean areas.

Out in the Atlantic, Exercise "Mariner" proved to be the largest international maneuver to be held since the end of World War II, larger even than last year's "Mainbrace."

Three hundred NATO navy vessels and 1000 aircraft took part. About half a million Allied servicemen, mostly sailors and airmen, were directly involved.

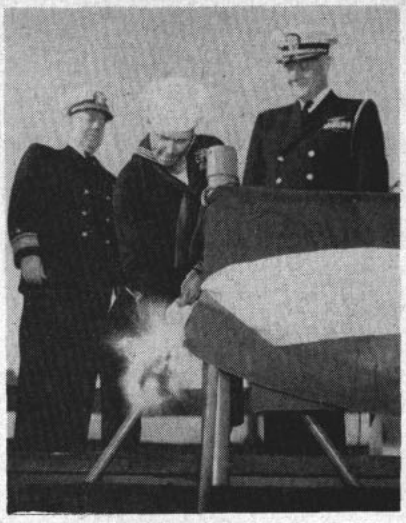
The combined fleet included ships from Belgium, Canada, Denmark, France, the Netherlands, Norway, Portugal, Great Britain and the U.S. In terms of size of forces committed, Britain had 117 ships of all types and 20 air squadrons; the U.S. 78 ships and 11 air squadrons; the Netherlands 30 vessels and three air squadrons; and France 25 ships and four squadrons.

In contrast to "Mainbrace," which came to a climax with an amphibious "invasion" of Denmark's Jutland Peninsula, "Mariner" emphasized the unspectacular but vital missions of safeguarding the sealanes and hunting submarines, which, without constant vigilance, could sever NATO sea lines of communication.

Emphasis was placed upon convoy protection, anti-submarine warfare, anti-raider operations and air defense. Ships, strung out over much of the Atlantic, fought short day and night "battles" to protect the convoys.

Exercise or not, "Mariner" had some of the hazards of a wartime operation. Several aircraft were lost at sea and two British ships, the cruiser HMS *Swiftsure* and the destroyer HMS *Diamond*, during a raider "engagement" collided causing damage to both ships and injuring 32 sailors. Both ships put into port for repairs.

Upon completion of "Mariner," some ships steamed on to relieve units of the Sixth Fleet in the Mediterranean for regular rotation. Others put in a brief liberty period in British ports before returning to the U.S.



CHAMPAGNE OVER THE *ROCK* — Walter H. Moore, ET3, has the honor of christening USS *Rock* (SSR 274) after boat's $6,000,000 conversion.

100,000th Bainbridge Recruit

The U. S. Naval Training Center at Bainbridge, Md., has graduated its 100,000th regular recruit. The graduate was William S. Barnhart, SA, USN, who was also honor man from his company.

Since its reactivation on 1 Feb 1951, the Training Center has graduated more than 100,150 regular recruits and 6500 WAVE recruits. In addition, more than 20,000 men and women in the Naval Reserve have completed two-week training periods at the Center.

Champlain Party

The aircraft carrier USS *Lake Champlain* (CVA 39) catapulted into its ninth year of life with a birthday party that also commemorated its first anniversary since it was re-commissioned last year.

After a late reveille, all hands watched athletic games that were followed by a pie-slinging contest and a duel at close quarters by two officers armed with shaving tubes. Later the 3000-man crew settled down to eating a 500-pound cake.

Lake Champlain was first commissioned in the fading days of World War II and held the East to West Atlantic Ocean crossing record of four days, eight hours until that time was beaten by the ss *United States* in 1952.

Until the truce declaration, the carrier had been adding her bit to Task Force 77 air strikes against North Korean Communist forces.

Conservation Ideas

A new booklet with 500 military conservation ideas is being distributed to all ships and stations.

Published by the Navy and titled *Aircraft Runways to Zinc* (NavExos P1212), the booklet is designed to spread the use of conservation measures which have been adopted successfully at various Naval activities.

The list of conservation ideas used in the booklet was compiled by the Office of Naval Material from reports of conservation measures that have been adopted by various ships, stations, bureaus and offices throughout the Navy. While thousands of savings measures are reported regularly, the 500 finally selected are considered to be most applicable throughout the service.

The conservation ideas are arranged under various headings, including aircraft runways, batteries, clothing, electrical equipment, fuels, maintenance, medical material, office equipment, provisions, rags, signs, soaps and detergents, water and zinc.

The booklet was published as a part of the Navy's Integrated Conservation Program. Objectives of this program are:

- To develop "material consciousness" in each service individual.
- To foster the utmost economy in the use of material.
- To make maximum use of substitutes for the critical materials required in modern weapons.

Third *Forrestal*-Class Carrier

Plans for a third aircraft carrier of the *Forrestal* class, the construction of a number of mine vessels and landing craft and the first reconversion of a *Midway* class aircraft carrier have been added to next year's shipbuilding program. (A summary of the remainder of the Navy's shipbuilding program in 1954 was outlined in the September 1953 issue of (ALL HANDS).

The third *Forrestal* class carrier, like the other two, will be constructed on the East Coast.

The additional new mine vessels and landing craft to be constructed in 1954 are:

- Four wooden hull 165-ft. mine sweepers (AM) of the AM 421 (*Agile*) class.
- One wooden hull 165-ft. mine hunter (AMCU).
- Two LSDs of a new class, the *LSD* 28 class, which will be larger and faster than the ones presently in the Fleet.
- One hundred fifty LCMs of the type presently in use in the Fleet.

The Navy also announced that the flight deck and operating arrangement of the *Forrestal* class carriers have been redesigned. The major changes involved are the installation of a fixed island structure instead of the elevator type, a provision for a "canted deck" and the arrangement of steam catapults and elevators.

The fixed island structure, made possible by the unobstructed landing strip provided by the angled deck, will greatly improve and simplify the electronics and communications installations.

The rearrangements of the catapults and elevators will provide for better servicing of planes on the flight deck and hangar spaces and will also remove certain problems in catapult operations present in the original design. Space in the hangar deck will be increased by the removal of activities and equipment to spaces in the fixed island.

This redesign resulted from studies initiated to determine the advantages which could be realized from the highly successful experiments with the angled landing deck of USS *Antietam* (CVS 36), a new and revolutionary development in the landing of aircraft aboard ship, and from the full exploitation of the capabilities of the steam catapult.

Nicknamed the "Steam Slingshot," the new steam catapults are scheduled to be installed in all *Forrestal* class carriers. Steam-operated catapults are considered more economical to operate than the hydraulic ones now in operation.

The installation of steam cats will also be a part of the Navy's newly announced program of modernization of the *Midway*-class carriers.

USS *Franklin D. Roosevelt* (CVA 42) will be the first carrier of the *Midway* class to undergo modernization. The Puget Sound Naval Shipyard at Bremerton, Wash., has been assigned the job. This work will include, besides the installation of a canted deck and steam catapults, the addition of stronger arresting gear and elevators. Aviation fuel capacity will also be increased.

The conversions and the new construction of aircraft carriers reflect the latest ideas in carrier design. Improvements which these innovations are expected to bring are:

- Safer aircraft landings and better plane handling.
- More deck edge elevators of greater capacity.
- More aircraft fuel and ammunition stowage capacity.
- Improved systems for controlling the interception of attacking enemy airplanes.

Youngest Seabee is Four-Year-Old "Utilities Man"

Mobile Construction Battalion One of Guantanamo Bay, Cuba, claims to have the youngest Seabee in the Navy. He is four-year-old Rickie Hale, an honorary utilities man and son of Lieutenant C. R. Hale, USN, of the Fleet Training Group.

One day when a crew of Seabees were installing a new 12-inch water main in the Hale's home neighborhood, young Rickie sauntered over to the crew with a miniature shovel in his hand and announced that he was going to give them a hand.

From then on, Rickie appeared on the job every day dressed in a pair of cutdown Seabee greens. He soon knew the names of all the crew and the project officer, for whom he always had a snappy salute.

Rickie proved to be a real morale booster to the crew and was missed during his nap time each afternoon. When the Guantanamo Bay Carnival was held last February, Rickie took an active part in the parade. Dressed in his Seabee greens and riding his tricycle he sported a big sign lettered "MCB1."

'UTILITIES MAN' — Rickie Hale has been giving MCB One a hand on Guantanamo Bay projects.

Training in ROK Navy

The on-the-job training program being conducted by the U. S. Navy for young officers of the Republic of Korea Navy is paying dividends.

U. S. ships in the Far East are staging technical training courses for officers graduated from the ROK Navy Academy at Chinhae, Korea. The ROK Navy consists mainly of patrol frigates, minesweepers, landing ships and tugs.

The usual procedure calls for ROK officers to circulate among the ship's departments, stand watches under instruction and receive training in navigating changes in formation and other problems encountered while running a ship.

One of the most difficult problems in the training program has been the language barrier. Much U. S. Navy lingo is difficult to express in the Korean tongue and it has taken time and study by both students and teachers to overcome this obstacle.

However the program has been rewarding. As one ROK ensign puts it, "We have learned much since working with the American Navy. We have worked hard to receive the most from our training, so that when we report on board Navy ships of the Republic of Korea, we will be good sailors."

Getting a *Princeton* Education

The aircraft carrier USS *Princeton* (CVA 37) has added a new twist to its "indoctrination course." The five-day course has been expanded to include training not only for newcomers to the big flattop, but for old-time ship's company members as well.

The new course gives both newcomers and old timers an insight into such subjects as current events, ship's regulations, Navy legal procedures, personal problems and hygiene, aircraft safety, foreign relations and the responsibilities of citizenship.

The size of classes is limited only by the classroom, a small below-decks compartment. Each week, 40 of the 3000 *Princeton* crewmembers are chosen from different divisions to form a temporary "T" (Training) Division. Then, for five days, they attend movies and lectures.

During the Korean conflict, one of the ship's intelligence officers gave talks on the "Korean situation."

The ship's Legal Officer discusses military law, legislation concerning Korean veterans and other laws of general interest to Navymen. He also gives a brief rundown on the Navy's Legal Assistance Program. (For more on Legal Assistance, see ALL HANDS August 1953, p. 48).

The sailor's many questions on pay and allotments are answered in a talk by the Supply Officer, who also covers the functions of supply and disbursing.

In a class on "educational opportunities," the Education Officer shows how the Navy helps men advance as well as prepare for civilian professions through training and correspondence courses.

Other subjects covered in the five-day course are: berthing and ship's cleaning routine, sex education, religion and moral principles, marriage and the Navy family, medical orientation and hygiene, and Air Department safety.

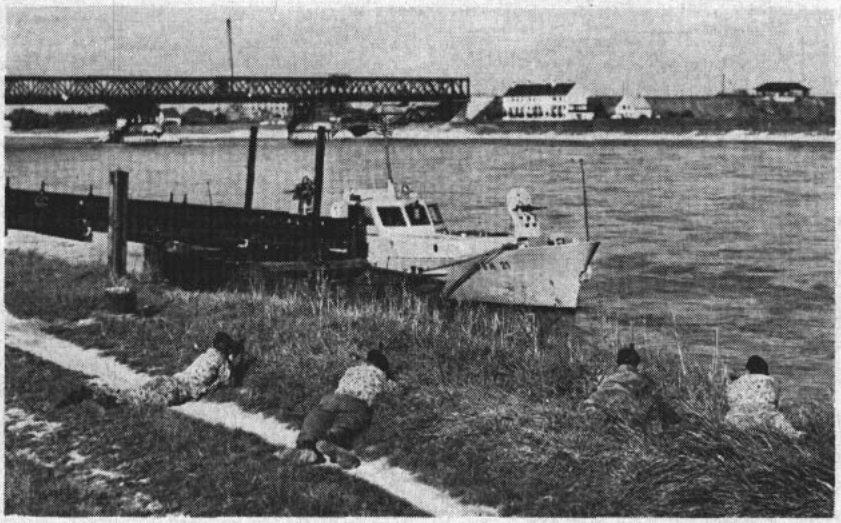
Certificates of 'Reactivation'

The latest thing in "certificates" in the Navy is the awarding of distinctive ones to Naval Reservists who put in two weeks annual training duty reactivating vessels from reserve status.

The certificates, being issued at eight activation centers of the Atlantic Reserve Fleet, show the outline of the state in which the group is located together with the general type of vessel laid up in reserve at that location.

For example, the Boston Group is shown by a wheel with a hub at Boston and a background of an aircraft carrier. The Texas Group has an oil derrick with small craft in the background. The Florida Group has a palm tree to show Green Cove Springs and a background of escort vessels.

The other groups which receive certificates for activation duty are located at New London, Conn.; New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; and Charleston, S. C.



MEN of the Royal Netherlands Commandos stage an 'attack' on one of the U. S. Navy Rhine River Patrol Craft as part of Operation 'Fullsail.'

"Wiggin's Wagon"

"Wiggin's wagon" is a new way to save money. It is also an aerial bomb trailer converted into a scrap car. Lieutenant W. J. Wiggins, USN, a naval salvage officer at the Naval Supply Center, Norfolk, Va., saw ten such aerial bomb trailers that had been declared excess property. They gave him an idea.

He had the trailers taken to the scrap and salvage yard to be assembled. While waiting, he rounded up several old fuel tanks and had a section removed along the length of each tank. The tank was then turned on its side with the new opening facing up and fitted into the space designed to hold bombs on the trailer.

Thus they could be lifted off and on to the trailers by crane.

The tricky trailers have replaced the conventional pallets — sledlike wooden platforms moved by fork lift trucks that previously were used to carry scrap around the Norfolk base.

Now when a load of scrap arrives at the Center, it is sorted according to type into the tank buckets on the trailers and delivered to huge bins where it is prepared for sale.

The wagons have eliminated the expense of repairing or replacing pallets—sometimes as many as 200 a year—that used to be damaged in the moving operations.

Rhine River 'Attack'

The Rhine River in Germany was the scene of recent "attack" operations against the U.S. and French Naval Forces on the Rhine during a training exercise, "Operation Fullsail."

Forces participating in the exercise included units of the U.S. Navy Rhine River Patrol, French Naval Forces and commando units of the Royal Netherlands Army.

Naval forces on the river were deployed to protect selected key areas of the river against the mock enemy attack. More than 80 river patrol craft manned by 600 French and U.S. personnel took part in the exercise with the Netherlands commandoes acting as hostile saboteurs.

Intensive day and night assaults by the commandos kept the naval forces on constant alert throughout the operations.

The U.S. Navy Rhine River Patrol was set up in February 1949 to assist in navigation of the busy water highway of international commerce.

New Field Rations Developed

Seabees, Marines and Navymen ashore in combat in the future will have a much more appetizing and more varied diet, thanks to the development by the Navy of a new 15-day field menu.

Developed with the assistance of the American Food Industry and tested extensively by the Marine Corps, the new ration is composed primarily of canned and dehydrated foods.

The meals served to combat troops in the field and to Seabees will be more palatable and less monotonous than former "B" rations.

For example, during Korea and World War II, the beef and vegetable stew came in cans, already mixed. Under the new process, each ingredient will come in separate containers and the cook in the field will make the stew on the spot.

This "B" ration is to be cooked in field kitchens and served to groups of 100 men or more where fresh food is not available. The new ration is not intended to replace the well-known "C" and "K" rations issued to individuals for "foxhole dining."

The menu is sufficiently varied so that troops in the field could go 15 days without repeating any main course. Recipes were developed by the Navy Cook Task Committee of the National Security Industrial Association.

After the recipes were made up by the committee, they were turned over to Warrant Officer Emmett L. Meadows, USMC, a veteran of World War II and Korea, who tested them on a field range at the Navy's Research and Development Facility at Bayonne, N. J.

The menus and recipes were further tested by the Marines during training maneuvers at Vieques, Puerto Rico, and found to be "highly acceptable" by the men in the field.

Here's a typical day's menu: Breakfast—Plums, oatmeal, milk for cereal, hashed brown potatoes, bacon, scrambled eggs, catsup, bread, margarine, jam and coffee.

Dinner—Chicken pot pie, mashed potatoes, buttered green beans, cranberry sauce, bread, margarine, brown sugar bars, ice cream and coffee.

Supper — Chili con carne with beans, crackers, steamed rice, dill pickles, pear and cheese salad, hot biscuits, margarine, butterscotch pudding and coffee.

USS *SAINT PAUL* (CA 73), combat veteran of three tours of duty in the Korean theater, completes a neat turn somewhere in Far Eastern waters.

Jason Hastens, Fills Big Orders

With the end of hostilities in Korea, fighting ships are getting more time to look after needed repairs which otherwise would have been postponed. This means that the work load for the repair ships in the Far East has been increased many times.

Like all other repair ships in the Far East, USS *Jason* (ARH 1) has been showered with a snowstorm of job orders. In a single month, *Jason* completed over 1000 job orders for more than 50 ships.

To accommodate ships needing repairs, *Jason* has practically every conceivable type of workshop and technical skill needed for marine repairs. There is the fire control, ordnance repair, watch and optical shops, blueprint and photo lab, print shop and a pattern shop.

The big ship also has large facilities to provide for the health and comfort of her "customers." These facilities run from a large soda fountain to one of the best dental clinics afloat, excepting those aboard hospital ships.

An example of the outstanding work performed by the crew of *Jason* was shown by the foundry gang when the main thrust bearings of a patrol frigate had to be rebabbitted. There wasn't enough babbitt (a type of metal used to line bearing shells) aboard *Jason* but other ships in the area were able to supply enough for the job.

As for the work, G. G. Lewis, ML1, USN, relates, "Well, there are eleven of us in the shop and we worked night and day for four days to complete the job. There were ten of us working . . . the eleventh man was mess cooking."

It is this teamwork and spirit that make the men of *Jason* typical of the crews of all repair ships in the fleet.

'Active Rudder' Undergoes Tests

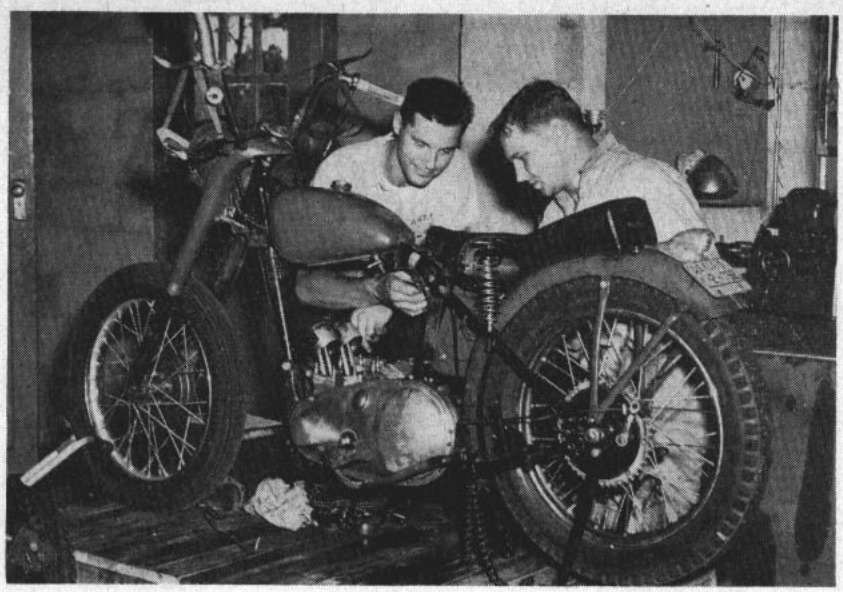
The Bureau of Ships is presently testing a new German-developed steering device which may increase a ship's maneuverability to such an extent that she will turn on a dime.

Two models of this new device, called an "active rudder," are now undergoing tests at the Engineering Experimental Station, Annapolis, Md.

The active rudder is actually a small propeller and power unit fitted into a section of the ship's rudder blade. Its thrust can give an active turning motion to the ship, whether the ship is moving at high or low speed or even dead in the water.

The active rudder will be controlled from the bridge and should improve a ship's steering capacity, enabling her skipper to maneuver her more easily in narrow waters, around harbors and docks and during fog or other emergency conditions.

The active rudder has a "squirrel-cage" wet motor. It is entirely water-filled and water-lubricated.



WINNERS of 'Double Class' title in the Orange Blossom Trail Motorcycle Race, Richard W. Astley, AD2 (left) and LTJG Lloyd Parthemer, work over 'bike.'

Cross-Country Cyclist

Despite a strong finish, Dick Berg, 22-year-old dental technician from Great Lakes, Ill., fell just short of breaking the cross-country bicycle racing record held by Marine Corporal Don Mainland.

When Berg finally pulled up in front of New York City Hall, to be greeted there by Mayor Vincent Impelliteri, he had put 3200 miles under his wheels in 14 days, 16 hours and 45 minutes.

Mainland's record, which the Marine set in May of this year, is 14 days 11 hours and 50 minutes.

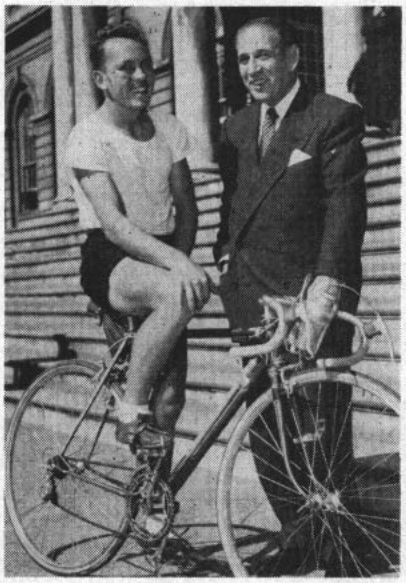
To get an idea of how fast this is, take a look at the record book. Before the two cyclists smashed the record to pieces, the best time for a cross-country bicycle jaunt had been 20 days plus!

This was Berg's first — and last, according to him — coast-to-coast journey on a bike. "Conditions were perfect for the trip," he said, "except for a little sandstorm in Albuquerque, N. M."

"That 'little storm' he's talking about," interrupted Bill Olsen, a former Air Force Sergeant and Berg's trainer and lifetime buddy "was a 14-hour sandstorm, the likes of which you've never seen. The winds were blowing nearly 60 miles an hour and the trees were bent to the ground. The winds were hitting Dick from the side at about 40 miles an hour when we decided to sack in for the night."

Berg took the southern route through Arizona, New Mexico, Texas and Oklahoma, then turned northeast through St. Louis, Mo., southern Illinois, Indianapolis, Ind., Columbus, Ohio, and finally across Pennsylvania to New York.

The longest single stretch without rest was between Columbus, Ohio, and Harrisburg, Pa. That 400-mile jaunt took Berg 13 hours. The slightly built pedal-pusher, who had taken annual leave to make his 'bicycle ride', is now back on duty at NTC Great Lakes, Ill.



DICK BERG, DN, USN, poses with New York's Mayor Impellitteri after near record-breaking bicycle trip.

Motorcycle Sailors

Two Navymen, LTJG Lloyd Parthemer and Richard W. Astley, AD2, USN, both from Fighter Squadron 31 of NAS Jacksonville, Fla., have come off the victors in the "Double Class" championship in the Orange Blossom Trail Motorcycle Race.

Victory came to the Navymen in the 86-mile-long timed race despite the loss of 45 minutes spent searching for a bridge that wasn't there and negotiating a river which wasn't marked on their maps.

Thinking they might have made a wrong turn, the men decided to search for a crossing. They had to ride through woods, up and down sand dunes and through deep water puddles—but to no avail. Then they located a ferryboat which turned out to be the answer to their problems. Once across this obstacle, Astley put the "bike" in high gear and with Parthemer hanging on (the second man acts as ballast), the riders zoomed across the finish line.

Contestants were required to average 35 miles per hour and to reach designated turns and check points at exact times. It was necessary to adjust speed constantly as traffic, road conditions and thunderstorms created unforeseen obstacles.

Officials were stationed at secret points throughout the route to record the times made by contestants. The race was run against time, and drivers had to arrive at certain check points at designated times or lose points.

Atlantic's Top Volleyballers

The volleyball team from Air Transport Squadron One, based at NAS Patuxent River, Md., slammed its way to the 1953 Atlantic Fleet Volleyball Championship, defeating the Fleet Marines 15-11 and 15-9 in the title games. The VR-1 volleyballers reached the Atlantic Fleet Tournament by winning the Air-Lant Championship.

Coached by James Goode, ADC, USN, the VR-1 team included Edmond Yowerski, ADC, USN; Leo Kirk, AD2, USN; Charlie Stoltz, AD1, USN; William Claffy, AD1, USN; Ray Geiger, AMC, USN; Eugene Zdancewicz, AD3, USN; Lawrence Martin, AK2, USN; Don Lilya, AM3, USN; James Lockhart, AMC, USN; and Bennie Suslak, AD1, USN. Suslak was also voted the "Most Valuable Player" of the tournament.

Navy Sports in '54

The All-Navy and Inter-Service Sports competition for 1954 will include the same sports as in 1953—boxing, basketball, track and field and baseball. The dates and places of the finals of each sport are shown in the adjoining "Sports Calendar."

A few changes, however, have been made in the rules governing participation. Here are the more important revisions made in BuPers Inst. 1710.1A, which contains complete details of the 1954 Navy sports program.

Coast Guard units are now included in All-Navy eliminations and may enter the Inter-Service competition as Navy representatives.

Another change is that now members of one service on duty with another branch of the armed forces may compete as a member of that service's team. For example, if a Marine is in a guard detachment at a naval base, he may compete with the Navy team. This also holds true for bluejackets attached to an Air Force base, an Army installation or a Marine Corps activity.

The rule governing augumentation also has been more clearly defined. Teams may still be augmented, but only *prior* to entering a naval district or type command championship. Once a team has reached this level of elimination, its roster is "frozen."

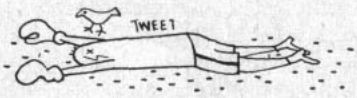
Head coaches of Navy teams shall be commissioned officers but this does not prevent naval activities from using as assistant coaches enlisted men or civilians employed throughout the year in positions within recreation programs.

Here are the host activities for the 1954 All-Navy regional eliminations in the various sports:

- *Basketball*—Eastern Naval District Group, ComFive; Atlantic Fleet, CinCLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. The semi-finals will be held at Philadelphia for the Eastern Navy championship and at San Diego for the Western Navy crown.
- *Boxing*—Eastern Naval District Group, ComFive; Atlantic Fleet, ComServLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. Eastern Navy championships will be held at ComSix and Western Navy championships will be at ComEleven, which will also act as host for the All-Navy bouts.
- *Track and Field*—Two Navy teams, a Western Navy team at San Diego and an Eastern Navy team at a site to be named, will be formed by individuals from ships and stations on the West and East coasts, respectively. These two teams will compete in the All-Navy championships to be held concurrently with the All-Marine games at Quantico, Va. Eligible individuals will be given TAD orders from their ships or stations to these two activities on the East and West coasts, where they will undergo final-stage training and depart as a team for Quantico.
- *Baseball*—Eastern Naval District Group, ComFive; Atlantic Fleet, CinCLant; Western Naval District Group, ComEleven; Pacific Fleet, ComFourteen. ComOne will act as host for the Eastern Navy baseball series while ComEleven will host the Western Navy games.

All Navy and Interservice Sports Calendar

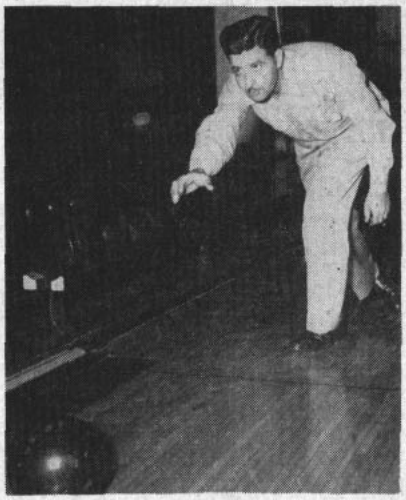
Basketball
All Navy—7-8 April
NTC Great Lakes, Ill.
Interservice—14-15 April
NTC Great Lakes, Ill.



Boxing
All Navy—5-6 May
San Diego, Calif.
Interservice—12-13 May
Lackland AFB, San Antonio, Texas

Track and Field
All Navy—18-19 June
Marine Corps School, Quantico, Va.
Interservice—25-26 June
Marine Corps School, Quantico, Va.

Baseball
All Navy—16-17 September
Norfolk, Va.
Interservice—23-24 September
Camp Carson, Colo.



PERFECT 300 GAME—Frank R. Trusso, SHC, USN, achieved the 'aim' of every bowler with 12 consecutive strikes.

Chief Bowls Perfect 300 Game

Frank R. Trusso, SHC, USN, of the Submarine Base at Pearl Harbor, bowled a perfect 300 game while playing with ComSubPac in the Hawaiian Interservice Bowling League.

His perfect game—twelve consecutive strikes—came with only one "Brooklyn strike" (a strike where the ball hits the Nos. 1 and 2 pins instead of the Nos. 1 and 3 pins as normal for a righthanded bowler).

By the time Trusso reached his ninth frame, bowling down the line came to a halt and all hands gathered around to see if the Chief could do it.

With poise that would have done justice to a professional, Trusso stood back, measured his pace off and let go with a slow curving ball that smacked directly into the "strike pocket." As the last pin toppled over, the house went wild.

Doing big things like this is almost second nature to Trusso. Frank, together with his older brother Joseph, who is also a chief ship's serviceman, put their younger brother, Sebastion through college.

Not contented with that, the two CPOs then talked their kid brother into joining the Navy.

Frank's perfect game on the bowling lanes had its benefits too. As a result of his outstanding feat, more than $1000 in prize money has poured into the Trusso household from the American Bowling Congress. Included was a $500 savings bond, a $300 check and a diamond ring valued at $250.

SIDELINE STRATEGY

THE eyes of any basketball coach light up when he sights a lanky fellow who towers above six feet. In 1948, when 6-ft. 5-in. Don Lange (pronounced Lang) wandered into the gym at the Naval Supply Depot at Bayonne, N. J., the eyes of the coach must have lit up like Christmas trees.

Unfortunately, though, the gangling, tow-headed Lange, then a DKSN, USN, had never played a single game of basketball in high school or anywhere else. Not only that, the Chicago kid was about as graceful and coordinated as a new-born giraffe.

But Don, prompted by well-wishing friends, became interested in the sport and began spending his off-duty hours on the court, practicing hook shots until his skinny arms ached. He improved fast.

From the Intramural class, he graduated to the station varsity—still improving. Transferred to Norfolk, Va., Big Don played with the NAS "Flyers" in the 1949-50 All-Navy championship game against a tough SubPac crew. The "Flyers" defeated the submarine sailors 82-71 with Lange scoring 31 points for the winners.

But the lanky Lange, who plays basketball so relaxed it sometimes fools the spectators into thinking he isn't trying, had more on his mind than basketball. In 1951, he entered the Naval Academy Prep School (at Bainbridge, Md.).

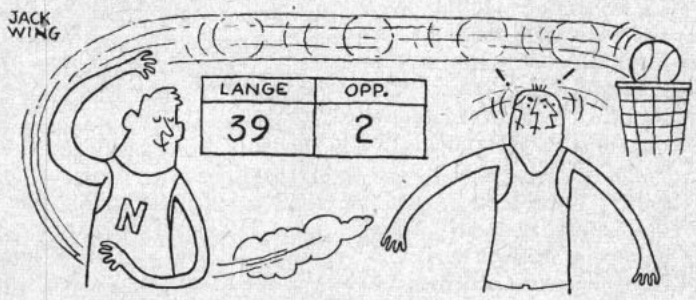
Later in 1951, Don became a midshipman at the Naval Academy. He has continued his court feats at Annapolis and is now considered one of the top basketball players the Middies have produced in many a year. Last season, he received honorable mention on one "All America" selection.

Playing his second season with the Middie varsity last year, Lange just about rewrote the scoring record books at Annapolis. Here are the records he set: Most free throws in one season—111; highest season average—22 points; total rebounds in one season—361; most points in one game—39; most field goals in one game—16; most rebounds in one game—35.

The only two individual marks to escape him were the "Most points scored in one season (487)," and the "Most field goals (191)," both of which, incidentally, belong to Lange's current teammate, Don Clune.

Ex-White Hat Lange, who figures high in Middie coach Ben Carnevale's plans this season, is valuable to the Navy cause for more reasons than just his famous hook shot, which he can flip in with either hand.

"Don has developed a good jump shot and has an accurate set shot from the outside," says Carnevale. "He also leads the team in rebounds. But that hook shot, it's the greatest I've seen anywhere!"
—Rudy C. Garcia, JO1, USN.



ComAirLant Outswims Marines

The well-rounded ComAirLant swimming team retained its Atlantic Fleet swim title, edging the Fleet Marines 98-95 in a thrilling two-day meet that attracted 2500 spectators to the Norfolk pool.

The scoring during the tournament was nip and tuck, with the Leathernecks taking eight first places out of the 11 scheduled events. But ComAirLant's depth in reserves was enough to tip the scales of victory in favor of the Navy airmen.

ComAirLant took two first places with the other top spot going to Fleet Headquarters. Roger Hadlich, former Yale star, scored ComAirLant's two firsts, winning both the one-meter and three-meter diving events and contributing 30 points to the winning team total.

The championship was decided in the final event of the meet—the 400-meter free-style relay. With the scoring tied after the Marines had won first place in the final event followed by ComAirLant, the title hinged on which team would place third.

ComAirLant's No. 2 relay team edged the No. 2 Marine team by two strokes to give the Navy airmen the team championship.

Marine Lou Benza, former Seton Hall merman, was voted the "Outstanding Swimmer" in the Meet. Scoring 21 points, he shattered the Atlantic Fleet 400-meter free-style record with a time of 5-min. 23.3-sec., the 1500-meter free style in 21-min. 33.9-sec., and the 300-meter medley relay in 4-min. 15.9-sec.

Benza's closest competitor for top honors was teammate Bill Sonner, former Ohio State tankman. Sonner broke the 100-meter and 200-meter free-style marks with times of 1-min. 1.1-sec., and 2-min. 56.6-sec., respectively, and then went on to win the 100-meter backstroke in 1-min. 14.9-sec.

Charley Moss, formerly of the University of Michigan, won the only first for Fleet Headquarters, breaking his own Atlantic Fleet 100-meter breaststroke record with a time of 1-min. 12.2-sec.

DesLant finished third in the meet with 59 points while Fleet Headquarters took fourth with 20. BatCruLant trailed with seven points while ComServLant failed to place.—Fred Wichlep, JO3, USN.

THE BULLETIN BOARD

More on Annuity Plan for Survivors of Retired Pesonnel

Complete information and the necessary forms are now out for the Uniformed Services Contingency Option Act, which is the Annuity Plan for survivors of retired naval personnel.

Your disbursing officer has the tables that will tell you how much of your retired pay you will have to put into the plan if you join it, and how much your survivors will receive after your death.

The plan won't be summarized here—that was done in the September 1953 issue, p. 46-47. But it will give you the deadlines that apply and bring to your attention certain other points you should consider.

Here is how the plan affects Navymen in different categories.

- Navymen, officers and enlisted, who have finished 18 years of service for pay purposes ("service for pay purposes" is not the same as "actual active service") but have not as yet retired have until Apr 1954 to state their desires. Whether or not you choose to enter the plan you will have to fill out a form and select an option or options or indicate you do not want to participate.
- Navymen currently retired on physical disability will pay somewhat more than others. This is because of their physical disability which will on the average reduce their life expectancy. These Navymen will receive the necessary forms and instructions from Bureau of Supplies and Accounts, Field Office, Cleveland, Ohio.
- Navymen in the Fleet Reserve have until 30 Apr 1954 to elect participation or state their desire not to participate. They will receive necessary forms and detailed information with their retainer checks. Retired members can direct inquiries and forward completed election forms, to the Chief of Field Branch, Special Payments Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.
- Regular Navymen with less than 18 years' service for pay purposes have until they finish 18 years to decide what to do. It is perhaps better not to obligate yourself until necessary to do so as there might be a change in your dependency status.
- Reservists, active or inactive, who have not finished 18 years' service for pay purposes are under the same provisions as the Regular Navyman in the same circumstances.
- Reservists who have completed 18 years' service for pay purposes have until 30 Apr 1954 to enter the annuity plan or to signify their desire not to do so.

There are certain points in connection with the annuity plan that you might like to consider. In simple terms, it is a non-profit plan designed to furnish your survivors with an income for the remainder of their life or until they remarry, marry or become 18 years old.

The idea here is that your retired pay now stops with your death, but with the annuity plan your surviving wife or children or both will receive the percentage of your reduced retired pay (one-eighth, one-quarter, or one-half) that you select under the various Options offered.

It is well to consider Option 4 carefully. This is the option which allows you to terminate your allotment to the annuity plan in the event the dependents selected by you should die before you do. In such an event, and if you hadn't selected Option 4, you would be compelled to continue payment to the fund with no chance of receiving any benefit therefrom, since beneficiaries cannot be changed or added to once you have made a selection and start paying into the plan.

There is another thing in connection with the plan that deserves your attention. Although modifications are permitted while on active duty, once you have retired and started paying into the plan, you are committed and cannot withdraw. Only in the case of a Navyman retired on physical disability and subsequently determined fit for and restored to active duty will a participant be allowed to withdraw.

"One . . . two . . . three . . . four . . . five . . ."

The plan is so designed for the cheapest possible payments by you and a maximum possible gain for your survivors.

In general the plan provides flexibility of choice and can be of the greatest importance to your survivors. Before determining your course of action, you should, if approaching the completion of your 18th year of service, examine every detail of the plan. Within its structure you are almost sure to find an option which will fit your needs. Therefore hasty and ill-considered action should be avoided.

Perhaps your first question is "How much will this cost me and how much will my survivors receive?" Each person has an individual case, but let's take a hypothetical Navyman to show you a typical example.

Chief Brown retires, for reasons other than physical disability, after 1 May 1954 at age 42 with a wife age 39. He has over 22 years' service and a gross retainer pay of $159.76 per month.

Brown selects Options 1 and 4 and elects to give his wife one-half of his reduced retired pay. This means she will get one-half of his reduced retired pay which is his gross retired pay less the cost of participation. The "reduction factor" (which can be found in the percentage cost tables) multiplied by Brown's gross retired pay is the amount he has withheld from his monthly retainer pay and in his case amounts to $14.67 per month.

His monthly retired pay is consequently reduced to $145.09 per month. Upon Brown's death, his widow will then receive, until she remarries or dies, $72.55 per month. If his wife should die first, Brown's

New Navy Chaplains Have Wide Service Background

A group of 33 new chaplains representing 13 different denominations and with wide previous service in the armed services recently completed the eight-week indoctrination course at the Chaplain School, Newport, R. I., one of the largest classes to be graduated since World War II.

For the first time, the Greek Orthodox and Seventh-Day Adventist faiths are represented among the Navy's "sky pilots." The new representatives are Lieutenant (junior grade) Steve Karras, representing the Greek Orthodox church, and Lieutenant (junior grade) Robert Lee Mole of the Seventh-day Adventist faith.

The new chaplains have a variety of service backgrounds. Chaplain Robert Allen Canfield of the United Presbyterian Church in Alameda, Calif., is a former master sergeant with six years' Marine Corps duty. He served with the First Division at New Britain, Pelelieu and Okinawa. His decorations include the Silver Star and two Purple Hearts, and he has had experience as an athletic instructor at the San Rafael Military Academy, and as intern chaplain at the State Prison, San Quentin, Calif.

Lieutenant (junior grade) Vernant Crawford, a chaplain of the Evangelical United Brethren Church, had a previous tour in the Navy as a storekeeper, third class, and served in USS *Cumberland Sound* (AV 17) during the Bikini atom bomb tests in 1946.

A pharmacist's mate first class in World War II is now a Navy Chaplain, J.A.S. Fisher, Southern Baptist from Shreveport, La., saw action at Kiska, Tarawa, Kwajalein, Saipan and Tinian and received the Navy Commendation Ribbon and Navy Unit Citation.

Lieutenant (junior grade) Thomas G. Hawkins is another Southern Baptist chaplain from Louisiana. He served with the 110th Seabees on the Marshall Islands and again on Tinian.

Another former enlisted Navyman is Chaplain William R. Howard. He served in the Navy as quartermaster, third class, and later taught high school at Frankfort, Ky. Chaplain Nick Karras graduated from St. Paul's Religious College, Corinth, Greece. After seven years experience in the pastorate, he enlisted in the U.S. Navy, taking his recruit training at NTC, San Diego, Calif. Later he served at the Communication Center, Guam, for 11 months just prior to reporting to the indoctrination course for chaplains at Newport.

Lieutenant (junior grade) Donald F. Kingsley, Jr., a Methodist chaplain from Brooklyn, N. Y., is a graduate of the U. S. Merchant Marine Academy, Kings Point, N. Y., and served more than three years as a licensed Deck Officer in various merchant ships.

A former aviation structural mechanic third class, Chaplain Wilson L. Lofland, is a Southern Baptist from Rockwass, Tex. He saw naval service at NAS Corpus Christi and NAAS Kingsville, Texas.

Lieutenant (junior grade) Withers M. Moore, a Methodist chaplain from Camden, Ark., has more than nine years' military service, including duty as Transportation Officer, SOPA, Administration at Tsingtao, China.

Roman Catholic Chaplain Martin J. O'Looney, of the order of Paulist Fathers, of San Francisco, Calif., served four years in the Merchant Marine. Lieutenant (junior grade) Harold A. Shoulders, Southern Baptist minister from Franklin, Ky., served as an aviation radioman for 34 months.

Lieutenant (junior grade) John E. Thompson, a Southern Presbyterian Chaplain from Lynchburg, Va., went through torpedo school at the Newport, R. I., Naval Station in 1943.

Chaplain John W. Wagenseil, a Christian Science Chaplain from Oakmont, Pa., was a former lieutenant commander in the line. He served as Air Navigation Instructor at NAS Pensacola from 1943 to 1947 and was instructor of Electrical Engineering at the Naval Academy from 1948 to 1953.

retainer pay would be restored to $159.76.

You should be reminded here that we are dealing with *gross* figures, that is with retired pay before income tax, insurance and other deductions are removed.

As an example of how an officer will fare under the annuity plan, consider a captain retired after 1 May 1954 for reasons other than physical disability. His age upon retirement is 53 and his wife's age is 51. The captain elects Option 1 with a one-half annuity for his wife.

His retired pay is $544.64. Using the same method of computation as we did for the chief, we find the captain will have his retired pay reduced $63.51 per month (this amount to be paid into the fund) which will leave a reduced retired pay of $481.13. Hence, his widow will receive upon his death, $240.57 per month, until she remarries or until she dies.

As you can see there are several factors that determine the amount of money you pay into the plan and consequently the amount of money your survivor will receive.

First, whether you are retired for physical or non-physical reasons, then—

- Your age at retirement
- Your wife's age and/or your youngest child's age at your retirement.
- Option (1, 2, 3, with or without 4) and amount (⅛, ¼ or ½) elected.
- Amount of your *gross* retired pay.

New Correspondence Course on Foundations of National Power

The officer correspondence course, *Foundations of National Power,* suspended some time ago because the text material was obsolete, has been completely rewritten based on new text material and is now available from the Naval Correspondence Course Center, Brooklyn 1, N. Y.

The new course, NavPers 10770-A, consists of 12 assignments and carries 24 points credit for Naval Reservists who satisfactorily complete it. Reservists who completed the earlier course may take the new course for additional credit.

Application should be made on form NavPers 922, forwarded via official channels to the Center at U.S. Naval Base, Brooklyn 1, N. Y.

Bonus for Korean Veterans or Survivors from Vermont, Massachusetts and Michigan

Navymen from Massachusetts or Vermont, or survivors of Navymen from Michigan may be eligible to receive a bonus from their state for service during the period of the Korean conflict if they meet the requirements of their respective states.

• *Massachusetts*—To be eligible for this bonus you must have maintained residence in the state for at least six months immediately prior to entering the service and have served more than 90 days after 25 Jun 1950 unless discharged sooner because of a service connected disability.

The amount of bonus you may receive depends upon the type of service you have had. For example, you may receive $100 for less than six months' service in the continental U.S., $200 for more than six months, service in the continental U.S., and $300 for service overseas.

Survivors may receive $300 if the veteran died in the service. If the serviceman died after discharge from the service the survivors may receive the amount the veteran would have received had he lived. Eligible survivors include, wife, child or children, mother or father.

Applications may be obtained from: Veteran's Bonus Commission, 15 Ashburton Place, Boston 8, Mass.

Your *Report of Separation from the Armed Forces of the U.S.* (DD Form 214) must accompany your application. However, it will be returned to you after verification of your service.

• *Michigan*—This bonus is a death benefit only and no payments are made to surviving veterans.

Payment of $500 will be paid to the Navyman's surviving spouse, child or children, parent, or person who acted as parent, or his dependent brothers and sisters (in that order).

In order for the survivor to be eligible, the Navyman must have served on active duty after 27 Jun 1950, and his death, in or out of service, must have been from service causes. In addition, the veteran must have lived in the state of Michigan for six months immediately prior to entering service.

Survivors may obtain applications from: Commandant (DCRO), Ninth Naval District, Building 1-B, Naval Training Center, Great Lakes, Ill.

For other information on the Michigan benefit not otherwise available address inquiries to: Adjutant General's Office, State of Michigan, Bonus and Military Pay Division, Lansing 1, Michigan.

• *Vermont*—This bonus is for honorably discharged ex-enlisted men or their survivors.

Bonus payment will be figured at $10 a month for active service between 27 Jun 1950 and 30 Jun 1953 with a maximum payment of $120. Survivors will receive $120 if the Navyman died in service. If the veteran died out of service the survivors will receive the amount he would have received if he were alive.

In order to be eligible for this bonus, the veteran must have maintained residence in Vermont for at least one year immediately prior to entry into the service.

Applications should be obtained from: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

For information not otherwise available write to: Adjutant General's Office, State of Vermont, State Office Bldg., Montpelier, Vt.

Rules Changed for Membership In Navy Mutual Aid Association

All commissioned and warrant officers on the active list of the Regular Navy, Marine Corps and Coast Guard, including temporary officers, not over 45½ years of age, are now eligible for full membership in the Navy Mutual Aid Association.

Prior to this time all officers had to have at least seven years of service before applying for membership.

Navy Mutual Aid is a non-profit, officer-controlled association organized in 1879 under the auspices of the Secretary of the Navy for the purpose of providing immediate aid to the dependents of deceased officer personnel in the form of a substantial cash payment wired or cabled anywhere in the world, and in the prompt preparation and submission of all government claims.

Interested officers are advised to contact their local "Non-resident Director" or the Navy Mutual Aid Association, Navy Department, Washington 25, D.C.

"Hey, Moose, where did you put my soldering iron?"

Names of Ships and Units Eligible for Combat Pay Announced in New OpNav List

Another list has been published designating ships and units as "Combat Units." The new list covers the period of June-July 1953.

Service in a unit designated a "combat unit" for six or more days in one month—or for six or more consecutive days in two months—means extra pay of $45 for that unit's members.

Also any crewman who is injured and hospitalized as a result of wounds received in action is entitled to combat pay for up to three months while hospitalized.

Here are the ships and units designated by OpNav Notice 1030 (9 Oct 1953) as combat units. If you were attached to any of these units during this period, you are eligible for the extra pay.

USS *John A. Bole* (DD 755) .....3, 8, 9, 13, 14, 15 Jun 1953

*ComDesRon 7 .....2, 3, 8, 9, 13, 14, 15 Jun 1953

*ComDesRon 24 .....15, 17, 18, 24, 29, 30 Jun 1953

USS *Irwin* (DD 794) .....15, 17, 18, 24, 29, 30 Jun 1953

USS *Lofberg* (DD 759) .....3, 8, 9, 13, 14, 15 Jun 1953

Wonsan Sector, East Coast Island Defense Unit .....2, 3, 4, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 24, 25, 26, 29, 30, Jun 1953

Wonsan Sector, East Coast Island Defense Unit .....1, 2, 3, 7, 8, 9, 10, 11, 12, 13, 16, 17, 19, 20, 24, 26, 27 Jul 1953.

*Refers only to the staff embarked and has no connection with ships in the squadron.

Rules on Changes in Rating For Reservists Following Revision in EM Rating Structure

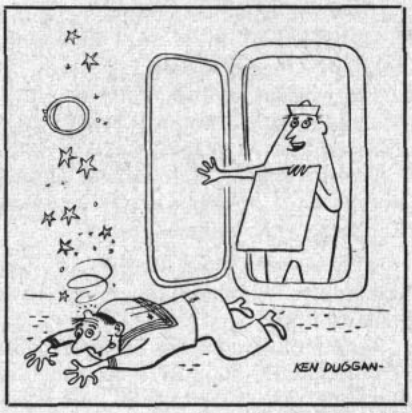
The emergency service ratings of Radioman N (RMN), Radioman T (RMT), Personnelman R (PNR), and the exclusive emergency service ratings, Master at Arms (ESB), Shore Patrolman (ESS) and Transport Airman (EST) carried by Naval Reservists and Fleet Reservists, are being disestablished.

BuPers Notice 1440 gives procedures on how personnel affected may change over to another rating.

• Radioman N (RMN) and Radioman T (RMT)—All enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in the RMN rating, including strikers, will be changed to RM rating in equal pay grade. Enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in the RMT ratin, including strikers, will be changed to RM or TET rating in equal pay grade. The rating to which each man is changed will be that rating for which the individual is considered best qualified as determined by review of his service record, naval and civilian training and experience, and his interest.

• Personnelman R (PNR) — Enlisted personnel in the Naval Reserve and Fleet Reserve who are serving on active duty in the PNR rating, including strikers, will be changed to the PNT, PNA or PNI rating in equal pay grade, depending upon the rating for which the individual is considered best qualified. However, no person will be changed to the PNI rating unless he is a graduate of the Personnelman Class C-1 School (Interviewing and Classification). Non-graduates who believe they are otherwise qualified for the PNI rating may submit a request to the Chief of Naval Personnel (Pers-B213) for assignment to this school.

• Master at Arms (ESB), Shore Patrolman (ESS) and Transport Airman (EST) — Enlisted personnel of the Naval Reserve and Fleet Reserve serving on active duty in any of the above ratings will be processed for a change in equal pay grade to any Emergency Service Rating, in accordance with the provisions of BuPers Inst. 1440.5. Individuals must submit their request for change of rating by 1 Jul 1954.



"Hey, where do you want this safety poster?"

Changes of rating involving members of the Naval Reserve and Fleet Reserve *on active duty* and *retired* personnel will be a matter of separate correspondence addressed to commands charged with the administration of their records.

A temporary officer holding a permanent enlisted rating being disestablished will be changed to a rating for which he is considered best qualified.

Selection Boards Announce Promotion of LCDRs and CDRs

Selection boards have announced the recommendations for promotion of 58 commanders and 170 lieutenant commanders in the Dental, Civil Engineer, Medical, Supply and Chaplain Corps.

Those selected for commander included 22 Medical Corps, 30 Dental Corps, seven Medical Service Corps, 19 Civil Engineer Corps, 67 Supply Corps, 21 Chaplain Corps and 4 Nurse Corps officers. Those selected for captain included 25 Medical Corps, 8 Dental Corps, 9 Civil Engineering Corps, 14 Supply Corps and 2 Chaplain Corps.

Immediate promotion to captain, when the officers qualify, will be made for five in the Medical Corps, three in the Dental Corps, five in the Civil Engineer Corps, one in the Supply Corps and one in the Chaplain Corps, a total of 15. To commander there are three in the Medical Corps, four in the Dental Corps, two Medical Service Corps, eight in the Civil Engineer Corps, 30 in the Supply Corps and one in the Navy Nurse Corps due for promotion now.

Instructor Duty with Naval Air Mobile Training Program Means Sea Credit in Shore Billet

Want some sea duty ashore in the U.S.?

Requests for instructor duty in the mobile trainer units used to give streamlined instruction to aviation personnel at East and West coast shore and fleet aviation activities, are desired from fifth, sixth and seventh pay grade petty officers in the ratings of AT, AL, AD, AE, AM, AO, AB and TD.

Eligible personnel should request assignment to this duty three to six months prior to completion of their normal tour of shore duty.

Personnel selected for this duty in accordance with BuPers Inst 1306.-31 will undergo a short period of temporary duty under instruction at Naval Air Technical Training Center, Naval Air Station, Memphis, Tenn., before being assigned to a mobile unit.

The following is a brief description of the types of trainers using instructors.

• *Naval Air Mobile Trainer (Maintenance)*, NAMT(M). This trainer consists of a series of panels displaying suitable mockup and/or aircraft systems (fuel, propeller, engine, electrical, etc.). The unit is transported in a tractor van to the bases of Fleet or Marine air units, or to shore establishments where training on a particular aircraft is required.

• *Naval Air Mobile Trainer (Operational Flight)*, NAMT(OF). This is a self-contained special device permanently housed in a trailer van. It consists of an aircraft cockpit (and flight stations) containing all controls, instruments (operator's panels), and an allied electronically-operated flight simulator.

It trains pilots (and crews, where applicable) in type aircraft by duplicating the operating conditions and experiences which may be encountered in an actual flight.

• *Naval Air Mobile Trainer (Fire Fighting)*, NAMT(FF). This unit consists of crash fire trucks and a trailer van which carries maintenance equipment, cutaways of nozzles and other necessary instructional material.

• *Naval Air Mobile Trainer*

(*Munitions, Ordnance, and Rearming*), NAMT(MOR). This trainer consists of panels, mock-ups, and equipment to provide familiarization and instruction, in the operation, maintenance, and handling of aircraft munitions and ordnance equipment including guns, sights, turrets, bombs, racks, rockets, fuzes, and JATO. It is also transported in tractor vans.

Orders (which provide for transportation of dependents) are issued whenever a unit is relocated to another area, for a period of five months or more. Although the units occasionally move inland, they generally operate at naval aviation installations along either coast. It is not necessary to change dependents' residence unless long moves are involved. Usually this occurs only three or four times during the course of a two year tour.

Due to rotational losses, there will be a large number of vacancies in this program during the next few months. Here's your chance for some of the choicest sea duty there is.

Guide for Home-Buying Veterans Available from Nearest VA Office

Veterans planning to buy or build a home with a G.I. loan may obtain a 32-page guide to home-buying at their nearest Veterans Administration office.

Titled "To the Home Buying Veteran," the pamphlet is designed to help World War II and Korea veterans get started on the right foot under the G.I. home loan program.

The pamphlet discusses what a veteran should look for in selecting the neighborhood, the lot and the house itself.

For example, the neighborhood should be convenient to stores, schools and public transportation. The lot should have satisfactory drainage, a garage or place to park an automobile and should be large enough to provide a play area for children.

The house should be inspected from top to bottom with a careful check made to see if the windows open properly, the plaster is free of stains caused by leaking roof or sidewalls, and the basement is dry. In addition, home buyers should check to see that the house has ample closet space, plenty of light and air from the windows and a sufficient number of electrical outlets. It is important too that the plumbing and furnace be carefully examined and tested for defects.

The pamphlet also covers the costs of home ownership, the contract of purchase, final settlement or closing the loan, and what to expect before and after moving into a new home.

The responsibilities of the veteran home owner and what the VA can and cannot do to assist the veteran are also discussed.

A copy of the pamphlet will be sent to each veteran applying for a certificate of eligibility for a G.I. loan. Veterans also may obtain a copy by writing the nearest VA regional office. There is no charge for the pamphlet.

Officers in Sea Lion, *Former EMs, Point Up Paths to Commissions*

Former enlisted men make up seven out of the eight officers serving aboard USS *Sea Lion* (ASSP 315). *Sea Lion*, an Atlantic Fleet transport submarine, illustrates the result of the various paths toward a commission offered to enlisted men in the Navy today. Each of the seven officers of *Sea Lion* received his commission under a different program. Here's how they did it:

The commanding officer is Lieutenant Commander Joseph Sahaj, USN. He enlisted in the Navy in October 1935 and was advanced to MM1 in June 1939, aboard the submarine S-40. On 15 Jun 1942 he was appointed machinist, and soon after as ensign. He completed two years of college and a year of General Line School. He now holds the permanent rank of LCDR.

Lieutenant Frank A. Thurtell, USN, is the Operations Officer and Navigator of *Sea Lion*. He enlisted in February 1941. He was a shipfitter second class in 1943 when he received a fleet appointment to the Naval Academy, earning a commission upon graduation.

Lieutenant (junior grade) Duane C. Young, Jr., USN, enlisted as a seaman apprentice in the Navy's V-12 program in 1944. He was discharged to accept an appointment to the Academy in 1945.

Lieutenant (junior grade) Harold J. Fiore, USNR, *Sea Lion's* Engineering Officer enlisted in the Navy in July 1943. He attended submarine school at New London, Conn., in September 1943 and made four war patrols. At the end of the war he was discharged as a gunner's mate third class. Having had two years of college plus two years' active duty, he applied for, and was commissioned, an ensign, USNR, in 1950. He has requested appointment in the Regular Navy.

Lieutenant (junior grade) James M. Hoylman, USN, is the Communication Officer. He enlisted in October 1945. He was discharged as ET3 in September 1947 after completing the Electronic Material School, Treasure Island, Calif. He entered the University of Virginia under the NROTC Program (Holloway Plan). He was commissioned ensign, USN, in 1951.

Ensign Joseph J. O'Rourke, USN, *Sea Lion's* First Lieutenant, enlisted in late 1941. He attended Submarine school at New London. He made four war patrols. In 1950, when he was an engineman first class, O'Rourke was commissioned ensign, USN, under the Limited Duty Officer selection program.

Captain Gregory S. Stone, USMCR, the *Sea Lion's* Combat Cargo and Troop Officer, enlisted in the Marine Corps in July 1943 as a private first class. After recruit training at Parris Island, S. C., he entered officer candidate school. He was commissioned a second lieutenant, USMCR, in December 1943.

The only officer on board with no previous enlisted service is the Executive Officer, Lieutenant Dominic A. Paolucci, USN, who was commissioned as ensign upon graduation from the Academy in 1943.

The officers in *Sea Lion*—seven out of the eight, that is—are good evidence of the extent to which the Navy is tapping its "natural resource" of qualified enlisted men for its officers.—LTJG J. M. Hoylman, USN.

Want Good Duty? Try Attaches, Missions, MAAGs, or NATO

DO you long for the feel of tropical breezes, to see exotic countries, to hear soft voices speaking a strange language? Is the old routine becoming unusually usual? Want to see new sights, different surroundings, tackle challenging jobs?

There is more than one way in the Navy. One of the best—which incidentally is not too well understood—can be found in BuPers Instruction 1306.6 which outlines how enlisted personnel of the U. S. Navy can request foreign duty with Naval Missions, Naval Attaches, Military Assistance Advisory Groups and North Atlantic Treaty Organization headquarters. Officers are selected by BuPers for these overseas duties subject to the approval of CNO.

ALL HANDS has discovered that many officers and enlisted men assigned to such international mission duty know little about their new assignment, and what it will entail, until they are practically on their way. This article will try to pass along pertinent facts about what such duty is like, who fills the billets, why the units exist at all and the routine but important information on what you'll need to know in the way of living conditions when you get there.

Here is a brief description of each type of duty:

- *Naval Missions*—These exist in Cuba, Haiti and all South American countries except Uruguay, Paraguay and Bolivia. Officers of various categories are assigned as administrators and advisers. Duties for enlisted men are as instructors and advisers to naval personnel of the country.
- *Military Assistance Advisory Groups (MAAG)*—Located in Europe, the Middle and Far East. Duties here (for both officers and enlisted men) involve acting as instructors and advisers in the operation and maintenance of war material supplied to NATO countries (and a few others) by the U. S.
- *Naval Attaches*—Naval personnel are attached to embassy staffs in *46 countries* extending from England to Indonesia. Duties deal almost exclusively with administration and communications. Some aviation ratings are needed here.
- *North Atlantic Treaty Organization (NATO)* headquarters — Naval personnel may be assigned to Germany, Sweden, France, Italy, Turkey—and Norfolk, Va. Duties are concerned with administration and communications. Personnel assigned to these units function as support for NATO staffs.

A great number of officer classifications and a large variety of enlisted rates and ratings are eligible to apply for the types of duty described above. They are listed in the box below.

Whichever type of duty you draw, you and your family become representatives of the U. S. Concurrent travel is permitted to all Naval Missions, MAAGs and NATO assignments except Formosa. Dependents' travel to the following Naval Attache assignments is either prohibited or dependents may follow only after quarters are obtained: Hong Kong, Burma, Formosa, Indonesia, Iran, Iraq, Japan, Korea, Libya, Malaya, Pakistan, Poland, Romania, USSR, Viet Nam, and Yugoslavia. It is part of your job to help cultivate friendly relations between the U. S. and the country in which you are serving.

The Navy considers this so important that commanding officers are informed that although technical competence is of course important, primary consideration should be given to selecting the person who will be a credit to the U. S. in his job.

There are a couple of points in connection with BuPers Instruction 1306.6 which sometimes lead to misunderstanding.

For one thing, enlisted personnel must have less than 17 years of service at the time the request is submitted. Why? Because the Navy doesn't want to bring you back before your tour of duty is ended. This could happen if you should request transfer to the Fleet Reserve. In such an event your return passage would be at U. S. expense.

For another, your father and mother both must have been born in the U. S. or its possessions. This eliminates the time-consuming and costly process of clearing a person with foreign-born parents for security.

Are you interested in overseas duty of this kind?

If you are, your best first step is to read ALL HANDS, February 1951,

Here Are the Eligible Ranks and Ratings

As a help to you in selecting your choice of duty, the ratings listed below are included in one allowance or another for duty with Naval Attaches, Missions, MAAGs, or NATO.

Each command is not authorized every rate listed so you should not restrict your choice of area to just one or two places.

The following are eligible:

- *In grade E-7*—QM, GM, FC, DC, RM, RD, SO, MM, EN, AD, TM, MN, ET, FT, AL, AT, EM, IC, BT, ME, OM, TD, AG, YN, PN, TE, SK, AK, DK, JO, CS, UT, CM, HM, and DT.
- *In grade E-6*—BM, QM, GM, FC, DC, RM, RD, SO, EN, AD, MR, MN, FT, ET, AL, EM, IC, YN, TE, SK, DK, PH, AF, DM, JO, CS, CD, HM, and DT.
- *In grade E-5*—FC, RM, MM, EN, FT, ET, EM, IC, AG, YN, PN, TE, SK, DK, PH, AF, DM, JO, CS, CD, UT, and HM.
- *In grade E-4*—BM, RM, EN, ET, IC, YN, PN, TE, SK, CS, CD, and UT.
- *In grade E-3*—RM, ET, YN, TE, and SK.

In addition to the above, enlisted aviation pilots are eligible, also enlisted women with any of the above ratings except those in Groups IX and X.

Naval Attache duty includes line officers of various ranks and others selected for certain qualifications.

Officers of the line from lieutenant through flag rank are included in *Mission* and *MAAG* duty. Commanders (EDO) as well as the following staff officers are also required: Lieutenant through captain for Supply Corps; lieutenant commander and commander in CEC; lieutenant (JG) through captain in the Medical Corps.

NATO includes substantially the same ranks in both line and staff officers as well as line officers with 400 designators.

p. 38. This issue will give you up-to-date information on the housing conditions in the various countries to which you might be detailed, and should help you determine which country you might like duty in. Pamphlets on living conditions in certain foreign countries are also available (ALL HANDS, October 1953, p. 28.)

Suppose, for example, you have been assigned to a naval mission in South America. (For purposes of this article, we will discuss naval missions first, then cover the naval attaches, MAAGs and NATO activities individually, bringing out the differences that appear in other types of overseas duty).

Duty in Naval Missions

An average mission generally consists of a "Chief of Mission" of the rank of captain or above. Three of the missions, however, Cuba, Haiti and Venezuela, because of their smaller size, have commanders as "Chiefs." Argentina carries a captain as "Senior Naval Adviser." In addition to the chief there are assigned such other officers and enlisted personnel as may be requested by the host government and agreed upon by the U. S.

Usually a mission is made up of approximately six officers and seven enlisted men. Most of the enlisted men are chief petty officers in artificer ratings. One yeoman and one storekeeper are usually carried for administrative work. In addition, most missions have utility aircraft attached to them. Consequently, enlisted pilots are assigned, with one aviation mechanic for maintenance and perhaps and aviation radioman.

There are many preliminary steps before you become a member of one of these teams. The introduction starts the day a fat envelope comes aboard from BuPers containing your orders directing you to report to the Office of Chief of Naval Operations for temporary duty under instruction. This period generally takes about three months and usually includes an eight-week course in a foreign language. Say, for instance you are going to Brazil. Okay, you will learn Portuguese.

During the indoctrination period, you are lectured on the functions of naval missions, the customs and habits of the people and the topography and geography of Brazil. You learn many things about the country, its religions, politics, schools, etc.

You may even attend instructor's school if you have been picked for an instructor billet. You are also assisted in obtaining passports, immunization and transportation for yourself and your family, in crating, shipping and transportation of household effects ,and in many other problems that come up in connection with moving bag, baggage and family to another country.

You may have been transferred a few times before and have some experience in such problems, but moving to a foreign country will probably introduce you to a few that you will find unique. For instance:

- Furniture—May arrive up to 60 days after you do.
- Immunization—This is required not just for you but also for wife and children.
- Pets—A problem requiring special shipping crates, immunization and permits. If you take one, check into the details.
- Purchase of extra clothes and household utensils and kitchen equipment.
- Car—This brings up extra problems. First, check into the advisability and need for a car in the location to which you are assigned. Then investigate the requirements.

You will find out that some extra compensation goes with the new job. Enlisted men may receive up to $2200 per year in addition to their regular pay—and they'll need every cent of it. Officers receive as much as $4000 more to pay for their increased expenses, obligations and responsibilities. These amounts, very carefully figured, are based on a comparison between the cost of living in Washington, D. C., and the cost in the country concerned and are fixed in accordance with the per

WAY BACK WHEN

Early Corps Distinguishing Marks

Distinguishing marks for the various corps of the U. S. Navy as we know them today—for example, the spread oak leaf and two acorns for the Dental Corps—were not officially established until 1921.

Before that, what we know as Staff Corps officers today were distinguished, with the few exceptions of those corps that temporarily were assigned distinguishing marks, by strips of colored cloth which ran between their gold lace stripes on the sleeve. Each corps of the time (after 1869, when this colored-cloth method of identification began) was assigned a different color, as follows:

Pay Corps (established in 1954; name was changed to Supply Corps in 1919)—white cloth.

Medical Corps (statute of 1871 established relative rank of Medical Corps officers with line officers)—cobalt blue, later changed to dark maroon velvet.

Dental Corps (established 1912)—orange velvet.

Engineer Corps (established 1842 and abolished in 1899)—red cloth.

Naval Construction Corps (members first designated staff officers in 1863. The Corps was abolished in 1940)—dark violet cloth.

Civil Engineer Corps (established 1867)—light blue velvet cloth.

Chaplain Corps (Act of 1871 established the relative rank of chaplains with line officers)—lustrous black cloth.

Corps of Professor of Mathematics (established 1848 and dropped in 1916)—olive green cloth.

Incidentally, before the colored stripes came into fashion; officers of the different corps were distinguished, with the few exceptions noted above, merely by details of their uniform such as the number or color of buttons on lapels; cuffs and pockets; epaulets; cut of coat; arrangement of gold lace, ornament, etc.

The use of colored cloth as a corps distinguishing mark was dispensed with in Uniform Regulations Change No. 25 of 1918 (actually effective in 1921). Except for minor revisions, this change provided for the corps devices now in use.

diem rates granted personnel in the U. S. (when not furnished quarters and messing facilities).

Recently a cut was made in oversea per diem subsistence allowances which may have substantially reduced the extra total allowance you may get. Check the Joint Travel Regulations for recent changes.

This extra compensation plus first class traveling accommodations and shipment of household effects and car, to and from your new duty station, is not paid by the U. S. but by the country concerned.

There will be some expenses too. It will be necessary to purchase some items of clothing to last for a two-year period and various items of furniture such as a refrigerator, stove, deep freeze, etc., if such items are not already owned. In addition, it is highly desirable to have $300 to $500 cash available when you arrive at your new station.

The greatest outlay will probably be in clothes you and your family will need to live in the country where you are assigned.

Also, adequate housing is often expensive and difficult to find. You may have to live in a hotel until you can find an apartment. Even when found, the apartment lease might demand up to a year's rent in advance.

Then there are the "little things," the adjustments to be made. For example, many South American countries use a different electrical voltage and cycle and you will have to get converters for the electrical appliances you should or may want to take along, ranging from refrigerators and irons to radios, record players, television, etc. You must also bear the cost of insuring your car en route to your new duty station.

In regard to housing, an unfurnished house or apartment at overseas stations does not usually come equipped with a stove, hot water heater or refrigerator.

Also most Navymen feel it is desirable to be debt free when they depart. Obviously any monthly payments on a car, furniture, or other items, in addition to your other expenses, could prove nightmarish. Clear title must be shown on a car prior to shipment.

There is some immediate cash compensation. You are allowed by the Navy $300 for purchase of civilian clothes for yourself if going to a "dual climate" country. If you are going to a "single climate" country the amount is $200.

Comes the day. You drive up to the port of embarkation, say New York City, in your car with your wife and children (fully innoculated by now) and check in with the local naval authorities.

About your car. If it is a light model, four-door job you are better off, as high-compression engines do not thrive on the low octane rating of most gasoline available overseas. It might be well to have it undercoated to protect the body from the salt air also. Obviously the car should be in good condition—which may call for an overhaul—and the tires should be in good shape. Some Navymen take extra spares overseas with them.

Your car is crated and loaded (be sure to have your car title with you —you'll need it for getting the car aboard ship). Your furniture is packed up by the Navy supply people and will follow you. You will also have to pay the freight on a pet, if you have one. That can run to $50 or more, depending on where you are going.

Aboard ship your main expenses will probably be tipping and small purchases you may want to make. Tipping varies, depending on the length of the cruise, and this cost is reimbursable to you at the rate of $1.50 per day for the first ten days and $1.00 per day for the next 11 to 20. (see U. S. Navy Travel Instructions). You must make up any difference.

The ship finally docks at Rio de Janeiro, your new station. You don your uniform (to facilitate getting through cutsoms), see your wife and children off the ship and go to a hotel where accommodations have been previously arranged.

After a search (it can be a lengthy one) you finally find an apartment. The apartment is more elaborate than anything you can afford in the U. S. Before signing the lease, it's a good idea to take an interpreter with you and go over it carefully to be certain you understand your obligations. Your first month's rent explains to you why men with more than three dependents aren't eligible for mission duty. Suitable housing would be both difficult to find and to pay for.

The apartment probably has quarters for a servant and you discover that it is worthwhile to enlist the aid of a cook-maid, as marketing for even the simple necessities of life requires help and "sitters" are almost impossible to get.

Incidentally, a maid must be provided with uniforms, linens and bedding and is paid $20 to $35 a month, plus her room and board. Many do not speak English, so it's a good idea for both you and your wife to start learning the language.

In regard to food problems, the quality, types, and quantity of food stuffs vary from country to country. Vegetables and fruits in South America, for example, are plentiful in season as most food is raised locally. Tinned goods are not always available and are very expensive. Starches predominate on the local food store shelves and although staples are available, they too are expensive.

It is preferable to buy from the commissary where possible. For items not available locally, it is a good idea to purchase them from a concern in the U. S. that specializes in exporting such orders.

You won't have to worry too much about Junior adjusting himself, but you will have a few things to concern yourself with in regard to his education. Most schools attended by mission children are those established by the U. S. missions or maintained

locally by state or church authorities. (In South America, which is predominantly Catholic, there is usually an abundance of parochial schools to choose from. See the "living conditions" pamphlets or ALL HANDS articles that may have been prepared for the country to which you are going).

In the matter of religion there are usually churches accessible, although they may not always represent your religious denomination. In South America there are numerous Catholic churches; Protestant churches are available too and are generally administered by U. S. clergymen.

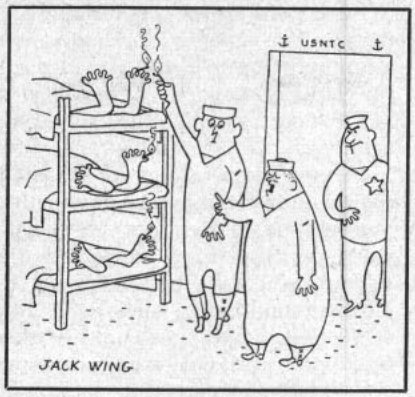
If illness strikes there is probably a joint Army-Navy dispensary available. This doesn't include dental care, but efficient local dentists may be found. In case of serious illness the patient is transferred to the U. S. for treatment. But, as you will find, these are rare cases and the general health of mission members and their families is excellent.

You and your family will enjoy the many local sports and outdoor recreation activities. Swimming is popular because of the fine beaches and mild tropical weather. Sporting equipment is usually purchased through mission PXs or ordered from the U. S. (or, in the case of South American duty, from Panama). There is hunting, and game fishing is popular.

You probably won't attempt to join a local club (the cost usually precludes that), but during the "winter" months you can look at television (in some countries) and listen to short wave radio (BBC is the best received). Local radio programs are musical rather than straight entertainment.

Local entertainment facilities may be comparable, in many cases, to those of large metropolitan centers in the U. S. In South American cities, during certain months, generally June through September, there is a varied program of opera, plays, dances and symphonies. How much depends on the country you're in. A lot of your social life is mixing with the local people. You will find them interested in getting to know North Americans and tolerant of your bad Portuguese (or Spanish). Many, you will find, speak English and are well informed about the U. S.

For all recreation pursuits and



"Bad luck . . . three on a match."

social acivities you find the question of clothing coming up. Luckily you have provided yourself and family with what has been recommended and you're glad of it. For yourself (being assigned to Rio) you have two or three lightweight suits for "winter." During the rest of the year you use washable suits (palm beach rayon, nylon, etc.) Your one dark suit is used for informal evening wear. Sport shirts are worn (conservative ones). But you will find that as in Washington, D. C., shirt, tie and coat predominate. Formal dinner clothes are recommended for officers but are optional for enlisted men. The dinner tux with white coat is the usual formal attire. (If there is a living conditions pamphlet for your duty station, you'll be able to find out from that details on clothing requirements.)

Women's and children's clothes (in the case of personnel assigned to Rio duty) generally are the same as required for summer residence in a U. S. city of warm winters and hot summers, supplemented for the lady of the house with a lightweight silk suit for cocktail parties in the cooler months. You should also consider taking a supply of shoes in progressive sizes for the children, especially for the narrow-footed person. Raincoats, galoshes and umbrellas are wise wardrobe items.

Now that you have a sailor's-eye view of mission duty, what about the other types of overseas duty the Navy is offering?

Military Assistance and Advisory Groups (MAAG)

The chances are good that the person submitting a request for duty in accordance with BuPers Instruction 1306.6 will be assigned to one of these. Approximately three times the personnel are involved as are assigned to missions.

MAAGs are financed by Congressional appropriations under the Mutual Defense Assistance Program and exist on a year-to-year basis. Thus they are not as permanent as Naval Missions. It is expected that there will be a gradual phasing-out of many MAAGs in the future.

The purpose of a MAAG is to train personnel of another nation's armed forces in the use and upkeep of war material delivered to the country under the Mutual Defense Assistance Program.

The composition of MAAGs generally includes a variety of ranks and ratings. MAAGs are usually "tri-service," including officers and men of the Army, Navy and Air Force. The "chief" of a MAAG is the senior member of the group and is chosen from the service having primary interest in the country. To all intents and purposes your commanding officer will be an officer from your own service.

There are other differences that affect the MAAG member personally. Instead of receiving extra money from the country concerned in American dollars, as does the mission member, you will be paid your per diem allowance by the country concerned (in that country's currency). The exact amount is established by the Joint Per Diem Board each year (see Joint Travel Regulations). Your regular pay, however, is received in U. S. dollars.

Also, the transportation for a member of a MAAG is provided by the U. S. This means you will go by government transportation, subject to

"You guys see a jeep around here without a driver?"

government restrictions on household effects and car, when traveling to your new station. The return trip is by first class accommodations provided by the host country.

At present you can draw MAAG duty in any one of the following countries: Belgium, Denmark, Formosa, France, Greece, Indo-China, Iran, Italy, Netherlands, Norway, Philippines, Portugal, Spain, Thailand, Turkey, United Kingdom and Yugoslavia.

For the purposes of considering the differences in living conditions of these countries, we must generalize. To keep the generalizations within reason we will divide the countries into geographical groups.

Under the heading of the *Far East,* there is Formosa, Indo-China, Philippines and Thailand; in *Europe,* Belgium, Denmark, France, Netherlands, Norway and the United Kingdom The *Mediterranean Countries* are Greece, Italy, Portugal, Spain, Turkey, Yugoslavia and Iran.

In general, the precautions and preparations as noted for a man with a family going to South America apply equally well to a member of MAAG going to his particular duty country.

In your preparations in Washington while in a temporary duty status, you wil be briefed on the specific problems you may expect in the country you have been assigned to. Living conditions, schools, health, recreation, the money situation, travel problems, etc., are all explained and State Department pamphlets are provided.

You will not be expected to attend a language school, but may attend instructor school. To teach the languages to be encountered wherever MAAGs exist would involve teaching French, Spanish, Italian, Arabic, Chinese (several dialects), Greek, Portuguese, Flemish, German, Danish, Norwegian and perhaps even German or a Slovak dialect. This is not done because the host country is expected to supply interpreters.

Your function while doing duty with MAAG will be similar to that of the naval mission member. Yours is a "nuts-and-bolts" job. You teach and advise foreign personnel in the use of U. S. war material. Most MAAG work is in the field, although there is some instructor duty at larger cities.

If you are selected for a MAAG you will, like the mission member, be confronted with the requirement for additional purchases if you do not already own the necessary items. Again, it is desirable to have $300 to $500 cash available when you arrive at your new station.

Once on your new duty station you may be able to save a little money by living frugally, but don't count on it. In the first place, living frugally will mean giving up all the interesting sightseeing, social events and athletic contests that can give meaning to your tour of duty. In the second place, it may be next to impossible to save anything at certain duty stations. So don't go overseas with the idea of putting aside large savings—you'll be disappointed.

In Europe and the Med countries (except for some parts in the interior of Turkey and Iran), schools are available. They may be private schools, state or parochial schools. Upon presentation of your school tuition bill to your local paymaster, he will refund you the amount allowed for schooling for the country in which you are stationed. Many have sent their children to fine private schools in Switzerland (which cost up to $600 per year). The amount allowed for schools for dependents varies from country to country as does the per diem allowance, but averages about $225 per year.

In Turkey community schools are often the answer to the problems of coping with language barriers and a lack of local schools. The community schools found in Turkey and Iran often follow the "Calvert System," a teaching guide that includes text books and full instructions that enable the layman to give individual or classroom instruction up to and including the ninth grade. Sometimes a tutor must be found—or you must revert to your little red school house days and do some teaching yourself

HOW DID IT START

Ocean Volcanoes

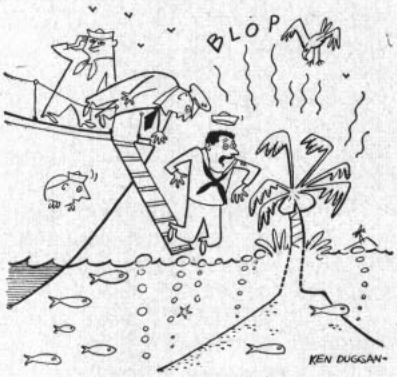
Even to a sailor wise to the ways of the sea, the sight of a volcano erupting in the middle of the ocean can come as a surprise. Yet it has happened—several times—and will probably happen many times again.

If you had steamed recently off the west coast of Baja California (about 360 miles south of San Diego), you might have seen the latest of these freakish spectacles, a cone-shaped formation (just below the water's surface) capped with a crown of boiling mud.

Volcanoes like this sometimes result in a "now-you-see-it-now-you-don't" island. Urania Island, for example, discovered 250 miles south of Tokyo in 1946, was a twin-coned land mass that rose 155 feet above the ocean, then subsided beneath the waters two months later.

An earlier and probably more famous "come-and-go" island was Fonua Fo'ou of the Tonga Islands south of Samoa. First seen in 1867, the island rose to 250 feet by 1885. But gradually, wind and wave eroded the spongy ash, and by 1900 it had vanished. In 1927, a new eruption created an island cone 360 feet high on the same spot. Today, it is again merely a shoal some 50 feet below the ocean's surface.

Three fourths of the underwater craters are believed to be in the Pacific half of the globe. Pacific shores, geologists say, are nearly all high and rugged, crowned with volcanoes or with young, still growing mountain ranges which vibrate periodically. Atlantic shores, on the other hand are, for the most part, old and stable.



The 1600-mile stretch between Tokyo Bay and Guam is renowned for violent submerged volcanic activity. Although the ocean is more than six miles deep in spots, volcanic upheavals have pierced the surface in the Mariana, Volcano and Bonin Islands. A major oceanic eruption may arise, perhaps, several hundred feet above the surface. Then, it is just as likely to disappear back into the depths.

in order to keep your youngsters abreast in their schooling. In the Far East the same problem exists with possible exceptions in the Philippines. Schooling is a problem and must be so considered.

Housing is available in most European and Med countries. Be prepared to set down from three months' to a year's rent in advance when signing the lease. (In Greece this lump sum can be borrowed from the American embassy which will advance the money; you repay monthly, without interest). This facility is not available in every country, so you should have a lump sum of money ready for payment of advance rents.

Housing in several of the Med countries is definitely a problem. Some apartments do not include lighting fixtures. If it's an unfurnished apartment, you must furnish it from the floor up and the walls in. Furnished apartments include only bare necessities.

Your furniture may take from 30 to 60 days to follow you so the expense of a hotel must be considered. The port of embarkation for household effects is Bremerhaven for Northern European countries. Your furniture is then transhipped to your local address. Your car is not delivered; you must pick it up at the port of entry.

Naples is the port of disembarkation for Italy. Other ports serve applicable countries. In connection with furnishings, certain large chain department stores maintain a special catalog edition for military and government personnel serving overseas. In this connection it is helpful to maintain a state-side checking account.

Medical facilities are sometimes provided for MAAG personnel through a joint service medical officer. European and Med countries have local civilian facilities. The American embassy can always provide you with the names of reputable doctors or dentists.

Naval Attache Duty

If you are a YN, DK, TE, SK or RM your opportunities for this duty are enhanced. Generally these are the only ratings eligible for attache duty except for a few AP, AD and AL ratings with which we will deal later.

The familiar problems of housing, money, medical facilities and recreation are similar to those that confront the MAAG and Naval mission applicant.

The average naval attache staff attached to an embassy consists of from two to four enlisted men of the ratings mentioned, plus approximately the same number of officers. Your immediate boss will be a Naval or Marine Corps officer designated as the U. S. Naval Attache and U. S. Naval Attache for Air. Your duties are mostly of a support nature in your rating. Here, your entire pay is in U. S. currency.

You will get the same type of orders to report to the Naval Receiving Station, Washington, D. C., and get the usual processing as described for MAAG and Naval Mission people. Then you are turned over to a different office—"Op-323P"—a section in the office of Naval Intelligence. Here you will get your briefing and processing.

You may, depending on your rating, attend a school. It may be a Foreign Service Disbursing School for DKs, SKs, and YNs, a school which lasts six to eight weeks. If you are an RM or TE, you may attend the Naval Communication School which lasts about three weeks.

When you leave for your new station you will go via government transportation as will all your household effects. Where you go will of course depend upon what you requested, governed by the needs of the service.

You may be stationed in any one of the 46 different countries where naval attaches are located: Argentina, Australia, Brazil, British Crown Colonies of Singapore and Hong Kong, Burma, Canada, Ceylon, Chile, China, Cuba, Denmark, The Dominican Republic, Egypt, England, Finland, France, Greece, India, Indonesia, Iran, Iraq, Italy, Japan, Korea, Lebanon, Libya, Malaya, Mexico, Morocco, Netherlands, Norway, Pakistan, Peru, Philippine Islands, Poland, Portugal, Romania, Spain, Sweden, Thailand, Turkey, USSR, Uruguay, Venezuela, Viet Nam and Yugoslavia.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. **(c) USS *Ranger* (CV 4).**
2. **(a) 4 June 1934.**
3. **(b) A swept channel.**
4. **(c) Mine hunter (AMCU).**
5. **(a) Lifting safeties.**
6. **(b) Check safety boiler valves.**

"Happy New Year"

For APs, ADs and ALs the following countries are available for duty as pilots and crewmen for the utility aircraft attached to the embassy: Australia, Denmark, Egypt, England, France, Greece, India, Iran, Iraq, Italy, Korea, Mexico, Philippine Islands and Spain.

There will be no mention of housing and other related matters here; the same problems exist for the attache-assigned person as for the others. The Navy has ironed out most of the rugged bumps that represent expensive living problems in certain of these countries by increasing per diem allowances for those personnel living in high-cost areas.

North Atlantic Treaty Organization (NATO)

We now come to the North Atlantic Treaty Organization (NATO) with its various components.

If your rating is either in administration or in communications, you can be ordered to a NATO activity. NATO units usually involve more men than the others, but less variety in the ratings required. In any event, you will know if you are assigned to a NATO billet as it will so state in your orders.

You will come to Washington, D. C., for your processing just as do the Mission, Attache and MAAG people. This generally takes a minimum of two weeks. No schools are attended as you will be engaged at your NATO station only in duties peculiar to your rating.

NATO duty is different from other types. When you're on duty with NATO your superior officer may be

a U.S. officer—or he may be an officer of another Navy. NATO is a team of Navymen of different nationalities, and you become a member of that team.

NATO groups are presently in Frankfort, Germany; Oslo, Norway; Ankara, Turkey; Paris, France; and Naples, Italy. There is also a NATO headquarters in Norfolk, Va.

To brief yourself on NATO for background information you might want to read ALL HANDS for September 1952 (p. 31) and October 1952 (p. 28).

Other problems of foreign duty connected with housing, money, school for children, etc., are similar to those outlined for members of MAAGs and Attaches. For details you are encouraged to write to the person you are relieving. The information he can give you can help a lot.

But before you put in for duty with a Naval Mission, a Military Assistance Advisory Group, a Naval Attache or a NATO headquarters, remember this: Your job, once you get to your new station, will be to help other Navymen help themselves. You will help teach them the things you have learned about your mutual interest—ships and the sea. You might find your foreign counterpart can teach you a thing or two also.

Housing Conditions in PRNC Area Improve, But Still Critical

Housing conditions in the area under the Potomac River Naval Command are still in the critical stage, but the last year or so has shown some improvement. Title VIII and Title IX housing additions for the posts outside Metropolitan Washington have helped the situation somewhat.

As in many other commands, there is a standing list of applicants. Chances are, if you have your name on the list, it will take from nine to 12 months before your name tops the list. As things are at present, there is not likely to be a change in the housing shortage. PRNC handles housing for nearby Maryland and Virginia stations and units.

Types of housing include, besides Title VIII and Title IX, Naval Defense Rental Housing, Title III housing, dormitories, and trailer facilities.

"Anybody here called 'Tex'?"

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 SavNav Instructions that apply to most ships and stations. Many instructions and notices are not of a 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. 50—Tells what to do about posible faulty grounding of 16 mm. motion picture projectors.

No. 51—Announces the selection of 26 officers for temporary promotion to the grade of colonel in the Marine Corps.

No. 52—Concerns non-payment of sea duty pay in certain cases of absence on TAD ashore.

No. 53—Announces the selection of officers for temporary promotion to the grades of captain and commander in the Staff Corps of the Regular Navy and Naval Reserve.

No. 54—Concerns extra hazardous duty rates on Navy Mutual Aid Association policies for aviators and submariners.

BuPers Instructions

No. 1111.2A—Revises the procedure for handling and administering the annual NROTC examination to Navy and Marine Corps candidates.

No. 1306.22A—Summarizes the types of instructor duty available to petty officers and states the qualifications POs must have.

No. 1430.6A—Concerns issuing of a notice of advancement in rate to all enlisted personnel who advance to E-4, E-5, E-6 or E-7.

No. 1520.6B—Lists the men selected for the January class at the Submarine School, New London, Conn., and requests applications from Regular and Reserve officers on active duty for the class convening in July 1954.

No. 1552.2B—Authorizes a new "Atomic, Biological and Chemical Warfare" pocket reference card and states that each officer and enlisted man will carry one.

No. 1610.7—Authorizes informal boards to evaluate the qualifications of naval aviators "who have failed to maintain a reasonable and acceptable level of flight proficiency" or "who lack general aeronautical ability."

No. 1611.4—Prescribes procedures for detaching an officer for disciplinary reasons, for unsatisfactory performance of duty, or other reason.

No. 1650.4—Authorizes a "Combat Operation Insigne," a miniature Marine Corps emblem to be worn by Navymen who fight with the Fleet Marine Force.

No. 1710.1A—Gives a complete summary of the regulations concerning Interservice sports competition for 1954, including eligibility, schedules, financing, transportation, physical exams, publicity and participation.

No. 1741.6—Informs holders of all types of Government insurance what forms to use when changing their beneficiaries.

No. 1926.1A—Brings up to date the Navy's schedule for release of Naval Reserve officers from active duty.

BuPers Notices

No. 1440 (1 Oct 1953)—Puts into effect changes in the Radioman and Personnelman ratings and certain other changes in the enlisted rating structure.

No. 1433 (2 Oct 1953)—States that advancements to petty officer grades E-5 and E-6 shall be permanent appointments. Advancements to pay grade E-7 will continue to be temporary.

No. 1400 (5 Oct 1953)—Outlines the promotion zones for officers of the line and Staff Corps up for promotion to the grade of commander or captain in Naval Reserve.

No. 1650 (6 Oct 1953)—States the First Marine Division, Rein-

forced, has been awarded the Presidential Unit Citation for its action in Korea in 1950 and names eligible units.

No. 1412 (12 Oct 1953)—Gives information concerning convening of selection boards for promotion of officers, line and Staff, Regular Navy and Naval Reserve, to the grade of lieutenant commander.

No. 1640 (7 Oct 1953)—Announces that courts-martial prisoners heretofore assigned to the Retraining Command, Mare Island, Calif., will now be assigned instead to Retraining Command, Camp Elliott, San Diego, Calif.

No. 1806 (13 Oct 1953)—Makes a significant change in BuPers Instruction 1806.3, which relates to retirement benefits in the Naval Reserve.

No. 1111 (14 Oct 1953)—Announces the annual examination for appointment to the U.S. Coast Guard Academy from enlisted personnel of the Navy.

No. 1626 (14 Oct 1953)—Makes a minor change in BuPers Instruction 1626.7, which concerns discipline of Navy personnel in a travel status.

No. 1211 (29 Oct 1953)—Announces change in title of NavPers 15839 from Manual of Navy Officer Job Classifications to Manual of Navy Officer Billet Classifications.

Advancement to PO1 and PO2 Are Permanent Appointments

If you are a petty officer second or first class, and your rate is still temporary, you can expect to have it made permanent in the near future, if it hasn't been already.

This action is being brought about by a BuPers directive, BuPers Notice 1433 (2 Oct 1953). The Notice states that all petty officers of the Regular Navy and reservists on active duty who in the future make the grade to second or first class, will automatically get permanent rather than temporary appointments.

Chief petty officers, however, were not included in the blanket order to make appointments permanent. Because of the large number of chiefs on the active list, and the resulting need for a "cushion" for personnel planning, appointments to CPO will continue to be temporary.

Deadline Nears for Navymen, Marines Seeking Entrance to Coast Guard Academy

The annual nation-wide competitive examination for enlisted men of the Navy and Marine Corps for appointments to cadetship in the U. S. Coast Guard will be conducted on 23-24 Feb 1954.

Appointments are based on the standing of a candidate on the eligibility list of those who successfully pass the examination.

The number of appointments is determined solely by the needs of the Coast Guard. The standing of a candidate is determined by averaging his grades in mathematics, English, science and aptitude tests, together with his "adaptability grade." (This grade is assigned by the selection board on the basis of the personal interview report, the applicant's educational and leadership background, and the records submitted with his application).

To qualify for nomination each candidate must meet the following basic requirements (no waivers will be granted):

- Must have reached his 17th but not 22nd birthday by 1 Jul 1954.
- Be a high-school graduate.
- Be unmarried and never have been married.
- Have the following credits, either in high school or college: Algebra—2; English—3; Plane geometry—1; Physics—1; plus eight optional credits.
- Be at least five feet six inches in height but not more than six feet four inches, with vision of 20/20 uncorrected in each eye, and otherwise in good physical condition.

Descriptive booklets concerning the Academy will be forwarded upon individual request made to the Commandant (PTP), U. S. Coast Guard, Washington 25, D. C.

Applications are to be submitted on the forms provided in the above booklet, addressed to the Commandant and forwarded via official channels. Upon completion and submission of their applications and supporting papers, applicants will be notified through their commanding officers of their acceptance or rejection. Completed applications must be postmarked not later than 15 Jan 1954.

Because of the time element involved, candidates stationed outside the continental U. S. are urged to submit applications no later than 15 December in order to insure clearance of necessary papers prior to the exam date.

In order that personnel assigned to units outside the continental limits of the U. S. may be afforded an opportunity to participate in the exam, the following examination centers have been provided in addition to those listed in the booklet: Argentia, Newfoundland; Antwerp, Belgium; Bremerhaven, Germany; London, England; Naples, Italy; Piraeus, Greece; Trieste, Free Territory of Trieste; Sangley Point, P. I.; and Tokyo, Japan.

All enlisted men of the Navy and Marine Corps who are successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy or the Marine service to accept an appointment. However, candidates should be advised that such discharge does not relieve them of their Reserve obligation in the event the program at the Academy is not completed.

Regulations on Shipment of Cars And Hold Baggage from N. Y.

Automobiles of Navy military personnel and Navy civilian employees destined for overseas shipment from the port of New York should be delivered direct to the Naval Supply Depot, Bayonne, N. J. The previous delivery point for such shipments was Pier 26, North River, N. Y.

"Hold Baggage" intended for trans-shipment from the port of New York should be consigned to the Naval Supply Depot, Bayonne, clearly marked to insure proper identity. (Hold baggage is that which will accompany the person to his new overseas station aboard the same vessel but will not be available to the owner). A tag with the following information must be affixed to each piece of baggage.

Your name .....
Home address .....
Vessel's name (if known) .....
Ultimate destination .....
Type of baggage (cabin baggage or hold baggage) .....

If you can't check your "Hold Baggage" on your railroad ticket, you may arrange for its shipment by contacting the household goods shipping officer at the nearest naval activity. Don't ship it C.O.D.

DECORATIONS & CITATIONS

"For conspicuous gallantry and intrepidity in action . . ."

★ KISSINGER, George K., HN, USN, serving with a Marine Infantry Company on 5 Feb 1953.
★ LEMONS, George C., HM3, USN, serving with a Marine Infantry Company on 31 Aug 1951.
★ MEZIAS, Fernando D., HM2, USN, attached to a Marine Infantry Company on 7 Aug 1952.

"For heroism or extraordinary achievement in aerial flight . . ."

★ HITCH, Lyman B., ENS, USNR, serving in Patrol Squadron 42 from 21 Aug 1950 to 31 Jan. 1951.
★ HOGAN, Thomas L., LTJG, USNR, serving in Fighter Squadron 53 on 29 Oct 1951.
★ HOLLOMAN, George H., ENS, USN, serving in Fighter Squadron 111 on 17 May 1952.
★ HUTCHISON, John R., AD3, USN, serving in Patrol Squadron 42 from 25 Aug 1950 to 18 Feb 1951.
★ JACKSON, Francis, A., AL2, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
★ JACKSON, John G., ENS, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
★ JOHNSON, Eugene F., LT, USNR, serving in Fighter Squadron 884 from 17 Sep to 4 Oct 1952.
★ JOHNSON, Roy, LT, USNR, serving in Fighter Squadron 653 on 1 Jan 1952.
★ KEANE, James R., LT, USNR, serving in Fighter Squadron 783 on 26 Aug 1951.
★ KEARNS, Edward L., LT, USNR, serving in Fighter Squadron 653 on 13 May 1952.
★ LAMB, William L., LTJG, USNR, serving in Fighter Squadron 791 on 19 May 1951.
★ LA MONTAGNE, Robert P., ENS, USN, serving in Fighter Squadron 52 on 15 Mar 1952.
★ LEE, James F., LT, USN, serving in Fighter Squadron 11 on 30 Dec 1952.
★ MACKINTOSH, Robert C., LT, USN, serving in Fighter Squadron 112 on 22 May 1952.
★ MASSEY, Joseph P., LT, USNR, serving in Fighter Squadron 791 on 18 May 1951.
★ MCCULLOUGH, William F., LT, USN, serving in Fighter Squadron 112 on 25 May 1952.
★ MCELHINEY, James V., LT, USNR, serving in Fighter Squadron 53 on 18 Oct 1951.
★ MCKEE, Samuel, ENS, USNR, serving in Fighter Squadron 653 on 17 Apr 1952.
★ MCMASTERS, Ronald D., LTJG, USNR, serving in Attack Squadron 923 on 30 Aug 1951.
★ MCNAUGHT, Donald C., ENS, USNR, serving in Fighter Squadron 51 on 30 Aug 1951.
★ NEVILLE, Conrad L., ENS, USNR, (posthumously), serving in Fighter Squadron 192 on 20 Jan 1952.
★ OHNERSORGEN, Rudolph B., AL3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
★ OWEN, Thomas H., LT, USNR, serving in Fighter Squadron 791 on 8 Jul 1951.
★ PARKER, Elwin A., CDR, USN, serving in Fighter Squadron 192 and 193 on 23 and 24 Jun 1952.
★ PHILLIPS, Denny P., CDR, USN (missing in action), CO of Fighter Squadron 11 on 23 Jan 1953.
★ PILTZ, Franklin, LT, USNR, serving in Fighter Squadron 874 on 31 Aug 1951.
★ RADER, Jack B., LTJG, USNR, serving in Fighter Squadron 884 on 29 Jun 1951.
★ RAPOSA, William C., LT, USN, serving in Carrier Air Group 101 on 29 May 1951.
★ REED, Robert E., LT, USNR, serving in Attack Squadron 115 on 11 Apr 1952.
★ RHEA, Otis D., Jr., AL3, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.
★ RUENZEL, Robert L., LT, USNR, serving in Attack Squadron 702 on 20 May 1951.
★ SANDS, Jack H., LCDR, USN, serving in Attack Squadron 115 on 7 Feb 1952.
★ SCOTT, James H., LTJG, USN, serving in Fighter Squadron 112 on 11 Apr 1952.
★ SEVILLA, Bernard, LCDR, USN, serving in Fighter Squadron 51 on 30 Aug 1951.
★ SHAUGHNESSY, John R., ENS, USNR, (posthumously) serving in Fighter Squadron 193 on 7 Oct 1952.
★ SHOOK, John W., LTJG, USN, (posthumously), serving in Fighter Squadron 884 on 29 Sep 1952.
★ SMITH, Harry R., LTJG, USNR, serving in Fighter Squadron 884 on 28 Jun 1951.
★ STEPHENSON, Floyd B., ENS, USNR, serving in Fighter Squadron 112 on 11 Apr 1952.
★ STILLWELL, John W., LTJG, USNR, serving in Fighter Squadron 54 on 18 Oct 1951.
★ STURM, Charles B., LTJG, USNR, serving in Fighter Squadron 791 on 18 Apr 1951.
★ THOMASON, Gilbert D., AD1, USN, serving in Patrol Squadron 42 from 24 Aug to 22 Dec 1950.

Gold star in lieu of second award:

★ BOUDINOT, Edgar J., Jr., LT, USN, serving with Fighter Squadron 52 on 16 Jan 1952.
★ BREHM, William W., CDR, USN, Commander Carrier Air Group 101 on 20 May 1951.
★ CHUHAK, Thomas S., LCDR, USNR, serving in Fighter Squadron 721 on 31 Jul 1951.
★ CLELAND, Cook, LCDR, USNR, CO of Fighter Squadron 653 on 13 May 1952.
★ FERRIS, James, LCDR, USN, serving in Fighter Squadron 112 on 22 May 1952.
★ HYNSON, Herbert R., Jr., LT, USN, serving in Attack Squadron 115 on 10 Apr 1952.
★ KISNER, James B., LCDR, USNR, CO of Fighter Squadron 791 on 18 Apr 1951.
★ MCKEE, Samuel, ENS, USNR, serving in Fighter Squadron 653 on 13 May 1952.
★ ONSTOTT, Jacob W., CDR, USN, CO of Carrier Air Group 11 on 25 May 1952.
★ PROBYN, Robert W., LTJG, USN, serving in Carrier Air Group 102 on 11 Jul 1951.
★ SEAGRAVES, S. Clark, Jr., LCDR, USNR, CO of Attack Squadron 702 on 20 May 1951.
★ TRUM, Herman J., III, CDR, USN, CO of Fighter Squadron 53 on 28 Oct 1951.

"For heroic conduct not involving actual conflict with an enemy . . ."

★ MORLOS, Armando P., QMSN, USN, serving in USS *Carmick* (DMS 33) on 5 Feb 1953.
★ NETHING, Harold E., BM1, USN, serving in USS *Reclaimer* (ARS 42) on 2 Dec 1952.
★ POLACKWICH, Joseph J., Jr., BM2, USN, for rescuing survivors of USS *Partridge* (AMCU 36) on 2 Feb 1951.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ GUILLAUME, Lionel A., LTJG, ChC, USNR, serving with a Marine Infantry Regiment from 29 Apr to 8 Nov 1952. Combat "V" authorized.

★ HAYLER, William B., LT, USN, CO of USS *LSMR* 403 from 16 Nov 1951 to 1 Jul 1952. Combat "V" authorized.

★ HEARNE, Robert B., Jr., HN, USN, serving with a Marine Infantry Company on 6 Apr 1952. Combat "V" authorized.

★ HENDERSON, Charles F., LCDR, USNR, CO of USS *LSMR* 401 from 22 Nov 1951 to 7 Jun 1952. Combat "V" authorized.

★ IZZO, Daniel A., HN, USN, serving with a Marine Infantry Company on 10 Aug 1952. Combat "V" authorized.

★ KENNON, Frank H., Jr., BM1, USN (posthumously), serving in USS *Murrelet* (AM 372) from 9 to 31 May 1952.

★ LEBARON, William F., Jr., LCDR, USNR, serving in USS *Bremerton* (CA 130) from 12 May to 6 Sep 1952. Combat "V" authorized.

★ LESHER, John C., HM3, USN, attached to a Marine Infantry Battalion on 25 May 1952. Combat "V" authorized.

★ LILLY, Percy A., Jr., CDR, USN, CO of USS *Uhlmann* (DD 687) from 15 Jul 1951 to 12 Jan 1952, and Commander of Wonsan Bombardment and Patrol Element of the East Coast Blockading and Patrol Group from 8 to 23 Aug 1951. Combat "V" authorized.

★ LONG, Vance C., HN, USN, serving with a Marine Infantry Company on 17 and 18 Aug 1952. Combat "V" authorized.

★ MACCONNELL, Charles B., HM3, USN, serving with a Marine Infantry Company on 26 Apr 1952. Combat "V" authorized.

★ MAHANNAH, Charles R., Jr., HM3, USN, serving with a Marine Infantry Company on 25 and 26 Aug 1952. Combat "V" authorized.

★ MAHONY, Patrick W., HN, USN, serving with a Marine Infantry Company on 7 Oct 1952. Combat "V" authorized.

★ MANNWEILER, Frederick R., AD1, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ MARZOLF, Philip R., HN, USN, serving with a Marine Infantry Company on 2 Mar 1952. Combat "V" authorized.

★ MCGRAW, Thomas L., Jr., PHAN, USN (posthumously), serving in USS *Oriskany* (CVA 34) on 6 Mar 1953. Combat "V" authorized.

★ MCLAUGHLIN, James A., LCDR, MC, USN, serving with a Marine Infantry Regiment from 24 Dec 1951 to 20 Nov 1952. Combat "V" authorized.

★ MILLER, Ray H., LCDR, USN, serving in USS *Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ MINOR, Fred O., BMC, USN, serving in USS *LSMR* 409 on 23 and 25 May 1951. Combat "V" authorized.

★ MUNROE, William R., Jr., LCDR, USN, CO of USS *LSMR* 404 from 8 Dec 1951 to 30 Jun 1952. Combat "V" authorized.

★ O'DELL, Ralph V., AO1, USN, serving in USS *Boxer* (CVA 21) on 12 Apr 1952.

★ PENNOYER, Frederick W., III, CDR, USN, CO of USS *Uhlmann* (DD 687) and Commander Task Force 72 from 10 Sep 1952 to 2 Mar 1953. Combat "V" authorized.

★ PERUCCA, Michael, HMC, USNR, serving in USS *LSMR* 409 on 23 and 25 May 1951. Combat "V" authorized.

★ PETERSEN, Walter E., HM2, USN, serving with a Marine Weapons Company on 5 Jun 1951. Combat "V" authorized.

★ PIERCE, Charles B., LT, USNR, serving in USS *LSMR* 409 on 17 Jul 1951. Combat "V" authorized.

★ POMEROY, Wesley J., GM1, USN, serving in USS *Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ RAMSEY, John W., LCDR, USN, CO of Fighter Squadron 111 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ REDGRAVE, DeWitt C., III, LT, USN, CO of USS *Redhead* (AMS 34) on 13 and 14 Oct 1952. Combat "V" authorized.

★ ROBERTS, Leigh M., LTJG, MC, USNR, serving with a Marine Infantry Battalion on 24 Apr 1951. Combat "V" authorized.

★ ROBINSON, Leonard, LCDR, USN, CO of Fighter Squadron 64 from 28 March to 31 Aug 1952. Combat "V" authorized.

★ ROCK, Herman K., CDR, USN, serving in USS *Iowa* (BB 61) from 8 Apr to 15 Oct 1952. Combat "V" authorized.

★ ROWNEY, James V., CDR, USN, CO. of Fighter Squadron 112 from 25 Jan to 6 Jul 1952. Combat "V" authorized.

★ SCHERMERHORN, Dale V., LT, USN, Commander Mine Division 33 on 10 Sep 1951. Combat "V" authorized.

★ SCHISSLER, George K., PR3, USN, serving in USS *Boxer* (CVA 21) on 6 Aug. 1952.

★ SCHLEICHER, LeRoy C., LT, MC, USNR, serving with a Marine Aircraft Group from 25 Aug 1951 to 17 Jun 1952. Combat "V" authorized.

★ SCHREIBER, Robert S., LCDR, USN, CO of Fighter Squadron 194 from 4 Dec 1951 to 10 Jun 1952. Combat "V" authorized.

★ SHEARER, James P., SOSN, USN, attached to USS *Murrelet* (AM 372) on 31 May 1952. Combat "V" authorized.

★ SHEARER, Richard E., HN, USN, serving with a Marine Infantry Company on 25 and 26 Jul 1952. Combat "V" authorized.

★ SNOWDEN, Glen C., HM3, USN, serving with a Marine Infantry Company on 16 Jun 1951. Combat "V" authorized.

★ SNYDER, Francis O., CAPT, DC, USN, serving with a Marine Division from 15 Jul to 15 Dec 1951. Combat "V" authorized.

★ SPERBERG, Franklynn R. LT., USN, member of Naval Communication Unit 38 from 15 Jan to 16 Dec 1951.

★ STENS, Glorn I., HN, USN, serving with a Marine Infantry Company from 13 to 15 Aug 1952. Combat "V" authorized.

★ STRICKLAND, Guy R., LCDR, USN, administrative assistant with the U.S. Naval Contingent, Korean Military Armistice Conference from 15 Jul to 1 Dec 1951.

★ TAYLOR, Francis, M., BM2, USNR, serving in USS *Redstart* (AM 378) on 14 Jun 1951. Combat "V" authorized.

★ TIMMIS, William T., HM3, USN, serving with a Marine Infantry Company on 29 May 1952. Combat "V" authorized.

★ TIRB, Francis W., SA, USN, serving in USS *Zellars* (DD 777)from 24 Jan 1950 to 30 Mar 1951. Combat "V" authorized.

★ VAUGHAN, Douglas R., HN, USN, serving with a Marine Infantry Company on 20 Jul 1952. Combat "V" authorized.

★ VAUGHN, Richard F., HN, USN, serving with a Marine Artillery Battery on 2 Sep 1952. Combat "V" authorized.

★ VOLK, John, HN, USN, serving with a Marine Infantry Company on 12 and 13 Aug 1952. Combat "V" authorized.

★ WALLEY, Marion C., CDR, USN, CO of USS *Walker* (DDE 517) from 12 Jun to 24 Nov 1952. Combat "V" authorized.

★ WALSH, John P., Jr., HM3, USN, serving with a Marine Infantry Battalion on 20 Aug 1952. Combat "V" authorized.

★ WELLS, Wade C., CDR, USN, CO of USS *Tingey* (DD 539) from 6 Jun to 6 Dec 1951. Combat "V" authorized.

★ WILLETS, Robert H., LT, ChC, USNR, serving with a Marine Infantry Regiment from 2 May to 20 Sep 1952. Combat "V" authorized.

★ WILLIAMS, Gordon B., CDR, USN, CO of USS *Agerholm* (DD 826) from 15 Mar to 17 May 1951. Combat "V" authorized.

★ WILSON, Robert W., HN, USN, attached to a Marine Weapons Company from 5 May to 10 Oct 1952. Combat "V" authorized.

★ WINCHESTER, Ronald L., AO3, USN, serving in USS *Boxer* (CVA 21) on 6 Aug 1952.

★ WINNEFELD, James A., ENS, USN, serving in USS *Halsey Powell* (DD 686) on 6 Feb 1952. Combat "V" authorized.

★ ZABILSKY, John, CAPT, USN, Production Officer, Ship Repair Facility, Fleet Activities, Yokosuka, Japan, from 11 Aug 1950 to 7 Sep 1951.

BOOKS: VOLUMES FOR THE HOLIDAY SEASON INCLUDE ADVENTURE, EXPLORATION

TALES of Amazon explorations, swashbuckling yarns and war stories will be found among the many good new books for Navymen now on their way to ship and shore libraries. Here are reviews of some of the latest volumes, chosen by the BuPers library staff.

★ ★ ★

• *Lord Vanity,* by Samuel Shellabarger; Little, Brown and Company.

Here's another volume of adventure and intrigue by the prolific author of such books as *Captain from Castile, Prince of Foxes.*

Set against a background of awakening revolutionary ideas, formation of secret societies, colonization in the new world, this novel deals chiefly with the adventures of Richard Morandi, musician-actor-writer-soldier.

While fiddling at a fashionable party, Morandi is given a role in an amateur theatrical—a popular pastime of the day—and incurs the enmity of Marin Sagredo, a young nobelman, and the friendship of an opportunist known as Tromba.

In a series of adventures, Richard turns up as a galley slave, is later rescued by his real father, a member of the nobility. Thereupon begins Richard's re-education and another series of adventures which take him as far as America.

This is one of Shellabarger's better historical novels and one which should please Navymen.

★ ★ ★

• *Undaunted,* by John Harris; William Sloane Associates.

This World War II novel deals chiefly with a trio of downed flyers, a VIP with a briefcase full of top-secret documents, the crew of a speedy rescue launch, and the men and women at headquarters sweating out the search.

En route home from a mission, a British *Hudson* was forced to ditch in the English Channel. Its crew and lone passenger, Air Commodore Waltby—who was carrying secret documents on rockets back to England—soon found themselves adrift in a dinghy, in rapidly worsening weather.

Rescue planes and vessels were dispatched to locate and bring back the downed airmen before they succumbed to the cold.

What follows is a series of episodes depicting the experiences of the men in the life-raft as they painfully await rescue, and of the crewmen of the launch as they combat the elements, both natural and man-made, while trying to complete their mission.

More interesting, perhaps, than the plot itself are the character delineations of the persons involved—ranging from the shy medic, Milliken, to the blustering Flight Sergeant, Slingsby; from bumbling "Scotty" back at the base to the less than conscientious Skinner aboard the launch.

Navymen, especially those who are familiar with small craft, will find this novel enjoyable.

★ ★ ★

• *The Rivers Ran East,* by Leonard Clark; Funk and Wagnalls.

This is an account of the exploits of Colonel Clark in his efforts to find *El Dorado*—Land of the Golden Man—and its legendary gold.

Arriving at Lima, Peru, on 10 June 1946 with 10 $100 bills pinned to his shirt pocket, Clark began his expedition on something less than the proverbial shoestring.

Advised of the many perils he would face—"Your head could be cut off and reduced to 2½ inches."—Clark nevertheless went ahead with his plans, enlisting the help of Jorge Mendoza, young explorer.

The two-man expedition finally got underway, ostensibly to "search for medicines" but, in reality, to seek the "Seven Lost Cities" and the gold so many had failed to find.

Clark was bitten by strange insects, captured by cannibals. Mendoza was stricken with malaria.

Reading almost like a novel, this book contains many hair-raising narratives. Clark, formerly a U. S. intelligence officer, also includes an appendix containing information on the flora and fauna and other data on the Western Amazon "95 per cent new." You'll enjoy this book.

★ ★ ★

• *Quest for a Northern Air Route,* by Alexander Forbes; Harvard University Press.

Early in 1941, Dr. Forbes—then on active duty as a lieutenant commander in the Navy's medical corps—began a series of operations in the far north.

His mission was to survey and chart this barren region with a view to construction of a series of airstrips. The proposed airstrips would stretch from Montana to Greenland and enable fighter aircraft to hop to England on their own power. This would eliminate the need for freighter transportation through waters infested with German U-boats.

Forbes begins his work in an expedition headed by Elliott Roosevelt, then a captain in the Army Air Corps. His explorations cover a lot of ground. Eventually he goes in search of Crowell's Island, charts Frobisher Bay and other points. At various times, he is aided by missionaries, Eskimos, a crusty merchant skipper who has an uncanny knack for navigating in icy waters, and others.

This is an interesting chronicle, written by a man who is known as a physiologist, expert navigator and hydrographer.

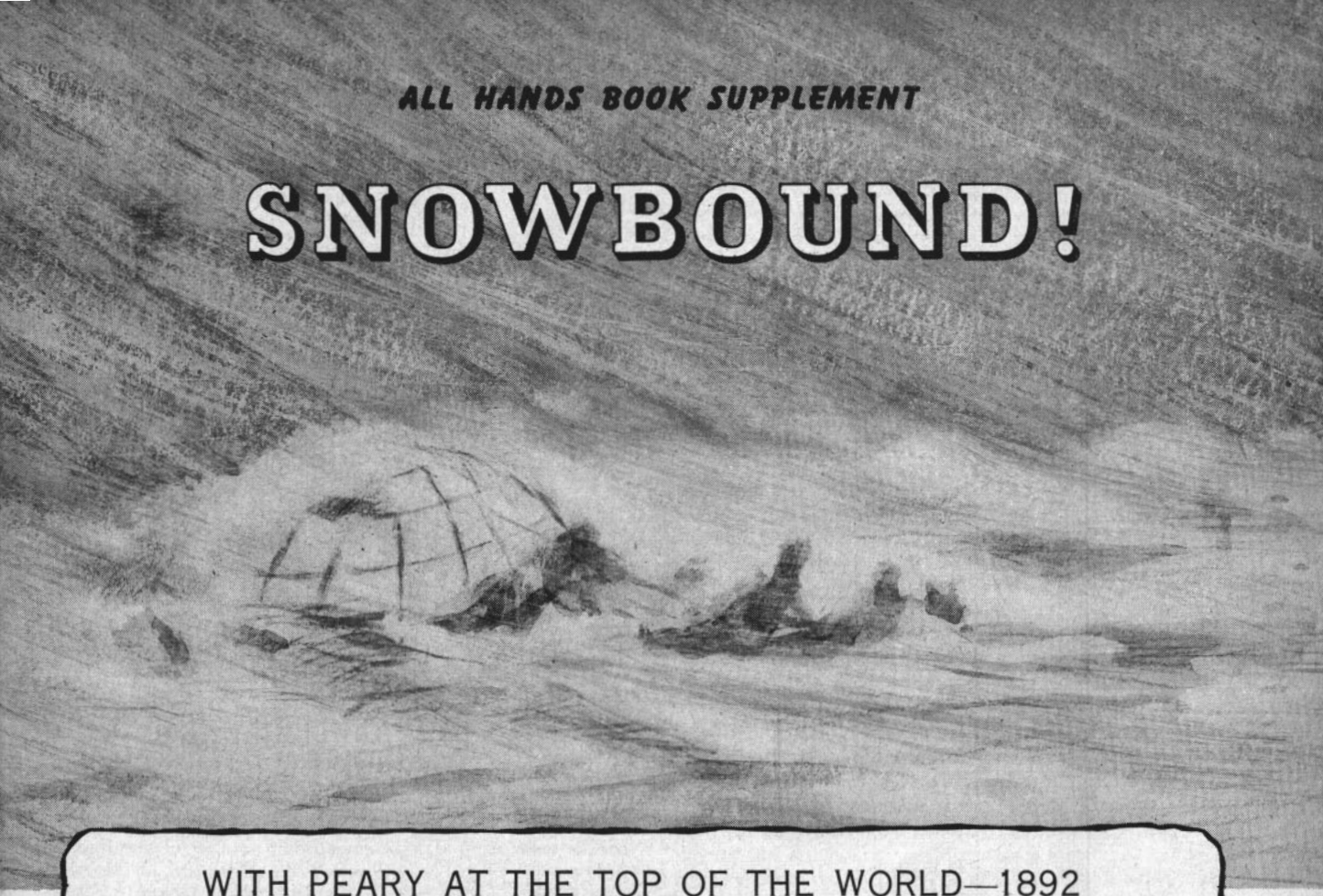
SONGS OF THE SEA

Whack Fol Tiddy

At daylight in the morning,
When all hands are called,
If you do not turn out quickly,
From your hammock you are hauled.
It's "Man the fore and main brace!"
The bos'n loudly bawls,
"Haul away, ye skulking vagabonds!
Why don't ye haul away haul?"
Chorus:
Whack fol tiddy follura ladee,
Whack fol tiddy follura lay!
Whack fol tiddy follura lay!

From "Good Ship Montezuma"
—Old Wardroom Song

SNOWBOUND!



WITH PEARY AT THE TOP OF THE WORLD—1892

The U. S. Navy's late famed Arctic explorer, Robert E. Peary, USN, tells in his own words how he and two companions survived a driving blizzard to watch the sun rise over the Greenland Ice Cap after the end of the long Northern winter.

Red Cliff House, a small tar paper and wood structure, was so called because of the reddish hills of northern Greenland that rose behind it. The time was February 1892 and the small party of explorers and scientists had already spent six months at Red Cliff House awaiting for spring to soften the biting Arctic winter so they could push ahead with the main project, trekking across the northern reaches of the great Greenland ice cap.

This trek was later to become a reality as Explorer Peary, with one companion, Eiving Astrup, completed the 1200-mile sledge run across the seemingly endless wastes, reaching the northernmost tip of Greenland in the mid-summer of 1892, a spot never before seen by white man's eyes.

The feat for which we best know Peary, the discovery of the North geographic pole, was to come years later, in 1909, after numerous other preparatory expeditions to the northland.

But now the business at hand was to climb to the edge of the giant glistening field of ice and snow called the "ice cap," there to observe the sun as it rose from the darkness after the long Arctic winter.

Late winter is a tricky season in the Arctic. (Red Cliff House was 740 miles within the Arctic Circle on the northwest side of Greenland). And so it proved this time.

No sooner had the party made its way from the base up the side of the icefield and bedded down for the night in its protective igloo, when a blizzard blew in on them, a roaring, hissing, blinding, suffocating sheet of fine snow which can almost immediately bury any stationary object.

This is the story of how the hardy threesome—Peary himself, Astrup, a 20-year-old Norwegian skilled in the ways of the Arctic, and Dr. Frederick Cook, the expedition's surgeon, a 26-year-old physician from New York City—weathered the driving storm despite the collapse of the igloo, and dug themselves out in the morning to see the sight they had come for, the huge orange sun rising slowly up over the glistening white hillocks of snow.

AT 9:20 in the morning [of Sunday, February 14, 1892] Dr. Cook, Astrup, and I started, dressed in our furs, the Doctor and Astrup with deerskin *kooletah*

From "Northward Over the Great Ice" by Robert E. Peary, Civil Engineer Corps, USN, originally published by Frederick A. Stokes and Co., New York, with copyright of 1898. Reprinted with permission of copyright owner, J. B. Lippincott Co.

SNOWBOUND!

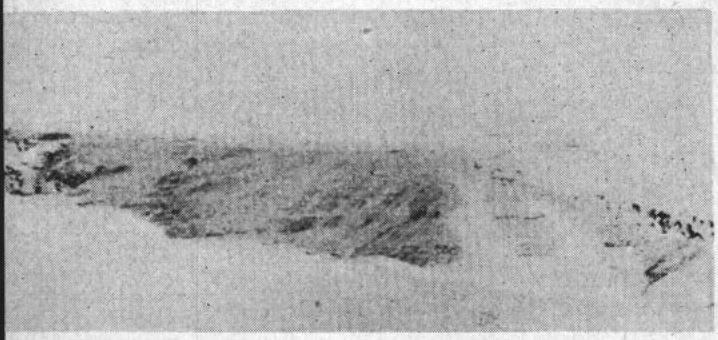
[jacket] and trousers, and I with deerskin *kooletah* and dogskin trousers. We all wore *kamiks* [deerskin wrapped shoes] and woolen socks. The Doctor and I took snow-shoes, and Astrup his skis. Our impedimenta consisted of reindeer sleeping-bags and hoods, pemmican, cranberry jam, biscuit, tea, sugar, and condensed milk, for two days; alcohol lamp and boiler, canteen of alcohol, two spoons, wind matches, shovel, snow-knife, hunting-knife, alpenstock, camera, note-book, aneroid and compass, swing thermometer, maximum and minimum thermometer, candle and watch, the Dahlgren and Academy of Natural Sciences flags, and two sledge banners. The morning was gloomy and cloudy, and looked so unpromising that I thought it hardly probable that we would spend the night on top, but more likely that we would carry our packs up and return to sleep at the house, going up again Monday morning.

We crossed the snow-covered terraces between the shore and the foot of the bluffs, on our snow-shoes. Then removing them we clambered, on hands and knees, sometimes over bare rocks and snow patches, to the knife-edge crest of one of the eroded trap buttresses springing from the main bluffs. A firm and gradually ascending snow-drift capped this crest, just wide enough at the top for one to walk. It was broken in two places by nearly vertical ladders. We were brought up at last against the face of the abrupt snow cornice of the main line of bluffs, some seventy-five feet below its top. Up this marble steep the Doctor cut steps with his shovel, and following him, we reached the thermometer cairn at noon.

When about half-way up my swing thermometer had shown +12° F., and the current temperature of the spirit thermometer at the cairn was the same. I reached the top, clad only in my boots, trousers, and light guernsey. My *kooletah* was slung across my back. I was more than glad to find my broken leg all right again [Peary's leg was on the mend from a recent fracture]. Although I could not spring from it as quickly and vigorously as with the other, it gave me no pain.

At the thermometer cairn, we put on our snow-shoes and stretched out across the snow-field. At 1:50 P.M., we reached the igloo. At two P.M., the swing thermometer registered +16° F., the temperature of the snow being −4° F. We immediately proceeded to roof in the igloo, which was nine by six feet with a recurving entrance, the walls about 4½ feet high, and the floor the last summer's icy surface of the ice-cap, about eighteen inches below the present surface. The skis

EXPEDITION found path to ice-cap was long, perilous.



PEARY, dressed in arctic garb and wearing snowshoes, checks instrument during expedition on the 'Great Ice.'

were placed lengthwise on the end walls, supported in their middle by snow-shoes, interlaced and resting on the side walls.

Then a flat roof of snow blocks was laid upon them, and the roof and walls chinked. At three P.M., our house was finished. The temperature at this time was +22° F. and the temperature of the snow still −4° F. The entire sky was a heavy lead colour. The outlines of Herbert and Northumberland Islands were barely discernible, and the lifeless light about us was of such a character that it was impossible to form any judgment of the size or distance of objects. A single snow block could be taken for a snow house.

The house being completed, our packs were passed in, the sleeping-bags spread out, and I immediately started the lamp for our pot of tea. Before six P.M., we had eaten our supper and were snugly stowed in our bags, wearing only our underclothing. Our fur trousers were folded and laid under the upper portion of the sleeping-bags and our *kooletahs* were pulled over the foot of the bags. We could hear the increasing rush of the wind, which had begun blowing just as we got our packs inside, and was now beginning to drift the fine snow into the entrance. At nine P.M., the temperature in the igloo was +22° F. and the barometer read 24.40.

When I awoke, fine snow was drifting in my face. Lighting a candle, I saw that it was four o'clock Monday morning, that our entrance had drifted full, and that the wind had forced a small hole through the end wall of the igloo, through which the drift was pouring in a stream that had already covered to the depth of several inches the foot of my sleeping-bag, and the head and shoulders of the Doctor, who was lying in the opposite direction. The Doctor turned out in a hurry,

plugged up the hole with snow, and then reversed the head of his bag so as to lie the same as Astrup and myself.

Again I fell asleep, only to be again awakened by the roar of the storm and the snow driving in my face. Looking over the foot of my bag, I could just see, in the faint light of day, that the cutting drift had eaten off the angle of the igloo where roof and end wall met, had completely filled that end, and was rapidly covering us. As I watched it, roof and wall melted away as fine sand before a water jet; and by the time I could arouse Dr. Cook, adjust my hood, and tighten my bag, it required a good deal of effort to force myself up through the superincumbent weight of snow. The Doctor also succeeded in liberating himself, but Astrup, who was lying on the other side of the igloo, could not get free.

Telling Dr. Cook to keep a breathing hole open for Astrup, I rose up in my bag, forced the skis apart, rolled out over the wall, bag and all, and reached the shovel at the entrance, then rolled back to the end of the igloo, and crouched against the wall on the outside to get my breath. Then I crept around to the side where Astrup was, and crouching before the howling wind, tore a hole through the side wall and freed his head and body, and with the Doctor's assistance, pulled him out.

Here we were in our sleeping-bags, clad only in our underclothing and with our fur garments and foot-gear buried deep under the snow. We could not have stood up before such a gale if we had tried. All we could do was to crouch, half sitting, with our backs to the storm, in the breach I had made in that part of the igloo wall which was still standing. We sat there hour after hour until nearly night, when the Doctor and Astrup were again both fast, and needed assistance to release them from the drift. While performing this work of necessity, we managed to dig from under the snow a little pemmican and a few biscuits, and ate them. Astrup then wriggled alongside me, and the Doctor rolled a few feet to leeward of where the house had been, and thus night settled down upon us.

We were lying out on the ice-cap over 2000 feet above sea-level, wholly without shelter, on the top of the drift, beneath which our snow hut was buried. The snow flew past us with such a roar that I had to shout at the top of my voice to be heard by Astrup, who was lying partly upon me. After an hour or so, his weight and that of the snow became oppressive, and I worked myself loose and crawled a little to one side and to windward, into the wind ditch alongside the big drift over the house. Here in a sitting posture, with back to the wind and side against the drift, I sat out the night. By lowering my chin upon my breast, I could keep most of the drift out of my face, and by raising my head I could feel rather than see the two dark prostrate objects close to me to leeward, and at intervals shout to them to inquire if they were warm enough.

Occasionally I dozed a little, but most of the time I was studying how we should extricate ourselves from our predicament if the storm continued for several days. My greatest source of anxiety was the fact that the suddenness with which we were compelled to free ourselves from the drift had left our outer clothing and foot-gear deep under the drift, my dogskin trousers being the only thing that was brought out. These, however, and the shovel, I had close to me. I knew that we were good for at least twenty-four hours longer in the bags, but if the

White Christmas

Christmas 1891 was as much an occasion as it could be made at Red Cliff House, both for the Peary party and for their Eskimo friends. Here is the explorer's interesting account of this Yuletide spent years ago in the mythical land of Santa Claus himself. One of the northernmost outposts of civilization, Red Cliff House was the scene of a celebration by Peary and his wife before the northward journey.

Our resources did not permit us to make the merry Christmas time a particularly brilliant event, but there was genial warmth and light, kindly feeling and merry-making at Red Cliff House.

On the day before Christmas, Astrup and Dr. Cook cleared up the large room, put up two Union flags and one of the sledge flags, festooned the ceiling with mosquito-netting, and made wire candlesticks.

At nine o'clock, Christmas eve, I concocted a generous milk-punch, and this with cookies, nuts, raisins, and candies made a very acceptable evening lunch. After the punch, the Christmas numbers (of the previous year) of *Harpers, Frank Leslie's, Life, Puck,* the *London News,* and *London Graphic* were brought out, and we filled the evening with conversation and such music as our talent afforded.

No one made haste to arise on Christmas morning, and it was noon before Red Cliff House was astir. From that time until 4:30 P.M., we were occupied in preparing the Christmas dinner. Then we sat down to our holiday spread and discussed a bill of fare which, with arctic hare and venison for *pieces de resistance,* would not have have disgraced Delmonico's.

The two dozen candles in their wire candlesticks beamed mildly upon us, and these, with our *mickaninny sukkinah* (baby sun), as the natives had christened the Argand burner, gave us a cheerful degree of illumination.

At seven P.M., we rose from the table, and, as soon as the dinner debris was cleared away and a venison stew could be made, I invited our [six] Husky friends to a Christmas dinner. Arngodogibsah, otherwise "The Villain," did the honours in my place at the head of the table.

I doubt if anywhere a more unique or joyous party ever sat down to their Christmas dinner. A free use of soap and water had removed all dirt from the visible portions of their bodies; and an evening dress of sealskin coats and bearskin trousers for the gentlemen, and foxskin jackets and trousers for the ladies, made all look very presentable.

Considering their limited experience at Christmas dinners, they acquitted themselves very well. The Young Husband, it is true, was a little boisterous; and Myah endangered the integrity of his eyes by perisisting in holding his knife and spoon both at once in his right hand, and then using his fingers for conveying food to his mouth. He also was so rude as to stand up and endeavor to harpoon with his fork some choice pieces in the stew. He desisted, however, when he was reproved by The Villain, who, perhaps, was not so much offended by Myah's gross breach of etiquette as desirous that all should have a fair chance at the stew.

Altogether we had a very enjoyable Christmas.

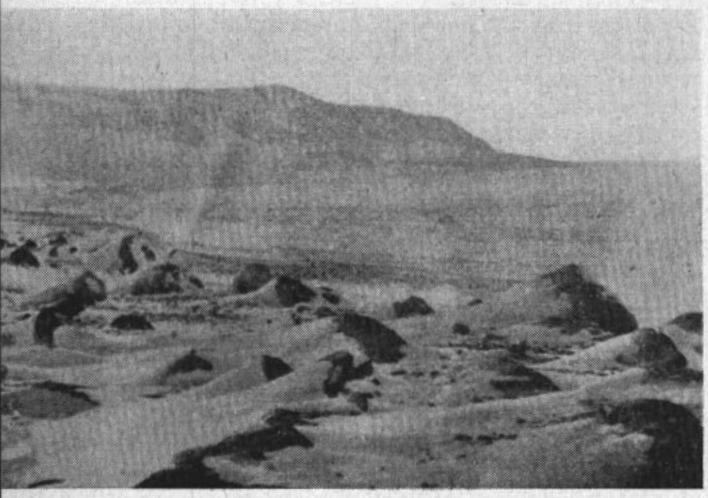
GOAL ACHIEVED, Peary sees the sunrise on 'Great Ice.'

storm continued longer than that, I should have to try and dig out a *kooletah* and pair of *kamiks,* and get to the house for clothing.

Dozing again, I suddenly awoke to hear a rattling as of hail against my hood, and putting my hand out through the sleeve of the bag, great drops of rain drove against it, freezing as they struck. Moving in my bag, I felt that it had stiffened greatly, but fortunately was not yet frozen down. Calling to the boys, I told them to roll their bags gently from side to side every few minutes to prevent their freezing down, and then anxiously waited developments. The continuation of the rain would, I knew, make the digging out of our clothing impossible, and I had to go down to the house, I should have to wear the upper part of my bag cut off for a *kooletah,* my dogskin trousers, and a pair of reindeer-skin sleeping-socks which I had in my bag cover.

To my infinite relief the rain did not last much more than an hour, and then the snow resumed its sway. Very soon, too, the wind ceased its steady, monotonous roar, and began to come in intermittent squalls. This, I hailed with delight, as a sign of the near breaking of the storm. I fell asleep again. When I next awoke, I found the opening of my hood closed with balls of ice, but the wind was much less violent, and the intervals between the gusts were longer. Putting out a hand and tearing away the ice, I looked out, and to my delight found moonlight flooding the Inland Ice, the moon having just broken through a rift in the black clouds over Herbert Island. It had stopped snowing, but the wind was still whirling the fine snow along the surface.

EVERY boulder was encased in ice along the barren route.



I immediately conveyed the pleasing intelligence to the boys, and learning from the Doctor that he was cold, I got over to him as well as I could in my sleeping-bag and curled myself around and against the head of his bag, to windward. This expedient did not succeed in making him more comfortable, and as the temperature was rapidly lowering I rolled back, got the shovel, and succeeded in digging a hole, down into the snow.

I then got the Doctor's bag loose, pulled the sleeves out of the frozen crust, adjusted his hood, and helped him to wriggle to the hole, into which he tumbled and curled himself up. I curled myself round the windward edge of the hole above him.

In this way we lay for several hours, the wind gradually dying away, and the light of day increasing. Then I requested [Astrup] to make the attempt to dig out our clothing. I was obliged, however, to go to his assistance, and break his bag free, clear the ice from the opening of his hood, adjust it, and help him to a sitting posture. In doing this, one of the sleeves of his bag was unfortunately torn off, and when he began to shovel, his arm was so cold that he could do no effective work, so I told him to lie down, and I took the shovel.

It was now 8:45 A.M., Tuesday, and after a long time, and with much trouble, owing to the hard snow, the coldness of my hands, and the difficulty of working hampered by my sleeping-bag. I dug out a *kooletah,* a pair of trousers, and a pair of *kamiks.* Astrup then got out of his bag into these, and after a brisk run to limber himself up, took the shovel and continued the work of excavation. The temperature at this time was +3° F., with a light breeze blowing.

As soon as Astrup had dug out another *kooletah,* a pair of trousers, and a pair of *kamiks,* I sent him to help Dr. Cook put them on. The Doctor was now thoroughly chilled again, and anxious to get out of his bag, so that he could warm himself with exercise.

While he did this, I excavated my corner of the igloo and got out the stove, tea, sugar, and milk, and lit the lamp for a pot of hot tea. It was now 11:45 A.M., and the southern sky was a mass of crimson, rose, purple, and green clouds. There was one dazzling yellow spot where the sun was about to burst into view.

I pulled the Dahlgren and Academy ensigns and the sledge banners from my bag cover, shook them out, fastened them to the ski and alpenstock as flagstaffs, and then drove these into the firm snow. At that moment the wind freshened and the bright folds of our banners, the fairest in the world, flew out into the sparkling air.

Then the yellow sunlight fell upon the highest bluff of Northumberland Island west of us. A minute later Cape Robertson, to the north-west, blazed with a crown of glory,—and then the great yellow orb, for whose coming we had so longed, peered over the ice-cap south of Whale Sound.

In an instant the snow waves of the Inland Ice about us danced, a sea of sparkling, molten gold. Neither gold, nor fame, nor aught can purchase from me the supreme memory of that moment when on the ice-cap, far above

the earth, with the rustling of the Stars and Stripes in my ears, I laughed with the laughing waves of the great white sea, in greeting to the returning sun.

Never before from the desolate heights of the Great Ice had man or flag welcomed the breaking of the longed-for dawn which ends the Great Night of the north.

For many minutes we watched the glorious God of Day roll along the southern ice-cap. Then we turned to our hot tea, and the completion of the work of digging out our impedimenta. As soon as I had finished my tea, I transferred myself from my bag to my travelling suit. The reader may imagine the pleasure of this performance. My dressing-room was the Inland Ice, with the wind blowing and the thermometer standing at 3° above zero.

In this airy and expansive dressing-room, I had the felicity of emerging from my sleeping-bag, clad only in an undershirt, and pulling on a frozen pair of drawers and socks, a fur coat and trousers, which were driven full of snow, inside and out, and a pair of *kamiks,* which had to be gradually thawed as I forced them upon my feet. Still I did not feel the cold very much, probably because having been perfectly warm in my bag all the time, I got out of it in a glow of animal heat, and with sufficient reserve of strength and warmth to carry me through the ordeal.

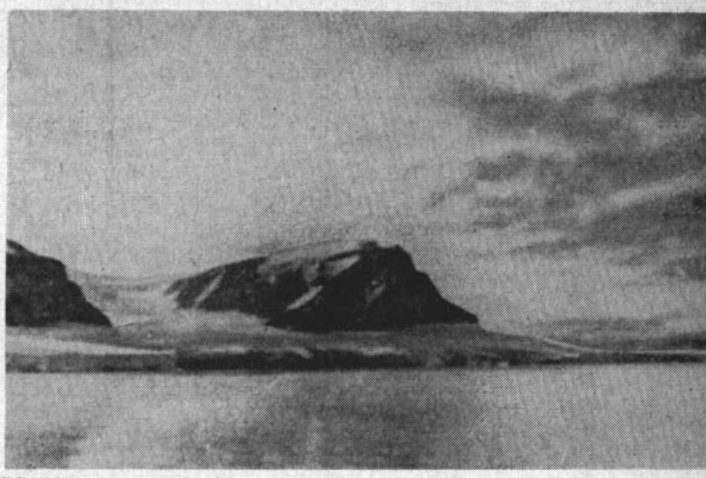
When once the fur garments are on, the sensation of warmth is instantaneous. As far as my own observation goes with reindeer—or dogskin outer clothing, no matter how wet the underclothing or inside of the fur clothing may be, the wearer does not, even while motionless, feel the cold or wind in any ordinary temperature of not lower than −25° F. to −30° F.

The work of excavation completed, we tied up our packs and started for the house by way of One-Mile Valley. The snow was so firm that it easily supported me, even with a forty-pound pack on my back. The force of the wind had been terrific. It had scooped and carved the surface of the ice-cap, in many places down to the ice of the previous summer.

My swing thermometer, which I had buried in the snow on Sunday afternoon, was scoured out by the force of the wind until only two inches of it remained in the snow; and the windward side of the thermometer, the alpenstock, and the Doctor's snow-shoes, which had been driven down into the snow, had a coating of tough, perfectly transparent ice, a quarter of an inch thick. From the head of One-Mile Valley, the surface of the table-land, all the way down to Cape Cleveland, had been swept clean of snow, and the upper portions and sides of Herbert and Northumberland Islands, Cape Robertson, and the north shore of our bay were nearly denuded.

We went rapidly along to the head of the valley, and down the firm, steep snow-drift in its centre. When not quite half-way down I was surprised to find the snow covered with a crust of opaque, cream-coloured ice. The surface of this ice-crust had been beaten by the wind into the form of amygdaloid, or furnace slag. A little farther down, where the rush of the wind had been apparently still more furious, the snow had been scoured away entirely, and the windward side of every boulder, rock, and pebble was cased thickly in ice, slightly yellow-tinted with the fine detritus the storm had scoured from the cliffs.

When I reached the surface of the bay, the change



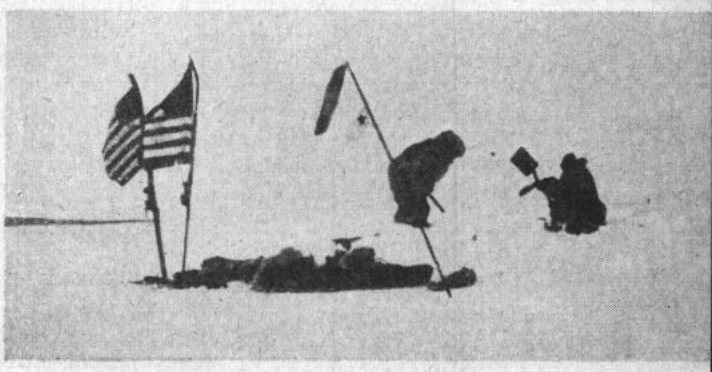
PEARY saw Josephine Headland 'in purple light.'

was startling. Instead of the deep, level covering of soft snow which was there four days before, there was now over only a portion of it a ragged conglomerate of ice and snow six inches thick at most, while over fully a third of the expanse of the bay the snow had been washed and scoured away completely, leaving the surface of the ice entirely bare. But my attention could not be claimed long by these things, for the glory of the scene around and overhead overpowered everything else.

To the north and east, the sky was purple-black, shading to exquisite blue at the zenith. Overhead a few dainty, feathery clouds glowed with the same iridescent hues [seen on] the humming-bird's breast [or] mother-of-pearl. The western and south-western sky was aflame with dazzling yellow shading into pale rose and green. Against this rose, in silhouette, the majestic cliffs of Josephine Headland swimming in purple light. Misty purple and green lights floated over the far-stretching expanse of ice, giving the countless glistening emerald icebergs an indescribable softness.

(It was almost five months later before Peary reached the end of this particular journey in the ice and snow country that he loved so well, touching the northernmost tip of Greenland on 4 Jul 1892. It was this strong feeling for the Arctic, as well as the experiences he encountered in his earlier explorative journeys that enabled Peary to reach the North Pole some 17 years later. For an account of this achievement, see the book supplement "Peary Reaches the North Pole," ALL HANDS, *December 1951, p. 59.)*

LONG HOURS were spent digging out of collapsed igloo.



TAFFRAIL TALK

OUT of the Lucky Bag—At Oakland, Calif., the local USO has come up with a new twist, a cake-baking contest for servicemen. We hear that Terminal Island bluejackets are in the thick of it, making dough hand over fist! . . . A recent letter to BuPers had officials scratching their heads. It read simply: *"Dear Sir; Please send booklet. Thank you. Sincerely, J. K."* . . . White hats wise to the Navy got a chuckle out of a headline in a Harrisburg, Pa., newspaper on the occasion of a change of command at the local training center. The banner said: "TRAINING CENTER GETS NEW HEAD" . . .

Each copy of ALL HANDS is meant for 10 men in the U. S. Navy but we're always glad to hear when an issue gets some additional mileage in the navy of another nation.

The fact that many issues are getting an "international circulation" is proved by the increase in Letters to the Editor from friends abroad. Recently, for example, we have opened letters from Navy readers in Thailand, Mexico, Korea, the Netherlands and Italy.

And out in Kaohsiung, Formosa, a photographer caught several young Nationalist Chinese officers glancing at a copy (see cut). The Chinese were undergoing at-sea training aboard the seaplane tender USS *Salisbury Sound* (AV 13).

From time to time, groups of officers and enlisted men from the Nationalist navy come aboard ships of the U. S. Fleet in "teams" for training. During the time they're aboard, they get an indoctrination in various departments of the ship they board.

How come they can read the magazines? Elementary, my dear Watson. Each man must speak and read English to be accepted for the training.

★ ★ ★

People are always writing in to tell of odd names they've heard about.

There is, we hear, a "John Philip Sousa," namesake but no kin of the famous bandmaster, who is a seaman apprentice at the Fleet Sonar School at Key West, Fla. Not only that but this John also plays music, in the off-hour band at the station. He might even make music his career, he says. His instrument? The sousaphone, of course . . .

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 or general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

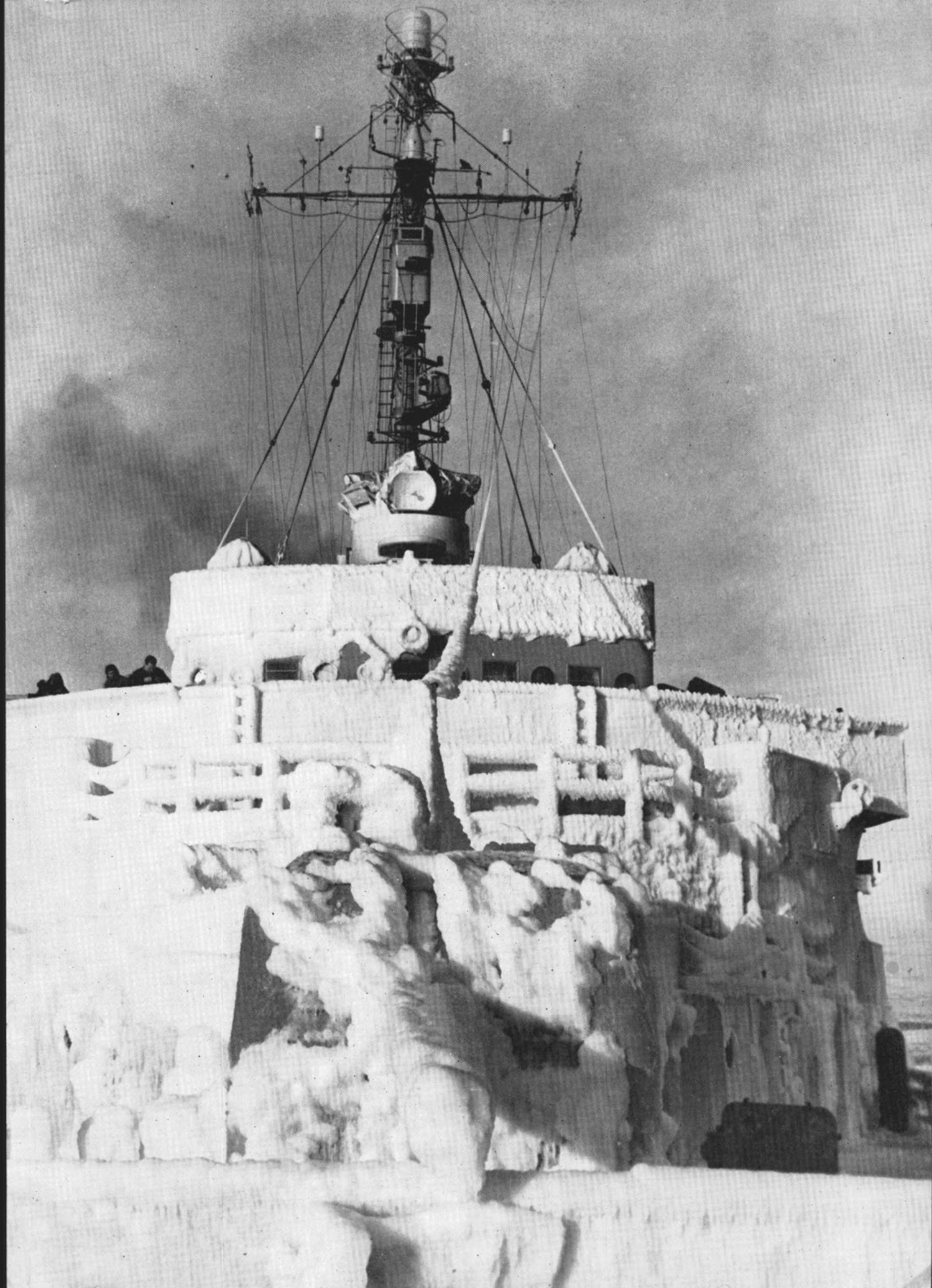
The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Looking very much like a many-tiered frosted cake, USS *Burton Island* (AGB 1) plows through Atlantic waste lands during a winter 'cruise.'



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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KEN DUGGAN