

ALL HANDS

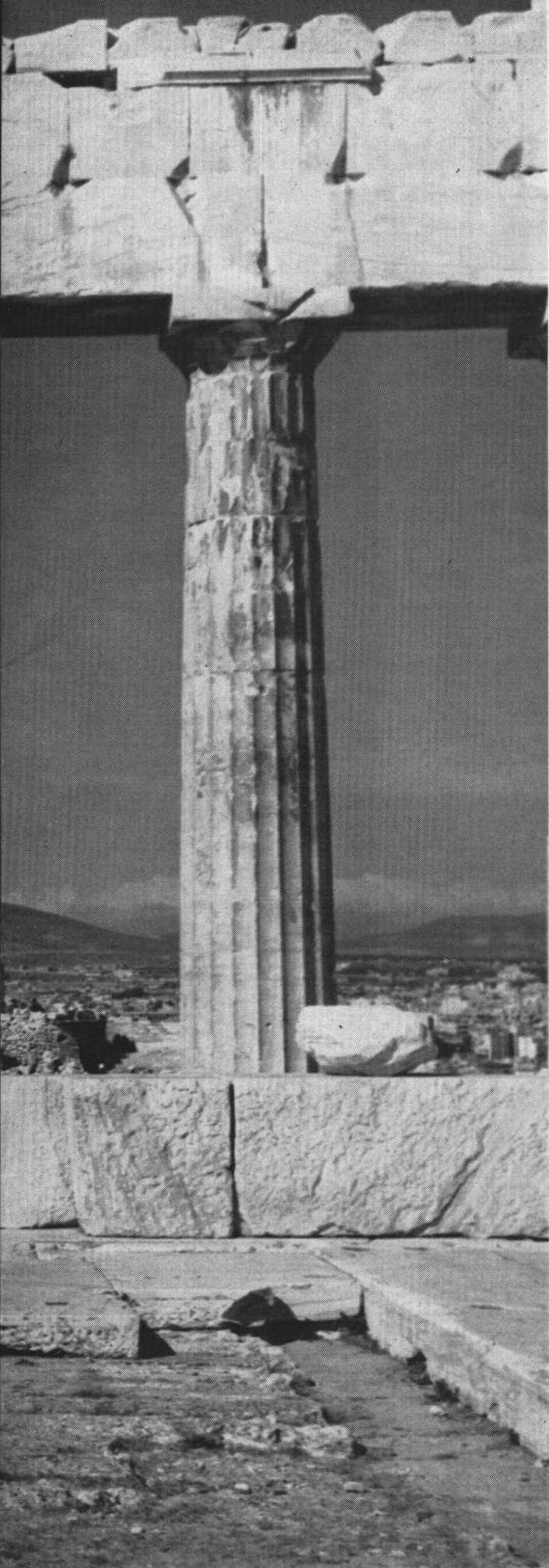
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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MARCH 1954





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1954

Navpers-0

NUMBER 445

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● **FRONT COVER:** On board *USS Knapp* (DD 653) CAPT Frank Virdin, USN, Commander Transport Division 15, inspects the crew of his old command, after an absence of nine years.

● **AT LEFT: SIGHT TO SEE**—Globe-traveling Navymen visit one of the world's most beautiful monuments, the ancient Parthenon on top of the Acropolis at Athens, Greece.

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



FIVE DESTROYERS tie up alongside USS *Prairie* (AD 15) for repairs, supplies and a few hours of 'tender liberty.'

ADs Serve as MDs to Destroyer Fleet

"LIBERTY and no boats," a cry that once meant only grief to Navymen is now less of a tragedy in forward areas where destroyers tie up alongside tenders for repairs.

Ask any "tin can" sailor and he'll assure you that, while there is no substitute for liberty, after a month or two of steady operations, "tender liberty" has its points. Soda fountains, recreation rooms, the latest in stateside magazines, a chance to meet old buddies from other ships, and best of all an opportunity to stretch out in a soft chair after bouncing around on a destroyer are all possible, and without boats.

While that may not sound like a very exciting liberty to a sailor from the larger ships that have those facilities, it's a real break for the little ship sailors. A chance to stretch out, see new faces and get away from their own ship can prove a real morale booster to the crews of the destroyers.

Recreation is only a by-product of the tenders in today's Navy. Prime purpose of these floating "jack of all trade" ships is the repair and maintenance of hundreds of destroyers, plus the tendering of services not available on the smaller ships.

Without these toiling ladies of the fleet the Navy would have to devise a whole new school of thought, as

they provide the ways and means to operate a fleet of ships far from their home waters for extended periods. Korea and the Mediterranean both give graphic proof of their worth.

During the fighting in Korea many destroyers, as well as other small ships that needed repairs, were handled with assembly-line efficiency and sent back into the fighting as good as new. Operating out of Sasebo the tenders took the "mountain to Mohammed", doing on-the-spot repairs, practically servicing the destroyers while underway.

In at least one instance a tender served as a source of repair to ships of many nations. USS *Dixie* (AD 14) serviced ships of Great Britain, France, Thailand, Canada, New Zealand, Australia and the Republic of Korea all in one tour of duty, in addition to the many U. S. ships she handled during that time. Her labors saved untold time that would have been needed to travel to a shipyard. She did the job in a manner that

allowed the ships to return to the fighting in top shape after a short period tied up alongside.

In the Mediterranean the tender's value to the operating fleets is even more forceably illustrated. When the possibility of a fleet which would be completely self supporting was first mentioned, many persons concerned with naval matters shook their heads. It couldn't be done, they said.

They weren't taking into consideration the adaptability of the U. S. Navy and the know-how demonstrated by the tender Navy. Not only could it be done, it has been done and for the last several years has become a commonplace operation.

With no home port, no available yard or base, the U. S. Sixth Fleet has been cruising around the Mediterranean providing both the U. S. and NATO with a strong threat against aggression and assuring the people of the Mediterranean area that they will be given protection in case of another outbreak of hostilities.

From time to time a few of the ships pull into harbors, either in Sicily, the Southern Coast of France or on one of the Greek islands. There a tender is waiting — ready, willing and able to handle any

**Tenders Can Do for Tin Cans
Making On-the-Spot Repairs
Anywhere in the World**

troubles that the ships may have.

While their prime concern is usually with destroyers, in many cases the Sixth Fleet tenders have given assistance to carriers and cruisers as well as submarines.

From the moment an AD drops her hook in some sheltered cove or harbor she becomes a beehive of activity, resembling a mother hen with her chicks as the destroyers nestle up on both sides while a few strays dot the harbor at anchor.

For the two weeks or more needed as "tender period" the gangway is as busy as Broadway and 42nd St. at 1700. Men scurry across the nested destroyers and vanish into the spacious interior of the ship. Loaded with work chits and requisitions, they are all concerned with the problem of needed repairs or equipment.

Each one is sure that his ship's request or requisition is the most important to come aboard the tender, and as he heads for the appropriate section he may be rehearsing his tale of woe.

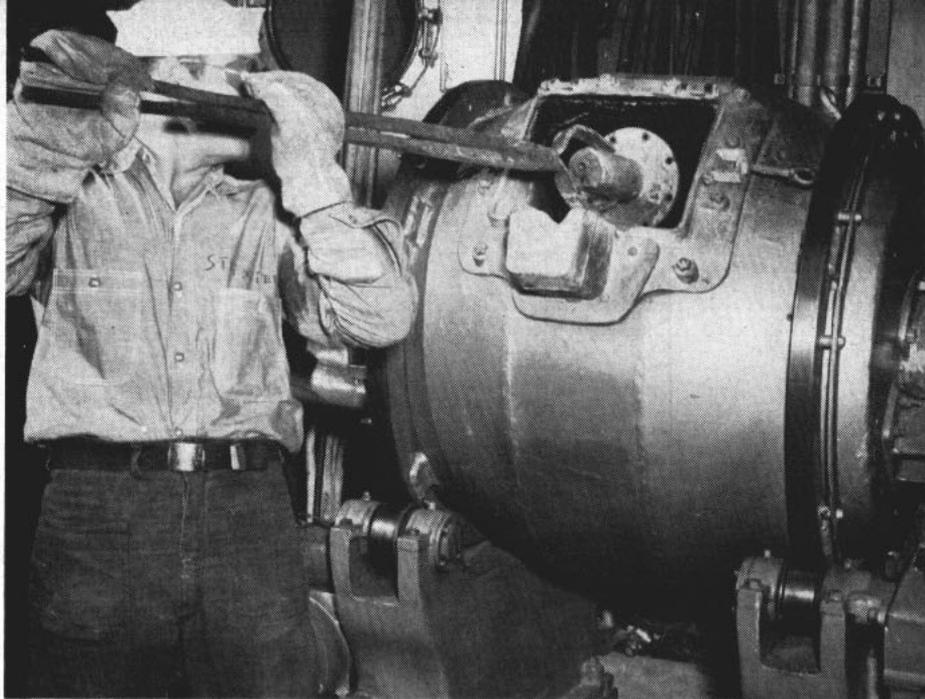
After a time these sad tales take on a sameness to the office workers aboard a tender, but they listen, evaluate the need and assign priority to the job on a fair basis.

Once this is done the "tin can" men separate in a dozen directions, each heading for a different shop. Whichever one they hit, their work is processed as fast and efficiently as possible.

The honeycombed compartments below decks on an AD are jammed with men and equipment to handle practically every possibility, whether it be in the carpenter, pattern, boat, canvas, photo, compass, print, radio, repair, shipfitter, machine, optical, torpedo, blacksmith, boiler repair or sheet metal shop. There is also a foundry, where, from original pigs of iron, castings may be made, and steel parts are machined with precision and finally fitted into place on the various ships.

These shops are highly specialized and closely coordinated to insure that the most is done in the least time. In a tight schedule that keeps shops humming day in and day out, the AD's repair work is divided into three categories.

- *Alongside*—ships needing extensive repairs are moored adjacent to the tender where men from the tender can have free access to the damaged or worn out equipment.



CASTINGS are made from pigs of iron in foundry aboard destroyer tender *USS Dixie*. They will be fitted into place aboard vessels tied up alongside.

- *Ship-to-shop*—small items which need repairs are brought from the destroyer to the tender where the repair is made and sent back.

- *Technical availability*—qualified personnel are loaned out to other ships for any problems involving technical assistance which is not available on the smaller ships.

Repair and maintenance of the ships isn't the whole story of a tender's service to the fleet. There is also the human factor which would

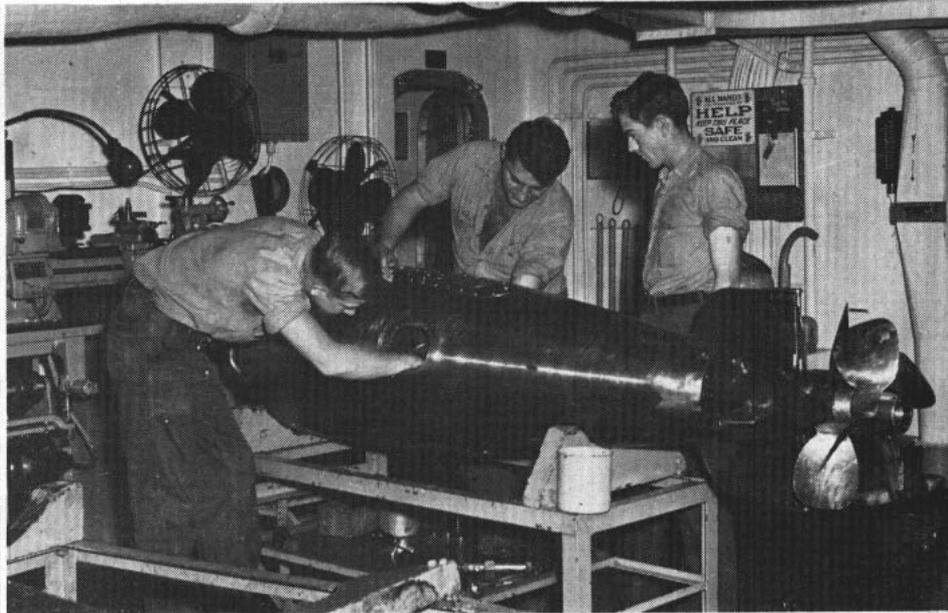
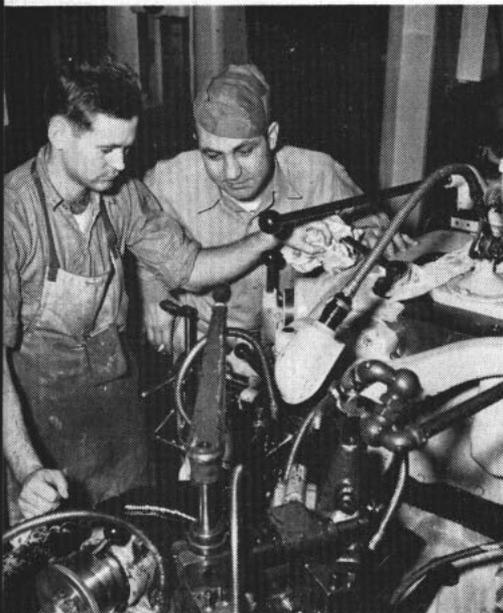
come close to the top in any job description. In effect, the tender tries to look out for the destroyers' crews too.

Since the smaller ships can't spare the space for many of the niceties of living it's up to the tender to take up the slack.

As a result there is a complete dispensary aboard, one which can handle major surgery and give special treatment on a par with a good-sized hospital.

METAL from melted 'pigs' is ready to be poured into cast to make new part for destroyer. Molders wear protective goggles as a standard safety precaution.





MACHINIST'S MATES are at work in USS *Piedmont* (AD 17). Right: Torpedomen's mates do maintenance job on 'fish.'

A large dental department takes care of routine as well as emergency dental work not only for the tender's crew but for her men of the smaller ships as well.

If a "tin can's" crew needs dungarees or dress blues, "geedunks" or shaving cream, they can get it in the extensive small stores or ship's service store which have special hours while the destroyers are alongside. These departments operate just as efficiently and as busily as the carpenter shop or metal shop during the invasion by the destroyermen. A tender today has to be a regular

small scale floating supply depot as well, for it carries the spare parts that are needed as well as many standard stock items for issue.

Legal matters are taken care of by a legal officer and the disbursing office advises the destroyer on the latest changes in money matters as well as lending assistance to the individual disbursing officers.

There isn't much that hasn't been done at one time or another by these mobile workshops.

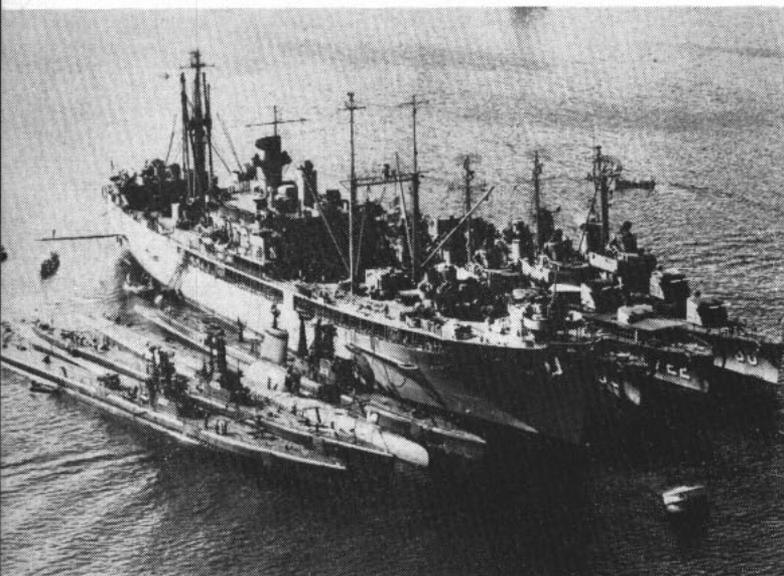
Take the case of USS *Black Hawk* (AD 9). She spent 20 years in the Far East without even seeing a U. S.

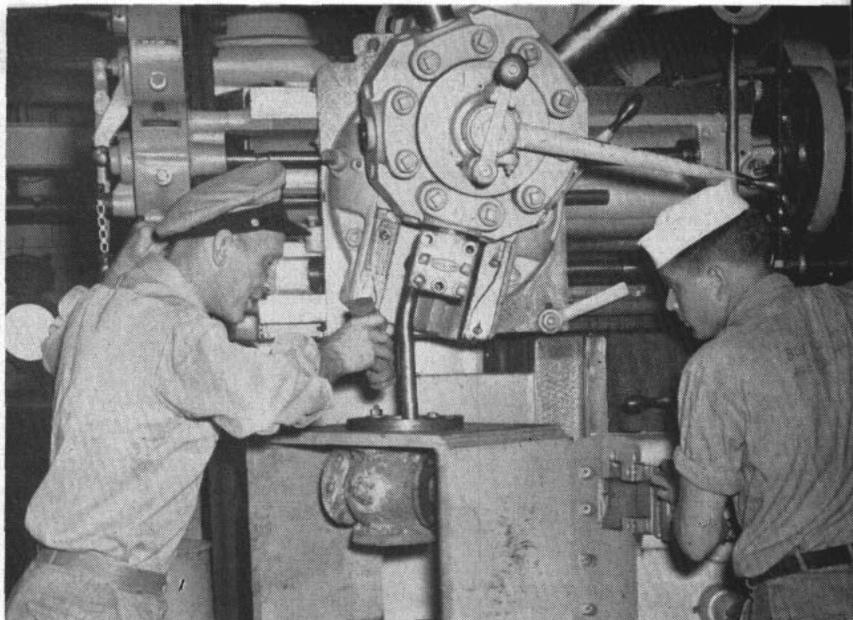
port. She didn't leave then of her own free will, but to escape the invading Japanese forces in the early days of World War II.

During her long service in the Far East *Black Hawk* undertook so many different types of jobs and assignments that it would take a book to list them but one of the most unusual was the loading and care of dependents at various times when uprisings flared up ashore in the Far East. That qualified the bustling tender as "refugee ship."

More recently *Dixie* went down in the history books when she di-

USS *YELLOWSTONE* (AD 27) shows AD's work is not limited to destroyers. Right: Three DDs receive repair service.





DENTAL TECHNICIAN works in AD lab. Right: Vertical lathe is operated by two MRs on board tender *USS Dixie* (AD 14).

rected her own shore bombardment against the enemy. In company of *uss Missouri* (BB 63) and other elements of a task force off the East Coast of Korea, *Dixie* decided to get in the fight.

Although ill-equipped for combat she moved within close range of the enemy-held mainland and blasted away at targets on the beach.

There is no record of how much damage she did with her four 5-in., 38-cal., or eight 40mm anti-aircraft guns, but it was on a par with the rest of the work turned out by tenders, it must have been terrific.

At present there are 16 destroyer

tenders plying their trade in the Navy. They are, in addition to *Dixie*: *uss Prairie* (AD 15), *uss Cascade* (AD 16), *uss Piedmont* (AD 17), *uss Sierra* (AD 18), *uss Yosemite* (AD 19), *uss Hamul* (AD 20), *uss Markab* (AD 21), *uss Arcadia* (AD 23), *uss Everglades* (AD 24), *uss Frontier* (AD 25), *uss Shenandoah* (AD 26), *uss Yellowstone* (AD 27), *uss Grand Canyon* (AD 28), *uss Tidewater* (AD 31) and *uss Bryce Canyon* (AD 36).

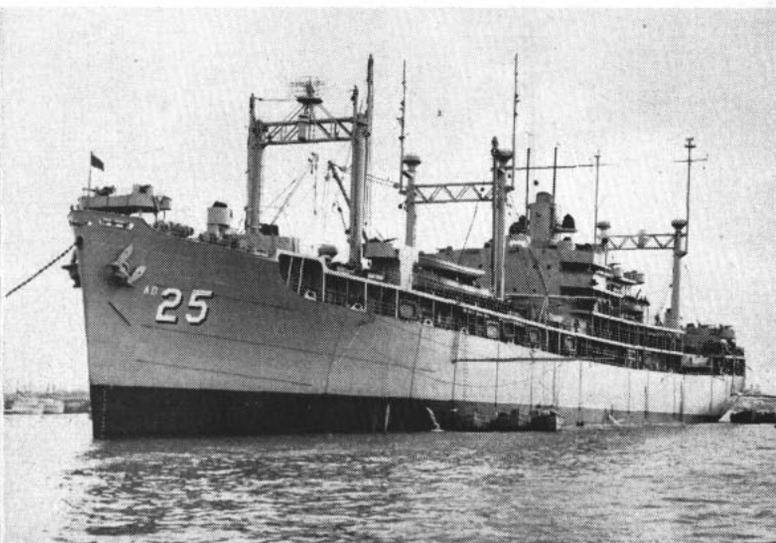
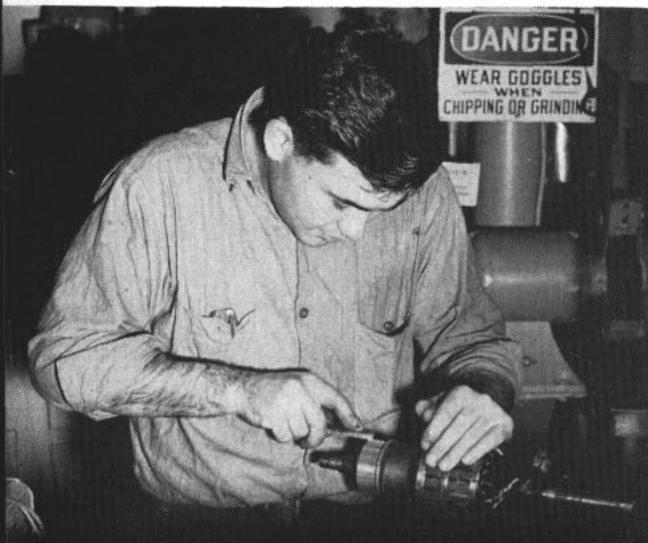
A widespread belief among navy-men is that the ADs derive their names from national parks. The truth of the matter is that their names

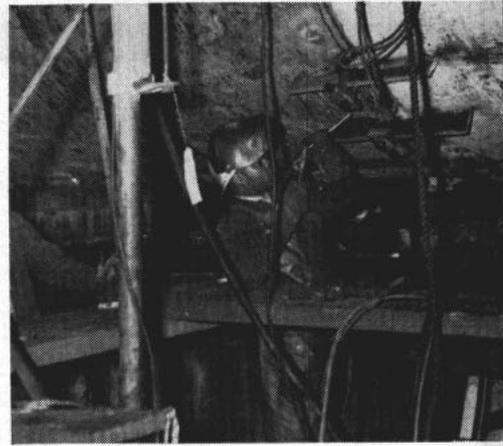
with the exception of *Hamul* and *Markab*, come from localities in either the U. S. or in U. S. possessions and territories.

In many cases these territories are also national parks, thus the confusion. *Hamul* and *Markab* were both converted from AKs, following the last war, and as such still carry their original names.

For a relatively new type of ship—the first destroyer tender was authorized in 1912—the ADs have rapidly grown in stature. Today they rank as one of the important types of ships in the Navy.—Bob Ohl, JO1, USN.

ELECTRICIAN cleans commutator on board AD. Right: *USS Frontier* (AD 25), typical AD, is anchored at San Diego.





From Wet Slips

SHIPS have always been called she, and just like women who regularly resort to beauty parlors, ships need time in "Yard Overhauls" to keep in shape.

This little-publicized operation, involving little glamor but plenty of work, is one of the most essential factors in keeping the U. S. Navy shipshape and ready for action at all times. It requires thousands of civilian workers in shipyards along both coasts, as well as 100 per cent effort from the ships' crews.

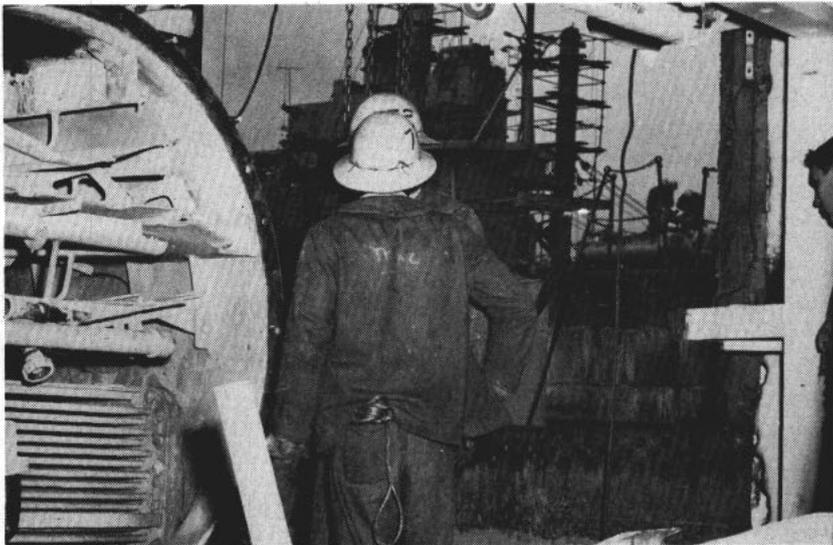
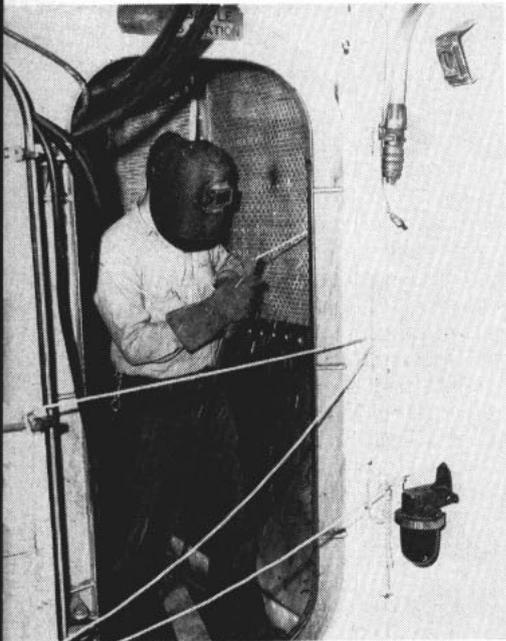
Most of the needed repairs can be made while the ship is afloat in "wet slips" at the yard, but certain hull repairs require that the ship be moved into drydock. This is a rather complicated process which the smooth coordination of yard workers and ship's personnel make look simple.

The drydock is built like an oversized bathtub with a gate at one end. Once the ship is in proper position this gate can be opened to flood the area or closed so that it can be pumped dry.

An army of civilian workers boards the ship almost as soon as the gangways are rigged at the shipyard and giant cranes are wheeled into place.

Ordinarily a ship is a self-sustained unit equipped with its own power plant, water supply and communications system, but it becomes almost completely dependent on yard facilities during the drydock period. All water is pumped aboard through a multitude of hoses, and a complex series of wires provide power and telephone connections.

Then the work begins, and it isn't all done by the yard men. The ship's crew handles many of the repair jobs





to Drydocks

that have been neglected or impossible to achieve while at sea.

New equipment is hauled aboard to replace parts which have become outmoded since the last overhaul. The ship's main and secondary gun batteries are carefully checked.

Air hammers jar the eardrums, hoses coil around the deck and are tied to the overhead. The mess hall may be closed for a few days while repairs go on and the crew eats either on the base or from box lunches brought to the ship.

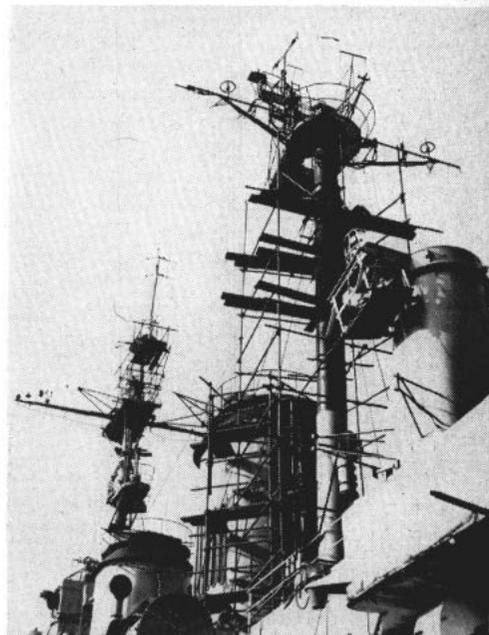
It's not a case of finishing one job before starting on another. There may be at least a dozen major projects underway at the same time. While the bottom is being sandblasted to remove accumulations of a few years at sea, workmen topside may be installing a new mast or gun mount.



Intricate repairs involve overhaul of the machinery plant, including the large boilers and condensers.

Out of it all comes a ship ready to do battle with the elements, fit and in fighting trim.

Here are some typical shipyard repair scenes: *Top left:* USS Roanoke (CL 145) is eased slowly into flooded graving dock at Norfolk Naval Shipyard. *Top center:* Welder applies torch to hull of ship. *Top right:* Roanoke is shown heading for ship repair dock. *Right center:* In dock, skyscraper-like scaffolding almost hides cruiser's masts. *Below right:* Huge crane maneuvers equipment into position. *Below center:* Movable crane is used to swing propeller into place. *Below left:* Workmen cut away section of ship's hull. *Left center:* Navy welder wears 'Man from Mars' mask while working.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHORE DUTY BILLETS** — In recognition of the fact that in certain ratings shore duty is hard to come by, BuPers has moved to open up additional spots ashore to men of six "critical" ratings.

The ratings are: *Radarman, Sonarman, Boilerman, Machinist's Mate, Builder* and *Fire Controlman*. In the future, enlisted men holding these ratings can look for a somewhat faster rotation between sea and shore duty.

The present inequity is shown by the fact that in the radarman rating, for example, the ratio of sea duty to shore duty is an unfavorable 13 to 1.

To remedy this situation somewhat, BuPers is now putting into effect plans to open up a number of "General Administrative" billets ashore—billets like those of security personnel, police petty officer, brig guard and shore patrolman—to men in these six ratings.

However, if you're in one of the critical ratings, don't start packing your seabag. This change is not going to take place overnight.

Remember that there are a certain number of sea billets that must be filled—no matter how many billets are opened up ashore they cannot be made available to the Navyman at sea until enough men have been trained to fill the sea billets.

However, the knowledge that they will not have to spend "the best years of their lives" at sea is expected to encourage more men to strike for these ratings, and it is

hoped that by the time the General Administrative billets are opened up, enough men will have been trained to fill the sea billets.

This program is the opening shot in a campaign by BuPers planners to bring about a "leveling-off" for most ratings at a ratio of about four to six years at sea for one year ashore.

• **CHANGES FOR ADVANCEMENT** — Two changes have been made in the eligibility for advancement in rating of enlisted personnel.

One of the changes eliminates a former prerequisite for chief opticalman (acting appointment) and the other adds another type of duty to the list of duties which may be counted as sea duty for purposes of establishing eligibility for advancement in rating.

Under the first change the completion of *Opticalman*, Class B School is no longer required for advancement to OMCA. Before this change, a Navyman could not be promoted to OMCA until he had successfully completed the school.

There are a few schools, the completion of which is still required for advancement to certain rates. These schools, and the rates for which they are prerequisites, are: Dental General Technician, Class A school for DT3; Hospital Corps, Class A school for HM3; Parachute Riggers, Class A school for PR3; Advanced Mines, Class B school for MN1 and MNCA; Fire Control Technicians, Class B school for FTCA; Advanced Music,

Class B school for MUCA; and Aerographer's Mates, Class B school for AGCA.

The other change adds duty while attached to or serving in or on Explosive Ordnance Disposal Units to the list of duty that may be counted as sea duty for purposes of establishing eligibility for advancement.

• **RESERVE RECALL** — To spell out well ahead of time the priority by which members of the Ready Reserve would be called back to the Colors in the event of a future emergency of the type of the Korean war, BuPers has issued a guidance directive.

The directive, BuPers Inst. 1001.15, sets down in one, two, three fashion the vulnerability of those in various categories of the Ready Reserve.

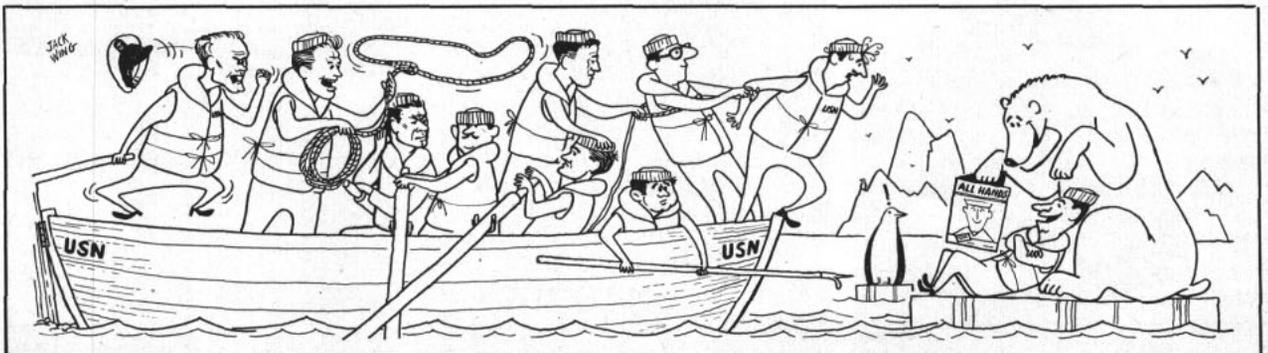
By definition, Ready Reservists are liable for recall to active duty for a period not to exceed two years at any time the President proclaims an emergency to exist. They are also subject to service for the duration plus six months in time of war or national emergency declared by Congress or otherwise authorized by law.

Members of the Standby Reserve, which this directive does not affect, are liable for recall only in the event of an all-out war or grave national emergency declared by Congress, or when otherwise authorized by law.

The policy in the future for the Ready Reserves, according to the directive, will be "to give appropriate consideration to the duration and nature of previous service, to excessive family hardship, and to critical employment in essential industry."

As far as the service requirements are concerned, the order of recall will be in *inverse order* of the following categories of Ready Reservists:

1. Those who have served on ac-



PASS THIS COPY ALONG—Don't let ALL HANDS go adrift; bear in mind each issue is intended for 10 readers.

• **ANNUITY DEADLINE** — Here is an important deadline date for all officers and enlisted men with 18 years of service to consider. In April 1954, Navymen with 18 years in, as well as retired personnel, must indicate whether they intend to participate in the Annuity Plan (Uniformed Services Contingency Option Act).

Whether or not you choose to enter the plan, you will have to fill out a form, select an option or options or indicate you do not want to participate.

Navymen in the Fleet Reserve, who are presently on active duty, also have only until 30 Apr 1954 to elect participation or state their desire not to participate. They should have received necessary forms and detailed information from the Chief of Field Branch, Special Payments Division (USCO), Bureau of Supplies and Accounts, Cleveland, Ohio.

For detailed information on the annuity plan, see ALL HANDS, December 1953, p. 43.

tive duty for a period of 12 months or more between 7 Dec 1941 and 2 Sep 1945 in the Army, Navy, Marine Corps, Coast Guard, Public Health Service or in the armed forces of any country allied with the U. S. in World War II prior to 2 Sep 1945.

2. Those who have earned a combat decoration in the Korean campaign, or who have served on active duty for a period of 12 months or more subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service, and who earned eligibility for the Korean Service Medal with at least one engagement star.

3. Those who have served on active duty for a period of 17 months or more subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service.

4. Those who have served on active duty for less than 12 months subsequent to 25 Jun 1950 in the Army, Navy, Air Force, Marine Corps, Coast Guard or Public Health Service, but earned eligibility for the Korean Service Medal with at least one engagement star.

5. Those who do not fall in any of the above categories.

As far as "family hardship" is concerned, the guide line will be that in

general no enlisted member of the Ready Reserve who has more than three dependents will be called. For officers, recall or delay will be considered "on the individual merits of each case."

Concerning occupational deferment, the directive states that "each determination of non-recall or cancellation of orders for occupational reasons will be carefully weighed against the Reservist's critical employment in essential industry" . . . according to criteria established by SecDef.

Nothing in any of these regulations, BuPers emphasizes, is to be regarded as preventing a member of the Ready or any other Reserve from volunteering to serve his country in a time of emergency.

• **RESERVE CONTRACTS** — In the future, officers and enlisted men of the Naval Reserve who come on active duty for an extended period (i.e., not training duty) will do so under a contract arrangement for a specified period of time.

This marks a change from the present system under which Naval Reserve officers are ordered to active duty for an indefinite period of time while enlisted Reservists are signed on for 24 months.

Contracts will be of varying lengths, mostly for one, two, three, four or five years. Five years will be the maximum.

However, a word of warning. Don't rush for an application blank. Details of the plan have not yet been ironed out by BuPers. When they are, complete instructions will be carried by ALL HANDS.

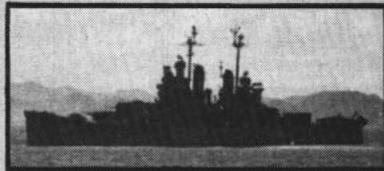
Contracts will be offered on a proportional basis, so many one year contracts, so many two year ones, etc. The number will be up to SecNav and the Chief of Naval Personnel.

It should be noted too that the new contracts will apply only to personnel who enter on active duty voluntarily. Those with obligated service naturally must complete their obligated tours.

When one contract expires, an officer or enlisted Reservist may then apply for another. Whether or not he gets it will depend on the needs of the service at that time. In all cases, priority will be given to critical groups and critical qualifications, BuPers says.

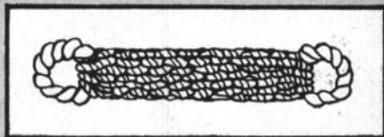
QUIZ AWEIGH

It's time to check in on another Quiz Aweigh to test your nautical knowledge. Mark your score on this scale: 6 correct, 4.0; 5 correct, Very good; 4 correct, Fair; 3 correct, Guess again.



1. Judging from the silhouette, above, you should correctly identify this ship as (a) an antiaircraft cruiser, (b) a light cruiser, (c) a heavy cruiser.

2. This veteran of Korean fighting is of the (a) Oregon City class, (b) Baltimore class, (c) Juneau class.



3. This familiar bit of equipment is a (a) boat fender, (b) boat fender facing, (c) ship fender.

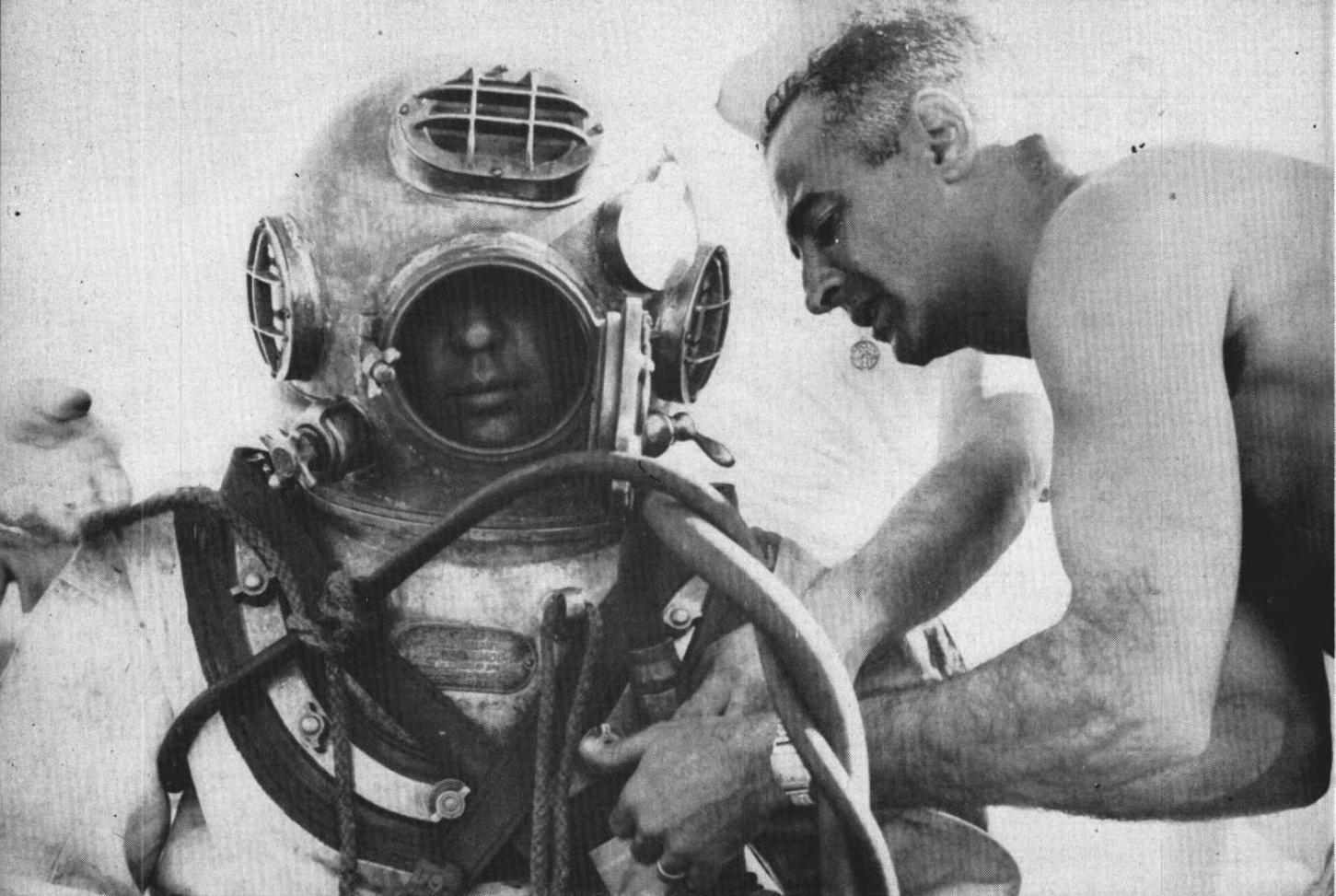
4. It is used to (a) hoist cargo aboard ship, (b) prevent injury to the boat's hull through contact with ships or other objects, (c) force a piece of gear into its proper position.



5. The naval aviator, above, is obviously (a) in a large department store, (b) going to the "ready room" at a naval air station, (c) aboard an aircraft carrier.

6. He is going down (a) an escalator, (b) a newly developed skid-proof ladder, (c) a flight of stairs.

ANSWERS TO QUIZ ON
PAGE 53



AIR HOSE CONNECTION is checked as 'exec' of salvage-rescue ship, *USS Grapple* (ARS 7), prepares to make dive.

They Walk the Decks of Sunken Ships

PROWLING the decks of strange ships in total darkness many feet below the surface of uncharted harbors, the Navy's deep-sea and salvage divers explore one of the earth's last and least known frontiers—the ocean depths.

In small groups these men make their way across the ocean floor, ready to blast, cut or weld as they search for ships, planes and valuable materials that lie scattered over the ocean's floor. Their job is to locate, salvage or sometimes destroy these victims of war and weather.

Every so often one of these divers runs across a job that is just a little more than "routine." For example, George J. Crafts, ENC, USN, made a dive into the Providence River in Rhode Island where he recovered several thousand dollars worth of stolen currency for the FBI. Other outstanding dives include the wartime intelligence dives of Frank Krasic, BM1, USN, on sunken Japanese cruisers in Manila Bay where he was

a co-finder of many secret documents, machines and even a map showing all the Japanese gun emplacements on the island of Borneo. Still another assignment—in another part of the world—was the mine-hunting job of Edward Kreiss, BMC, USN, 100 feet below the surface of the Caribbean Sea off Panama during World War II.

Typical examples of the Navy's sea scavengers are these men and other divers of *uss Grapple* (ARS 7), and her sister ship *uss Current* (ARS 22). The two crews recently received a commendation and citation for their job of demolishing the superstructure of the ill-fated fleet tug *uss Sarsi* (ATF 111). The tug, sunk by a mine less than a mile off the coast of Hungnam, North Korea, was a hazard to navigation and mine-sweeping operations during the Korean conflict.

In mine-infested waters and under bombardment from enemy shore batteries, the two crews and their

divers worked as a unit to accomplish a job calling for courage as well as swift and errorless work. Working at night, with both vessels alternating in drawing enemy fire, their crews toiled to set demolition charges and to extract the classified documents and materials from the sunken tug.

Approximately seven hours after the first diver, Clifford R. Chaney, BM2, USN, went down and anchored the descending line, Eldin L. Hoffman, BM2, USN, made the final dive to inspect the work of the strategically-rigged demolition charges. He reported that the masts and most of the bridge of *Sarsi* were gone and the deck was clean.

The teamwork demonstrated by all hands during this operation supports the view of experienced Navy divers that it takes every man doing the right thing at the right time to make a salvage operation a success. The men in *Grapple's* and *Current's* diving gangs know that their equipment and techniques are not always



HELMET comes down on deep-sea diver (left) while Frank Krasic, BM1, and Harold Weisbrod, BM1, wait their turns.

foolproof, but they can count on their trained shipmates on the deck above to bring them through close calls and freak accidents.

An example of this confidence is demonstrated by Harold Weisbrod, BM1, USN. He holds a record for a simulated descent of 561 feet in 12 feet of water at the Experimental Diving Unit, Washington, D. C. That was back in 1949, in a specially constructed tank.

With water pressure at a tremendous 246.8 pounds per square inch Weisbrod needed lots of faith not only in himself but the men operating the tank's equipment. Weisbrod also used a new set of deep-depth decompression tables to keep him from being brought from under

pressure too quickly. A diver raised too quickly becomes a victim of the "bends," an occupational hazard brought on by quick changes of pressure.

To demonstrate the variety and scope of duties performed by a Navy salvage vessel, take a look at *uss Grapple*.

In addition to playing the part of a miniature auxiliary repair ship to the Navy's large and small men-of-war in the ports of Japan and Korea, *Grapple* sent her divers scurrying about the murky floors of the Japan and China Seas off the Korean coasts in search of "ditched" allied aircraft. The idea is to bring them up so that investigators can learn the cause of the crash.

After leaving the Far East, *Grapple* went on a three-day cruise to Lanai Island, T. H., for salvage divers' requalification dives. To be a salvage diver a man must know his way around the bottom at a maximum depth of 150 feet.

On the day of the requalification test the deck force had hardly dropped the "hook" before the diving gang had their gear scattered over the fantail. Everything was ready.

Jack L. Rarig, EN2, USN, nursed the compressor engine to a noisy but rhythmic beat. Before too many minutes had passed, two of his diving mates had been dressed in heavy canvas suits, weighted with 85 pounds of lead—190 pounds of total



'HOOK' is maneuvered into position to be dropped over side for salvage work. Right: Diver begins his descent.



EVERY DIVER DREAMS that he'll meet a beautiful mermaid somewhere in those uncharted depths. This photo—alas—was made at a Navy diving exhibit.

dress weight, had their breast plates bolted onto the suits, their helmets screwed on securely with a slight twist amounting to one-eighth of a complete turn, air intake and escape valves tested and communications checked.

With a little help they made their way across the metal deck to a stage which carried them down 10 feet. From there they lowered themselves to the bottom with a descending line by decreasing their buoyancy so the lead weights would pull them down.

A 150-foot requalification dive takes approximately 92 minutes,

about two minutes to reach the required depths, 28 minutes on the bottom and 62 minutes to be hoisted back on board, with due allowance for stops at various depths for decompression.

As an added precaution, there is always a standby diver on duty to descend immediately to the scene of any trouble.

If the diver were found in a condition necessitating his being brought to the surface quickly, he would be raised to his last normal decompression stop, decompressed, and three-and-one-half to five minutes later he would be in the ship's decompression

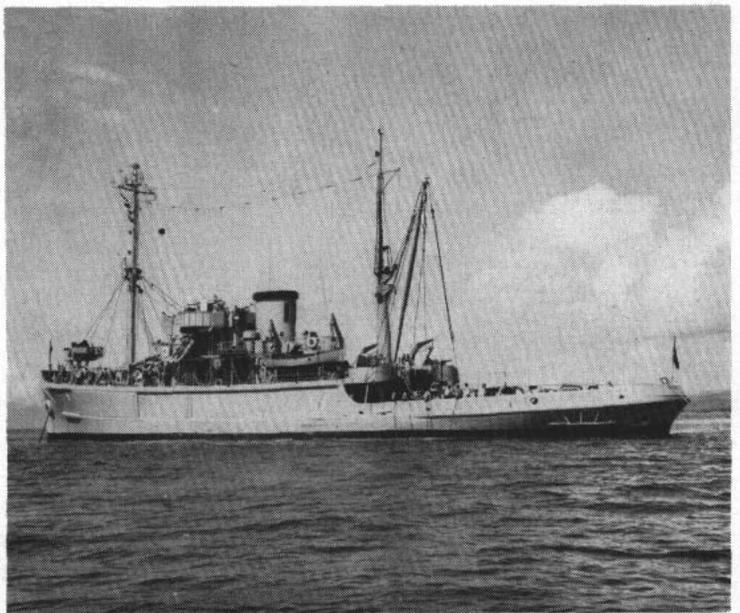
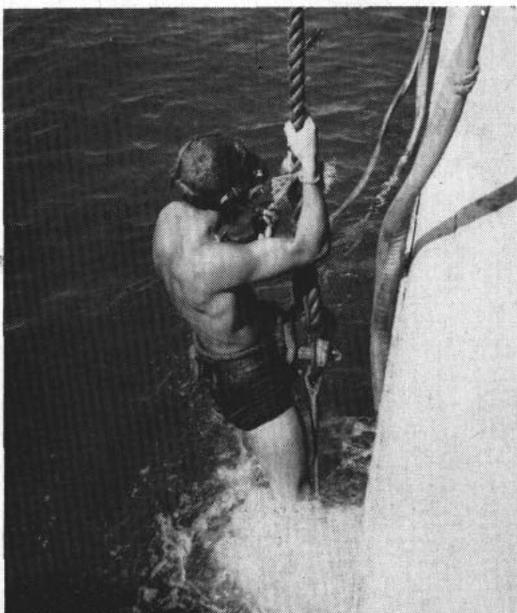
chamber. There he would be recompressed artificially to the depth of his last stop, and then decompressed to normal atmospheric pressure. This has been found to be an adequate margin to eliminate a painful and dangerous attack of "bends."

Aboard *Grapple*, the man responsible for the physical well-being of the divers is John A. Parr, HM1, USN. Parr knows the ills of divers from first-hand experience. As a student at the Deep Sea Diving School at Washington, D. C., he made a 320-foot descent and his dives aboard *Grapple*, if stacked end to end, would total almost a mile in distance.

After the day's work, the favorite recreation of the diving gang aboard *Grapple* is shark fishing. One of the biggest catches was made one night off Lanai Island during the ship's last visit there when John Battaglia, MEFN, USN, hooked a 15-footer.

However, "fish stories" are not the only topic of conversation during fantail bull sessions. Whenever the diving gang gets together the air is rife with varied opinions as to what is a diver's most exciting experience. The opinions range from a meeting with a moray eel to a manta ray.

However, all hands agree that patience is the best defense a diver can have against any of these dangers. With a little patience, and a good crew on the deck, a diver has nothing to fear.—G. V. Brown, JO2, USN, ServPac.



DIVER LTJG W. S. Leinberry, USN, is hoisted aboard ship after shallow water dive. Right: USS *Grapple* rides at anchor.



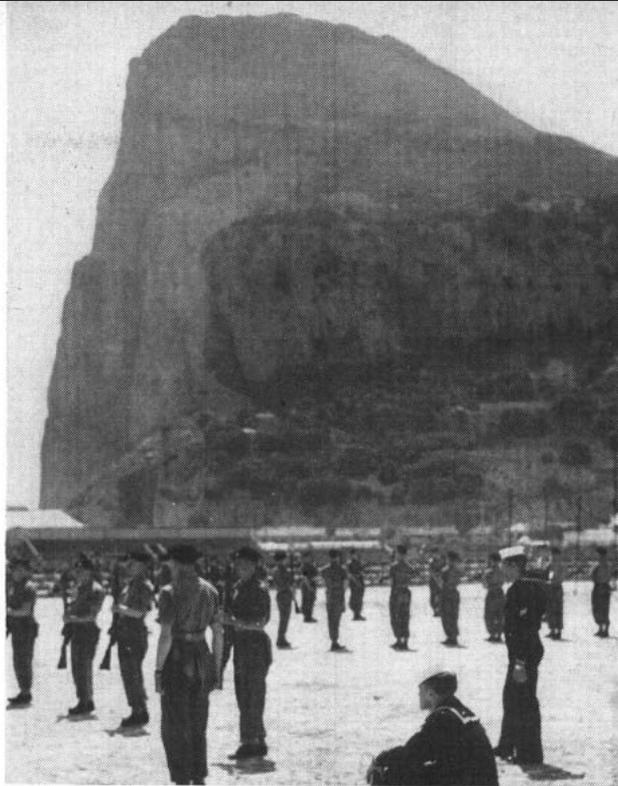
Liberty on the Rock

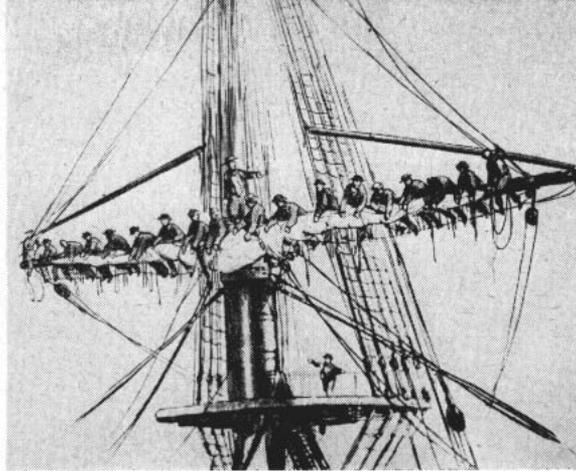
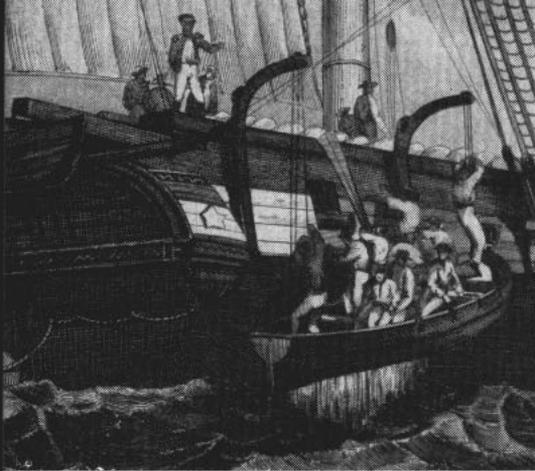
GIBRALTAR, "Gateway to the Mediterranean," is one of the more popular liberty ports for sailors serving in that part of the world.

These photo fans have a field day taking shots of the fabled "Rock"—with its medieval bastions and high walls—and of the city itself, its picturesque buildings and colorful inhabitants.

Souvenir buyers are not disappointed, either. The bargain hunter can find many items of interest. If he likes to haggle, so much the better.

Upper left: Sailor from *uss Baltimore* (CA 68) watches English troops go through their paces. *Upper right:* Famed Rock of Gibraltar looms high in the background as sailors relax on liberty. *Right center:* Friendly 'bobby' directs sailors from *uss Philippine Sea* (CVA 47) to places of interest in Gibraltar. *Lower right:* Navymen visit the business district, looking for souvenirs. *Lower left:* Royal Air Force men explain currency system to touring bluejackets.





EARLY SPORTS—Boat lowering contests, sail-furling matches and obstacle races were popular with sailors years ago.

Navy Sports Up Through the Years

IT was an average day at sea in the early 1800s. On a Navy frigate sailing lazily in the blue Caribbean waters, there suddenly came the boatswain's call—"All hands reef top-sails!" Sailors swarmed on deck. A reefing match was in the making.

"Man the top-gallant clew-lines and jib down-haul," shouted the first lieutenant through his speaking trumpet. "Stand by to furl top-gallant sails. Keep down, keep down there forwards! Not a man of you lay aloft till I give the order."

Order followed order in rapid succession until the performance was completed, the match over and the winners announced.

Perhaps such activity could not literally be called a "sport" but it was certainly exercise—a physical conditioner combined with practice in proficiency and flavored with the salt of competition (see page 59).

Sports, as such, in the early American Navy consisted almost entirely of small boat racing and, of lesser importance, a varied program including games like tug-of-war, potato racing and running a certain distance with a bucket of salt water balanced on the head.

The old Navy had no organized program of athletics nor was there any organized attention given to physical fitness. Recreation was confined mainly to rendering impromptu songs or swapping yarns.

Boxing, or just plain "slugging" was beginning to have its day, but bouts were clandestine affairs which were staged contrary to shipboard regulation and usually put on as a means of settling personal grievances.

The big competition in the infant Navy was the boat racing—under

oars or under sail, then the only two methods of sea transportation. Money and ship prestige were the prizes. Challenges were never left unanswered. Typical was one issued by the U. S. Store-ship *Relief*, at Callao, Peru, in June 1841: "We the crew of the United States Ship *Relief's* first cutter, challenge the United States Frigate *Constitution's* life-boat to run tomorrow at 4 p.m. for the amount of 11 dollars. Our commander has granted us his permission. Marshall Garth, Coxswain."

The monetary awards posted for such challenges were mere drops in the bilge compared with the side-bet money pooled among the ships' companies. Often, an article of personal clothing was substituted for cash. Sometimes races were held between the vessels themselves—a real feat of seamanship.

Early records are too vague for us to draw a well-rounded picture of early American Navy sports, but we do know that at the beginning of the 1800s, "rigging races" developed in which contestants were required to scramble on a predetermined course through the mast and sail equipment.

During the 1800s there was a slowly growing awareness that athletics and an organized program of physical training could be beneficial and could have a direct bearing on the efficiency of sailors as fighting men. But in those days, the Navy Department offered little encouragement along those lines and little attention was paid to any athletic activity other than boat racing and boxing matches. Boxing was rapidly becoming more popular and was soon supervised.

Officers were becoming concerned, however, with the general lack of athletics in the Fleet, especially with the advent of steam and the end of the rigorous sailing ship days toward the end of the 19th century. Sailing ship sailors had to be practical "stunt men" as part of their duty. The steamship sailor had to be much more of a technician, and was less active physically.

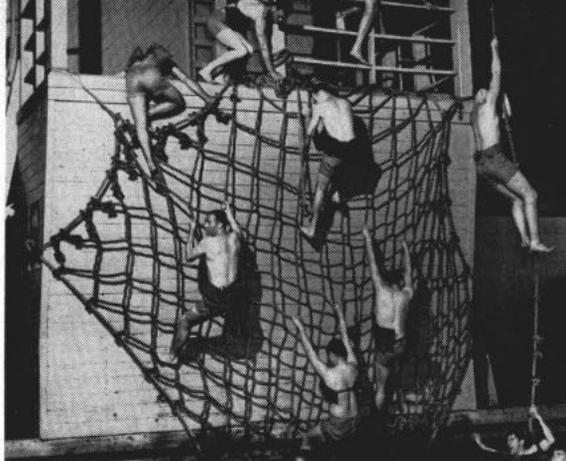
Following the end of all the work required in connection with maneuvers of the time, sports-minded flag officers began to set up in their squadrons a series of sports and recreational pastimes with proper committees, rules and prizes.

In one squadron, around the turn of the century, a baseball league was formed between the battleships. Out of it came an exciting and rugged schedule, with a series of 21 games being played in a little over a month's time.

Competitive sports like these, Navy commanders felt, made more of a game of physical conditioning than did compulsory drills which were engaged in half-heartedly and considered by the men to be more work than play.

To further these early beginnings of organized sports, a special appropriation of \$5000 for "athletic exercises and sports," was included by Congress in the Navy funds for the fiscal year 1904. With the appropriation, the groundwork had been laid for a full-fledged Navy sports program.

At the same time, the Navy moved toward establishing permanent athletic facilities ashore. The first athletic field to be completed was at the Norfolk Navy Yard, part of a Bureau



SAILORS today get similar exercise in abandon ship drill. Right: Navymen of quarter century ago in field meet.

of Navigation (now known as BuPers) plan started in 1903. Norfolk's athletic plant encompassed a football field, baseball diamond, grandstand, cinder track, swimming pool and recreation hall.

Prior to 1900, the prize of any boat race might be a monetary consideration posted in the challenge. More often than not, no prize whatsoever was at stake—crews went at it only for the reward of glory, often expressed in a trophy.

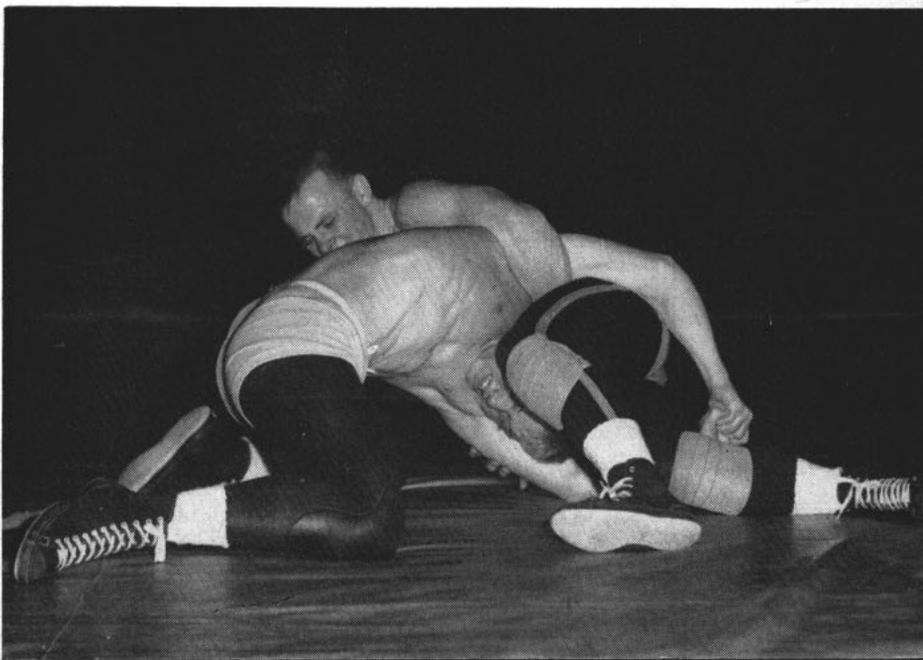
All manner of trophies, symbols of supremacy with oar or sail, have come and gone. A few of the better-remembered of the old awards were the *Neese Trophy*, a challenge cup for Atlantic Fleet whaleboats under sail; the *Barnett Cup*, donated by Major General Barnett, one-time Commandant of the Marine Corps, for winning cutter crews; the *Thanksgiving Challenge Cup*, for whaleboat sailing among Asiatic Squadron crews; the *President's Trophy*, at one time presented annually by direction of the President to the winner of the Winter Pulling Regatta of the Atlantic Fleet.

There also was the *Chapin Racing Cup*, given in memory of Captain F. L. Chapin, USN, and the *Coffin Cup*, donated by Daniel M. Coffin for prize racing cutters. Still another was the *San Pedro Cup*, donated by the citizens of San Pedro, on the occasion when the U. S. Fleet, in its voyage around the world, made San Pedro harbor a stop-over point in April 1908.

A cup which made its debut in 1906 and became the oldest trophy in continuous competition in American Naval sports history was the *Battenburg Cup*. This cup, which was on the competition block through 1940, is today receiving consideration for revival.



OLD-TIME Navymen square off in bout aboard USS *Minneapolis*. Below: Wrestlers from NAS Alameda and San Diego NTC 'grunt and groan' in 1953 match.





FENCERS parry and thrust in shipboard match. Sport is scheduled to be added to All-Navy sports program. Below: Ball game helps keep sailors in shape.



OLD PHOTO shows sailors starting swimming contest during water carnival of USN Radio School, Cambridge, Mass.



The Battenburg Cup came into being in May 1906. Rear Admiral Prince Louis Battenburg, RN, commander of England's Second Cruiser Division, donated the massive trophy to the U. S. Navy. Although his name appears nowhere on the trophy, it almost immediately became known as the Battenburg Cup.

The Cup (sometimes referred to also as the British Challenge Cup) posed a perpetual challenge for racing cutters of the Atlantic Fleet. Under the agreement, whenever a ship holding the cup should fall in with a British man-o-war, she must give the Englishman a chance to compete for the prize.

If the British ship should win, her name would be engraved on the cup—but the cup was never to leave the U. S. Fleet. As it turned out, only two British ships ever challenged a U. S. Navy ship to a Battenburg race and only one won. She was HMS *Argyll*.

The first U. S. ship to win the cup was *Illinois*, in September 1906. She held it until May 1907 when *Argyll* had her victory. *Louisiana* took over in September of that year and the cup was thereafter held by U. S. Navy ships.

Finally, after *West Virginia* won the trophy in August 1940, the Battenburg Cup was taken out of competition. When that ship was placed out of commission in January 1947, the Battenburg Cup was taken into custody by the Special Services Division of BuPers.

While the Battenburg Cup was strictly a one-sport award, two equally famous but younger trophies are the Navy Department's pair of *Iron Man Trophies* awarded for general excellence in athletic competition.

The first Iron Man, which came out in 1919, was known originally and inscribed as the "Navy Depart-

ment General Excellency Trophy for Capital Ships of the Pacific Fleet." Because of the design of the trophy, it was soon nicknamed the "Iron Man Trophy." When the second trophy came along nine years later, the well-known nickname was included in its inscription. Oddly enough, no comparable Iron Man has ever been inaugurated for ships of the Atlantic Fleet.

The three-foot Iron Man is a bronze athlete standing on the World and holding aloft a laurel crown, the ancient symbol of athletic victory.

The first Iron Man was awarded by ComServPac on a system of points figured on the basis of participation and standings of ships' athletic teams.

The first to win it was *Mississippi* in 1919. She held the trophy until 1924 when *California* took it over for three years. Succeeding ships to win the trophy were (in this order): *Tennessee*, *Mississippi*, *West Virginia*, *Maryland*, *Tennessee*, *West Virginia*, *Tennessee*, *Nevada* and *Tennessee*.

The Iron Man was withdrawn from competition during World War II. After the war, competition-minded Pacific Fleet sailors began to ask, "Whatever happened to the Iron Man?" It was a tough question to answer.

Meanwhile, a government storehouse near the Nation's Capital had become the resting place for a sundry cargo of "homeless" pre-Pearl Harbor cups, plaques and other athletic awards. In early 1948, the thought occurred to someone that possibly the missing Iron Man might be among this collection. After a long and somewhat dusty search, not only this Iron Man was discovered, but also the second one was revealed.

Iron Man trophy No. 1 was dusted and polished and restored to its

rightful place in Pacific Fleet competition. This time, though, the regulations governing competition for it were modified to include not only battleships but any vessel of the Pacific Fleet.

As if in answer to the 21-year "capital ship" exclusive monopoly of the Iron Man, the trophy was won the first year of the new competition not by a "big ship" but by the destroyer tender *Dixie* (AD 14).

This was in 1949. The next year, 1950, the first submarine ever to win it took possession when *Sea Fox* (SS 402) came through on top. On the books, *Sea Fox* remains as defending champion, for the trophy was again withdrawn from competition when the Korean conflict broke out. For the time being, the No. 1 Iron Man has a temporary home at ComServPac headquarters at Pearl.

The No. 2 Iron Man had been placed in competition in 1928 among cruisers, destroyers and aircraft squadrons of the Pacific Fleet. This trophy is now in the possession of the BuPers Special Services Division.

Then there was the *Dryden Trophy* for shooting. It was presented about 1903 by U. S. Senator John F. Dryden of New Jersey for annual competition under the auspices of the New Jersey Rifle Association and was open to teams from the Army, Navy, Marine Corps and National Guard units of the states, territories and District of Columbia.

The most elaborate of all Navy trophies, old or new, is probably the *Amoy Cup*. Made of solid gold, it is valued at more than \$5000. This vase-type cup of Chinese workmanship was presented by the Imperial Chinese Government at Amoy, China, on 3 Nov 1908 in commemoration of the occasion of the visit of the U. S. second squadron of battleships during the cruise around the world.

It became a football trophy (and at times a baseball award) hotly contested for by Navy teams. Today, it is among trophies encased at the Naval Academy.

The President's Cup, donated in October 1924 by President Calvin Coolidge, was awarded annually to the winner of a football game in Washington's Griffith Stadium between teams representing the Army and Navy. This was distinct from the yearly West Point-Annapolis gridiron series.

Football stars from various naval and military establishments were selected to form the two service teams. Army won the cup in the first year of competition with a 12-6 victory. The Marine Corps was permitted to enter competition after this and for the next three years, the Leathernecks from Quantico won the trophy, 20-0 in 1925, 26-7 in 1926, and 14-0 in 1927. Records of further President's Cup football games are out of circulation and the final disposition of the trophy is also unknown.

Another trophy that deserves mention is the *Leech Cup*, presented by A. Y. Leech, Jr., through the U.S. Lawn Tennis Association for annual competition between teams composed of officers and men of the Army and Navy.

From the first year of competition, the Leech Cup's history is this: The Army won, 7-0, in 1924, and again in 1925, 4-3. In 1926, a 5-2 Navy victory was the beginning of a string of nine consecutive victories during a 12-year period. It was not until 1939 that Army finally regained possession by defeating Navy 5-2. World War II halted Leech Cup competition and it wasn't resumed until 1947 when Army netmen swept the matches 7-0.

In 1948, the Leech Cup gained a third competitor—the Air Force. Navy won that year's series with a

OAR-BENDERS — Modern Navymen compete in ancient boat racing sport. Shown here are USNA midshipmen.



4-3 victory over the Air Force in the preliminary matches and a 6-1 win over Army in the finals.

In 1949, two matches were added to the Leech contest to put the scoring on a nine-point basis. The Air Force team forthwith bombed the Army 9-0 in the preliminaries and then downed the Navy 7-2 in the finals.

Leech Cup statistics show a total of 10 victories for Navy, four for the Army and one for the Air Force. The Leech Cup competition was suspended in 1950. At present there are no plans to revive the series.

Many of these Navy trophies met a nostalgic but patriotic fate early in World War II when they went into the melting pots throughout the country.

Competition for all these trophies has been spirited. The honor a ship gained when it won a baseball, football or rowing championship was second only to the prestige that came if it won top honors in target practice and engineering competition.

In the year 1900, *Navy Regulations* makes this mention of athletics. In the section dealing with duties of commanding officers is included the statement that COs "shall encourage the men to engage in athletics, fencing, boxing, boating, and other similar sports and exercises. Gymnastic outfits will be furnished by the Department to vessels requesting them."

Later, the quarterly allowances for ships were authorized for use in purchasing athletic gear. In the 1920s, as sports and sports trophies came into their own in increasing numbers, the Navy Department announced that profits from the canteens (ships' stores) could be spent for the amusement, comfort and contentment of the "enlisted forces" and for the purchase of athletic equip-

ment. This was a great advance for Navy athletics.

As for shipboard organization of sports, each captain was directed to appoint an athletic officer to be in general charge of all ship athletics. The captain also could appoint an officer-in-charge in each of the following sports, now expanded to include boat racing, football, baseball, track and swimming, basketball, boxing, fencing and gymnastics. Such officers would be assistants to the athletic officer and act as coaches for their respective teams.

In the early days, back in the late 1800s and early 1900s, championships, especially in boxing, changed hands at the drop of an anchor. "Champeens" sprang up overnight. They became champs by virtue of having bested all comers in their own squadron, division or ship.

Ships' boxers gave exhibitions ashore whenever possible. It was considered (as today) that such bouts did much to publicize the Navy among young men. Shore activities also conducted boxing championships.

The Atlantic and Pacific Fleets enthusiastically conducted their respective competitions, but All-Navy tournaments as we know them today were unheard of. Air transportation, of course, was still a thing of the future and our two fleets were separated not only by the North American continent but by some 14,000 miles of ocean via Cape Horn (The Panama Canal was not put into regular operation until 1914).

In 1908, during the cruise of "The Great White Fleet," one of the largest athletic events in early Navy history was staged at Los Angeles. It was a field day including practically every sport popular at the time.

The nearest thing to our present All-Navy championship in any of

the early Navy sports events occurred during fleet concentrations. When the ships got together for maneuvers, the athletes got together to prove their mettle.

In 1916, football championships of Atlantic naval activities (both ship and shore) were beginning to be held. Although varsity sports were the big thing, there also was competition for novices. This was the beginning of today's intramural sports program.

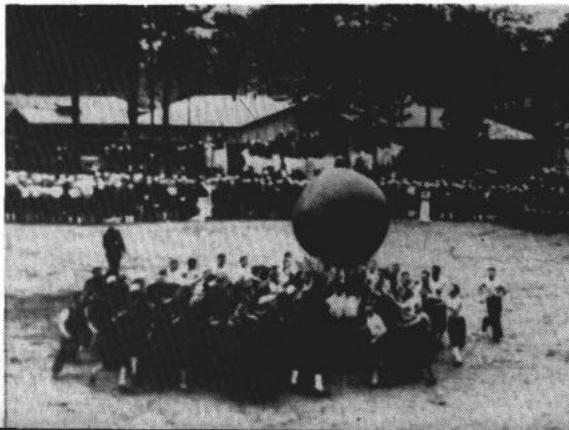
Also in 1916, a spirited Far Eastern baseball championship was conducted among Pacific Fleet units. The Torpedo Flotilla team from Manila traveled to Shanghai where they battled the team from the cruiser *Brooklyn*. More than 30,000 fans sat in on the day-to-day series which saw the *Brooklyn* nine emerge the champions in the best-of-five series.

Although the U.S. was not to become actively involved in World War I until April 1917, ships and personnel had much earlier had begun to concentrate on military preparedness. Emphasis on competitive athletics lessened proportionately. However, the entry of the U.S. into that conflict saw the influx of collegiate athletic talent into the Navy and the active affiliation of many great names in the sporting world.

In November 1917, Walter Camp, Yale's football adviser at the time, was appointed the Navy director of athletic activities at all naval training stations. Camp was probably best known for his famous All-America gridiron selections. With the exception of 1917, Camp selected an All-America team each year until his death in March 1925.

Incidentally, three Naval Academy players had been selected on Camp's annual All-American teams prior to 1917. Midshipman William H. Dague was chosen for an end slot

PUSH BALL, game in which teams try to maneuver ball across opponent's goal line, goes back many years in Navy.



in 1907. In 1911, Midshipman John P. "Jack" Dalton filled the fullback's slot and in 1923 Midshipman John H. "Babe" Brown was selected to a guard position. It is interesting to note that 39 years later, this same "Babe" Brown, now a rear admiral, became the only Navy player selected on the first roster of the Football Hall of Fame.

Despite the pressing attention to World War I matters, some of Uncle Sam's ships found time to engage in sports in several foreign ports, much to the enjoyment and often the amazement of our various allies.

The Navy is credited, for example, with showing the Egyptians their first football game. When the cruiser *Des Moines* put into Alexandria, two elevens from that ship went ashore to put on an intra-ship contest. But *Des Moines* sailors didn't restrict themselves to one sport. Some months later, the ship's athletes startled native Egyptian sportsmen by winning that country's field hockey championship.

Navy teams were also instrumental in introducing and popularizing baseball in many sections of China, Japan, Hawaii and the Philippine Islands.

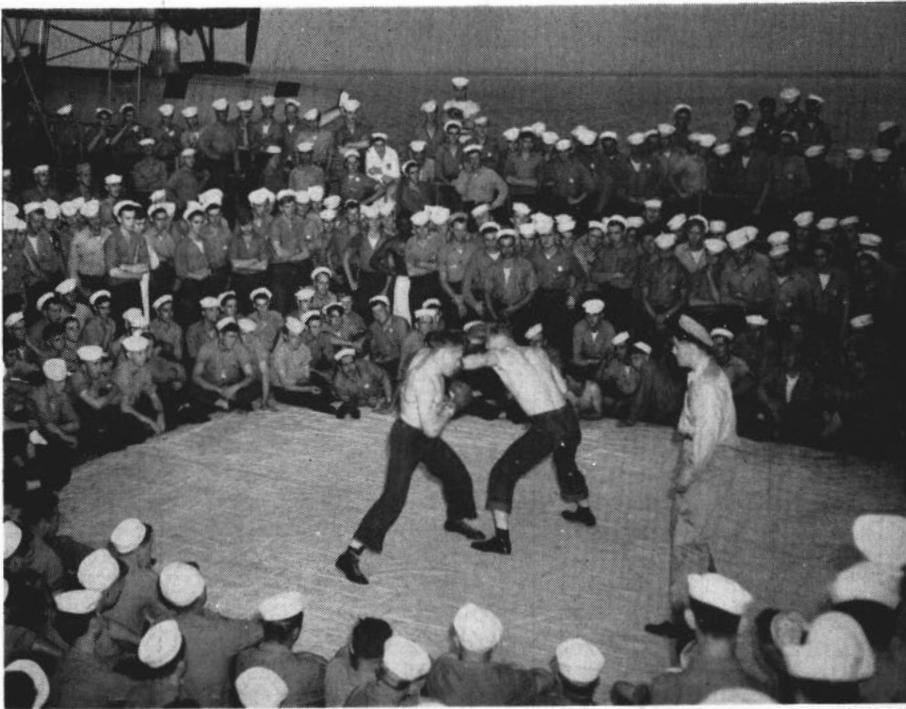
The year 1917 also saw baseball's famed "Georgia Peach," Ty Cobb, enlist in the Navy at Great Lakes where he took over the baseball coaching duties. Cobb had obtained leave from the Detroit baseball club and entered the Navy as an apprentice seaman after declining to accept a rating of chief yeoman.

After the Armistice in 1918, the Navy took a deep breath and settled down to take stock. The pre-war physical conditioning had paid off in many ways.

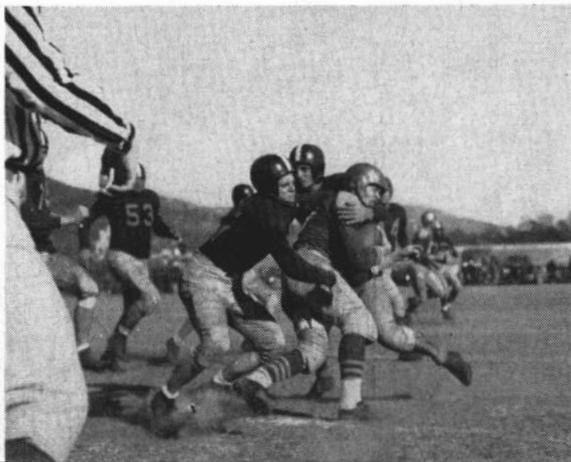
It took a couple of years to get the ball rolling again, but 1920 came up a sparkler in Navy sports. It was an Olympic Games year. Many Navy



SOFTBALL teams may be found wherever you can find sailors and a playing field. Below: World War II 'smoker' finds sailors slugging it out on BB.



FLIGHT DECK is scene of 60-yard dash. Right: Football and basketball are among most popular sports today.



eyes were turned toward the highly competitive berths on the U. S. squad.

The greatest Navy sports news of the year spread around the world under the headlines announcing that for the first time in Olympic history an American crew had captured the eight-oared shell rowing event of the Olympiad. The winning crew was that of the Naval Academy—and it was the first time a Navy crew had been entered in the competition!

Not only did the Academy oarsmen sweep to their win by a good quarter-length, but they covered the course in a new Olympic record time of six minutes, two and three-fifths seconds. Another winning Navy crew was to substantiate this prowess 32 years later as it won the rowing championship in the 1952 Olympics.

By 1921, the Navy Department had come to realize more and more that livewire athletic ships not only stood high in morale and ship spirit, but the same ships that habitually won top sports honors usually carried off the prizes in gunnery, engineering and navigation, too.

For example, in 1919, when the old *Mississippi* was in her heyday as a battleship, she became the first vessel to win the Iron Man Trophy. *Mississippi* defended the trophy successfully through 1923 and again held it during the 1929-1930 season. During all these years, *Mississippi* also won the fleet target and battle practice awards.

Probably the most significant sports event of 1921, as far as the Navy is concerned, was one which is now generally accepted as the most direct ancestor of All-Navy competition as it is known today.

It was this year that the top leather-pushers of the Atlantic and Pacific fleets squared off in Balboa Stadium in Panama, Canal Zone, to

determine that year's "All-Navy" boxing champions. Although this match was an unofficial affair as far as the Navy Department was concerned, it marked the beginning of an annual ring show that has been staged every year (except for 1922 and 1928) until 1941. After the lapse during World War II, the staging of the annual fistic show was begun again in 1946.

In 1924, only a few Navy athletes managed to make that year's Olympic squad and none returned with any championships, but the Navy's tie-in with the Olympic program was becoming better established and organized.

From 1924 to 1941, Navy sports continued much along the same lines. Unofficial "All-Navy" contests became more numerous and fleet units continued to acclaim their respective Navy-wide champs.

Not only was there an increasing emphasis on the encouragement of sports within the Naval Establishment, but more concern was being paid to the standards of performance.

Navy teams in the mid-1930s were arranging many goodwill contests in foreign countries visited. American sailors in England were swapping softball know-how with the British in exchange for indoctrination in the art of cricket.

During World War II, the progress of Navy sports from a competitive viewpoint was halted. The stress at training stations and in ships at sea, whenever practicable, shifted to physical conditioning. Athletic contests, because of their physical training and morale factors, were continued in so far as possible.

As in the first World War, there arose an urgent need for athletic specialists to carry out the Navy's physical training and welfare and recreation program. In April 1941,

the Navy Department announced the appointment of Commander James J. Tunney, USNR, as Director of the Navy Physical Fitness Program. Commander Tunney is best known as "Gene" Tunney, the gentleman who won the world's heavyweight title from Jack Dempsey in 1926. Following Tunney, incidentally, was another ex-sailor, Jack Sharkey.

Tunney started his fighting career in the naval service as a Marine back in 1917. He was the unofficial light heavyweight champion of the Navy before he entered the professional ranks.

Sharkey won the world's heavyweight title from Max Schmeling in 1932. Jack Sharkey also began his fistic career in the Navy, fighting for the battleship *uss North Dakota* and cruiser *uss Denver* in fleet boxing championships.

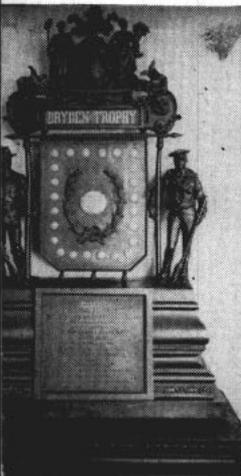
Tunney and Sharkey are two members of the so-called "Golden Trio" of boxing. They, plus the third man, Joe Louis, earned over \$2,000,000 directly with their dukes.

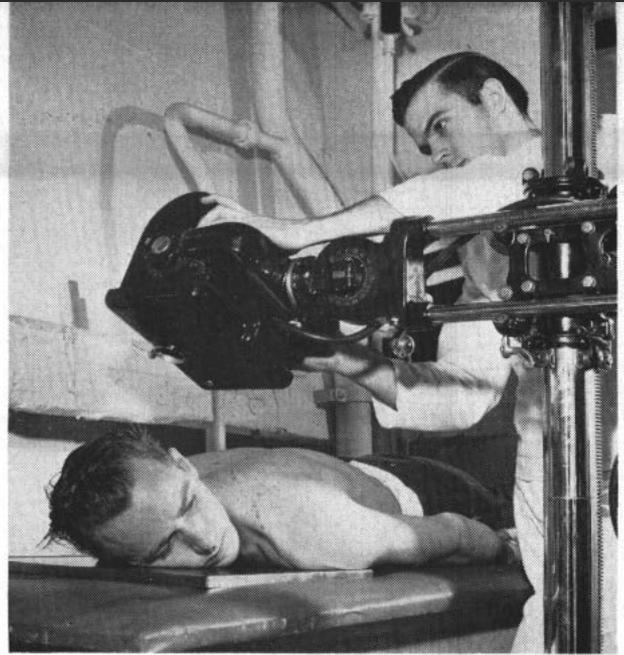
A rundown of other famous Navy names in boxing will be covered in a forthcoming article in ALL HANDS which will bring Navy sports up to date with the development of the All-Navy and Interservice sports programs.

As can be seen from this brief review, Navy sports have gradually developed from a loose-knit, catch-as-catch-can basis to a regional program which brought about competition between fleet groups and shore stations and which proved itself in the Navy's fighting prowess and efficiency during two World Wars.

Navy sports have come a long way from the days when sailors got their sports competition clambering up and down the rigging of a ship.—Ernest J. Jeffrey, JOC, USN.

FAMOUS TROPHIES include (l-to-r) Dryden Trophy, Battenburg Cup, Amoy Cup, Iron Man No. 1 and the Leech Cup.





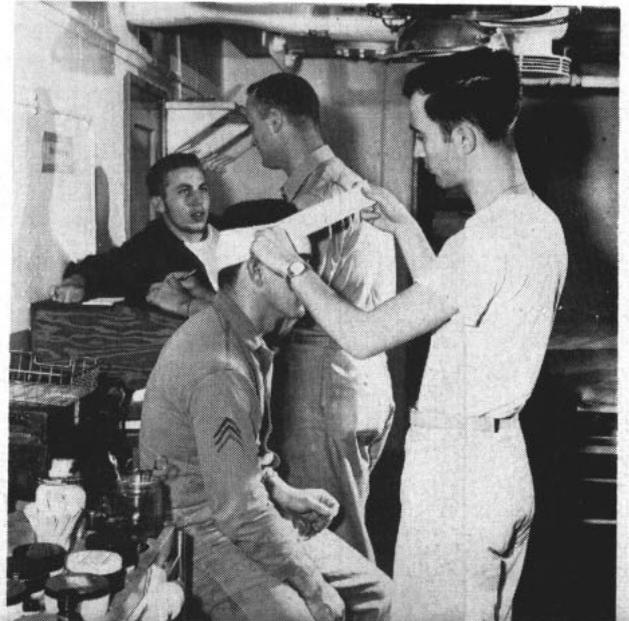
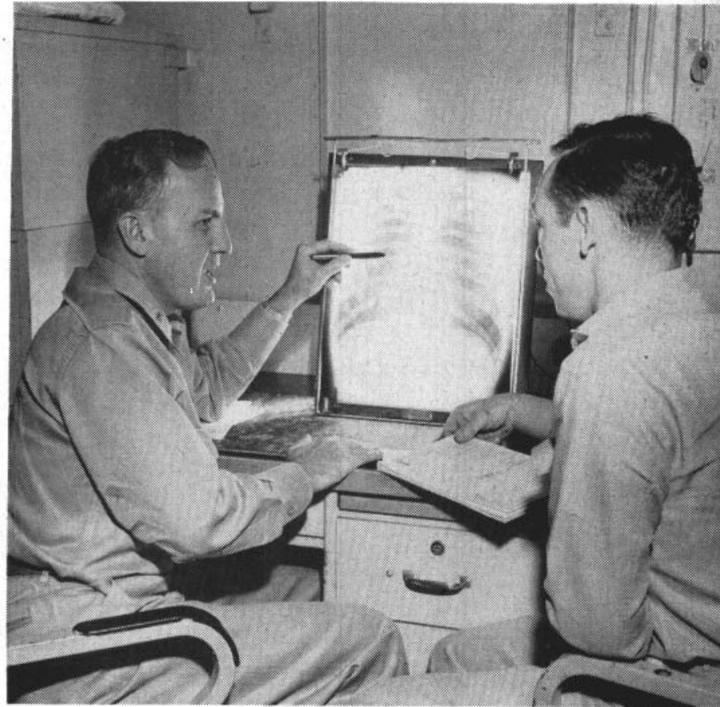
Traveling Clinic

KEEP 'em happy and get 'em well—that's the motto followed by Navy medics wherever they are stationed.

Navy ships—large and small—have medical facilities to take care of sick and injured. Small ship sailors, however, are often transferred to bigger vessels when more elaborate facilities are needed.

Destroyer, mine sweeper, and escort ship personnel sailing in the same area with a carrier, for example, frequently share the roomy medical facilities with flat-top crewmen—where all cases, from minor infections to those requiring specialized surgery, are treated with equal ease.

Here are photos showing medical department at work on board *uss Boxer* (CVA 21). *Upper left*: Tonsillectomies come off right on schedule even as planes roar from flight deck. *Upper right*: C. A. McLain, HN, USN, adjusts X-ray machine. *Right center*: Senior medical officer, CDR E. P. Irons, (MC) USN, and H. L. Blanchard, HMC, USN, examine X-rays and plan patient's treatment. *Lower right*: R. D. Nuzum, HM2, USN, bandages minor head injury while LT W. D. Thurston, (MC), USN, advises another patient. *Lower left*: Laboratory test is made by E. C. Larsen, HM3, USN.



Trailer Schools

THERE are at least three good reasons why Navymen like instructor duty with Naval Air Mobile Training units. First, these instructors are doing an important job—training pilots and technicians in operation and maintenance of aircraft. Second, the work is a challenge to each instructor—it puts him on his mettle to keep instruction lively, interesting and yet effective. Finally, it counts as sea duty ashore!

Early in World War II, the need for a mobile training program became apparent from the standpoint of both economy and practicality.

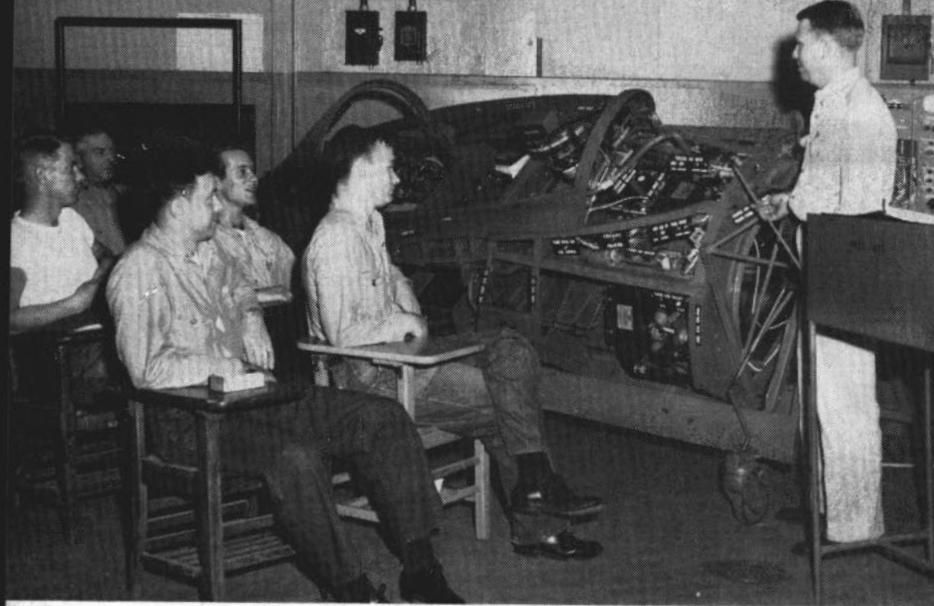
The rapid development of new equipment, improvements in current installations, new concepts, new technological advances, brought constant changes to the aviation picture.

To keep pilots and technicians all over the Nation abreast of these changes, the air mobile training program was launched.

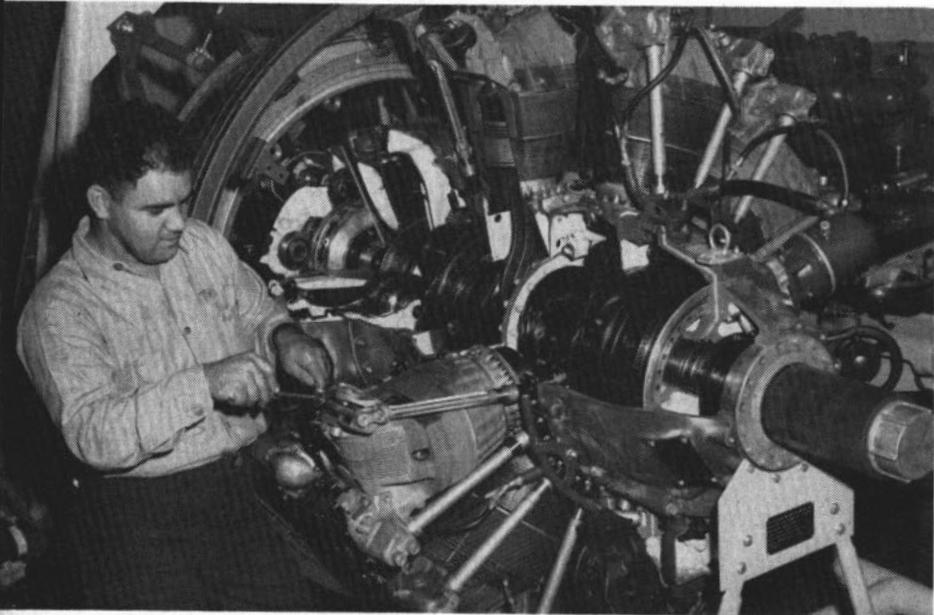
The program has been operating for more than a decade and provides streamlined, specialized instruction on naval aviation procedures, equipment and techniques for the trainee at his operating activity.

In short, it's a twist of the old saying about the mountain and Mahomet—the training facility moves to the trainee. Thus squadrons can avail themselves of this training program at their convenience and with a mini-

BOMB PARTS CLASS is taught by AO1. MAT program teaches maintenance, operation, service, overhaul.



LECTURE on heating system of FJ2 'Fury' is given by L. Setzer, AEC, USN. Below: J. J. Trexler, AD1, USN, is shown adjusting valve on panel assembly.



SAILOR gets the 'feel' of being in tail turret. Roe E. Terry, AOC, USN, is conducting the class, a part of the Navy's Mobile Air Training program.



for Navy Airmen

num of interference to their normal operations.

Men already trained in their work are kept "in the know" with latest information on new aircraft, modifications and improvements on existing planes and new or improved techniques related to aircraft.

Four types of trainers are used: Operational Flight, Maintenance, Fire Fighting and Munitions, Ordnance and Rearming.

Qualified personnel selected for this specialized instructor duty undergo a brief period of instruction at the Naval Air Technical Training Center, NAS Memphis, Tenn., before being assigned to a mobile unit.

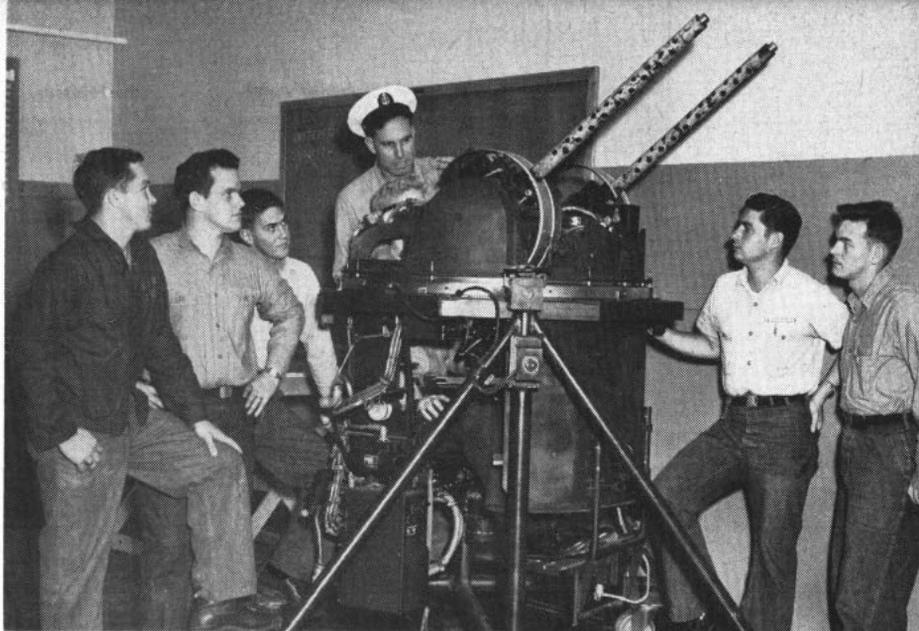
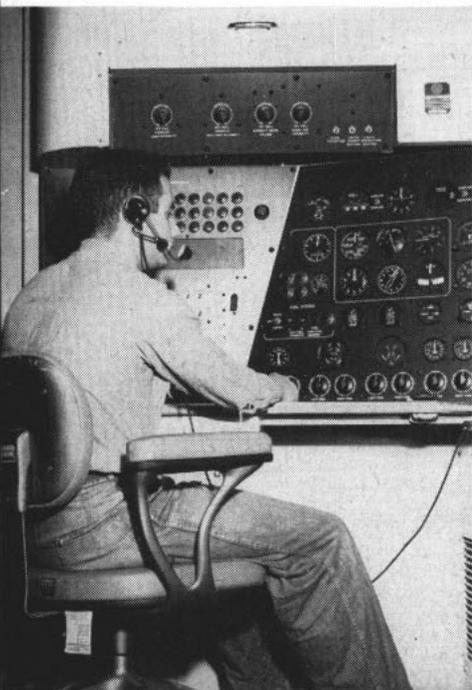
Once assigned to a unit, they work with trainers which are equipped with duplicated aircraft instrument panels, guns and turrets. These "mock ups" can be used to duplicate flight conditions of any nature.

A pilot being checked out in a new jet, for example, can experience flying in "soup" as well as fair weather. He'll learn the fuel and hydraulic systems, use of radio and radar, and even go through bail out procedure.

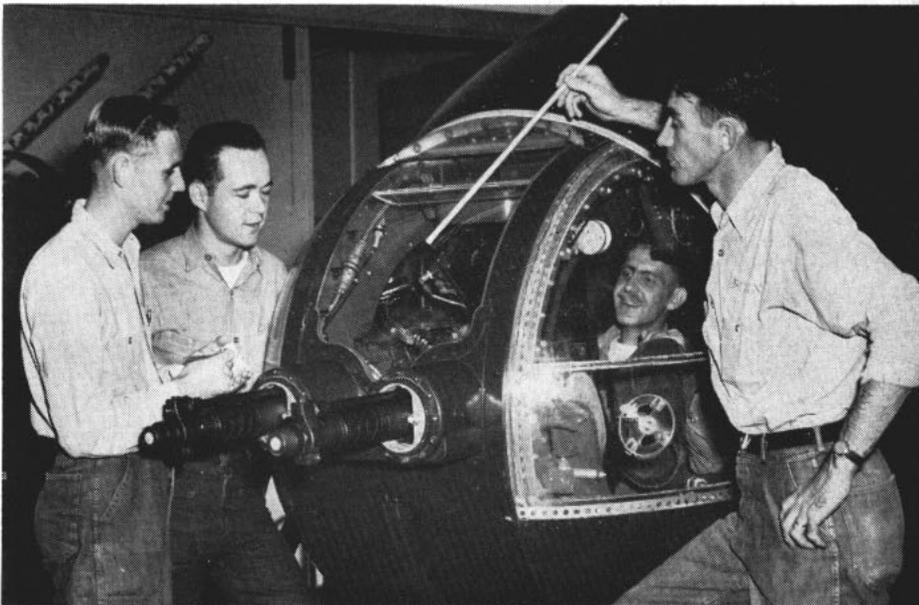
All this training takes place on the ground—saving many hours of actual flying time and reducing the cost of training pilots.

For information on how you may become an instructor in this program, see ALL HANDS, Dec 1953, pp. 46-47.

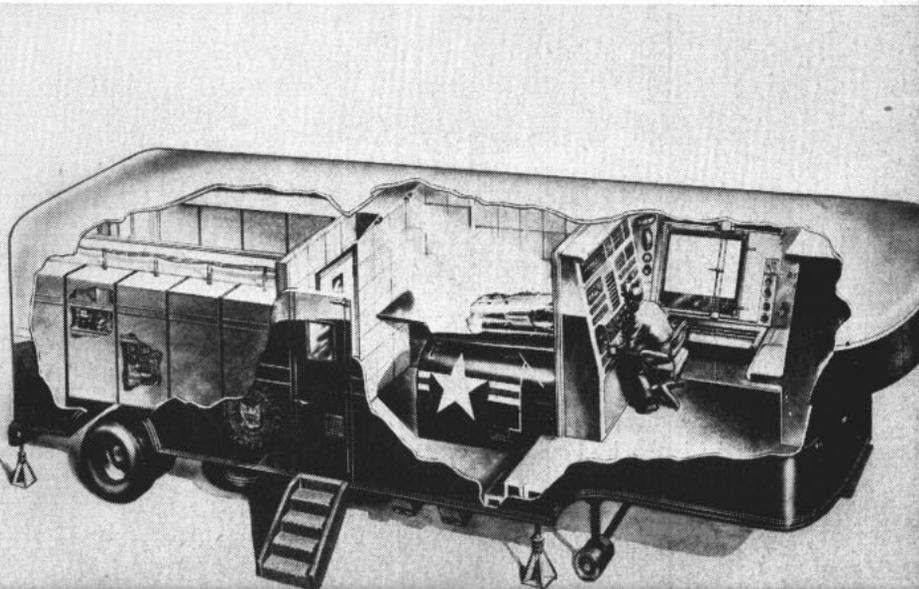
FROM CONTROL room of mobile trainer, W. V. Adams, TD1, observes movements of pilot in the cockpit.



SIXTH FLEET students are checked out on P2V-5 gun turret by Ebbie Hunter, AOC, USN. Below: Instructor Floyd Brown shows operation of nose turret.



CUTAWAY drawing shows F9F-2 Operational Flight Trainer. Student 'flies' in center compartment while instructor (right) operates trainer controls.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

ONE OF THE BUSIEST "FLEETS" in the Pacific is operated by the U. S. Army.

It is a 68-vessel Transportation Corps flotilla which has its home port in Naha, Okinawa. It is charged with the task of supplying food, clothing, gasoline, oil and other vital supplies to military installations on Okinawa and other islands in the Ryukyu chain.

The ships are manned by American soldiers and American and native civilians. The largest of the ships are 200-foot LSMs and the smallest are 20-foot "J" boats used to carry passengers and light cargo. The fleet also includes several large tugs.

★ ★ ★

PORTABLE BRIDGES, designed to carry the heaviest Army equipment used by field troops, are in the final stages of development and testing by the Army Corps of Engineers at Fort Belvoir, Va.

The need for rapid movement of larger and heavier mechanized military equipment has brought about the development of the three new bridges. Two of them are launched by armored vehicles. The "scissors-type" bridge is carried on and launched from a medium M-46 tank chassis, while the "portable assault" bridge is pushed across the gap and controlled by a standard M-47 tank.

The third is an aluminum, division-type fixed bridge, capable of carrying divisional combat and supply vehicles over a wide range of spans. It can be constructed in various lengths in multiples of 15 feet by crane or, in emergencies, by manpower. A 75-foot length of this new tactical bridge can be manually erected in 45 minutes or about one-third the time required for the same length of the old type.

The scissors-type bridge is 60 feet long, has a roadway width of 13½ feet and can carry loads up to 60 tons. For transporting, the scissor bridge is folded back in halves on the transporting tank. A series of hydraulic pistons and cables "launch" the bridge across the gap.

The assault-type bridge rests on two giant-sized rubber tires. Attached by linkage to the standard tank, it is maneuvered simply by pushing it with the tank and directing it into position. After the bridge is in position, the tank releases it. Able to carry up to 60 tons, the bridge is 43 feet long, and has a 13½ foot roadway width.

★ ★ ★

AN ELECTRONIC DEVICE for controlling incoming planes at busy air bases was revealed at Boston, Mass., for the first time last December by scientists of the U. S. Air Force's Cambridge Research Center.

Volscan, the popular name for the new air traffic control system, was developed over the past five years. It is an automatic system for bringing aircraft into a base at precise intervals of 30 seconds. In thousands of flight tests with many types of jet and propeller-driven planes during the past year, the system has proved to be the long-sought means of eliminating the "stacking-up" of planes over busy military and civilian airports.

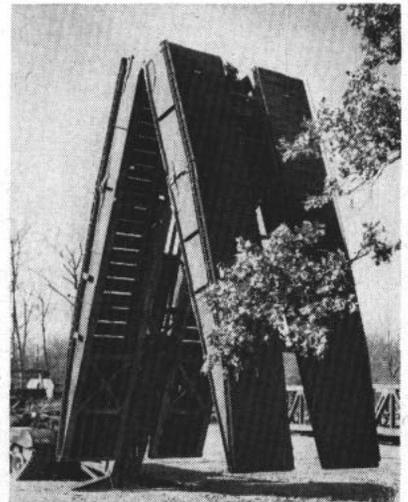
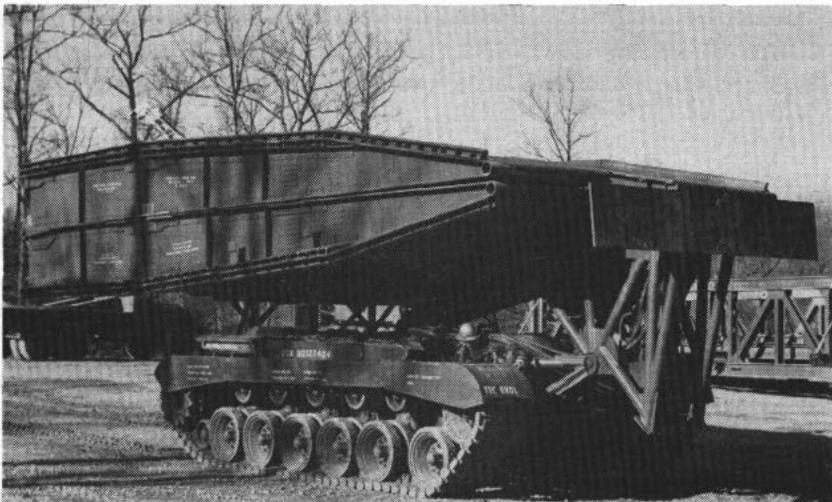
Airport traffic controllers at most bases today are often forced to delay aircraft for long periods of time because manual systems can control at the most only 40 aircraft per hour. *Volscan* can easily handle planes at the rate of 120 per hour.

Known officially as "Air Traffic Control Central, AN/GSN-3," the system is not a radar set; rather it is a combination of electronic, tracking and computing units which are capable of automatic control of all planes approaching an airport. Despite the complex portions of the apparatus, the system, according to scientists, is "basically simple."

Volscan directs the aircraft from 60 miles away until it is two miles from the runway and lined up with it in heading and altitude. At this point, in the great majority of weather situations, the pilot can land visually. If the weather is unusually bad, the last two miles can be made on Ground Control Approach or by Instrument Landing System.

Here's how *Volscan* works:

At the airbase is a truck with a large rotating radar



ARMY'S new aluminum scissors-type bridge is carried and launched by a modified turret-less tank. Right: About to be launched, the hydraulically operated bridge can be placed in position without exposing men to enemy fire.

antenna above it. This radar is similar to the standard radar equipment at most air bases.

Several hundred yards away from the truck is an underground concrete bunker that has been separated into two rooms. One room, illuminated by dim red lights, contains the main control console and radar scope, as well as a large flat radar display for recording the performance of aircraft under control. The other room contains the various electronic devices which make up *Volscan's* electronic brain.

When the incoming planes are about 60 miles away they are seen by *Volscan's* radar in the truck and their radar echoes appear on the circular screen of the radar scope in the bunker.

Meanwhile the planes tell the traffic operator which airport they are bound for. The operator then points a *Volscan* Light Gun at the aircraft's signal on the scope. Instantly, a small square of yellow light called a *tracking gate* surrounds the radar's blip. Each plane scheduled to land is inclosed by one of these gates.

As each plane's signal moves, the little tracing gate follows it, sorting out its position and velocity. These gates are produced by automatic devices called "An-tracs," which are *Volscan's* memory cells. They continue to work when radar echoes "fade" out.

Once the gate is tracking the aircraft's signal, the traffic operator pushes a button which starts the "reasoning" and calculating section of *Volscan's* brain called "Datac."

An electronic traffic manager considers the plane's relationship to the airport and to other inbound aircraft and automatically selects a schedule which will permit it to arrive as early as possible without conflicting with other planes.

Once the schedule has been selected, Datac continuously calculates control orders for the aircraft consisting of headings to fly, altitudes, airspeed and instructions—such as, slow down, lower landing gear, etc.

Datac does not confine the aircraft to an artificial "railroad track" type of path in the sky. Instead it uses the plane's ability to maneuver and achieves its precise timing by changing the aircraft's heading so that it will fly a path whose length is just enough to bring it to the final approach within nine seconds of its scheduled arrival.

★ ★ ★

AN EXPERIMENTAL AUTOMATIC RIFLE is undergoing final evaluation tests at the Big Delta proving grounds in Alaska to determine if the Army will adopt it as the new standard infantry rifle.

Designated the T-44, the new rifle is a further development of the standard M-1. Like the M-1, it is gas-operated, but is about one and three-quarters of a pound lighter and has a higher rate of fire.

Designed to fire either a 20-round box magazine from the bottom or a 10-round clip, the T-44 has a potential firing rate of 700 shots per minute. Its ease of handling is another advantage. An expert rifleman can hold the T-44 on a man-sized target and score 48 hits per minute, while the same man could score an average of only 34 hits per minute with the M-1.

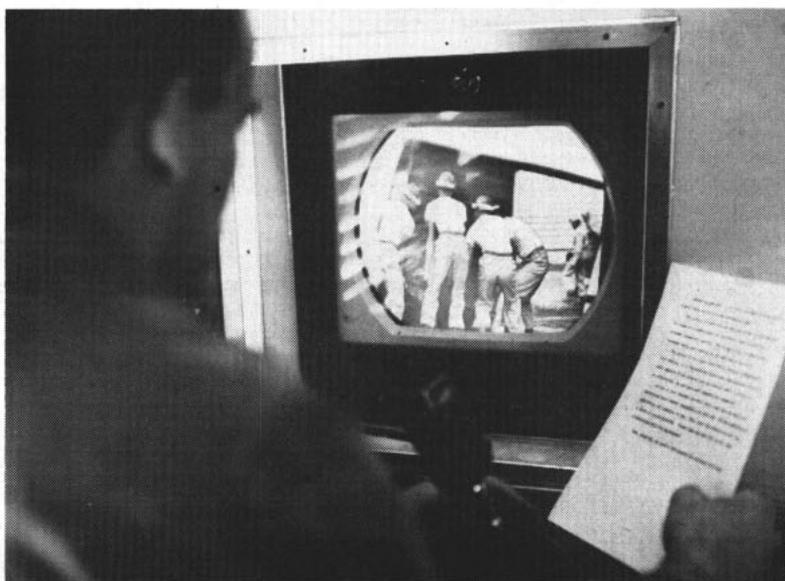
★ ★ ★

A NEW STANDARD Air Force air-rescue boat will soon be undergoing evaluation tests at Norfolk, Va.

The new craft, with a cruising speed of 25 knots and a maximum speed of 33 knots, has an over-all length of 94 feet and several features designed for air-rescue work.

A transom gate across the stern can be lowered to water level to assist in picking up downed airmen and there is a complete dispensary aboard. Search radar for better navigation and other new advancements in electronics are also included. It is powered by three 1500 h.p. marine gasoline engines.

A crew of 16 mans the boat. It is capable of delivery to its destination under its own power.



TRAINING BY TELEVISION—Member of the Signal Corps Mobile TV unit gives brief story of airborne landing operation being televised by the unit. Possible future use of TV on the front lines is demonstrated at right.

LETTERS TO THE EDITOR

Assignment on Reenlistment

SIR: Can a man, who reenlisted within 24 hours at the station to which he was transferred for discharge, give as his choice of next assignment two choices as shore duty, regardless of whether or not he has completed sea duty requirements as set forth in BuPers Inst. 1306.20A?

Also, is there any authority for a man who is discharged at a receiving station to reenlist at another naval activity of his choice (for instance, U.S. Naval Station, New Orleans, La.) if he can arrive there within 24 hours after separation?—C. L. B., YN2, USN.

• Personnel reported on a general detail report to BuPers may indicate four duty preferences. These preferences may be any combination of ship type, home port, Fleet, geographical area or location. No assurance can be given, however that they will be assigned to the duty of their choice. Also, if personnel do not meet the requirements set forth in BuPers Inst. 1306.20A, they may expect an assignment to sea duty.

There is no authority for the case that you state in your second question. An enlisted man, provided he is otherwise qualified, may reenlist within 24 hours on board the ship or station from which discharged. After 24 hours and within 90 days following discharge, he may reenlist only at a regular recruiting station.—Ed.

Philippine Order of Golden Dragon

SIR: I have heard about certificates for crossing the Arctic Circle, and the Equator, but wondered if there was any special certificate for men serving in the Philippines.—T. C., YNSN, USN.

• We understand that there is a special group belonging to the Order of the Golden Dragon. Some of the men of U. S. Naval Mobile Construction Battalion Three, such as William T. Riley, SK3 and Gordon Turner, SKSN, can give you more information. Their order may only be for DKs and SKs, but we understand that they have an honorary membership list. Perhaps you can write them at MCB-3, c/o Fleet Post Office, San Francisco, Calif.—Ed.

Does Sea Pay Stop on U. S. Leave?

SIR: Does sea pay for a man stop when he goes on leave in the U.S. if he is still attached to a ship?—J. H. T., YN2, USN.

• Sea duty pay is not payable for periods of leave within continental United States even though still attached to a ship. See paragraph 044060-2b, item 4, Navy Comptroller Manual.—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.

Waves at Waikiki

SIR: Can you give me the date that Waves were first officially assigned to duty in Pearl Harbor and also the date of their landing there?—L. A. L., BMC, USN.

• Waves were first permitted to volunteer for service outside the continental U. S. in September 1944 under Public Law 441. The first contingent of Waves reported for duty in Hawaii on 6 Jan 1945.—Ed.

Track and Field Entrants

SIR: I am interested in entering the coming All Navy and Interservice Track and Field championships. Where could I obtain information concerning this?—H. E., DT2, USN.

• Information on the All Navy and Interservice Track and Field championships is contained in BuPers Inst. 1710-1A of 1 Oct 1953. It is also suggested that you contact the Special Services Officer at your station. He should be able to give you all the info.—Ed.

China Service Medal to Naha?

SIR: Recently you published the names of various units rating the China Service Medal.

Included in the list was the Naha Naval Air Facility (Formosa Strait Patrol). Does this mean that all personnel stationed at the Naha NAF receive the medal or only personnel in units, supported by NAF, which made the actual patrol?—T. A. B., DM3, USN.

• The Naval Air Facility, Naha, is credited with having participated from 18 Apr 1951 to 12 Sep 1952 in operations for which the China Service Medal (Extended) is authorized. However, only the personnel who actually made trips to China while based at Okinawa are entitled to the medal.—Ed.



Promotions in WO Classifications

SIR: In your article on warrant officers (December 1953), there is a statement concerning eligibility for promotion to warrant commission that I would like to check on. You say that to be eligible you must have 10 years' service. I believe BuPers says that you must be PO1 or CPO with but six years' service and not over 35 years of age.

I am also curious about the warrant classifications that are closed. Some of them, I know, would remain in a more or less inactive status until a possible future mobilization, but aren't there certain "token promotions" in almost all of them when the selection board does meet? Or are such promotions given as people retire?—L. S. B., DM1, USN.

• You're right concerning the service eligibility requirements for promotion to warrant. It should have read "six" instead of 10 years.

A board, convened during April-July 1952, considered all CPOs and PO1s who had at least six years' service and had not reached their 35th birthday. This board recommended personnel for appointment and they were placed on an eligibility list from which appointments are now made as vacancies occur.

No "token" promotions are made, however, nor are promotions made because of pending transfers to the Retired List.—Ed.

Hash Mark for Minority Cruise?

SIR: Am I correct in stating that the service stripe was formerly part of the uniform of a sailor who had completed a minority enlistment, even though his period of service was less than four years?—D. C. S., PN1, USN.

• You are right. Contrary to popular belief, naval personnel who have completed minority cruises (always more than three years and usually less than four years) were permitted to wear service stripes. It is believed the practice was originally permitted because a minority cruise, regardless of length, was considered as four years for all purposes except pay.

According to the 1951 edition of Uniform Regs, the requirement for wearing a service stripe is now four full years of active service. Uniform Regs further states that such active duty may be "in the Navy, Marine Corps, Coast Guard or Army or 'active service' in the Naval Reserve, or any combinations thereof." "Active service" here means service on the USNR "active list" whether performed on active duty or on inactive duty, or the two combined.—Ed.

Reporting Date on Orders

SIR: It would be appreciated by me if you would clarify a question concerning the reporting date on orders.

BuPers Manual, Art. C-6316, states, "if a person returns from leave prior to 0900 in the morning, that day does not count as a day of leave."

BuPers Manual, Art. C-5318, Para. five states, "a person reporting under orders, after being granted a delay to count as leave, has until midnight of the reporting date in which to report."

NavPers 10802-A of March 1953, *Useful Information for Newly Commissioned Officers*, on page eight, includes this statement under Note on Proceed Time; "A mistake often made is to overlook the part that proceed time means to report within four days, that is; by midnight on the fourth day. If you have four days' leave or four days' travel time you get the whole four days and can report on the morning of the fifth (when working hours begin). However, when you have four days' proceed time, you have three full days free but must report on the fourth day before midnight".

All examples given in NavPers 10802-A and the *BuPers Manual* are examples which include proceed time. For example:

Detachment Date	10 November
Leave	10 days
Proceed Time	4 days
Travel Time	1 day
Date on which to report—25 Nov	(before midnight)

Now my question is, what is the reporting date *without* proceed time?

Detachment Date	10 November
Leave	10 days
Travel Time	1 Day

Would the reporting date be 21 November or 22 November before midnight?—P.E.M., CHSCLK, USN.

• First of all we would like to point out that there is a difference in the time an officer is required to report at his new station in carrying out change of duty orders as compared with the time of returning to his duty station at the expiration of leave granted by his present commanding officer. These two methods are set forth in *BuPers Manual*, Articles C-5318 and C-6316 respectively.

To answer your question, take the case of orders which specify more than one duty station to report to before reaching final duty station. The first sentence of your quotation from NavPers 10802-A refers to reporting at the first station mentioned in the orders—proceed time being involved. The second sentence quoted from NavPers 10802-A refers to a situation such as this: Some orders, after requiring an officer to report at his first station, further require him to proceed and report at a permanent duty station with travel time and delay involved.

Thus, in the example you discuss, if the temporary duty is completed on 10 November, and one day of travel time plus 10 days delay are involved in reporting at the final station, the officer would be expected to report at the beginning of office hours on 22 November. This allows him 11 full days for delay and travel time—no proceed time being involved in this computation.—Ed.

Transfer to Regular Navy

SIR: I am a recalled Reservist who is serving on a voluntary extension. I would like to transfer into the Regular Navy. Is it possible for me to break the Reserve extension for reenlistment purposes?—R. A. W., MN2, USNR.

• As provided in *BuPers Inst.* 1133.1A, discharge of Naval Reserve personnel serving on active duty for the purpose of immediate enlistment in the Regular Navy in accordance with *BuPers Inst.* 1130.4 may be effected by reason of Convenience of the Government at any time during current tour of active duty. The Reserve enlistment is not "broken" in this case, but is terminated through discharge and immediate enlistment in the Regular Navy.—Ed.

Carriers at Pearl on 7 December?

SIR: Can you tell me if the USS *Yorktown* or any other carrier was in Pearl Harbor on 7 Dec 1941. What damage was done to the carriers by the Japanese and were there any casualties?—F. L., ENDC(SS), USN.

• *Yorktown* was operating off the Atlantic Coast when Pearl Harbor was hit. *Enterprise* and *Lexington* were the only carriers operating in the Pacific at that time and both were at sea when the attack came.—Ed.

How to Get Your Medal

SIR: It is my understanding that a medal has been issued for every campaign or service ribbon. I would like to know the procedure required to obtain the medals.—R. B. B., QM1, USN.

• Applications for Navy campaign and service medals may be addressed in the form of a letter to the Chief of Naval Personnel, Atten: Pers B4 (for officers) or Pers E3 (for enlisted personnel), Navy Department, Washington 25, D. C. by the individual concerned.

The applicant should state his full name, serial or service number, rank or rate and the units to which attached with dates of such service for which a medal is claimed.

A word of warning though—medals for Korean Service and National Defense Service are not as yet available. ALL HANDS will carry a notice when they are.—Ed.

When Spaces Count

SIR: The QM gang on our ship has been arguing since the last fleet-wide exams as to whether the space between words in the communications test is counted as a character, much like a space is counted a stroke in the typing tests. Are they counted in flashing light or semaphore?—A. F. McC., Jr., QM2, USN.

• Standards for typing tests are based on total number of strokes. A space on a typewriter requires a stroke and is computed as such. Spacing between words when sending code requires no physical action on the part of the sender and therefore cannot be counted as an error. However, it is acknowledged that incorrect spacing does make for a "sloppy light."—Ed.



'FIGHTING LADY'—USS *Yorktown* (CV 5) (above) was in Atlantic waters during Pearl Harbor attack. Today's *Yorktown* (CVA 10) was completed in April 1943.

Waivers on Basic Battery Test

SIR: Does BuPers allow a waiver of 15 points on the Basic Battery Test scores for personnel requesting a Class "A" service school? If not, what is the maximum number of points that can be waived for entrance to a Service School?—C. L. D., YN3, USN.

• *Waivers on Basic Battery Test scores for attendance at Class "A" service schools are authorized only under conditions where other compensating factors, such as demonstrated experience or aptitude, exist. Normally, 15 points*

where two scores are involved or 10 points on one single score are the highest waivers granted, but there is no established maximum.—ED.

Statistics on BMs, YNs and PNs

SIR: Are there more rated boatswain mates in the Navy than there are rated yeomen and personnel men combined? Can you give me the figures?—E. R. LeR., YN2, USN.

• *The following statistics are as of 30 Sep 1953. Rated YNs and PNs total 19,204. Rated BMs total 21,994.—ED.*

Reemployment Rights in Civil Service

SIR: I am a Naval Reservist and have been on continuous active duty since 17 Jul 1950. I am to be released from active duty on 30 Apr 1954 and my enlistment in the Reserves expires on 30 Jul 1954. I left a Federal Civil Service position to enter active duty. I am interested in remaining on active duty and here's what I would like to know:

The NCPI (Naval Civilian Personnel Instructions) state that an employee may be absent from his position, voluntarily, for the purpose of serving on active duty with the armed forces for a maximum period of four years and retain reemployment rights to his position. Would it be legal for me to reenlist in the Reserves for another four years on 30 Apr 1954, execute an agreement to remain on active duty for any period up to four years, get a 30-day leave, return to my Civil Service position, work a couple of weeks and again resign to enter military service and still retain my reemployment rights?—L. O. W., YNSC, USNR.

• *The NCPI (Naval Civilian Personnel Instructions) state that an employee may be absent from a position voluntarily or otherwise for a maximum of four years after 24 Jun 1948 for the purpose of serving on active duty with the armed forces and retain reemployment rights to his position upon release from the armed forces. Consequently, if you were to reenlist in the Reserve voluntarily, whether or not you returned and worked in your Civil Service position, it appears that you would lose all reemployment rights to that position upon release from such voluntary reenlistment. The only exception (under Public Law 121, 83rd Congress) is where additional active duty is imposed by law, or for the purpose of determining physical fitness.—ED.*

Ready for an Argument?

SIR: Going through a back issue of ALL HANDS (June 1953) I came across a photo of USS *New Jersey* (p. 16). The caption stated that a broadside moved the giant ship sidewise. It is my contention that the turbulence shown in the picture is caused by blast effect and that the sideways motion of the ship is negligible. It would be interesting to find out actually how far, if at all, a battleship is moved laterally by a broadside.—R. B. F., CDR, USN.

• *Here is what BuShips scientists say, citing two different cases.*

Case I—the ship with no forward motion: For the firing of one broadside, the sidewise displacement at the end of one minute and after ten minutes is estimated to be of the order of 10 feet and 100 feet, respectively. This calculation is for a perfectly calm sea, zero wind and necessarily includes certain other assumptions.

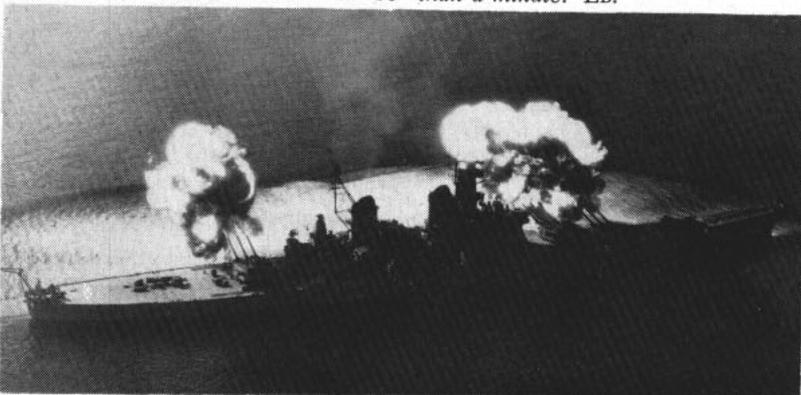
Case II—the ship advancing at 15 knots: For the firing of one broadside, the sidewise displacement at the end of 6 seconds and after 60 seconds is estimated to be of the order of one foot and five feet, respectively. In this case, the ship acts as a giant hydrofoil with the resistance to sidewise motion varying as the first power of velocity of lateral motion. The forward motion of the ship causes the damping of sidewise motion to be

much greater than for the case of zero forward speed. The sidewise displacement at the end of one minute is thus nearly complete.

When there is no forward speed, no limit to sidewise displacement exists, but only a gradual decrement of velocity of sidewise motion.

Incidentally, we understand that a fairly small pull on a line will move a BB sideways if applied long enough and the force is not overcome by some other force. The mathematical wizards at BuShips can produce formulas to prove it.

*Our reader, however, is not wrong in saying that the turbulence shown in the picture, reprinted here, is caused by blast effect. We agree with him that it was so caused, either by blast effect from that or an earlier broadside. But the fact remains, as noted above, that a broadside does move the ship sidewise. From this photo it is not possible to say to what extent the battleship has moved or will move sidewise, since there is no way of knowing the time elapsed since any previous broadside, or the speed of the ship, if it was moving, at the time of broadside. To us it looks as though *New Jersey* was moving at slow speed, if at all. As in Case I above, if it had no forward motion, this sidewise movement should be several feet in less than a minute.—ED.*



USS *NEW JERSEY* (BB 62) lets go with her 16" guns. Experts say a broadside, under certain conditions, can move a ship sidewise 100 feet in 10 minutes.

Responsibility in a Small Boat

SIR: Can a chief petty officer of the seaman branch be held responsible for the safety of a liberty boat and the personnel embarked therein, when he is the senior man embarked. Or is the coxswain entirely responsible for the safety of boat and personnel?—R. L. M., BMC, USN.

• *Traditionally the authority of the coxswain of a boat is given him by the officer of the deck and he would be responsible for the safety and management of the boat to the exclusion of all persons embarked except those officers referred to in Art. 1331, Navy Regulations.*

The coxswain would have the necessary authority over personnel embarked to permit him to discharge this responsibility. However, this does not prevent the Officer of the Deck or the Commanding Officer from giving another competent person embarked this responsibility.—ED.

Obligations in NROTC Training

SIR: As a Navyman soon to go on inactive duty, I want to enter the NROTC program and I have a few questions I hope you can answer. I will have four years' reserve obligation and I wonder if any consideration has been given to the granting of deferments from recall to active duty, similar to those granted by Selective Service? Also I would like to know how entering the NROTC program will affect my enlisted reserve status and obligations?—W. J. W., YN3, USN.

• You neglected to mention whether you would enter NROTC as a Contract student or as a Regular NROTC student, but in either case you would not be subject to orders to active duty until completion of training if you remained in good status in the NROTC.

A Regular NROTC student, upon enrollment, is appointed to the grade of Midshipman, USNR. In accordance with existing directives, such students holding an enlisted status in the Naval Reserve or Regular Navy are discharged on the day immediately preceding the date of appointment as Midshipmen, USNR.

Contract NROTC students have no military status in the naval service in that capacity, and therefore retain any enlisted status in the Naval Reserve until such time as their enlistments expire or they are commissioned Ensign, USNR.

In any event, in accordance with the deferment agreement executed upon enrollment in the NROTC, all students become obligated to serve in the Navy or Naval Reserve for a period of eight years upon acceptance of commission of Ensign.

Previous enlistment in the U. S. Naval Reserve does not affect this period of obligated service.—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 *Coral Sea* (CVA 43)—A supply of *Coral Sea* Calendar Books, 1954, featuring the 1953 cruise is available at \$1.10 each postpaid. Requests for these copies should be made with proper remittance to the Custodian Recreation Fund, uss *Coral Sea* (CVA 43), c/o Fleet Post Office, New York, N. Y.

Merchant Marine Ribbons

SIR: During 1944 and 1945 I served in the Merchant Marine. Our ship was attached to the Seventh Fleet operating in the South Pacific.

Could you tell me what campaign or service ribbons I am eligible to wear?—E. M. N., SWS2, USNR.

• Campaign awards were not issued by the armed services for duty in the Merchant Marine. The Merchant Marine, however, issued its own awards and it is suggested that you address your communication to the Seaman Service Awards Branch, U. S. Maritime Commission, Washington, 25, D. C.—Ed.

No Shoulder Patches

SIR: I've heard that special shoulder patches have been authorized for personnel in canted-deck carriers. Could you affirm or disaffirm this?—R. E. McT., AM3, USN.

• No such patch is authorized for wear on the naval uniform. In fact no shoulder patches of any kind are authorized for wear by naval personnel.—Ed.

Courses for Air Controlman

SIR: The September 1953 *Catalog of Enlisted Correspondence Courses* lists five courses which are recommended as applicable to the Air Controlman rating. However, only small parts of these courses deal directly with the AC rating and a man taking these courses must complete the entire thing thereby going through much superfluous material.

Some of the currently available courses, aerology especially, are badly outdated and the information obsolete. An Aerology course based on the WBAN Manual of Surface Observations (Circular N) would be of much greater use to the Air Controlman than the whole of *Aerology, Vols 1 and 2*.

An AC is required to be current with the latest information on the control of air traffic, yet rating exams are apparently based on obsolete material contained in some of these recommended correspondence courses. Furthermore, most rating exams cover material which is contained in publications that are classified; access to such publications is often difficult. Other things such as information on weight, balance and navigation are not readily available except in the offices where they are particularly used.

Can the Bureau set up a list of courses and publications that would be of greater interest and much more use to air controlmen than those currently available?—E. S. S., AC2, USN.

• Much of what you say is true and has been recognized by BuPers. Action has been taken to correct this situation by the establishment last year of the U. S. Navy Training Publications Center, Memphis, especially for the preparation of rating courses for aviation personnel. This activity is small, but it is hoped that its output will correct the problems expressed in your letter.—Ed.

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

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

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

Two Strikes—and Striker Is Out

SIR: I have come up with a problem which I think only you can clear up. Does a Class "A" school graduate who has failed the competitive examination for advancement to pay grade E-4 twice or even three times, have his striker identification symbol removed on the authority of BuPers Inst. 1430.4A?

Paragraph 7a of this instruction states that "Class 'A' school graduates shall be identified as strikers by assigning striker identifications to form appropriate rate symbols upon satisfactory completion of the course of instruction." However, paragraph 8a of the same instruction states that "commanding officers shall remove the striker identification of those strikers who have twice failed the service-wide competitive examinations for advancement to pay grade E-4." What's the straight dope?—H. T. D., YN3, USN.

• In accordance with paragraph 8a of BuPers Inst. 1430.4A, the commanding officer shall remove the striker identification of strikers who twice fail the service-wide competitive examinations for advancement to pay grade E-4. Class "A" school graduates are included in this directive. While BuPers stresses utilization of Class "A" school graduates in the field for which they were trained, it is considered that those graduates who twice fail the service-wide examinations do not possess the necessary qualifications to warrant retention of their striker

identification. However, personnel in this category may continue to be utilized in the field for which they received special training. Future advancement in their particular field is not prohibited by this removal of the striker identification.—Ed.

Three States Have Korean Bonuses

SIR: Can you tell me what states have passed a bonus bill for Korean war veterans?—D. W. J., TESN, USN.

• Three of them. Massachusetts has granted a bonus ranging from \$100 to \$300 for veterans of the Korean conflict who served at least 90 days and meet other requirements. Survivors of a serviceman who died in the service receive \$300.

Michigan has granted a death benefit of \$500 for the surviving family of a serviceman from that state who died as a result of Korean war action, while Vermont has provided for a bonus of \$10 a month for honorably discharged ex-enlisted men and a survivor's benefit of \$120 for the families of those who died as a result of action in Korea.—Ed.

EMs in Amateur Golf Championship

SIR: Your attention is invited to an article in the November ALL HANDS, in which you gave due credit to Gene Littler, SN, who won the National Amateur Golf Championship. However, you failed to show another naval competitor in the National Amateur.

Billy Casper, SN, of Naval Communi-

cations Station San Diego is the San Diego County Amateur Champion. He qualified in regional finals and went as far as the third round of the National Amateur before he was eliminated. He is a strong competitor and deserves recognition in your magazine.—T. R. K., CAPT., USN.

• Thank you for letting us know of another Navyman who competed in the top golf tournament in the country. ALL HANDS is always interested in giving credit where credit is due. However, PIOs in the field are sometimes a bit slow in relaying information to us.—Ed.

Vests Went Out In 1951

SIR: I heard some years ago that a vest with gold or black buttons was an optional part of the Navy uniform, for officers and CPOs, but in searching through United States Navy Uniform Regulations for the authority to wear a vest I fail to find this item of clothing as part of the uniform for chief petty officers. Can you tell me if they are, have been or are not allowed?—T. F. C., CHGUN, USN.

• There is no authorization for chief petty officers to wear a vest with the uniform, no matter what type buttons are used. However, the vest, or waistcoat as it was described, was authorized as an optional garment of wear until 1951.

The vest was made of the same material as the coat and had six gilt buttons.—Ed.

Ship Reunions

—The "Eight Ball" Battalion (Seabees) will hold its Third Annual Reunion in Boston, Mass., on 17, 18 and 19 Sep 1954. For further details, write Valentyne Brennan, 28 Outlook Lane, Levittown, Pa.

• uss LST 558—All hands who served aboard this ship between May 1944 and February 1946, and are interested in holding a reunion, with time and place to be decided, contact H. J. Thurber, Jr., 2516 West Pater-son Ave., Chicago 45, Ill.

• uss LCI 673—All members interested in a reunion, with time and place to be decided, contact John H. Norton, New Clampett Building, Fairfield, Conn.

• Air Group 20 (U. S. Pacific Fleet, 1943-1945)—All hands who served in this air group, up to its return from combat cruise in 1945, and are interested in a reunion on 25 Oct 1954 in New York City, contact Chauncey Stillman, 230 Park Ave., New York 17, N. Y.

• Carrier Air Group 35 (VT 35, VF 35, VB 35)—All hands who served in CAG 35 aboard uss *Chenango* (CVE 28) between October 1943 and December 1944 and personnel attached to CAG 35 between January 1945 and November 1945 are asked

to write C. E. Carpenter, 2101 Maryland, Topeka, Kan., concerning a reunion in May or June 1954.

• uss *Manila Bay* (CVE 61)—All officers and enlisted men who are interested in a reunion to be held in St. Louis, Mo., late in July 1954, please contact H. W. Tibbitts, 3147 Pennsylvania Ave., St. Louis, Mo.

• uss *Bryant* (DD 665)—All hands who served in this ship during World War II, and are interested in a reunion early this summer, please contact Henry W. Isleib, 102 Edgemere St., Fayetteville, N. Y.

• uss LST 377—Former officers of this ship, when she was attached to ComNavEur in June 1944, are asked to write to LT James L. Farrell, USNR, 2514 First Avenue North, Box 719, Billings, Mont. A reunion is planned.

• uss LSM 93—Men who served in this ship during World War II, and are interested in a reunion with time and place to be decided, contact Gene Lambert, Box 505, Louisville, Ill.

• Motor Torpedo Boat Squadron 28—A reunion of this squadron is in the making. For information, contact Stan Bazarek, 2715 N. Washtenaw Ave., Chicago 47, Ill.

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 *Chicago* (1917-1920 Crew)—The 34th annual reunion dinner will be held at McAllisters in Philadelphia, Pa., on Saturday evening, 24 Apr 1954. For reservations, write Paul A. Kline, 1520 N. Conestoga St., Philadelphia, Pa.

• uss *Oklahoma Veterans*—A reunion of the commissioning and World War I crew will be held by this association at the Parker House, Boston, Mass., on 8 and 9 May 1954. For information, write Edward H. Lutz, 673 Lindley Road, Glenside, Pa.

• uss *Leviathan Veterans*—Navy personnel who served aboard this ship during World War I, will hold their 31st Annual Reunion and dinner of this association on Saturday evening, 1 May 1954 at Dunhall's Restaurant, 40th St. and Broadway, New York, N. Y. Reservations may be made by writing, R. L. Hedlander, Box 22, Greenwich, Conn.

• 8th Naval Construction Battalion

How To Figure Your Service 'Take-Home' Pay

AT popular request, ALL HANDS magazine is again printing the table of active duty service pay and allowances along with the new table of withholding tax (under the reduced tax scale which became effective on 1 Jan 1954).

All types of pay and allowances, except clothing allowances, are covered in the accompanying chart. To find out what your monthly active duty basic pay is, consult the tables on pages 32 and 33 corresponding to your rank or rate, under the column heading indicating your total years of service—both active and inactive duty in the Navy and/or Naval Reserve. (There are certain exceptions to this; for example, time served at Naval Academy may not be counted. Also, time for unauthorized absence may not be included.)

Basic pay is the term now used to represent what was formerly called "base pay" plus "longevity."

Your active duty basic pay is shown in the table and is determined by your pay grade and your number of accumulated years of service.

Under the Career Compensation Act, basic pay is increased every two years, depending on your grade, up to a maximum of 18 years, thereafter every four years, also depending on the pay grade held. (See the chart for your grade.) Under this act, in general the plan for periodic pay increases amounts to approximately \$15 per month for officers and \$7.50 per month for enlisted personnel for each two-year increase.

In figuring your basic pay (including your periodic pay increases), you should count both active and inactive duty in the Navy and Naval Reserve (with the exceptions noted above.) If you previously served in

Here Are Items of Service Pay Which Are Withheld

Here are the items of income which BuSandA defines as taxable pay and which are subject to withholding of income tax (that is, the Navy withholds on these items):

- Basic pay.
- Additional pay of officers of the Medical and Dental Corps.
- Special pay (incentive pay) for hazardous duty.
- Diving duty pay.
- Sea and foreign duty pay.

Some items of pay for active service, although not subject to withholding tax deductions during 1953 are subject to income tax and *must* be reported.

- Reenlistment bonus.
- Reenlistment allowances.
- Lump sum leave payments.
- Mileage (this, however, applies only to the travel money paid to the member of the naval service, and does not include travel pay for dependents, which is not taxable.)

Note: In no case is the amount representing quarters and subsistence allowances subject to income tax.

another branch of the armed services—Army, Marine Corps, National Guard, Air Force, Coast Guard, Public Health Service, or their reserve components—you should consult with the disbursing officer at your activity to ascertain if such service is creditable for pay purposes.

The total years of service *do not have to be consecutive* to count for periodic pay increases in basic pay. That is, if an EM joined the Navy in 1942 and was discharged in 1946, then joined the Naval Reserve in 1948, he can count both his time in the Navy on active duty and his time in the Naval Reserve on inactive duty in figuring his years of service.

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

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

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

For example: according to the withholding tax table (pp. 32-33), if you receive monthly taxable pay of \$193.80 per month, and have a wife and one child, the tax withheld is \$4.90 per month, which is 60 cents per month less than what was withheld on the same income during 1953. If, however, you have a wife and two or more children, no tax is withheld for this amount of income.

Under the subsistence allowance for enlisted personnel, a daily rate of \$2.57, when rations in kind are not available, is authorized in the United States. Members overseas are entitled to overseas station per diem allowances.

When permission is granted to mess off the base, commuted rations at the rate of \$1.10 per day are authorized (previously it was \$1.20 per day). Leave rations are authorized at \$1.10 per day for enlisted personnel instead of \$1.20 per day.

For your information, the enlisted basic allowance for quarters (BAQ) remains unchanged. An enlisted man without dependents is entitled to BAQ only when government quarters are not available (for example, an EM on recruiting duty).

All enlisted men *with* dependents,
(Continued on page 34)



"This will kill you—I forgot to mail my income tax return!"



"And every March 15th this strange, empty feeling returns."

Table of Active Duty Service

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)													
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 22 yrs.	Over 26 yrs.	Over 30 yrs.	
O-8 Rear Admiral (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30
O-7 Rear Admiral (Lower Half)....	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28
O-6 Captain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54	726.18
O-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62	637.26	666.90
O-4 Lieutenant Commander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52	558.34	583.16
O-3 Lieutenant	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	474.24	489.06	503.88
O-2 Lieutenant (junior grade).....	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10	363.10	363.10
O-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04	326.04	326.04
W-4 (Com. Warrant Officer).....	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09	484.22	499.35
W-3 (Com. Warrant Officer).....	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.46	348.04	363.17	378.30	393.43	408.56	423.69
W-2 (Com. Warrant Officer).....	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	332.90	348.04	363.17	378.30
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21	325.34	340.46
E-7 (Chief Petty Officer).....	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76	321.04	336.33
E-6 (Petty Officer, 1st Class).....	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	275.18	290.47	305.76
E-5 (Petty Officer, 2nd Class).....	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96	252.25	267.53	282.82
E-4 (Petty Officer, 3rd Class).....	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74	198.74	198.74
E-3 (SN, FN, AN, CN, TN, HN, DN)	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88	152.88	152.88
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80	124.80	124.80
E-1 (over 4 months) (SR) (etc.)....	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80
E-1 (under 4 months) (SR) (etc.)....	78.00													

New Table of Withholding

PAY—To find out your service pay subject to withholding, see story.		EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.				
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$0	\$56	\$0	\$0	\$0	\$0	\$0
56	60	.40	0	0	0	0
60	64	1.20	0	0	0	0
64	68	1.90	0	0	0	0
68	72	2.60	0	0	0	0
72	76	3.30	0	0	0	0
76	80	4.00	0	0	0	0
80	84	4.80	0	0	0	0
84	88	5.50	0	0	0	0
88	92	6.20	0	0	0	0
92	96	6.90	0	0	0	0
96	100	7.60	0	0	0	0
100	104	8.40	0	0	0	0
104	108	9.10	0	0	0	0
108	112	9.80	0	0	0	0
112	116	10.50	.50	0	0	0
116	120	11.20	1.20	0	0	0
120	124	12.00	2.00	0	0	0
124	128	12.70	2.70	0	0	0
128	132	13.40	3.40	0	0	0
132	136	14.10	4.10	0	0	0

PAY—To find out your service pay subject to withholding, see story.		EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.				
Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$136	\$140	\$14.80	\$4.80	\$0	\$0	\$0
140	144	15.60	5.60	0	0	0
144	148	16.30	6.30	0	0	0
148	152	17.00	7.00	0	0	0
152	156	17.70	7.70	0	0	0
156	160	18.40	8.40	0	0	0
160	164	19.20	9.20	0	0	0
164	168	19.90	9.90	0	0	0
168	172	20.60	10.60	.60	0	0
172	176	21.30	11.30	1.30	0	0
176	180	22.00	12.00	2.00	0	0
180	184	22.80	12.80	2.80	0	0
184	188	23.50	13.50	3.50	0	0
188	192	24.20	14.20	4.20	0	0
192	196	24.90	14.90	4.90	0	0
196	200	25.60	15.60	5.60	0	0
200	204	26.40	16.40	6.40	0	0
204	208	27.10	17.10	7.10	0	0
208	212	27.80	17.80	7.80	0	0
212	216	28.50	18.50	8.50	0	0
216	220	29.20	19.20	9.20	0	0
220	224	30.00	20.00	10.00	0	0

Service Pay and Allowances

SPECIAL DUTY PAY (PER MONTH)			SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)		QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS							
Sea Pay or Foreign Duty	Flight Pay (crew member) or Submarine Pay	Other Hazardous Duty Pay		No Dependents	With Dependents	The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent. REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependent's allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSandA, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account. YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special duty pay (sea pay, flight pay, etc.), or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank account, excess leave checkage, etc.							
Not eligible	\$150.00	\$100.00	\$47.88	\$136.80	\$171.00	PAY GRADE	A			B		A+B=V	
	150.00			136.80	171.00		BASIC QUARTERS ALLOWANCE FOR DEPENDENT(S)		ENLISTED MEMBER'S MINIMUM CONTRIBUTION FROM BASIC PAY		MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)		
	210.00			119.70	136.80		1 depend.	2 depend.	over 2 dep.	1 depend.	2 depend.	over 2 dep.	
	180.00			102.60	136.80								
	150.00			94.20	119.70								
	120.00			85.50	102.60								
110.00	77.10	94.20											
100.00	68.40	85.50											
Not eligible	\$100.00	\$100.00	\$47.88	94.20	119.70	E7 (CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90
				85.50	102.60	E6 (PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90
				77.10	94.20	E5 (PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90
				68.40	85.50	E4 (PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90
\$22.50 20.00 16.00 13.00 9.00 8.00 8.00 8.00	\$75.00 67.50 60.00 52.50 45.00 37.50 30.00 30.00	\$50.00	A daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off the base, commuted rations at \$1.10 per day. Leave rations at \$1.10 per day are figured for each day of leave.	\$51.30 (authorized only when gov't. quarters are not available)	See explanation in columns at right	E3 (SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90
						E2 (SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90
						E1 (SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90

Income Tax Under Pay Scale

PAY—To find out your service pay subject to withholding, see story.

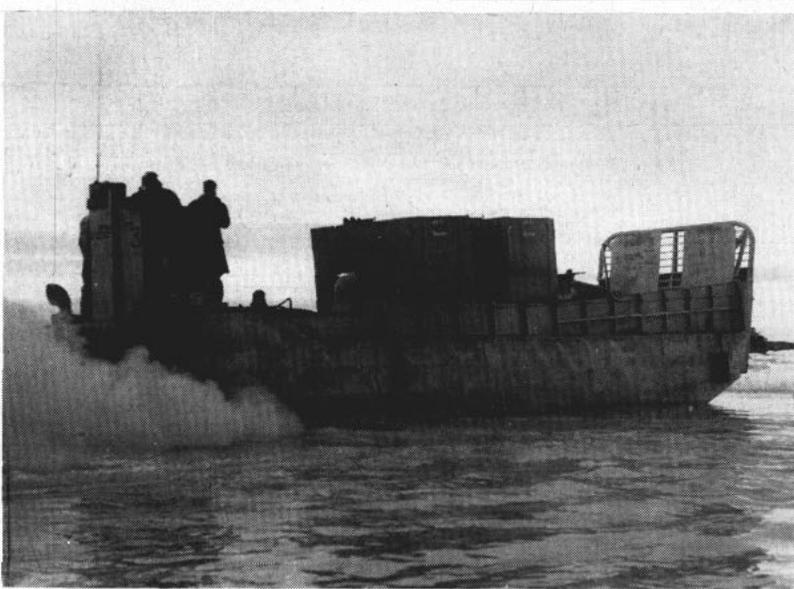
EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.

Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$224	228	\$30.70	\$20.70	\$10.70	\$ 7.00	\$0
228	232	31.40	21.40	11.40	1.40	0
232	236	32.10	22.10	12.10	2.10	0
236	240	32.80	22.80	12.80	2.80	0
240	248	33.90	23.90	13.90	3.90	0
248	256	35.40	25.40	15.40	5.40	0
256	264	36.80	26.80	16.80	6.80	0
264	272	38.20	28.20	18.20	8.20	0
272	280	39.70	29.70	19.70	9.70	0
280	288	41.10	31.10	21.10	11.10	1.10
288	296	42.60	32.60	22.60	12.60	2.60
296	304	44.00	34.00	24.00	14.00	4.00
304	312	45.40	35.40	25.40	15.40	5.40
312	320	46.90	36.90	26.90	16.90	6.90
320	328	48.30	38.30	28.30	18.30	8.30
328	336	49.80	39.80	29.80	19.80	9.80
336	344	51.20	41.20	31.20	21.20	11.20
344	352	52.60	42.60	32.60	22.60	12.60
352	360	54.10	44.10	34.10	24.10	14.10
360	368	55.50	45.50	35.50	25.50	15.50
368	376	57.00	47.00	37.00	27.00	17.00
376	384	58.40	48.40	38.40	28.40	18.40

PAY—To find out your service pay subject to withholding, see story.

EXEMPTIONS—To find out the number of exemptions to which you are entitled (including exemption for yourself) see story.

Pay Bracket (Monthly)		AMOUNT OF TAX WITHHELD				
At least	But less than	1 Exemption	2 Exemptions	3 Exemptions	4 Exemptions	5 Exemptions
\$384	\$392	\$59.80	\$49.80	\$39.80	\$29.80	\$19.80
392	400	61.30	51.30	41.30	31.30	21.30
400	420	63.80	53.80	43.80	33.80	23.80
420	440	67.40	57.40	47.40	37.40	27.40
440	460	71.00	61.00	51.00	41.00	31.00
460	480	74.60	64.60	54.60	44.60	34.60
480	500	78.20	68.20	58.20	48.20	38.20
500	520	81.80	71.80	61.80	51.80	41.80
520	540	85.40	75.40	65.40	55.40	45.40
540	560	89.00	79.00	69.00	59.00	49.00
560	580	92.60	82.60	72.60	62.60	52.60
580	600	96.20	86.20	76.20	66.20	56.20
600	640	101.60	91.60	81.60	71.60	61.60
640	680	108.80	98.80	88.80	78.80	68.80
680	720	116.00	106.00	96.00	86.00	76.00
720	760	123.20	113.20	103.20	93.20	83.20
760	800	130.40	120.40	110.40	100.40	90.40
800	840	137.60	127.60	117.60	107.60	97.60
840	880	144.80	134.80	124.80	114.80	104.80
880	920	152.00	142.00	132.00	122.00	112.00
920	960	159.20	149.20	139.20	129.20	119.20
960	1,000	166.40	156.40	146.40	136.40	126.40



ANTENNA raised high, heavily laden LCM roars toward beach, jockeyed by coxswain who is directed via radio both from beach and USS Wyandot.

Off-Shore Unloading Aided by Transceivers

High frequency radio transceivers saved many man-hours and solved vexing transportation problems during "Operation Nanook," the Navy's annual resupply of the Joint Canadian-United States weather station and RCAF Air Base located at Resolute, Cornwallis Island, in the Canadian Northwest.

Nineteen transceivers were used during the operation last year. A master control station was established on the bridge of USS *Wyandot* (AKA 92) to coordinate off-loading.

Eight LCMs, charged with the task of shuttling cargo from ship to beach, were fitted with transceivers. Other transceivers were set up in the beach operations tent and the shore end of the oil and gasoline lines. USS *Nespelen* (AOG 55) also had one. Still other transceivers were shifted from place to place as the need for them arose.

Off-loading of supplies was regulated by a beach master and his assistants while *Wyandot* spotted the boats at the proper loading stations.

All transceivers were adjusted to operate on the same frequency, making the ship-to-shore task of coordinating the operation much easier.

Coxswains had been briefed in proper voice procedure before the off-loading got under way to insure efficient service.

Since each coxswain could be reached by radio, LCMs could be diverted to breaking ice with their heavily laden craft while they awaited a spot at the unloading jetties.—Jack Fry, JO3, USN, and Joe Coppola, PHAN, USN, ComServRon FOUR.



"WYANDOT . . ." — Karl Bahsler, ET3, USN, tunes transceiver as John Maguire, ET3, USN, calls vessel.

(Continued from page 31)
regardless of their pay grade, are entitled to a quarters allowance for their dependents whether they are serving ashore, or at sea or overseas, except in cases where Government quarters have been provided for use by their dependents. In the latter case, the enlisted member's pay record is not credited with BAQ.

The BAQ for an enlisted man with dependents varies according to his pay grade and number of legal dependents he has, up to and including three dependents.

• **Exemptions** — In figuring the number of your exemptions, you can count one for *yourself* (as taxpayer) and one for *each of your dependents*. If you and your *spouse* are filing a *joint return*, both of you would be a "taxpayer" and *each* would then be entitled to one exemption. If you are filing a *separate return*, you can still count your spouse as an exemption, but only if she had no gross income during the calendar year, does not file a separate return and was not dependent upon another taxpayer.

In addition, if you have attained the age of 65 at the end of the taxable year, you are entitled to one additional exemption for yourself and if you are blind at the end of the taxable year, you are entitled to still another exemption. The same exemptions apply to your spouse on reaching the age of 65 and/or for blindness, but only where a *separate return* was filed by you and the spouse had no gross income during the calendar year and was not dependent on another taxpayer.

In order to claim credit for a dependent, it is necessary that all four of the following tests be met: (1) dependent be either taxpayer's child, stepchild, legally adopted child or close relative; (2) the dependent must have a gross income of less than \$600 for the calendar year; (3) the taxpayer must furnish more than half of the dependent's support for the calendar year; and (4) the dependent, if married, does not make a joint return with his or her spouse, or have his or her exemption claimed on the separate return of his or her spouse. Citizens of foreign countries may not be claimed as dependents unless residents of either the U. S., Mexico, or Canada.

Further details on income tax may be found in ALL HANDS, February 1954, pp. 44-45-46.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Two EMs Develop Training Aid

A new training aid called the Flight Sonobuoy Trainer, has been put into production and ten units have been delivered to East coast aviation ASW units.

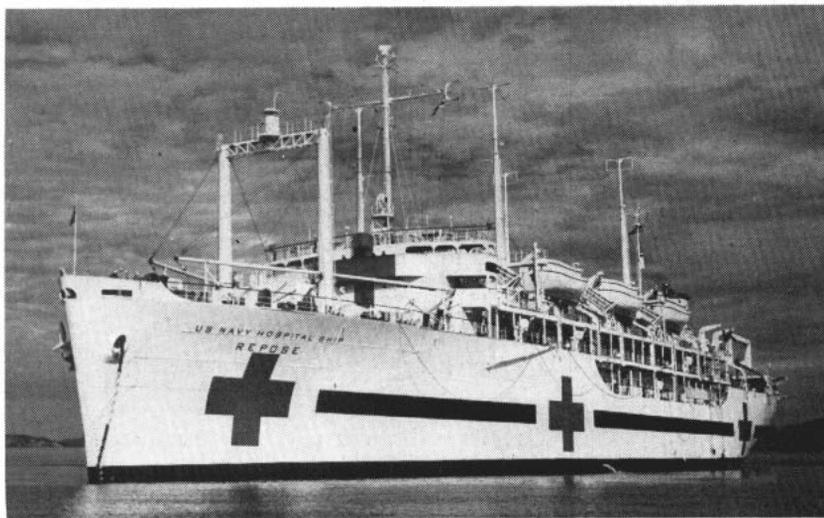
The training unit, which consists of recording devices used to simulate a submarine submerged under "sonobuoy" detection, was first conceived by the British Royal Navy for use in training its anti-submarine forces. Almost simultaneously two U. S. Navymen, Theron D. Hiatt, ALC, USN, and Bob J. Aebischer, AL2, USN, handmade a training aid based on the same idea in answer to a need for a device that would eliminate the necessity of having a "live" submarine for a target.

The training aid developed by the Navymen is based on a principle utilizing recordings of a submarine's propeller and rudder noises.

The whole unit—a packaged affair consisting of amplifier, recording turntable, and transmitter—can be set up in an aircraft carrier's ready room or arranged on the flight deck.

The "record players" (two or four of them are generally used) are started and the sound transmitted to a pilot "student" aloft in a plane. By increasing or decreasing the sound intensity of the records and hence the signal strength to the plane, the movements of a sub evading a sonobuoy pattern can be simulated.

From the pilot's point of view there is no difference between the training aid and the real thing. The signals he receives from the record players via his sonobuoy receiver are the same as he would re-



HOSPITAL SHIP USS *Repose* (AH 16) earned title of 'Angel of Orient' after lengthy service in Korean theater. It was built from keel up for medical service.

ceive from actual dropped sonobuoys. The pilot analyzes the sounds just as he would actual transmissions from a pattern of sonobuoys picking up an actual sub's screw noises. The pilot is thus able to determine the target's course and speed.

The plane's course, which is plotted by the pilot himself during the training problem, is later compared with the particular problem that has been introduced into the training device by the "conducting officer" back on the carrier. From this it can be determined how accurate the pilot was in his tracking of the "submarine."

The home-made training aids built by the two ALs were turned over to the Navy's Special Devices Center at Sands Point, L. I., N. Y., for evaluation and development.

Plans for an improved training aid were then released to a private manufacturer and construction was begun on a number of units. The first 10 now have been delivered and others will be shipped to ASW forces on the Pacific Coast early in 1954 as they become available.

Wonsan Plaque

The 22 destroyer division commanders who took part in the two-and-one-half year siege of Wonsan will be presented a plaque bearing a small key to that city.

The plaque is a replica of the city key inherited by relieving destroyer division commodores, who bear the mythical "Mayor of Wonsan" title. The original key to the city, bearing the words "The Bay of Eternal Prosperity" and "The Mayor of Wonsan," was forwarded to the Museum of Naval History at Annapolis, Md., at the end of the Korean hostilities.

The siege of Wonsan, one of the longest naval blockades in history, acted as a bottleneck in the Communist supply funnel, cutting off the use of railroad facilities and supply dumps in that city.

The blockading began in October 1950 when the Navy began clearing "one of the most intensive minefields in history" so the ships could enter.

YESTERDAY'S NAVY



Authorization by Congress of a group of new ships in the Act of 3 Mar 1883 was considered a major step toward the development of a modern U. S. Navy. First of the "White Squadron," they included the 4500-ton *Chicago*, and the 3000-ton cruisers *Atlanta* and *Boston*. On 19 Mar 1898, America's then most modern battleship, the 10,000-ton *Oregon*, left San Francisco, raced around Cape Horn to Florida, and went on to Santiago, Cuba, to join the Atlantic Fleet. The 14,700-mile voyage took a record 71 days.



HE'S GOING TO BE 'SHOOK'—H. L. Braun, ET3, USN, gets ready for vibration test given by LT R. Fowler.

Getting 'Shook' With a Purpose

Navy men aboard our high-speed modern ships who often emerge from an engineering space feeling like a "well shook" milkshake, are in for some relief.

As part of a continuing study of the effects of mechanical vibration on man, the Navy has now designed and put into operation a research machine termed a "large displacement-amplitude" vibration machine.

As machinery afloat becomes more powerful, producing more speed for ships, the effects of vibration on operators and maintenance men become more pronounced. Aviators, operators of high-speed turbines, diesel engines, ventilation blowers and so on, as well as operators of hand-operated and electrical tools, are complaining more and more of fatigue and discomfort.

At present, vibration engineers have no standard by which to determine when vibration becomes detrimental to an operator. The new machine should help provide such a yardstick to determine to what degree vibration eats into operator comfort and efficiency.

Marines Save Japanese Village

The U. S. Marines saved a Japanese village from destruction during the typhoon season when the Ado River poured into the village.

After typhoon "Tess" roared down upon Honjo, Shiga Prefecture, Japan, the violent winds forced the Ado River through the dikes, not only flooding the village but demolishing

the paddies. Although the villagers immediately turned to and set up a makeshift dike, the best they could do was to make a temporary structure that would not hold out long against the raging river.

At this point the Third Marine Engineer Battalion, based at Camp Okubo, Japan, moved in and rebuilt the dikes.

In three weeks the Marines moved approximately 50,000 tons of soil to the river bank. It is estimated that without the help of these Leathernecks it would have taken 58,500 man-days and would have cost the villagers more than \$42,000.

'White Hat March' Wins

The Navy's winner of the \$1000 ASCAP John Phillip Sousa award in the Armed Forces March Competition is Gerard T. Bowen, MUC, USN, instructor at the Naval School of Music.

Chief Bowen's winning entry, entitled "White Hat March," was composed in a day and a half. It was selected from 41 entries by a board of civilian judges designated by the Chief of Naval Personnel.



Gerald T. Bowen

While the chief has written many other pieces of music and done many arrangements during his musical career, this is the first march that he has written.

At the School of Music, Chief Bowen supervises the advance course for future bandleaders.

Starting on a Saturday morning he worked through until noon Sunday on the "White Hat March." The title was selected after he had tested it on bluejackets at the Receiving Station in Washington.

Other Navy men whose marches placed in the first five are: David R. Sprung, MU3, USN, with his entry, "United Nations Forces"; Gordon A. Finlay, MUC, USN, with his entry, "Our Fighting Fleet"; Lawrence R. Hosmann, MU1, USN, with his entry, "Marche Brillante"; and Kenneth A. Lowe, MU1, USN with his entry, "The Blue Angels March."

Judges for the contest were Mr. Nilo Hovey, Director of Bands at Butler University and Mr. Lawrence Intravaia, Director of Bands at the University of West Va.



AWAY LIFEBOAT!—Crewmen lower boat during 'man overboard' drill—one of essential shipboard drills.

Women Marines' Birthday

Like their Army and Navy counterparts, the Women Marines are celebrating anniversary years with two digits.

February marked the 11th anniversary of the Women Marines, who actually date their beginning back to the days of World War I. At that time, "Marinettes" came into being as clerical help, to release a Marine for combat duty. A small force, the Marinettes were released in 1919 and never reactivated.

It wasn't until February 1943 that the ladies were again called upon for duty with the Corps.

With the Armed Forces Integration Act, women were authorized to be brought into the Regular Marine Corps, where they would provide a ready and trained nucleus of officer and enlisted personnel.

The present Director of the Women Marines, Colonel Julia Hamblet, had this to say:

"Today, as for the past 11 years, women in forest green are playing a vital role in the accomplishment of the Marine Corps' mission. By efficiently performing assigned tasks in the supporting establishment, Women Marines help insure that the Fleet Marine Forces are completely mobile and free to fight, whenever and wherever needed.

"I am confident that in the years ahead, the women in the Marine Corps and the Marine Corps Reserve will continue to proudly assist the Corps in maintaining and increasing its state of readiness."

More Canted Decks

The newly developed canted deck, which enables fast planes to land at an angle across the flight deck of a carrier instead of straight ahead, is going to be installed on three more *Essex*-class aircraft carriers.

Plans have been approved for converting and installing the new canted deck arrangement on the carriers *Bon Homme Richard* (CVA 31), *Shangri La* (CVA 38) and *Lexington* (CVA 16).

Bon Homme Richard is now undergoing conversion in Naval Shipyard San Francisco, Calif., while *Shangri La* and *Lexington* are in the Puget Sound Shipyard.

This canted deck installation will cost approximately five million dollars. In addition to the canted deck each carrier will get steam catapults, more space to store its jet planes and aviation gasoline, plus new radar and electronics equipment, as part of the completed conversion.

A canted flight deck has already been scheduled for the two large carriers *Forrestal* (CVA 59) now being built in Newport News, Va., and *Saratoga* (CVA 60) under construction at the New York Naval Shipyard.

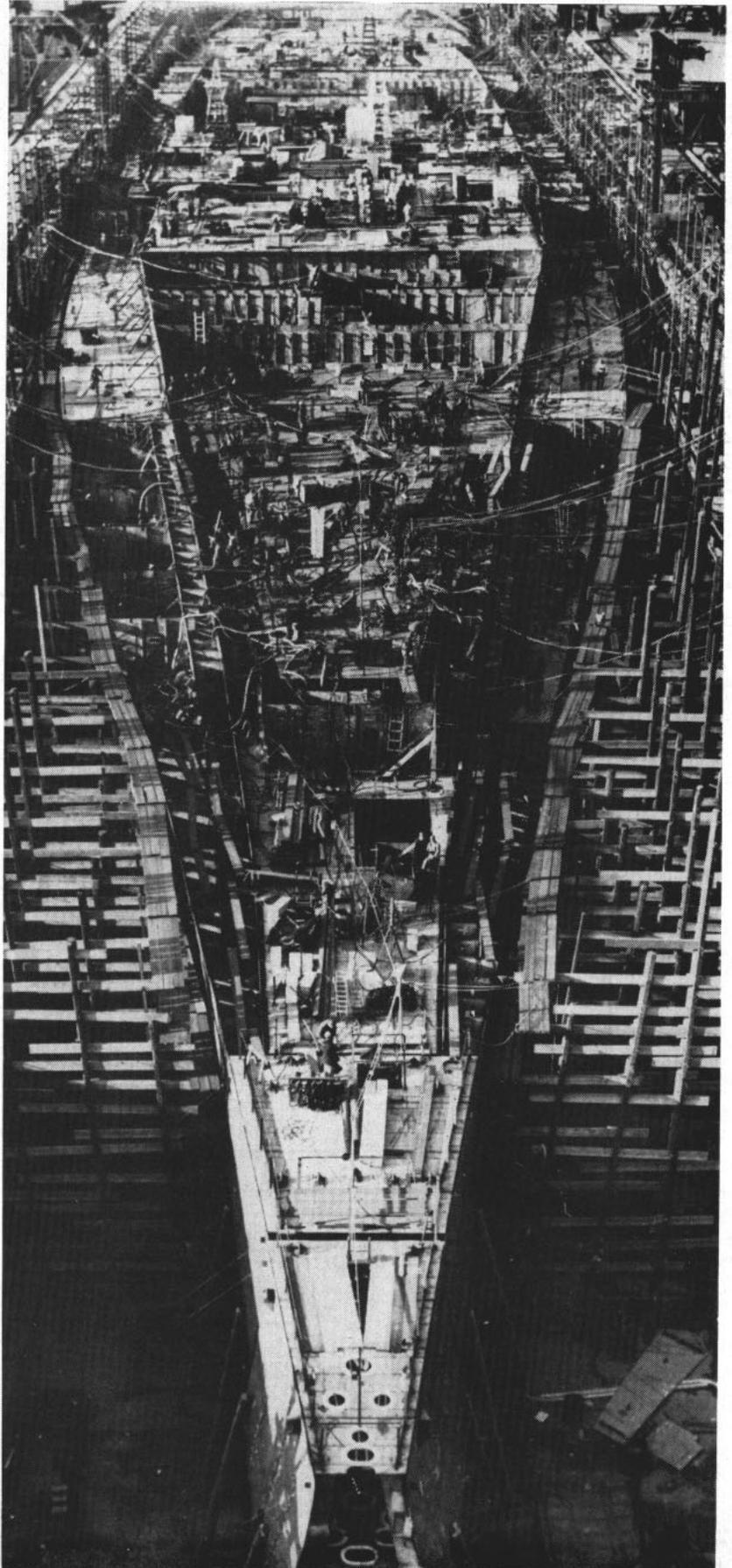
USS Antietam (CVS 36) was the first carrier to get the new type deck. Her conversion was completed early last spring at the New York Naval Shipyard.

Results of the operational trials aboard *Antietam* indicate that the canted deck aircraft carrier provides the safest, most desirable and most suitable platform for all types of aircraft and is superior to the axial-type deck.

The canted flight deck on *Antietam* was installed at an angle of 10½ degrees to the centerline. The landing area is 525 feet long with a width at the landing ramp of 70 feet and narrowing to 32 feet eight inches at the extreme forward end. This gives the effect of "flying into a funnel," causing the pilot to head toward the canted centerline, and aids him in maintaining his flight path.

One of the chief operational advantages of the canted deck carrier is the greater flexibility achieved by eliminating the centerline elevator

GIANT HULL of *USS Forrestal* (CVA 59), framed in a network of scaffolding, takes shape at Newport News.



TODAY'S NAVY

and utilizing instead one or more starboard deck edge elevators. This means that in launching aircraft more elevators are available for bringing up spares from the hangar and storing other aircraft below.

An important advantage is that launching by catapult and landing aircraft can be carried on simultaneously. The net effect of reducing the time required for a carrier to launch and recover aircraft increases its over-all operating efficiency in a task force.

Another advantage of the canted deck, particularly as far as the carrier pilot is concerned, is that it removes the costly hazard of a crash into gassed and armed planes parked forward of the barriers. Canted-deck landings do not require the use of a barrier or barricade, although provisions have been made for two on *Antietam* notwithstanding.

Navymen Design Safety Device

An experimental safety device which might sometime save the life of a pilot or prevent the loss of a valuable aircraft has been designed by three Navymen and is now ready for use at NAS Alameda.

A. H. Bossert, ADC, USN; R. C. Hanley, AE1, USN; and A. S. Neto AM2, USN, have devised a flare warning system which will reduce the chance that a pilot will inadvertently make a "wheels up" landing.

The system consists of two "Very's pistols," one of which is welded to a bracket on top of the runway wheel-watch shack. This pistol is aimed slightly downwind in a nearly vertical position and parallel to the runway so that maximum height is achieved. This flare is intended to



OFF TO AN EARLY START—Mike Cardenas, 19-month-old son of Fortino Cardenas, PNSN, USN, is proud of his sailor suit—with two service stripes, yet!

give warning to aircraft not yet on final approach.

The second pistol is mounted on a stand 200 feet upwind of the wheel-watch shack. It is aimed forty-five degrees upwind and parallel to the runway. Fired simultaneously with the first, it will give warning to aircraft already on final approach or in a position too late to be waved off by signal flags.

The flares are controlled by the duty runway signalman who fires them electrically with a firing button mounted on his starboard signal paddle. The button is inserted into the handle of the paddle between the metal loops on the inboard end to prevent inadvertently firing the flares.

In the event of a plane attempting

a landing with wheels up, the signalman need only press the firing button and, regardless of weather, day or night, the pilot is immediately made aware of his danger by the flares cascading into bright flame.

No occasion has arisen to use the system as yet, but if the simple economical flares can prevent one accident they will have paid for themselves many times.

Auto Racing at Sea

Building a miniature auto racing engine from scratch is a unique hobby, but that's exactly what two sailors from the carrier *USS Oriskany* (CVA 34) are doing.

Joseph Schaab, MR3, USN, and Don Weaver, FN, USN, both of whom have had professional experience in the automotive and machine shop fields in civilian life, decided to spend their off-duty hours at sea by building a model auto racing engine.

Starting out with little except scrap metal, the two Navymen are building what they predict will be a 10-horsepower engine capable of making 10,000 revolutions a minute.

In building their model engine, Weaver and Schaab have taken a few ideas from some of the standard automobile engines and also added a few ideas of their own.

To skeptics who doubt that the Weaver-Schaab-designed engine will work, the builders merely reply, "when the time comes, we'll race anything down the flight deck, even a Panther jet."



DEMON F3H-1N is the Navy's new carrier-based fighter. It combines interceptor speed, fighter maneuverability with the payload of an attack bomber.

Space Helmet

Navy kids are "blasting off" into outer space at the Navy Medical Center, Bethesda, Md., by wearing a new "space helmet" that is designed to feed a "sleep" gas to children being prepared for surgical operations.

The transparent plastic helmet was originated and perfected by Commander D. J. Giorgio, chief of anesthesia, and his associate, Lieutenant J. G. Morrow. It was constructed by Commander J. V. Niiranen, chief of Prosthodontics Service at the Center's dental school.

The helmet is named for its popular counterpart in comic strips and

television programs. It was recently used successfully on several children undergoing operations at the Center.

The clear plastic permits the child a wide view of his surroundings. As cyclopropane gas and oxygen are being introduced into the helmet, the youngster is told he is going on a "space trip." When the patient is unconscious, the helmet is removed, regular ether administered and the operation performed.

The helmet has been enthusiastically received by hospitals throughout the country and patent rights are being obtained by the Navy Department to insure wider use in the Medical Corps.



JIMMY BOWDEN, son of Navy chief, gets pointers from LTJG Morrow on new space-type 'sleep' helmet.

HM's Hobby Helps Youngsters Back on Their Feet

A hospital corpsman at a U. S. Naval hospital has an off-duty hobby that is giving aid and hope for the future to many unfortunate children.

On his own time and at his own expense, Clarence H. Harris, HM2, USN, makes orthopedic appliances for his small patients at the U. S. Naval Hospital, Jacksonville, Fla. His patients are children whose treatment requires physical remedies, like massage or electricity, instead of drugs.

Harris became interested in his hobby through his work at the orthopedic ward where he met five-year old Gloria Stegall who was paralyzed from the waist down as a result of a spinal injury at birth.

Harris gave Gloria therapeutic treatments for six months, during which time she made some progress.



HOBBY of Clarence H. Harris, HM2, is to help make children well again. He builds orthopedic appliances.

When he learned that the child was not going to be able to continue her treatments, Harris decided to build her a "trainer walker," a device that might help teach her to walk.

After obtaining some scrap metal, he bent it to shape, put legs and wheels on it, padded the arms with foam rubber and gave it to her family with instructions on how to use it. When she returned to the hospital for treatment a few months later, she could not only stand in it but could push herself around.

Gloria soon advanced to crutches and new braces. Later the crutches were removed and she was able to walk along on the braces alone. Although still a patient, she is making "marked progress."

After his success in this case, Harris decided to go into "production" of orthopedic appliances on a larger scale. He spent lunch hours and after duty hours searching for material that he could use. In one instance he built a combination wheel chair and play table from an old bed.

He has found that his project is never-ending. There is always another patient whose parents can't afford the particular type of aid needed. Much of the equipment he makes can be handed down from one child to another. As they outgrow crutches, advance from the trainer walker, or no longer need a wheel chair, the children return them to Harris who in turn passes them on to another child.

Harris's hobby has been a big help for many of the youngsters down Jacksonville way.

Shooting (with Camera) Helped

Sharp-eyed Bob Westlund, PHAN, USN, of NAMTU Point Mugu, Calif., is one photographer who not only shoots good photographs, but also shoots pretty well with a pistol.

Last September, Bob went out to the base pistol range to see what he could do. It was only the second time in his life he'd shot a pistol. All he did with a .45 pistol was to blast out a score of 303 out of a possible 400 points on the "E" (obviously for expert) course.

The Mugu Range Officer termed Westlund's feat "almost unbelievable." It was the first time in over two years that a man has qualified for the Navy Expert Pistol Medal at the Point Mugu range. Not bad shooting, for a beginner.

Double Plank Owner

uss *Kearsarge* (CVA 33) sports a double plank owner who has served on board the flattop throughout its sea-going career. The two-time plank owner is Lieutenant Anthony M. Plascjak, usn.

In 1945, Lieutenant Plascjak was one of the original crew which helped commission the carrier. He served aboard her until she was put in mothballs four years later.

When plans for *Kearsarge's* modernization and return to active duty began, he returned to the Puget Sound Naval Shipyard, Bremerton, Wash., and assisted in the recommissioning ceremonies, thus becoming one of the few double plank owners in the Navy.



FIRE FIGHTERS load their equipment aboard a yard tug for mock drill. Photo at left was taken at Guam Navy Base. Right: Armed with latest equipment, firemen approach an oil fire. Such training pays off, as illustrated below.

Fire Fighting Training Pays Off

A hearty "pat on the back" for Navy training methods and schools has been received by BuPers' Training Division and Navy's Fire Fighting School at Philadelphia, Pa., in a letter from William G. Anderson of the Marine Division of the Atlantic Refining Company.

The letter came after two of the refining company vessels, ss *Atlantic Engineer* and ss *Atlantic Dealer* had collided, resulting in fires aboard both ships, both of which were extinguished in a fast and efficient manner.

Fortunately, both masters and all of the mates and engineers of the two ships had completed a special five-day course at the U.S. Navy Fire Fighting School in Philadelphia only a short time before the accident.

In his letter, Mr. Anderson stated, "We believe that the fires on both ships were quickly controlled and extinguished largely as a result of the intensive and thorough training that our personnel had received at that school."

'Angels of Mercy'

Marine Helicopter Transport Group 16, is unofficially known as "Angels of Mercy" by Japanese citizens hard hit by two recent typhoons.

Because of the 'copters' ability to maneuver into otherwise isolated areas, whirlybirds were able to reach the very heart of regions in Southwest Japan that were completely cut off from all sources of ground transportation.

The Marine group conducted daily flights through an entire month, mak-

ing a total of 336 mercy flights. Rescue goods, including rice, clothing, medical supplies, and construction materials totaled 120 tons for the period.

Later, when the second typhoon struck with terrific fury, the "Angels" were ready for "Operation Rice Lift." When the results were tallied, nearly three times the previous total was reached.

Crash Crewmen Crash Fire

Crash crew training came in handy for two seamen from Moffett Field recently when they noticed a house on fire just off a main highway.

The two Navymen, Charles E. McKay, AN, USN and Lawrence M. Jackson, BMSN, USN, were returning from an evening's liberty when they spotted a house burning about three-quarters of a mile off the highway.

Unable to find a road leading to the fire, they parked their car and ran through an orchard. When they reached the scene, they found an office building of a ranch burning strongly and several nearby buildings in danger of going.

The two men located a fire hose and did what they could to check the blaze, keeping it under control until the local fire department could arrive to put it out.

Mr. Will B. Weston, owner of the ranch, who reached the scene shortly after the fire department, had nothing but praise for the two Navymen. "No ordinary person could have done what these two boys did," he said.

Both Jackson and McKay are members of the Moffett Field Crash crew.

This Marine Won't Be Drafted

A U. S. Marine Corps corporal is breathing a lot easier these days now that he knows he isn't going to be called into the Belgian Army.

Corporal Marcel J. Gisset, a native Belgian who came to America in 1948, has been assured that he will finish his tour of duty in the Marine Corps without interruption by any Belgian draft board.

The corporal's dilemma began when he received the first of three letters from the Belgian Army. It was a notification that he could expect to be called for active military service by 1954. Gisset already had enlisted in the U. S. Marines in 1952, shortly after his 17th birthday.

He was serving in Korea as a radio operator with the communications section of Marine Aircraft Group 12 when he received his third letter from the Belgian authorities, ordering him to report immediately.

Well confused by now, Gisset contacted the Group Legal Section, got in touch with his Congressman and finally received permission to make a trip to Seoul, Korea.

In Seoul, he talked to a colonel who was serving there with the Belgian Army attached to the UN forces. He explained his predicament to the colonel and a Navy chaplain. Both assured him that he had nothing to worry about.

There were two strong points in his favor. He had already filed his first papers to become an American citizen—and he is obligated to serve with the U. S. Marines for two more years. Things, they said, would be straightened out.

THE BULLETIN BOARD

New Public Information Manual Lays Down Navy-wide Policy, Acts as Public Relations Guide

Copies of a new publication, the *U. S. Navy Public Information Manual*, should reach the Fleet this month or next.

The new manual will for the first time lay down in a single volume Navy-wide policy and guidance for the handling of the Navy's relations with the public.

Copies of the new manual (Nav-Exos P-1035), will be distributed to all operating force commands, to ships down through the larger amphibious types and to major shore activities and other shore installations which have frequent dealings with the public.

The manual will be an enclosure to SecNav Inst 5720.7 of 13 Nov 1953 in which Secretary of the Navy Robert B. Anderson states "the keynote of the Navy's public information program is based upon the principle that the public has an inalienable right to know the manner in which the Navy is administered. To discharge this responsibility, it is the policy of the Navy to keep the public fully informed on all naval activities, compatible with military security."

At the time of distribution, the 228-page manual will consist of a main portion of 16 chapters laying down policy, and nine appendices giving guidance. More of the latter will be distributed as supplements.

Covered in the policy part are the missions of Navy public information; responsibilities for public information on the part of everyone in the naval service from the Secretary down through the newest recruit; organization; administration; dealings with press, magazine and book representatives; releasing information; handling television, radio and pictorial matters; the Navy Home Town News program; public information on exercises and operations; guest cruises; community relations; internal information programs; international relations and security regulations.

In the appendices, techniques of good public relations are discussed. Reference lists, samples of writing



style, dispatch news releases, a special events checklist and abbreviations and excerpts from the U. S. Code on espionage and lobbying are included. Future appendices will deal with censorship, press briefings, public speaking and speech writing, and visits of SecNav and CNO.

The manual has been designed to assist naval personnel in contacts with the public in all situations. It also covers such personal items as the policies governing officers and enlisted men acting as correspondents or photographers, receiving compensation for personal photographs, endorsing commercial products, rights of privacy and the visits of friends and relatives to ships and stations.

More than five years' work went into the preparation of the manual. Assistance was received from fleet instructions, existing Navy and Department of Defense directives, and in many cases the experience of public information personnel in the field. Also playing a contributing part was a commercial public relations organization which provided the necessary material for the 55-page appendix on techniques.

Commanding officers, both primary and collateral duty public information officers, journalists, other personnel associated with public information and all hands will be able to obtain guidance from the manual.

In addition to the copies which are being distributed throughout the shore activities and operating forces, BuPers is obtaining copies of the manual to be used in conducting a correspondence course in Public Information.

AOs Keep Up with Armament Developments in Two Schools At NATTC Jacksonville

Modern Navy aircraft have increased the range of naval weapons from a few miles to hundreds of miles, carrying bombs, torpedoes and rockets with which to attack the enemy on, under and over the sea, as well as on land. The specialists responsible for the perfect working order of all armament on Navy planes are the Aviation Ordnancemen.

The job of the Aviation Ordnanceman is to prepare naval aircraft for action by loading bombs, torpedoes, rockets and guided missiles into the planes. They boresight and align the sights for shooting, bombing, torpedoing and for launching rockets. Handling, stowing and issuing of munitions for use in aircraft and small arms are also part of the AO's work.

In addition, they maintain, repair, install, operate, service and handle aviation ordnance equipment.

The Naval Air Technical Training Center at Jacksonville, Fla., provides two schools to train enlisted personnel in AO techniques:

- *Aviation Ordnance "A" School for Airmen Preparatory graduates*—While primarily consisting of Airmen Preparatory graduates, this school has about 20 per cent of its enlisted personnel coming from Fleet units or squadrons.

The course begins with a study of ordnance publications and the fundamentals of safety precautions. The subjects lead through basic electricity, fire control, aircraft turrets, munitions, guns, maintenance and repairs and operation problems.

- *Aviation Ordnance "B" School*. This school is for petty officers only, with most of the students rated second class or above.

Every four weeks a class of new students, averaging about 12 a class, enrolls at this school. Students come from the Fleet, squadrons and shore stations.

The phases of instruction are the same as in the "A" School but the course is intensified and goes much deeper.

State and Territory Income Tax Laws Summarized for Navymen

NAVYMEN whose legal residence is in one of the various "income tax states," the District of Columbia, Alaska, Guam, Puerto Rico or Hawaii, must file returns and pay a state income tax if they have sufficient taxable income. However, some of these states exempt a portion (or all) of a Navyman's active-service pay from taxation.

Such *State income tax* is entirely separate from, and should not be confused with the *Federal income tax*. A summary of Federal income tax laws which apply to Navymen was published on p. 44 of the February 1954 ALL HANDS.

Members of the naval service are

not excused from State and local income taxes simply because they are on active duty, *unless* their particular state laws so provide.

Generally, all persons legally resident or domiciled in a State on the last day of a taxable year are liable to the income tax laws of the state even though they may not be physically present in the state during that year.

It should be noted, however, that Sec. 514 of the "Soldiers' and Sailors' Civil Relief Act of 1940," as amended, provides that a member of the armed forces who is legally resident in, or domiciled in, one state and is living in another state

solely by reason of naval or military duty orders is *not* liable to the latter state for income taxes on *his service pay*.

This law does *not* exempt *retired and retainer pay, the separate income of a spouse or family of a service person, or income of a service person derived from business, investments, rents and other sources.*

For example, a Navyman legally resident or domiciled in Ohio is ordered to duty at the Bureau of Naval Personnel and moves with his family to Arlington, Va. He has no income other than his active-service pay. Since Ohio has no income tax laws, he is not required to file a return to Ohio, and, under the Soldiers' and Sailors' Civil Relief Act he is not liable for filing a Virginia return. Hence he pays no state income tax.

For another example, take a Navyman whose home is in Vermont (to which State he pays income taxes) and who is on active duty in California and buys a house there, not for the purpose of changing his legal domicile but to provide a place of shelter for himself and family while he is on duty in California. It is his intention to maintain his domicile in Vermont and to return there upon his release from active duty.

In this case, he will be required to continue filing his state return to Vermont, and under Sec. 514, California is not permitted to impose an income tax on his service pay even though he owns real property in that state. However, he must continue to pay all applicable real estate taxes.

If, however, he is transferred from California and rents the same house as *investment property*, he may find himself liable to file a California return to report the rental income. If, in the above example, the Navyman decides to change his domicile to California, he would thereby confer upon California the right to impose an income tax on him.

Incidentally, the money you pay in state income tax is deductible on your Federal income tax return, *provided* you do not use the standard deduction in the Federal Income Tax Return and provided you do spell out

WAY BACK WHEN

Great White Fleet

The famous world cruise from 1907 to 1909 of the "Battle Fleet," sometimes referred to as the "Great White Fleet," had a dual purpose. It served to arouse popular interest in and enthusiasm for the Navy, and to increase American prestige in the foreign countries that the Fleet was to visit.

Sixteen battleships of the U. S. Atlantic Fleet comprised the newly designated Battle Fleet. All commissioned since the Spanish-American War, they were USS *Connecticut*, USS *Kansas*, USS *Vermont*, USS *Louisiana*, USS *Georgia*, USS *New Jersey*, USS *Rhode Island*, USS *Virginia*, USS *Minnesota*, USS *Ohio*, USS *Missouri*, USS *Maine*, USS *Alabama*, USS *Illinois*, USS *Kearsarge*, and USS *Kentucky*. (At San Francisco, *Maine* and *Alabama* were replaced by USS *Nebraska* and USS *Wisconsin*.) Only USS *Kearsarge* remains in service today. Carried on the list of active service craft as a crane ship, her official designation is AB-1.

When the Fleet left Hampton Roads, Va., in December 1907, it was not announced that the ships were going on a world cruise, though the decision had already been made by President Theodore Roosevelt. When the ships were out at sea, however, a public announcement was made. Almost immediately several countries requested that the Fleet visit them.

The Fleet began its voyage under Rear Admiral R.D. "Fighting Bob" Evans, USN, and proceeded around South America to San Francisco. There, Admiral Evans was succeeded in command by Rear Admiral C. M. Thomas, USN, who in turn was succeeded by Rear Admiral C. S. Sperry, USN, the latter remaining to complete the cruise westward.



Leaving San Francisco in July 1908, the armada proceeded to Honolulu, then to New Zealand and Australia. From Australia the Fleet made its way to Manila and from there to Japan.

Three Japanese cruisers met the Fleet outside Yokohama in October and escorted it to an anchorage in the Bay where the Japanese Navy was assembled. For a week the Americans remained guests of their Japanese hosts. The visit was considered to be most successful in creating good will and quieting talk of war between the two countries.

Admiral Sperry took the battleships home by way of China, the Indian Ocean and the Mediterranean. In February 1909, the Fleet steamed back into Hampton Roads after a 14-month absence. Despite its long absence from Navy yards, the Fleet came back in the best of condition. The men had received thorough sea training and relations with the countries visited had been improved.

(itemize) your deductions in your Federal return.

Here are the states that *do not* levy *State income taxes*. A Navyman whose legal residence is in any one of these states is not required to file a state income tax return: *Connecticut, Florida, Illinois, Maine, Michigan, Nebraska, Nevada, New Jersey, Ohio* (although residents of some

Ohio cities and municipalities may be liable for municipal income taxes), *Pennsylvania* (but residents of some cities and municipalities may be liable for local income taxes), *Rhode Island, South Dakota, Texas, Washington* and *West Virginia*.

Below is a summary of the major features of the income-tax laws for the calendar year 1953 of the state,

territorial and insular possessions of the U. S.

It should be noted that in this summary the terms "married couple" or "married" mean a husband and wife living together. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
ALABAMA:				
Net income of: \$1,500 or more if single; \$3,000 if married or head of family.	\$1,500 if single; \$3,500 if married or head of family; \$300 for each dependent.	Return due between 1 January and 15 March. Payment with return or quarterly by 15 March, 15 June, 15 September, and 15 December. Members of Armed Forces may request deferment for paying if ability to pay is materially impaired by reason of service.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama.	Active-duty pay full-time service during hostilities with a foreign state is excluded.
ALASKA:				
Over \$600 income from sources within the Territory.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return. Members of Armed Forces may defer paying until 6 months after discharge if ability to pay is impaired by reason of military or naval service.	Department of Taxation, Territory of Alaska, P.O. Box 2751, Juneau, Alaska.	All active-service pay is exempt beginning 1 January 1951.
ARIZONA:				
Net income of: \$1,000 or more if single; \$2,000 or more if married; \$5,000 or more gross income.	Credit from tax: \$10 for individual taxpayer; \$20 for husband and wife on joint return; \$4 for each dependent.	Return due 15 April. Payment with return or in two installments, one-half with return, second half 75 days thereafter. Members of Armed Forces may defer filing returns and payment of tax, without interest or penalty, until 6 months after war is officially ended.	Arizona State Tax Commission, Income Tax Division, Phoenix, Arizona.	\$1,500 active-service pay is exempt.
ARKANSAS:				
Adjusted gross income of: \$2,500 or more if single or separated from spouse; \$3,500 or more if married; or gross income of \$5,000 or more.	\$2,500 if single; \$3,500 if married or head of family; \$600 for each dependent.	Return due 15 May. Payment with return or in two installments by 15 May and 15 November.	Arkansas State Revenue Department, Little Rock, Arkansas.	All active-service pay is excluded from gross income.
CALIFORNIA:				
Net income of: \$2,000 or more if single; \$3,500 or more if married or head of household or gross income of \$5,000 or more.	\$2,000 if single; \$3,500 if married or head of household; \$400 for each dependent. \$500 additional exemptions for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in three equal installments by 15 April, 15 August, and 15 December. Members of Armed Forces may request deferment for paying if ability to pay is materially impaired by reason of service.	State of California Franchise Tax Board, Sacramento 14, California.	\$1,000 active-service pay received after 30 June 1952, is exempt.

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
COLORADO:				
Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse on joint return. \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 October, and 15 December.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2,000 of active-service pay is excluded from gross income during a time of war or national emergency; \$1,000 may be excluded during any year that the United States is not in a state of war or national emergency.
CONNECTICUT:				
None.				
DELAWARE:				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 30 April. Payment with return. If tax exceeds \$5, it may be paid quarterly by 30 April, 30 July, 30 October, and 30 January. Members of Armed Forces may defer filing and paying until 6 months after discharge.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	None.
DISTRICT OF COLUMBIA:				
Over \$4,000 gross income or receipts; Married couple whose combined gross income exceeds \$4,000 and the income of each spouse exceeds \$500. Married couple having combined gross receipts over \$4,000. Joint returns not permitted.	\$4,000 for taxpayer; \$500 for each dependent, including spouse if such spouse not required to file return.	Return due 15 April. Payment with return or in two installments by 15 April and 15 October. Deferment for filing returns or paying taxes granted members of Armed Forces outside of United States until 6 months after return.	District of Columbia, Income and Franchise Tax Division, District Building, 14th and E Sts., N.W., Washington 4, D. C.	None.
FLORIDA:				
None.				
GEORGIA:				
Net income of: \$1,000 or more if single or separated from spouse; \$2,500 or more if married. Gross income of: \$5,000 or more.	\$1,000 if single; \$2,500 if married or head of family; \$500 for each dependent. \$500 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return or in three installments by 15 March, 15 June, 15 September. Deferment for filing returns or paying taxes granted members of the Armed Forces serving in Korea until 6 months after return to the United States.	Department of Revenue, Income Tax Unit, State Office Building, Atlanta 3, Georgia.	\$1,500 active-service pay is excluded from gross income from 1 January 1950 until termination of the Korean conflict. Taxing authorities interpret this to mean the date the actual firing ceased.
GUAM:				
Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment due with return	Government of Guam, Agana, Guam, Mariana Islands.	Income of members of Armed Forces subject to same computations as for Federal returns.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
HAWAII:				
<p><i>Net income tax returns:</i> Any amount from rents or a profession; Other income from within or without the Territory—\$1,100 if single, \$2,200 if married.</p> <p><i>Compensation and dividends tax return:</i> With exception of \$50 or less, interest, etc., \$2,850 if single, \$5,900 if married; Entirely from compensation or dividends, \$3,00 if single; \$6,000 if married.</p>	<p>\$1,000 if single; \$2,000 if married or head of family; \$200 for each dependent.</p>	<p><i>Net income tax return:</i> Return due 20 March. Payment with return or in four installments on 20 March, 20 June, 20 September, and 20 December.</p> <p><i>Compensation and dividends tax return:</i> Return and payment due on or before 20th day of each month. Members of Armed Forces may defer paying not later than 6 months after discharge if ability to pay is impaired by reason of such service.</p>	<p>Department of the Tax Commissioner, Territory of Hawaii, Honolulu, Hawaii.</p>	<p>Compensation received from the United States for service in the Armed Forces is excluded from gross income.</p>
IDAHO:				
<p>Net income in excess of personal exemptions.</p>	<p>\$700 if single; \$1,500 if married; \$200 for each dependent. \$5 credit from tax for each dependent in addition to exemption.</p>	<p>Return due 15 March. Payment with return or in two equal installments by 15 March and 15 September. Members of Armed Forces outside continental limits of United States may defer filing returns and paying taxes until 6 months after discharge.</p>	<p>State of Idaho, Office of Tax Collector, Income Tax Division, P.O. Box 1399, Boise, Idaho,</p>	<p>Idaho servicemen exempt if serving outside the State.</p>
ILLINOIS:				
None.				
INDIANA:				
<p>Gross income over \$1,000. Joint returns not permitted.</p>	<p>\$1,000 for each taxpayer.</p>	<p>Quarterly returns (required when tax for any quarter is \$10 or more) due by 30 April, 31 July, and 31 October. Annual return due 31 January. Payment with return. Members of Armed Services may defer filing returns and paying tax until 6 months after termination of hostilities or discharge.</p>	<p>Indiana Department of State Revenue, Gross Income Tax Division, 141 South Meridian Street, Indianapolis 13, Indiana.</p>	<p>All active-service pay is exempt.</p>
IOWA:				
<p>Net income of: \$1,500 or over if single or separated from spouse; \$2,350 or more if married. Gross income of: \$3,000 or more.</p>	<p>Credit from tax: \$15 if single; \$30 if married or head of family; \$7.50 for each dependent child; \$7.50 for each other dependent (or in lieu thereof \$450 deduction from net income for dependent parent or grandparent).</p>	<p>Return due 31 March. Payment due with return or, if tax exceeds \$10, it may be paid in two installments, one-half with return and one-half within 6 months. Deferment granted members of Armed Forces outside continental United States until 90 days after return.</p>	<p>State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.</p>	<p>\$2,000 active-service pay is excluded from gross income until 31 December 1954.</p>
KANSAS:				
<p>Net income of: \$600 or more if single or separated from spouse; \$1,200 or more if married.</p>	<p>\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional exemptions for taxpayer and</p>	<p>Return due 15 April. Payment with return or in two equal installments by 15 April and 15 October. Deferment granted certain mem-</p>	<p>State Commission of Revenue and Taxation, Income Tax Division, Statehouse,</p>	<p>\$1,500 active-service pay excluded from gross income until the termination of the present world</p>

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
KANSAS, continued				
Gross income of: \$4,000 or more.	spouse for blindness and being 65 or over.	Members of Armed Forces for filing returns and paying taxes until 1 year after discharge or 1 year after termination of present world crisis, whichever is earlier.	Topeka, Kansas.	crisis, as determined by the executive council of the State.
KENTUCKY:				
Net income of: \$1,000 or more if single or separated from spouse; \$2,000 or more if married. Gross Income of: \$1,500 or more if single or separated from spouse; \$2,500 or more if married.	Credit from tax: \$20 if single; \$40 if married or head of family; \$10 for each dependent.	Return due 15 April. Payment with return or, if tax due is \$30 or more, in three installments by 15 April, 15 July, and 15 November. Member of the Armed Forces may defer filing returns and paying taxes until 12 months after termination of the national emergency, or termination of military service, whichever is earlier.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	All active-service pay received after 16 December 1950 during present emergency is excluded from gross income.
LOUISIANA:				
Net income of: \$2,500 or more if single or separated from spouse; \$5,000 or more if married. Gross income of: \$6,000 or more.	\$2,500 if single; \$5,000 if married or head of family; \$4000 for each dependent.	Return due 15 May. Payment with return or in three equal installments by 15 May, 15 August, and 15 November. Members of Armed Forces on sea or foreign service duty, and prisoners of war, on due date of return have deferment until 15th day of 5th month following return to continental United States.	State of Louisiana, Department of Revenue, Baton Rouge 1, Louisiana.	None.
MAINE:				
None.				
MARYLAND:				
Gross income in excess of: \$1,000 if single; \$2,000 if married or head of family.	\$1,000 if single; \$2,000 if married or head of family; \$600 for each dependent; \$1,000 additional exemptions for taxpayer and spouse for blindness and being 65 or over. \$600 additional dependent over 65.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 September, and 15 December. Substantially follows Federal law with respect to deferments by members of Armed Forces.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1,500 of active-service pay excluded from gross income beginning calendar year 1951.
MASSACHUSETTS:				
Earned income of \$2,000 or more; Other taxable income in any amount.	\$2,000 for taxpayer against earned income; \$500 for spouse; \$400 for each dependent.	Return due 15 April. Payment with return.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Division, 40 Court Street, Boston, Massachusetts.	None.
MICHIGAN:				
None.				
MINNESOTA:				
Gross income in excess of:	Credit from tax: \$10 if single; \$30 if mar-	Return due 15 March. Payment with return or in two	State of Minnesota, Department of	\$3,000 active-service pay excluded from

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
MINNESOTA, continued				
\$1,000 if single; \$2,000 if married or head of household, or if combined income for married couple exceeds \$2,000.	ried or head of household; \$10 for each dependent. Additional credits for taxpayers for blindness and being 65 or over.	equal installments by 15 March and 15 September. Members of Armed Forces outside continental United States continuously for more than 90 days granted extension of time until 6 months after return.	Taxation, Income Tax Division, 213 State Office Building, St. Paul 1, Minnesota.	gross income.
MISSISSIPPI:				
Net income in excess of personal exemptions. Gross income over \$6,000.	\$4,000 if single; \$6,000 if married. No personal exemption for dependents.	Return due 15 March. Payment with return or quarterly by 15 March, 15 June, 15 September, and 15 December.	State Tax Commission, Income Tax Division, Jackson, Mississippi.	None.
MISSOURI:				
Adjusted gross income in excess of: \$1,200 if single; \$2,400 if married or head of family.	\$1,200 if single; \$2,400 if married or head of family; \$400 for each dependent.	Return due 31 March. Payment with return.	State of Missouri, Department of Revenue, Division of Collection, Jefferson City, Missouri.	\$3,000 active-service pay exempt beginning with calendar year 1951.
MONTANA:				
Net income of: \$1,000 or over if single; \$2,000 or more if married or head of family.	\$1,000 if single; \$2,000 if married or head of family; \$300 for each dependent.	Return due 15 April. Payment with return or, if tax exceeds \$25, it may be paid in two installments by 15 April and 15 October. Members of Armed Forces may defer filing returns and paying taxes until 6 months after discharge in cases of undue hardship caused by military service.	State Board of Equalization, Helena, Montana.	\$200 per month of all income, military pay or otherwise, is exempt while on active duty until 1 July 1955.
NEBRASKA:				
None.				
NEVADA:				
None.				
NEW HAMPSHIRE:				
Any amount of taxable income from interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return due 1 May. Payment with return.	State Tax Commission, Division of Interest and Dividends, Concord, New Hampshire.	None.
NEW JERSEY:				
None.				
NEW MEXICO:				
Gross income of: \$1,500 or more if single; \$2,500 or more if married.	\$1,500 if single; \$2,500 if married; \$200 for each dependent.	Return due 15 April. Payment with return or in four installments by 15 April, 15 July, 15 October, and 15 January.	State of New Mexico, Income Tax Division, Bureau of Revenue, Sante Fe, New Mexico.	None.
NEW YORK:				
Combined net income and net capital gain of: \$1,000 or more if	\$1,000 if single; \$2,500 if married or head of family; \$400 for each	Return due 15 April. Payment with return or in four equal installments if tax is \$40	State of New York, Department of Taxation and Finance,	All compensation for active service as a member of the

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
NEW YORK, continued				
single or separated from spouse; \$2,500 or more if married or head of family. (Note: Net income is computed without deduction of capital losses.) Combined gross income and capital gain of \$5,000 or more.	dependent.	or more; if more than \$10 but less than \$40, installments must exceed \$10 except last payment; on 15 April, 15 July, 15 November, and 15 February.	Income Tax Bureau, Albany 1, New York.	Armed Forces is excluded from gross income from 1 January 1942 until 31 December 1954, or termination of present emergency as proclaimed by the President, whichever is earlier.
NORTH CAROLINA:				
Net income of: More than \$1,000 if single or separated from spouse; or if a married woman with a separate income; \$2,000 if a married man living with his wife on 31 December, or head of a household, or if a widow or widower having a minor child or children. Gross income of more than \$5,000 from a business or profession. Joint return not permitted unless the income is from jointly owned property.	\$1,000 if single; or a married woman having separate and independent income; \$2,000 if married or head of a household; \$1,000 additional if blind; \$300 for each dependent of a taxpayer entitled to the \$2,000 exemption.	Return due on or before 15 March. Payment due with return or, if tax exceeds \$50 it may be paid in installments. Payment of taxes on civilian income by members of Armed Forces deferred until 6 months after discharge.	State of North Carolina, Department of Revenue, Income Tax Division, Raleigh, North Carolina.	All active-service pay of members of Armed Forces excluded until termination of the Korean war.
NORTH DAKOTA:				
Net income of: \$600 or more if single or separated from spouse; \$1,500 or more if married or head of household. Gross income of: \$5,000 or more.	\$600 if single; \$1,500 if married or head of household; \$600 for each dependent. \$600 additional exemptions for taxpayer and spouse 65 or over.	Return due 15 April. Payment with return or, if tax exceeds \$10, it may be paid in four installments by 15 March, 15 June, 15 September, and 15 December.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt.
OHIO:				
No personal income tax, but residents of some Ohio cities and municipalities may be liable for income taxes.				
OKLAHOMA:				
Gross income of: \$1,000 or more if single; \$2,000 or more if married.	\$1,000 if single; \$2,000 if married or head of family; \$500 for each dependent.	Return due 15 March. Payment with return or, if tax exceeds \$25, may be paid in four installments by 15 March, 15 June, 15 September, and 15 December. Returns from service personnel deferred until date of discharge, or termination of the national emergency, whichever is earlier.	Oklahoma Tax Commission, Income Tax Division, State of Oklahoma, Oklahoma City 5, Oklahoma.	\$1,500 of active-service pay excluded from gross income during a state of national emergency as declared by the President.
OREGON:				
Net income in excess of personal exemptions.	\$600 if single, or separated from spouse; \$1,200 if married or head	Return due prior to 15 April. Payment with return or, if tax exceeds \$10, it may be paid	State Tax Commission, Income Tax Division,	\$3,000 active-service pay is excluded for tax years begin-

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
OREGON, continued				
Gross income of: \$4,000 or more.	of family; \$600 for each dependent. \$600 additional for each taxpayer who is blind; \$6 credit for each taxpayer 65 or over.	quarterly by 15 April, 15 July, 15 October, 15 January. Members of Armed Forces have extension of time for filing returns and paying taxes by disregarding period of active duty outside the United States, subject to minimum of 90 days.	100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S.W. 5th Avenue, Portland, Oregon.	ning after 31 December 1941.
PENNSYLVANIA:				
No personal income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes.				
PUERTO RICO:				
Net income of: \$800 or over if single or separated from spouse or if head of family; \$2,000 or over if married. Gross income of: \$5,000 or more.	\$800 if single or separated from spouse; \$2,000 if married or head of family; \$400 for each dependent.	Return due 15 March. Payment with return or in two installments by 15 March and 15 September.	Department of Finance, Bureau of Income Tax, San Juan, Puerto Rico.	None.
RHODE ISLAND:				
None.				
SOUTH CAROLINA:				
Net income of: \$1,000 or more if single or separated from spouse; \$1,800 or more net aggregate income of married couple.	\$1,000 if single; \$2,000 if married; \$400 for each dependent.	Return due 15 March. Payment with return. If tax is \$25 or more, it may be paid in four installments by 15 March, 15 June, 15 September, and 15 December.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia, South Carolina.	Income of members of Armed Forces subject to same computations as for Federal returns.
SOUTH DAKOTA:				
None.				
TENNESSEE:				
Income of \$25 or more from dividends and interest.	None.	Return due 15 March. Payment with return.	State of Tennessee, Department of Finance and Taxation, Income Tax Division, Nashville, Tennessee.	None.
TEXAS:				
None.				
UTAH:				
Net income in excess of personal exemptions.	\$600 if single; \$1,200 if married or head of family; \$600 for each dependent.	Return due 15 April. Payment with return. Members of Armed Forces on sea duty or outside the United States may defer filing returns and paying taxes until the 15th day of the 3d month after return to United States.	State Tax Commission, 118 State Capital, Salt Lake City, Utah.	All active-service pay is excluded from gross income until 28 April 1953; thereafter none.
VERMONT:				
Gross income of: \$500 or more.	\$500 for taxpayer; \$500 for spouse; \$500 for each dependent. Additional exemptions are allowed taxpayer and spouse for blindness and being 65 or over.	Return due 15 March. Payment with return. State Declaration of Estimated Taxes due 15 March. Quarterly payments with declaration, 15 June, 15 September, 15 January, and balance by following	Commissioner of Taxes, Montpelier, Vermont.	Income of members of Armed Forces subject to same computations as for Federal returns.

THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to servicemen
VERMONT, continued				
		15 March. Members of the Armed Forces may defer filing returns and paying taxes no later than 6 months from date of discharge.		
VIRGINIA:				
Gross income of: \$1,000 or more.	\$1,000 for taxpayer; \$1,000 for spouse; \$200 for each dependent. \$600 additional exemptions for taxpayer and spouse for blindness and being 65 or over. \$800 additional for dependent mother, father, son, daughter, brother, or sister of unmarried taxpayer.	Return due 1 May. Payment due 5 December.	Commissioner of Revenue, of the county of which taxpayer is a resident; or Commonwealth of Virginia, Department of Taxation, Richmond 15, Virginia.	Income of members of Armed Forces subject to same computations as for Federal returns for 1951, 1952, and 1953.
WASHINGTON:				
None.				
WEST VIRGINIA:				
None.				
WISCONSIN:				
Net income of: \$1,400 combined net income of married couple. Gross income of: \$600 or more.	Credit from tax: \$7 if single; \$14 if married or head of family; \$7 for each dependent.	Return due 15 March. Payment with return. If tax exceeds \$20, it may be paid in two installments, by 15 March and 1 August. Extension of time for filing returns and paying taxes is granted to members of Armed Forces outside the United States on the date their taxable year ends or the date returns are due, until 6 months after discharge, but in no case after 15 June 1955.	State of Wisconsin, Department of Taxation, 121 South Pinckney Street, Madison, Wisconsin; or Assessor of Income for county in which taxpayer resides.	\$1,500 active-service pay is excluded during 1953 and 1954.
WYOMING:				
None.				

War College Offers Course for Command and Staff Candidates

A new correspondence course for officers of the Regular Navy and Naval Reserve is being offered by the Naval War College, Newport, R. I.

Titled "Operational Planning and Staff Organization," this four-installment correspondence course offers preliminary and early training in the fundamentals of command responsibilities by stressing principles that are applicable to naval planning and staff organization.

It was particularly written for Regular and Reserve officers who

desire to prepare themselves for the responsibilities of command or duty on naval staffs. In addition, it provides student officers with the fundamentals and background knowledge:

- To complete successfully the Naval War College correspondence course in "Strategy and Tactics."

- To attend resident courses at the Naval War College or other advanced command and staff schools.

The new course includes definitions of military planning terms; the planning process, which includes the Estimate of the Situation, Development of the Plan and the Directive; the Navy Attack Carrier Task Force

and Submarine Group planning in a theater of operations; the preparation of effective directives; and the development of sound and logical reasoning processes.

This course is evaluated at 24 points credit for purposes of Naval Reserve promotion and retirement.

The new course is open to officers, Regular or Reserve of the rank of LTJG or equivalent, and all grades senior in the Navy, Marine Corps, Coast Guard, Army or Air Force.

Applications should be addressed to the President, Naval War College, Newport, R. I., and forwarded via official channels.

Naval Veterans Receive Preference for Jobs Under Civil Service

Navy men returning to civilian life may be interested to know that the Civil Service Commission offers certain preference to those veterans who have seen active duty and been discharged or separated under honorable conditions.

For eligible veterans the CSC provides—

- Additional points in Federal job examinations for those veterans who make the required score on a CSC exam (10 points to eligible veterans with service-connected disability; five points to eligible non-disabled veterans).

- Waiver of age, height and weight requirements in most instances.

- Restrictions of examinations for position as guard, elevator operator, messenger and custodian to veterans as long as veteran applicants are available.

- Crediting of time spent in military service toward experience required for advancement in position of kind held before service.

- Precedence on registers. Veterans with 10-point preference go to the top of the list on Civil Service registers, ahead of all others (except for positions in the professional and scientific services with basic salaries over \$3000 a year). Veterans with five-point preference are placed on the Register ahead of non-preference eligibles who made the same total score.

- Review by CSC of agency's reason for passing over any veteran to select a non-veteran.

- Exemption from law prohibiting government employment to more than two members of a family.

- Preference for retention when a reduction-in-force takes place.

- Written notification of reasons for discharge, suspension and right of appeal to CSC.

- In some cases, wives, mothers and widows of disabled veterans and widows and mothers of deceased veterans are entitled to Civil Service preference.

Federal Civil Service secretaries, from whom information about Federal jobs may be obtained, are located in all first-class and second-class post offices.

HOW DID IT START

Coffee in the Navy

Contained in the Act of Congress of 18 Jul 1861 is probably the first record of any legislation on the subject of the sailor's "life blood"—coffee. Included in the daily allowance of provisions was "... one ounce of coffee ... (and) two ounces of sugar ..."

Nineteen years earlier, however, a Chaplain George Jones of the *Columbia* had agreed to provide coffee and sugar "for the night drink for the deck watches," if the Secretary (SecNav Abel P. Upshur) "would furnish conveniences for having it prepared." Secretary Upshur accepted this arrangement in February 1842 and coffee was served on board ship, possibly as a substitute for grog, which was gradually making its exit. Other items added to the improving food ration were cocoa and tea, dried fruit, pickles and cranberries.

Coffee began taking a strong hold about the same time that grog became illegal (July 1862) "... except as medical stores, and upon the order and under the control of the medical officers of such vessels, and to be used only for medical purposes."

Mostly, the sailor calls his coffee "joe," which some say is a derivative of the song "Old Black Joe." Other names include



"java," "jamoke," "murk" and "mud." Still other references to the vitalizing beverage sometimes heard are "silt" and "shot-in-the-arm."

We haven't been able to figure out the number of cups of coffee daily consumed by the Navy, but according to BuSanda, sailors are currently draining the life out of an average 50,668 pounds of coffee grounds per day.

Many cities and States have followed the Federal pattern in providing preference benefits for returning service personnel. In such cases the State Employment Service will have the details.

He Used A Crane —And His Cranium

Chief torpedoman's mate Oscar S. Weeks, USN, has been commended for his quick thinking and action in saving a diving boat from sinking at the Submarine Base, at Pearl Harbor, T. H.

The boat, a converted LSM, was rammed while moored at one of the piers. Water began pouring in through a hole in the stern.

Chief Weeks sprang into action and wheeled a mobile crane up to the dock area. He hooked a line onto the boat and hoisted the damaged section above water level. With the stern high and dry, a repair crew was able to patch up the hole and the diving boat was seaworthy again.

Training Enlisted Men to Serve As Religious Leaders in Ships

In the only school of its kind, volunteer enlisted men of the Service School Command at the U.S. Naval Training Center, Bainbridge, Md., are receiving special instruction to qualify them to conduct Protestant worship services aboard ship.

The object of this program is to train men to act as religious leaders on board vessels where there are no chaplains. Instruction is given after working hours in the free time of both students and chaplains.

The course consists of four one-hour weekly lectures. The first lecture deals with the necessity for religious leadership and the mechanics of setting up such a program aboard ship. The second class covers the explanation of materials available.

The third concentrates on what constitutes worship and how to set up a portable altar. The final lecture is devoted to a trial "worship service" conducted by the student. The service is followed by constructive criticism from the group.

**Summary of New Legislation
And Bills Under Consideration
Of Interest to Naval Personnel**

The second session of the 83rd Congress convened in early January and has now swung into a full program of legislative action. Here is a round-up of developing legislation of interest to naval personnel.

Bills introduced into the House of Representatives are prefaced with the letters "H. R." while those introduced into the Senate are prefaced with the letter "S." Most of those listed this month are held-over bills from the first session.

As a rule of thumb, House bills carrying a number of 6800 or above and Senate bills carrying a number of 2600 and above are those introduced into the current second session rather than the first.

Further information on some of the more important pieces of legislation affecting the Navy, when en-

acted, will be carried in future issues. Keep in mind, however, that of the many bills introduced into any session of Congress, relatively few are enacted into law.

Reserve Officer Promotion—H. R. 6573: introduced. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

Information and Education—H. R. 2579 and S. 2276: Both introduced, the latter bill passed by the Senate; would authorize the Secretary of Defense and the service secretaries to provide civilian educational opportunities through correspondence courses, academic classes or other facilities for military personnel.

Foreign Decorations—H. R. 6051 and S. 2247: both introduced: would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders or emblems which may be tendered them for Korean Service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Dual Compensation—H. R. 5959: Passed by House and Senate; Exempts certain disabled retired officers of the armed forces from the limitation on the amount of compensation that may be drawn as the result of retired pay plus a salary drawn as an employee of the U. S. government.

Academy Appointments — H. R. 4231: introduced; would increase the number of appointments to the Military Academy and Naval Academy from the "U. S. at large" and specify that these added appointments be allotted to sons of individuals who died as the result of active service in the armed forces of the nation in World War I, World War II or the Korean war.

Unlawful Medals—H. R. 459: introduced; Increases the penalty for wearing, manufacturing or selling any medal, badge, ribbon or lapel button issued to members of the armed forces, except under specific regulations laid down by the President or such persons as he may delegate. Anyone who violates this regulation would be liable to punishment by fine of \$1000, imprisonment for one year, or both.

**List of New Motion Pictures
Scheduled for Distribution
To Ships and Overseas Bases**

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn I, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in December.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Second Chance (1313) (T): Romantic adventure; Linda Darnell, Robert Mitchum.

Cruisin' Down the River (1314) (T): Musical; Dick Haymes, Audrey Totter.

The Maze (1315): Drama; Richard Carlson, Veronica Hurst.

Slaves of Babylon (1316) (T): Drama; Richard Conti, Linda Christian.

The Fake (1317): Crime Drama; Dennis O'Keefe, Coleen Gray.

Conquest of Cochise (1318):

**How Do You Say
4.0 In Korean?**

It isn't as easy to grade examination papers as you might think, not even if you have the answers. At least that's the experience of Navy warrant officer Glenn R. Canfield, usn in Yokosuka, Japan.

ELEC Cranfield is an instructor at the Navy's Underway Training Element in Yokosuka and handles the training of U. S. Navymen in the operation of motion picture projectors.

Occasionally men from other navies are sent to the school. Recently a group of Korean sailors appeared in class. Through the use of sign language and a few common English, Japanese and Korean phrases, the Koreans were able to learn as much as their American classmates.

Everything was smooth sailing until time for the final examination. Then the ROKN sailors submitted their examination papers neatly written in Korean. Cranfield scratched his head. However, recalling the fine work done by the Koreans during the practical factors part of the examination he arrived at a decision: "4.0" across the board for everyone.

**Sailor Greets Hometown
Pastor—10,000 Miles
from Home**

Ten thousand miles from home, in the port of Yokosuka, Japan, a Navyman came face to face with his hometown pastor.

The unexpected meeting occurred when the chaplain of Destroyer Squadron 22 went aboard the repair ship *uss Delta* (AR 9) to conduct religious services.

It was a surprise for both men when James Fent, RD3, usn, recognized the visiting chaplain as LTJG E. Ellsworth Campbell, usn, the former pastor of Fent's hometown church in Bellefontaine, Ohio.

Western; John Hodiak, Robert Stack.
So Big (1319): Drama; Jane Wyman, Sterling Hayden.

Spaceways (1320): Spy Drama; Howard Duff, Eva Bartok.

A Lion in the Streets (1321) (T): Drama; James Cagney, Barbara Hale.

Hot News (1322): Drama; Stanley Clements, Gloria Henry.

The Sword and the Rose (1323) (T): Walt Disney Feature, Richard Todd, Glynis Johns.

Sky Commando (1324): War Drama; Dan Duryea, Frances Gifford.

Walking My Baby Back Home (1325) (T): Musical; Donald O'Conner, Janet Leigh.

China Venture (1326): War Drama; Barry Sullivan, Edmond O'Brien.

Donovan's Brain (1327): Drama; Lew Ayres, Gene Evans.

Thunder Over the Range (1328): Western; Randolph Scott, Phyllis Kirk.

I, the Jury (1329): Murder Mystery; Bill Elliott, Preston Foster.

Marry Me Again (1330): Comedy; Marie Wilson, Robert Cummings.

The Glass Web (1331): Murder Mystery; Edward G. Robinson, John Forsythe.

Tarzan and the She-Devil (1332): Adventure; Lex Barker, Joyce MacKenzie.

Joe Louis Story (1333): Fight Drama; Coley Wallace, Hilda Simms.

Master of Ballantrae (1334) (T): Adventure; Errol Flynn, Roger Livesey.

Prisoner of the Casbah (1335) (T): Adventure; Gloria Grahame, Cesar Romero.

Steel Lady (1336): Adventure; Rod Cameron, Tab Hunter.

Fighting Lawmen (1337): Western; Wayne Morris, Virginia Grey.

Kid From Left Field (1338): Baseball Story; Dan Dailey, Anne Bancroft.

Devil's Canyon (1339) (T): Western; Stephen McNally, Virginia Mayo.

Sangaree (1340) (T): Drama; Fernando Lamas, Arlene Dahl.

The Big Heat (1341): Crime Drama; Glenn Ford, Gloria Grahame.

Crazy Legs (1342): Football drama; Elroy Hirsch, Lloyd Nolan.

Those Redheads From Seattle (1343) (T): Musical; Rhonda Fleming, Gene Barry, Guy Mitchell, Teresa Brewer.

Vicki (1344): Mystery Melodrama; Jeanne Crain, Jean Peters.

Tumbleweed (1345) (T): Western; Audie Murphy, Lori Nelson.

War Arrow (1346) (T): Western; Maureen O'Hara, Jeff Chandler.

The Great Diamond Robbery (1347): Comedy; Red Skelton, Cara Williams.

Botany Bay (1348) (T): Adventure Romance; Alan Ladd, James Mason, Patricia Medina.

Blueprint For Murder (1349): Murder Mystery; Jean Peters, Joseph Cotton, Gary Merrill, Catherine McLeod.

Jack Slade (1350): Western; Mark Stevens, Dorothy Malone.

Mister Scoutmaster (1351): Comedy Drama; Clifton Webb, Edmund Gwenn, Frances Dee.

Outlaw Women (1352): Western Melodrama; Marie Windsor, Richard Rober.

Sailor of the King (1353): Drama; Jeffrey Hunter, Michael Rennie.

Julius Caesar (1354): Classic Drama; Marlon Brando, James Mason, Greer Garson, Deborah Kerr, Edmond O'Brien, Louis Calhern, John Gielgud.

Affair In Monte Carlo (1355) (T): Drama; Merle Oberon, Richard Todd.

Forbidden (1356): Adventure Melodrama; Tony Curtis, Joanne Dru.

Paris Model (1357): Melodrama; Marilyn Maxwell, Paulette Goddard.

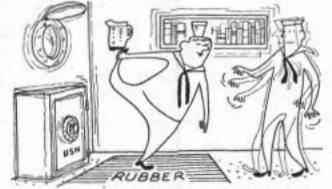
Vigilante Terror (1358): Western; Bill Elliott, Mary Ellen Kay.

Flight Nurse (1359): War Drama; Joan Leslie, Forrest Tucker.

Wings of the Hawk (1360) (T): Western Melodrama; Van Heflin, Julia Adams, Abbe Lane.

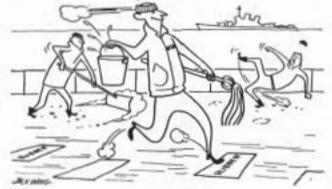
Flight To Tangier (1361) (T): Melodrama; Joan Fontaine, Jack Palance, Corinne Calvet, Robert Douglas.

The Navy's iron ships ride easy on rubber. An aircraft carrier of the Midway class requires approximately 75,000 pounds. Battleships like Missouri use about 55,000 pounds while destroyers average about 4500



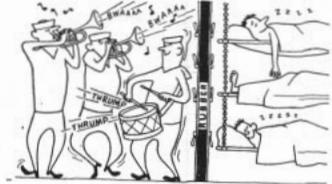
pounds. Smaller vessels require anywhere from 500 to 3000 pounds, except submarines which use about 48,000 pounds, most of it in their huge battery cells with their hard rubber jars.

On surface vessels, rubber (both natural and synthetic) is used for "slip-proof" decking, matting to protect against electrical shocks and standing mats used to reduce fatigue from vibration. Tanks are coated with fuel-



resisting rubber to prevent corrosion. Main propulsion shafts are coated with a rubber application for the same reason. Rubber is also used as stern tube bearings replacing hard-to-get wood lignum-vitae.

Another use of rubber, one that is increasing in importance, is vibration absorption mountings and noise at-



tenuation equipment. This use of rubber is especially important on submarines where noise can mean detection by an enemy destroyer. Rubber is also used in expansion joints between sections of metal piping.

You see rubber in use around you everywhere. Watertight and airtight doors have rubber gaskets. Refrigeration boxes have soft sponge rubber gaskets. The salt water hose you use, as well as your pump suction hoses and fuel hoses, are made of rubber.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (c) A heavy cruiser.
2. (b) Baltimore class.
3. (a) Boat fender.
4. (b) Prevent injury to the boat's hull through contact with ships or other objects.
5. (c) Aboard an aircraft carrier. The ship is USS Kearsarge (CVA 33).
6. (a) An Escalator.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as certain *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

Alnavs

No. 1—Revises the Navy's policy on resignations of officers from the service, providing that Regular and Reserve and temporary officers on active duty and others may resign now after certain minimum periods or revert to permanent enlisted grade.

No. 2—Announces the convening of selection boards to recommend Regular and Naval Reserve line and staff officers on active duty for promotion to lieutenant.

No. 3—Announces the selection

for promotion to brigadier general of two officers of the Marine Corps.

BuPers Instructions

No. 1001.10A—Summarizes the policy pertaining to Naval Reserve officers on active duty in connection with the training and administration of the Naval Reserve (TAR program).

No. 1001.17—States that Naval Reserve personnel completing a four-year or minority initial enlistment entered into after 19 Jun 1951 will have an appropriate entry made in their service record and will be advised by their commanding officers of their obligation to serve an additional four years on inactive duty in the Naval Reserve.

No. 1500.22—Announces a new Naval War College correspondence course, "Operational Planning and Staff Organization."

No. 1745.2—Promulgates joint regulations governing participation by armed forces in non-appropriated funds.

No. 1910.11—In general, prohibits reenlistment in the Regular Navy of enlisted personnel in a limited duty status, those who have a GCT of below 34 and those felt not to be petty officer material by their CO.

No. 5601.1—Gives the publication

allowances for classes of ships, aircraft squadrons and staffs.

BuPers Notices

No. 1001. (24 Dec 1953)—Requests applications from Naval Reserve officers for active duty in connection with the TAR (Training and Administration of Reserves) Program in accordance with the recently issued TAR instructions.

No. 1120 (4 Jan 1954)—Outlines the requirements demanded of officers and enlisted men of the Regular Navy or Naval Reserve on active duty who desire to become Special Duty (Legal) officers in the Regular Navy.

No. 1560 (5 Jan 1954)—Announces release of a new film, "Your Service Obligation," FN 9269, and urges commands to show it to all those soon to be released from active duty.

No. 1433 (5 Jan 1954)—Concerns the elimination of the use of the term "Temporary" and the abbreviation "T" in chief petty officer ratings.

No. 1640 (6 Jan 1954)—Orders that prisoners not to be held in local brig after their sentence has been approved by the convening authority, but that they be transferred immediately to a Retraining Command.

No. 5510 (8 Jan 1954)—Upgrades to Confidential certain training films, publications, charts and other training devices issued by *BuPers*.

No. 1085 (14 Jan 1954)—Urges all commanding officers and reporting seniors to submit accurate Fitness Reports on officers under them and to submit them by the date due.

No. 5510 (18 Jan 1954)—Upgrades to Confidential two training films.

No. 1426 (21 Jan 1954)—Reminds ensigns that they must obtain a physical examination for permanent promotion to LTJG by the third anniversary of their date of appointment to ensign grade.

No. 1400 (27 Jan 1954)—Lists the promotion zones to be covered this year by selection boards to select officers for the grade of rear admiral.

No. 1088 (28 Jan 1954)—States that a future revision to Article C-9802 of *BuPers Manual* will contain an increased burial allowance.

No. 1750 (28 Jan 1954)—Concerns the annual reporting of address by all aliens to the Immigration and Naturalization Service.

All Ships Have a Backbone

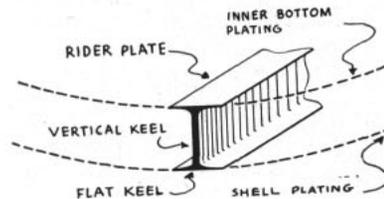
We know submarines have keels, contrary to what one of our readers thought about the matter (*ALL HANDS*, January 1954, p. 26), because *BuShips* told us so, but then the question of keels started to intrigue us and so we did some researching on the matter. It became interesting and we thought perhaps you might find it so too.

Taking first things first, and the keel is always the first thing:

- The *keel* is an internal structure running the length of the vessel from the stem to the stern frame along the bottom on the center line. It acts as the backbone performing a function similar to that part of the human structure. It is built up out of plates or plates and angles welded or riveted into an I-beam shape.

- The lower flange of this I-beam structure is the *flat keel* which forms the center strake of the bottom plating.

- The web of the I-beam is is



known as the *center vertical keel*.

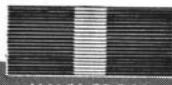
- The upper flange of the I-beam is called the *rider plate*.

Older designs used to include *docking keels* which are similar to the main keel, running half to two-thirds the length of the vessel about at the turn of the bilge. They were primarily included in the ships' structure to provide dry-docking support. A few may still exist.

Keels have been a part of ship's construction since the days of the early galleys. Even the American Indian's birch-bark canoe had keels.

Despite the scuttlebutt that has been going around, you can pass the word: No ship is without a keel.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ BREWER, Donald E., LTJG, USNR (posthumously), serving in Attack Squadron 45 on 19 Jun 1953. Participating in a close-air support mission against enemy front-line troops, Lieutenant (jg) Brewer pressed home his bombing attack in the face of heavy enemy anti-aircraft fire. Although his plane was seriously damaged during the initial assault, he fearlessly carried out a daring low-level run to place his bombs accurately, personally destroying about 150 yards of enemy-occupied trenches. He was killed in action when he was forced to bail out of the disabled aircraft at an extremely low altitude.

★ McVEEN, James H., HN, USN (posthumously), serving with a Marine Infantry Company on 26 Mar 1953. With his unit sustaining extremely heavy casualties when subjected to a barrage of hostile mortar and small-arms fire during the attack against an enemy-held outpost, McVeen courageously exposed himself to the deadly fire to search out and administer medical aid to the stricken men. Although painfully wounded himself and literally thrown to the ground by the intense enemy fire, he refused evacuation and continued to render assistance to the other casualties and to expedite their evacuation, completely exhausting his medical supplies before he was again struck by hostile fire and fell, mortally wounded.

★ POLLEY, Paul N., HN, USN, serving with the First Marine Division on the night of 26-27 Mar 1953. With his unit subjected to a barrage of hostile mortar, artillery and small-arms fire during a counterattack, Polley moved about in the face of a veritable curtain of fire to render medical treatment to the numerous casualties. Although painfully wounded and temporarily blinded when a round of enemy fire shattered the immediate area, he refused evacuation and by sense of touch, skillfully administered first aid until physically exhausted and ordered to be evacuated. While en route to the main line of resistance, he approached an area where a number of wounded Marines were being processed for evacuation and was led from one man to another until he was completely incapacitated by his wounds.



MEDAL OF HONOR

Two hospital corpsmen have become the fifth and sixth Navy men to receive the Medal of Honor for heroism in the Korean war.

Hospitalman Francis C. Hammond, USN, whose award was made posthumously, and William R. Charette, HM3, USN, both have been awarded the nation's highest honor for valorous service with the First Marine Division.

• On the morning of 27 Mar 1953, Charette repeatedly exposed himself to a murderous barrage of hostile small-arms and mortar fire to give assistance to wounded Marines.

"When an enemy grenade landed within a few feet of a Marine he was attending, he immediately threw himself upon the stricken man and absorbed the entire concussion of the... missile with his own body. Although sustaining painful facial wounds, and undergoing shock from the intensity of the blast which ripped the helmet and medical kit from his person, Charette... improvised emergency bandages by tearing off part of his clothing and... continued to administer medical aid to the wounded in his own unit and to those in adjacent platoon areas as well.

"Observing a seriously wounded comrade whose armored vest had been torn from his body by the blast from an exploding shell, he... removed his own battle vest and placed it upon the helpless man although fully aware of the added jeopardy to himself. Mov-

ing to the side of another casualty... Charette stood upright in the trench line and exposed himself to a deadly hail of enemy fire... to lend more effective aid to the victim and to alleviate his suffering while being moved to a position of safety."

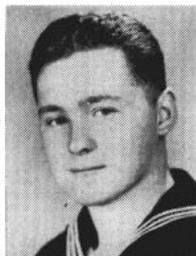
• On the night of 26-27 Mar 1953, when his platoon was subjected to a murderous barrage of hostile mortar and artillery fire, followed by an assault of onrushing enemy troops, Hammond "resolutely advanced through the veritable curtain of fire to aid his stricken comrades... Although critically wounded himself, (he) valiantly continued to administer aid to the other wounded throughout an exhausting four-hour period.

"When the unit was ordered to withdraw, he skillfully directed the evacuation of casualties and remained in the fire-swept area to assist the corpsmen of the relieving unit until he was struck by a round of enemy mortar fire and fell, mortally wounded."

Of the six Medals of Honor awarded to Navy men for heroism in Korea, one went to Naval Aviator Thomas J. Hudson, USN, the remaining five went to hospital corpsmen, four of whom have received the award posthumously. The three earlier Medal of Honor winners, all posthumous, were Richard D. DeWert, HN, USN; John E. Kilmer, HN, USN; and Edward C. Benfold, HM3, USN.



William R. Charette



Francis C. Hammond



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States..."

★ FRENCH, Louis E., CAPT, USN, CO of USS *Kearsarge* (CVA 33) from 8

Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ GRANT, Roald N., CDR, MC, USN, serving with a Marine Division from 24 Aug 1952 to 14 May 1953. Combat "V" authorized.

★ KLEIN, Warren E., CAPT, MC, USN, serving in the First Marine Aircraft Wing from 28 Sep 1951 to 16 Aug 1952. Combat "V" authorized.

★ MCKINNEY, Joseph D., CAPT, USN,

★ DECORATIONS

Chief of Staff on the staff of Commander Amphibious Group Three during the period 29 Mar 1952 to 28 Jan 1953. Combat "V" authorized.

★ SEIFERT, John P., CDR, USN, Naval Attache to the American Embassy, Seoul, Korea, from 20 Apr 1950 to 15 Jan 1952.

★ SIGEL, Clinton H., CAPT, USN, serving as Commander Service Division 31 from 19 Apr to 28 Oct 1952.

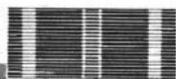
★ SPENCER, Frank C., LTJG, MC, USNR, attached to a Marine Medical Company from 2 Aug 1952 to 1 May 1953. Combat "V" authorized.

★ WILLCOX, George W., CAPT, USN, CO of *uss Juneau* (CLAA 119) from 28 Apr to 21 Oct 1952. Combat "V" authorized.

Gold star in lieu of second award:
★ CHILLINGWORTH, Charles F., CAPT, USN, CO of *uss Rochester* (CA 124) from 28 Jan to 19 Apr 1952. Combat "V" authorized.

★ DAVIS, Arthur C., VADM, USN, Director, The Joint Staff, Joint Chiefs of Staff, and Deputy U. S. Representative to the Standing Group, NATO, during the period 20 Sep 1949 to 16 Aug 1953.

★ TIBBITT, Frank P., CAPT, USN, Commander Destroyer Division Nine from 12 Jul to 16 Dec 1951. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ BENNETT, Robert E., LTJG, USNR, serving in Attack Squadron 195 on 1 May 1951.

★ BERTAGNA, Felix F., LCDR, USNR, serving in Fighter Squadron 54 on 18 Oct 1951.

★ BOTHWELL, Robert L., LT, USN, serving in Attack Squadron 195 on 10 Sep 1952.

★ BROWN, Frederick J., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ BROYLES, Edwin N., Jr., ENS, USNR, (missing in action), serving in Fighter Squadron 22 on 26 Jul 1953.

★ BRITS, Andrew G., ENS, USN, serving in Fighter Squadron 172 on 31 Jan 1952.

★ CARNEY, John M., Jr., LT, USNR, serving in Fighter Squadron 791 on 18 May 1951.

★ CAWLEY, Thomas J., LTJG, USNR, attached to Composite Squadron Four on night of 2 Nov 1952.

★ CLINITE, Richard C., LTJG, USN (posthumously) serving in Fighter Squadron 153 on 13 May 1953.

★ CROWL, Otho W., ENS, USN, serving in Fighter Squadron 172 on 9 Oct 1951.

★ DAWSON, John F., LT, USNR, serving

in Fighter Squadron 791 on 28 Jul 1951.

★ DINNEEN, John H., LCDR, USN, serving in Fighter Squadron 192 on 24 Jun 1952.

★ FAIRBANKS, John W., LT, USN, serving in Fighter Squadron 54 on 12 Jan 1952.

★ FINCH, Truman W., LTJG, USNR, serving in Fighter Squadron 53 on 7 Oct 1951.

★ FRETWELL, Jack M., LTJG, USN, serving in Attack Squadron 75 on 24 Sep 1952.

★ FRINK, Bill B., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ GEDNEY, Kendall C., LTJG, USN (posthumously), serving in Fighter Squadron 51 on 9 Mar 1953.

★ GOTT, Herschel L., ENS, USN, serving in Fighter Squadron 51 on 11 Sep 1951.

★ GUILD, Jerry H., LCDR, USNR, serving in Fighter Squadron 112 on 7 Apr 1952.

★ JOHNSON, Doyle D., Jr., LT, USNR, serving in Composite Squadron Three on 23 Aug 1952.

★ HALL, Joseph S., ENS, USNR (posthumously), serving in Fighter Squadron 153 on 17 Mar 1953.

★ HARNISH, William M., LCDR, USN, serving in Attack Squadron 75 on 31 Oct 1952.

★ HESSOM, Robert C., LTJG, USN, serving in Fighter Squadron 54 on 12 Jan 1952.

★ KEEFE, William J., Jr., LT, USN, serving in Composite Squadron 61 on 23 Jul 1952.

★ LAUBACH, Luther W. S., LT, USN, serving in Fighter Squadron 53 on 14 Sep 1951.

★ LEAR, Russell J., LTJG, USN (posthumously), serving in Fighter Squadron 154 on 28 Apr 1953.

★ MACKAY, William A., LT, USN, serving in Fighter Squadron 51 on 4 Sep 1951.

★ MAIGRET, Donald M., ADAN, USN, attached to Patrol Squadron 731 on 31 Jul 1952.

★ MASSON, Albert V., ENS, USNR, serving in Fighter Squadron 54 on 29 Oct 1951.

★ MERKLEY, Carlyle C., LTJG, USN, serving in Fighter Squadron 23 on 17 Oct 1952.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ MUCKLEROF, Jon M., ENS, USNR, serving in *uss Talladega* (APA 208) on 30 Apr 1953.

★ PIETZ, Merle G., HN, USN, for attempting to rescue four Marines from drowning in the Imjin River, Korea, on 13 Mar 1953.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ FLOWERS, R. E., EM3, USNR, serving in *uss Boxer* (CVA 21) on 6 Aug 1952.

★ FORNIER, William D., BMC, USN, officer in charge of an LCVP from 1 to 22 Nov 1950. Combat "V" authorized.

★ FREY, Saleem D., LCDR, USN, CO of *uss Alstede* (AF 48) from 29 Jan to 15 Sep 1952. Combat "V" authorized.

★ FRYE, Kenneth E., HN, USN, attached to a Marine Infantry Company on 27-28 Oct 1952. Combat "V" authorized.

★ FUGATE, Edward M., LT, MC, USNR, serving with a Marine Division from 1 Sep 1951 to 1 Apr 1952. Combat "V" authorized.

★ GEORGE, William T., HN, USN, serving in a Marine Infantry Company on 9 Aug 1952. Combat "V" authorized.

★ GROSSMAN, Frederick, CDC, USN, chief petty officer-in-charge, Base Maintenance Unit, East Coast Island Defense Element, Yodo Island, Wonsan Harbor, from 29 Nov 1952 to 1 Feb 1953. Combat "V" authorized.

★ HARKINS, John A., LT, USN, attached to the staff of Commander Carrier Division Three from 19 March to 4 Sep 1952.

★ HARPER, Cecil K., CDR, USN, serving in *uss Essex* (CVA 9) from 31 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ HARRUM, Roger W., HM3, USN, serving with a Marine Infantry Battalion on 25 May 1952. Combat "V" authorized.

★ HEARRELL, Frank C., Jr., LCDR, USN, CO of Fighter Squadron 871 from 18 Jul 1952 to 10 Jan 1953. Combat "V" authorized.

★ HEIL, Benjamin F., HM3, USN, serving with a Marine Infantry Company on 3 Feb 1953. Combat "V" authorized.

★ HIRD, Wayne E., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 2 Dec 1952 to 6 Apr 1953. Combat "V" authorized.

★ HOUCK, Herbert N., CDR, USN, on the staff of Commander Seventh Fleet from 26 Jul 1952 to 19 Feb 1953. Combat "V" authorized.

★ HUFF, John F., HM3, USN, serving with a Marine Infantry Company from 25 Mar to 5 May 1952. Combat "V" authorized.

★ JOHNSON, Albert P., HN, USN, attached to a Marine Infantry Company on 27 and 28 Oct 1952. Combat "V" authorized.

★ JONES, James F., HM3, USN, serving

with a Marine Infantry Company on 6 Apr 1952. Combat "V" authorized.

★ KIMBALL, Robert W., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 4 Jan to 16 Jun 1952. Combat "V" authorized.

★ KITTRELL, James R., LCDR, USN, CO of *uss Silverstein* (DE 534) from 14 Nov 1951 to 12 May 1952. Combat "V" authorized.

★ KREISS, Edward CHBOSN, USN, attached to *uss Current* (ARS 22) and salvage officer of a salvage party from 31 Aug to 5 Sep 1952. Combat "V" authorized.

★ KUSEL, Robert I., HN, USN, serving with a Marine Infantry Company on 27 Oct 1952. Combat "V" authorized.

★ KUYKENDALL, James R., HM3, USN, attached to a Marine Anti-Tank Company on 7 Feb 1953. Combat "V" authorized.

★ LA DUCA, Paul J., LTJG, ChC, USNR, attached to a Marine Aircraft Group from 29 Jan to 21 Dec 1952. Combat "V" authorized.

★ LAMB, Wallace L., HM3, USN, serving with a Marine Infantry Company on 27-28 Oct 1952. Combat "V" authorized.

★ LEFFIN, William J., HM3, USN, serving with a Marine Infantry Company from 13 to 15 Aug 1952. Combat "V" authorized.

★ LINDSEY, Albert A., MM3, USN, attached to *uss Douglas H. Fox* (DD 779) from 26 Feb to 24 Jun 1952. Combat "V" authorized.

★ LINEBERGER, Ernest R., LTJG, ChC, USNR, chaplain of two Marine Aircraft Groups from 15 May 1952 to 5 May 1953. Combat "V" authorized.

★ LOPEZ, Albert, HM3, USN, attached to a Marine Infantry Company on 2 Oct 1952. Combat "V" authorized.

★ LOVIN, Aubin H., HM2, USN, serving with a Marine Artillery Battalion on 17 Oct. 1951. Combat "V" authorized.

★ MARKOWITZ, Aaron L., HM3, USN, attached to a Marine Infantry Company on 10 Oct 1952. Combat "V" authorized.

★ MCBRIDE, Charles D., HM2, USNR, serving with a Marine Infantry Company on 20 and 21 Sep 1951. Combat "V" authorized.

★ MERCER, Carlton D., GM3, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ MEREDITH, Marvin J., HM2, USN, serving with a Marine Reconnaissance Company on 4-5 Oct. 1952. Combat "V" authorized.

★ MILLER, James W., AF1, USN, attached to the Combat Camera Group, Pacific Fleet, from 1 Apr 1951 to 1 Apr 1952. Combat "V" authorized.

★ NEWTON, Roy A., CAPT, USN, on the staff, Commander Naval Forces, Far East from 2 Jul 1950 to 22 Jun 1951.

★ NIMITZ, Chester W., Jr., CDR, USN, CO of *uss O'Brien* (DD 725) on 17 Jul 1951. Combat "V" authorized.

★ NORMOYLE, Francis E., HN, USN, serving with a Marine Rifle Company on 3 Mar 1951. Combat "V" authorized.

★ OLENIACZ, Chester J., LCDR, USNR, on the staff of Commander Naval Forces, Far East, from 2 Oct 1950 to 10 Jun 1952. Combat "V" authorized.

★ OLLINGER, Joseph, Jr., LTJG, USNR, attached to *uss Wallace L. Lind* (DD 703) from 3 Feb to 10 Mar 1951. Combat "V" authorized.

★ PALM, John W., CDR, USN, serving in *uss Toledo* (CA 133) from 18 Apr to 14 Nov 1951. Combat "V" authorized.

★ PATRICK, Daniel R., Jr., HM1, USNR, serving with a Marine Infantry Battalion on 31 May 1951. Combat "V" authorized.

★ PAYNE, Seth T., LTJG, USNR, attached to *uss Wallace L. Lind* (DD 703) from 13 Feb to 14 Mar 1951. Combat "V" authorized.

★ PEEK, Allen L., LT, USNR, on the staff of Commander Mine Squadron Three and Commander Western Pacific Minesweeping Group, and as Commander Minesweeping Boat Division One from Apr 1951 to Feb 1952. Combat "V" authorized.

★ PETERSON, Harold E., QM1, USN, serving in *uss Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ PROFFITT, William D., ME1, USN,

serving as crew member of *uss Endicott* (DMS 35) on 19 and 20 Apr 1952. Combat "V" authorized.

★ RECTOR, William H., HM3, USNR, attached to a Marine Infantry Company on 7 Jun 1951. Combat "V" authorized.

★ SHERMAN, Philip K., CDR, USN, CO of *uss Epperson* (DDE 719) from 14 Jun to 14 Oct 1951. Combat "V" authorized.

Gold star in lieu of second award:
★ BARNARD, Louie W., LCDR, USN, CO of *uss Endicott* (DMS 35) on 7 and 19 Apr 1952. Combat "V" authorized.

★ CAIN, Elbert V., CDR, USN, serving in *uss Philippine Sea* (CVA 47) from 26 Jan to 6 Jul 1952.

★ CONNERY, Francis S., HM2, USNR, attached to a Marine Infantry Company on 20 Sep 1951. Combat "V" authorized.

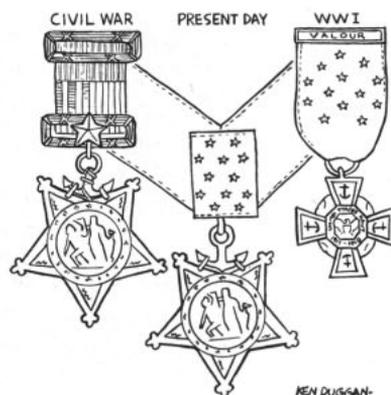
★ COSTAGLIOLA, Francis, CDR, USN, CO of *uss Halsey Powell* (DD 686) from 16 Aug 1951 to 1 Jan 1952. Combat "V" authorized.

★ FELTER, John F., CDR, USN, CO of *uss Hopewell* (DD 681) from 15 Jul 1951 to 12 Jan 1952. Combat "V" authorized.

★ GIANNOTTI, William J., GM1, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

WHAT'S IN A NAME

Medal of Honor



"... To promote the efficiency of the Navy" was the original purpose behind the authorization of the Medal of Honor in 1861. This purpose, however, was later broadened to include recognition for "deeds of gallantry and heroism in times of War and of Peace."

Symbolically designed, the star-shaped medal of bronze shows the figure of Minerva (the Union), "wise in the industries of peace and the arts of war." Encircled by the stars of the 34 States of 1861, she holds in her left hand the fasces (badge of authority).

The shield in her right hand is driving off the serpents held by the crouching figure of Discord.

In 1878, Secretary of the Navy Thompson commended the record of the Medal of Honor Roll "... to the boys on board of the Training Ships of the Navy, in order that the rising generation of American Seamen may be incited to emulate these deeds of their predecessors, and thus perpetuate in the Navy that devotion to each other in time of peril, and to the honor of the flag in time of storms and battle, which has hitherto characterized the Naval Service."

Though the Navy Medal of Honor for enlisted men was originally authorized in the Act of 21 Dec 1861, the same award for officers of the Navy and Marine Corps was not authorized until March 1915. The Act of 7 Aug 1942 provides for both enlisted men and officers.

The "Medal of Honor" is frequently mis-called the Congressional Medal of Honor. It was established by an Act of Congress, as were many other medals. However, the Medal of Honor is presented by the President in the name of Congress.

Since the outbreak of the Korean conflict in June 1950, the Medal of Honor has been awarded to 48 Navy and Marine Corps personnel.

BOOKS:

MARCH WINDS ARE CARRYING GOOD NEW BOOKS TO SAILORS

ADVENTURE YARNS—both fact and fiction, satire and humor are to be found among the new volumes now on their way to ship and station library shelves. Here are reviews of some of the latest books selected by the BuPers library staff:

★ ★ ★

• *The Second Tree from the Corner*, by E. B. White; Harper and Brothers.

Here is a collection of stories and essays from the typewriter of a modern Thoreau—who lives in New York City.

Generally, the subject of White's yarns are everyday people—their foibles, their weaknesses, their beliefs, hopes, conflicts—set against the rush-rush atmosphere of a big city.

His essays range from comments on humor and present day life to

short chats on poets and poetry, written with the sure touch of a man who has been an editor of *New Yorker* magazine for a quarter of a century.

Some of the items included in this anthology are already minor classics—"Death of a Pig," and "The Morning of the Day They Did It," for example.

You're bound to enjoy this collection of sharp wit and sound wisdom, written expertly by one of America's foremost essayists.

★ ★ ★

• *Captain of the Medici*, by John J. Pugh; Little, Brown and Company.

Here's another novel by a Navyman but this one's without a Navy angle. It concerns a blacksmith's ambitious son in the Italian city of Florence—back in the 16th century.

Pietro Lucca had risen to the rank of captain in the Black Band under General Giovanni de' Medici. On a mission to obtain money to finance Medici's battles, Pietro is received by Baccio Valori, father of Pietro's long-time enemy. There begins a peculiar alliance.

Valori is secretly conniving to aid the Spanish invaders with a view toward governing Florence. Pietro must work with Valori for a time—or run the risk of being convicted of murder.

There's plenty of adventure for all participants as action and intrigue are the order of the day. Sailors will enjoy reading of Pietro's unusual plan for defense of Aquila del Monte, Medici's stronghold in Tuscany—a plan that is put to use by the renowned Michelangelo.

Mr. Pugh, a Reserve lieutenant commander, served in the mine sweeper uss *Nuthatch*. Later he was PIO at Norfolk NTC. This is his first novel and it's a good one.

★ ★ ★

• *The Book of Famous Escapes*, by Eric Williams; W. W. Norton and Company.

Almost everyone—at one time or another—has read accounts of dramatic escapes from imprisonment. Who hasn't, for example, read of the escape of Dumas' famed *Count of Monte Cristo*? Many mystery and

adventure thrillers contain tales of great escapes. But the greatest yarns are those which stem from real life.

This book is a collection of 18 real-life escapes, spanning the years from the 16th century Catholic missionary John Gerard, Casanova in 1756, Winston S. Churchill in the Boer War down through several World War II escapades.

Among the many methods of escape used through the years, the reader will learn about dangerous climbs through secret openings, crawling through slimy tunnels, and—more fascinating to one's imagination—bold escapes, under disguises, right past the prison guards.

The first-person accounts are tied together neatly by introductory prefaces provided by Mr. Williams. The author, incidentally, in addition to having one of the most complete libraries of escape literature, is an experienced escaper in his own right. During World War II, he escaped from a German prison-camp—an adventure he describes in another volume—*The Wooden Horse*.

All in all, Williams' new book is one to delight the adventure-lover. It's a book that will bear re-reading, too.

★ ★ ★

• *Alaskan Tales*, by Russell Annabel; A. S. Barnes and Company.

When he was 16 years old, Russell Annabel ran away to Alaska in search of adventure. He soon associated himself with Tex Cobb, well known as a guide and hunter, and thus began a series of exploits which Annabel shares with the readers of this book.

On one occasion, he flies to an Arctic village of "Lost Annuits" on a fur-buying expedition. Finding the natives on the verge of starvation, he elects to go on a caribou hunt with them. He bags 15 caribou—enough to last the village patriarch and his family through the winter and well into the summer. And he returns with a lot more fur than he had expected.

Anecdotes of all kinds—about people and about animals and about the country—fill the pages of this short volume.

The writer, who was a war correspondent in the Pacific during World War II, has gained quite a reputation as a writer on Alaska. This book should please Navy readers.

SONGS OF THE SEA

Oh, I am a Merry Sailor Lad

Oh, I am a merry sailor lad,
With heart both light and free,
I highly prize my gallant ship,
I love the deep, blue sea.

Chorus:

Hurrah! Hurrah! Hurrah!

I love, I love, I love

The dark, blue sea;

I love, I love, I love

The dark, blue sea.

I love to tread the vessel's deck

Amid the howling gale,

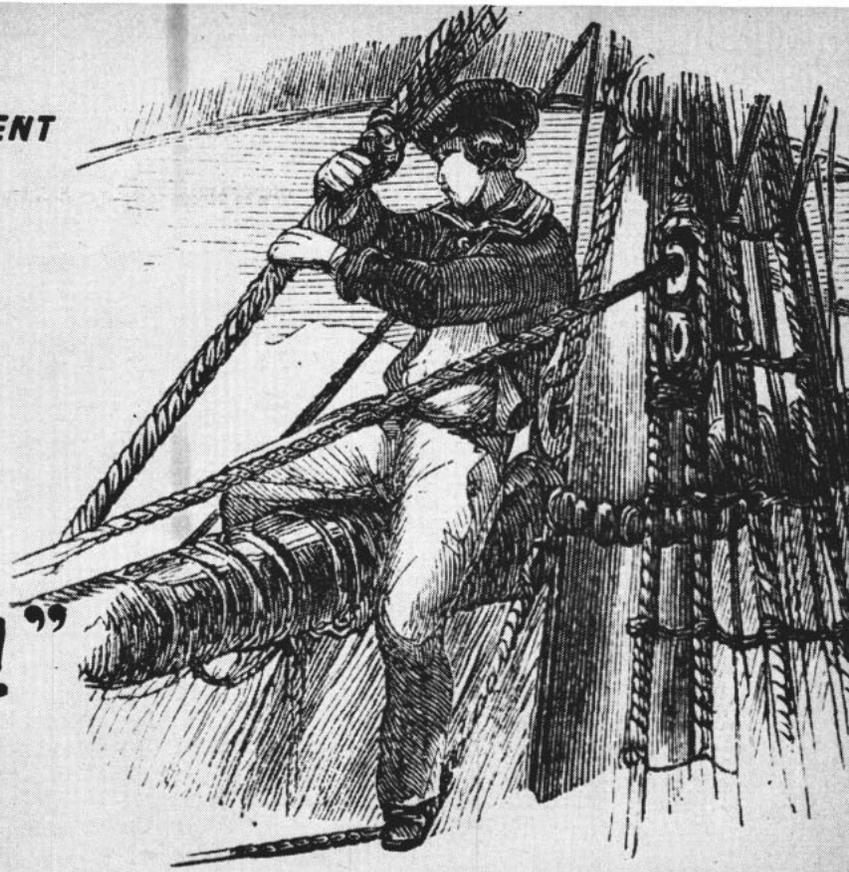
And listen to the seagull's scream

Amid the thunder's rail.

—Old Naval Song



“Lay aloft, ye lubbers!”



Life of a 'Green Hand' on a Privateer—1814

All at once the dread order would come and dozens of wary young 'Boots' of the old Navy were sent scrambling pell mell into the rigging of the careening sailing ship, to clamber to the topmost yard and unfurl the shrouds.

During the war of 1812, the tiny U. S. Navy had only a handful of warships with which to contest Great Britain's boast that she ruled the seas. Doughty as these were, they weren't enough. So this country proceeded to commission a whole fleet of American privateers whose major mission it was to intercept and sink as many heavy laden British merchantment as they could.

The American privateer was in many ways a ship of mystery—ofttimes used as a sea raider, but other times as a destroyer, scout or blockade runner. All heavy timbering (the armor plate of those days) has been sacrificed for speed. As a result some of these ships were the fastest things afloat—just the thing for making the ocean trade routes unlivable for enemy traffic. To sail these ships took seamanship of the highest order.

It was on board one of these ships, the vessel Dartmoor, that a Boston youth named Josiah Cobb found himself late in 1814. He was just 18 years of age with a passion to go to sea and a patriotic desire to serve his country in time of war.

Along with a number of his friends, he had obtained his parents' consent to ship out, signed the necessary papers and stepped over the quarterdeck of Dartmoor into a new, strange life. This is the story of some of the incidents of those first bewildering days aboard ship as a green hand in the rough and ready days of a navy of sailing ships.

During this early sailing ship era the American sailor developed the physical agility and athletic prowess that has grown into a naval tradition. Learning to "climb

the rigging" was the first sports "competition" of the oldtime Navy. This account serves as an interesting companion piece to the article on the development of navy sports through the years, which appears on page 14.

THE vessel on board of which I had chosen to risk myself with others at this new calling, was herma-phrodite rigged, that is, her foremast was rigged as a brig, while her mainmast was rigged as a schooner; an advantage when on a wind, by bringing in use the enormous mainsail of the latter, and when before the wind, by squaring the yards of the former. She was a vessel of about three hundred and thirty tons, possessing great strength, lying low in the water, having a flush deck fore and aft, and a clipper of the first class, as she had proved herself by the many escapes she had made from the enemy, during her long and various cruisings; above all, she had the reputation of being lucky, which among seamen is no small advantage in the craft they sail in.

Her late encounter with the boats of a British frigate, gave her an *eclat* far above any other privateer of the day; and on her arrival so recently after the engagement, she was hailed with almost as much enthusiasm, as the arrivals were of our several frigates when coming into port, flushed with the recent victories they had gained over the enemy. And well she might share a portion of the public praise, for the fight was a bloody one, not a seventh part of her crew escaped being either killed or disabled. The enemy twice gained the deck of the brig, but were beaten back by the determined bravery of that

"Lay aloft, ye lubbers!"

little band, who had dwindled to less than a dozen ere the fight ceased; and so precipitately were the enemy driven to their boats, that they left their arms on the brig's deck, such as muskets, pistols, swords, and boarding pikes, in quantities enough for the use of the brig in her now contemplated cruise.

She had made several captures before her return to port, and came in loaded with so rich and valuable a cargo, that it was said each hand received twelve hundred dollars as his share of the prize money. Probably it was this, which aided in gaining for the brig so great a notoriety, and proved an attraction too alluring to be resisted by many, who otherwise never would have gone to sea.

The brig mounted eighteen guns, of nine and eighteen pounders, was well fitted for doing good service, having a complement of one hundred and sixty-three men, all told, each and all, from the captain down to the foremast hands, on shares, depending on the prizes they were to take for their only remuneration.

Large calculations were made on the success of this vessel, both by those in her, their friends, and others interested ashore, no one supposing she could return to port, otherwise than laden with wealth. For this purpose every thing was cleared away underneath the deck, except the water and provision casks; and these were to be displaced as fast as emptied, by the consumption of their contents by the brig's crew, leaving no impediment for the close stowing of the rich and costly goods of old England's workshops. The owners cared little for the welfare or convenience of the men, in their eagerness for gain, the men in part willingly complying with the uncomfortable accommodations, knowing what was the owners' gain, was theirs also.

Our present captain was her first lieutenant during her former cruises, and was thought to possess every accomplishment for a commander, possessing the fullest confidence of her late captain, who was now a large shareholder of his favourite brigantine, and had given her up to his lieutenant, solely on account of indisposition. Besides the captain, we had five lieutenants, nine prize-masters, quarter-masters, sailing-masters, botswains, gunners, carpenters, and sail-makers in profusion.

SAILMAKERS, a skillful lot of sailors, were in charge of making and mending all sails and articles of canvas.



Our captain was so diminutive in stature as to make it appear ridiculous in the eyes of others even for him to enforce authority among a hardy, weatherbeaten crew, should they ever attempt to do aught against his will.

The first lieutenant was a man much liked by those under his charge. He never uttered an angry or harsh word, made use of no profane language, but was terrible even in his mildness, when faults occurred through carelessness or neglect. He knew what each man's duty was, and his capacity for fulfilling it—never putting more to the men's tasks, than they were able to get through with; but every jot and tittle must be performed, and that to the very letter without flinching, or the task would be doubled.

Of the crew, I will venture to say, there never was a more motley set came together, since the days of the first great navigator, Noah. There were Irish, English, French, Spanish, Portuguese, Dutch, African and American subjects on board.

We had five of the crew of the ill-fated *Chesapeake*, when taken by the British frigate *Shannon*. These men had lain in Halifax prison, and been detained as hostages, from the time of their capture, till they were exchanged and sent home, where they arrived just in time to ship on board of the brig.

Nineteen of the crew had never before been to sea, some of whom were from the country, and had never seen salt water till shipping to cruise in this redoubtable privateer.

My fellow lodger, Amos Whittle, the Fifer, was of sterner metal, although as great a stranger to salt water and the work on ship-board, as the others. He was jovial, fond of a joke, open-hearted, kind, and well stored with good sound sense; yet his knowledge of the world or mankind was the slightest and even child-like. The greatest of his faults was, that he supposed others to be as honest as himself, receiving as gospel truth all that was told him. I feel incompetent to convey to the understanding of my readers the character of this man, as I have never fallen in with his like.

He was the only son of a blacksmith, of Berkshire county, in the upper part of the state of Massachusetts, who had amassed considerable property by a life of industry and frugality, leaving it to the management of Amos, at his death, which occurred about six years prior to this cruise. Amos at that time was in his twentieth year. Being a good workman, he took upon himself the direction of the shop as well as the management of the farm; and with his widowed mother and an only sister, younger than himself, both of whom he spoke in the most endearing terms of affection, they lived happily and comfortably together. He was by nature volatile, hilarious and talkative, fond of amusement and company.

★ ★ ★

On Monday, December 21st, the foretopsail was dropped, and the signal made for all to repair on board. At twelve o'clock the anchor was weighed, accompanied with the merry 'heave-yo,' and all on board appeared with as light hearts and joyous spirits, as though it were a pleasure party on a fishing excursion to the outward harbour. Each seemed to strive how he could excel his shipmate in expediting the preparatory orders of the officers of the deck, and in no face did I see a longing for the shore.

We stretched out and in the harbour some two hours,

occasionally firing a gun to bring off the laggards, who were yet on shore.

At six o'clock, P.M. the fire and lights were extinguished, the yards squared to the wind, and we pushed boldly out to sea with a stiff breeze, which bore us along at the rate of twelve and a half miles per hour. As we gained the ocean, the brig plunged to the billows and careened to the wind.

I never felt a greater glow of spirits in my life; I stood in the cold blast snuffing the gale, with a wish that it might blow harder, and gathered excitement in proportion to the turbulence around me. When the turn of my watch came to go below, at ten o'clock, I chose to remain on deck, to see and view the wonders of my favourite element, upon which I was now duly launched, without the possibility of any mishap carrying me back, for which I had been in dread from the day I came on board till the present time. I tired not, but was as nimble and light as a squirrel when needed in any part of the vessel, or was called to a portion of the duty going on, striving to be foremost in all things where I could be of any use. When at leisure I was at the extreme head of the brig, viewing the turbulent waters with equal amazement and delight.

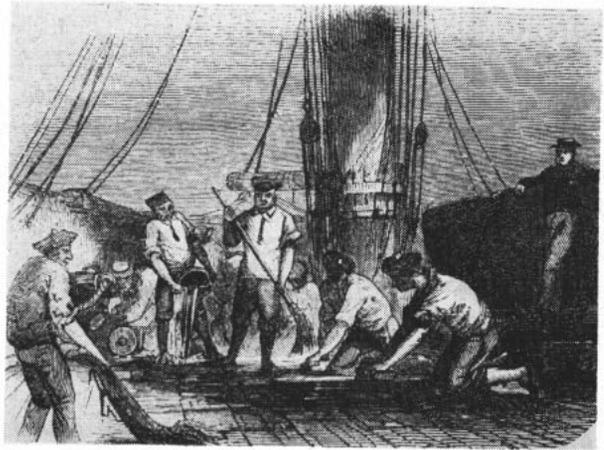
As the brig plunged through the seas under her enormous crowd of canvass, (for we were anxious to gain as much offing as possible before daylight, the enemy's cruisers having been seen off the harbour the day previous,) the spray dashed high over the bows and fore-castle, on which I stood, deluging me frequently from head to foot; yet I felt it not, cold as it was, in my fever of excitement, but gloated over the appearance of the white-capped waves, as they came rolling on one after the other, till I grew weary with enjoyment.

★ ★ ★

On the fifth day from port, after exercising the crew, at their different stations, and securing the guns, the third lieutenant, having the deck, ordered the foretop-sail to be furled by the green hands. Forthwith came the shrill whistle, followed by the harsh grating voice, from the internal lower regions of the boatswain's corporate body, as though the deeper the cell, from whence the discordant mandate came, and the louder it was belched forth, the more impressive would it be upon those to whom it was directed, ordering all the green hands aloft, for the purpose of gratifying the wishes of our despot of the deck.

There had been a considerable swell during the past night, setting from the south-east, in a contra direction from the wind, which came from the north in fitful blast, and at times blew with violence, a prognostic of an approaching gale. This swell of the ocean caused our low craft, with her heavy armament and heavier spars, to roll nearly gunwale under at every lurch. She pitched and jerked with the quickness and seeming contrariness of an adjutant's untutored horse, when first brought in front of the line to receive a battalion fire; so that our green hands had as full employment to keep their legs on deck, even with the occasional aid of a neighboring rope or gun tackle, that lay within their grasping reach, as they need desire, without the fear of being taxed with idleness.

Many of the green hands, from extreme weakness and debility, brought on by the horrid nausea of the previous four days, not the least relieved by the hard duty and unrelished fare, had scarcely strength and energy to



SWABBING THE DECKS—Cleanliness aboard ship was of prime importance and included holystoning the decks.

stand upright. In their many attempts to balance themselves across the decks, their arms were swinging and grasping about in every direction, never suffering a chance to escape their eagerness for a clinch.

They as often in their involuntary surgings, came in contact with the officer of the deck, as each other, and showed no more preference for him, than the pump, mast, or greasy cook, if he was advantageously located within the orbit of their whirling range of staggering propensities. Often, when seeing an object on which they could rely for support, and when sure of their mark, they would make a daring pitch towards it, and find themselves rolling in the lee-scuppers, viewing the beauties of the firmament above, by the capricious movements of the deck under them, in one of the fancy lurches of the brig.

Our Fifer was foremost in all such antics, for he had the worst sea legs of any other on board, and was excessively awkward in accommodating the motions of his body to the rolling of the brig. He at all times appropriated more of the deck to his use, than he was entitled to by the station he held, by the indirect, zig-zag, crossing and recrossing path he made, when in search of an object he had in view. For whilst the body showed a sturdy determination to go ahead, the limbs were as pertinaciously determined to hold back—now, he was balancing on one foot, while its mate was struggling to outnumber the circle cut in the air by the arm, till its fellow could measure the distance to the deck, which the eyes could not do, for the multiplicity of business on hand, to outdo the mouth in wide circular expansions, the mainspring of the whole, to keep the equilibrium correct throughout the man. He was so indescribably ludicrous in his slidings and bracings, that the reprimand was of necessity turned to a laugh before half uttered.

The brig was hove up in the wind, to steady her a little, and two good foremast hands led the way aloft, to tack each his station at the extremities of the yard, with two others at the bunt, to assist the 'know-nothings' in the furlings of the sail. There was no great alacrity of movement evinced, to rival each other in ascending the shrouds, and some even hung back, till a second time told to 'lay aloft, ye lubber, lay aloft!'

As I have before said, I was determined on entering the service, to show no disinclination to do whatever was

"Lay aloft, ye lubbers!"

required of me, be it ever so arduous. On this occasion, I followed closely in the wake of the experienced ones, yet doubting my ability to hold on in my then extreme weak state. When reaching the fettock-shrouds, I made demonstrations for crawling through the lubber-hole, and was progressing with an earnest assurance of soon accomplishing my object, till warned with a kick on the head. (which nearly toppled me back, with a less crawling gait, albeit more dangerous, than the one I had but so recently used in coming up,) from the captain of the top, who was there for general directions, to take the other and more regular track. To work round and gain which, I had to be quick, or let others precede me on the yard, which I was fully determined should not be done.

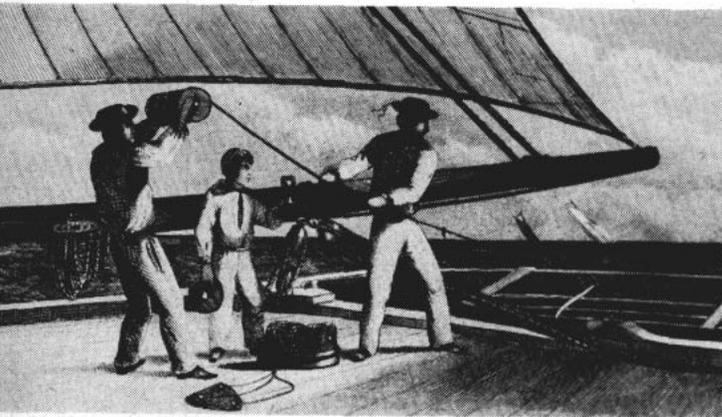
In working up the fettock-shrouds, a much dreaded passage to all youngsters when first going to sea, the vessel seemed to roll and pitch even worse than before, and I would have entered into a contract, to carry with me through life, the lank, ill-shaped claws of the monkey, had I but their cling and tenacity for holding on, for these few minutes, to help me through with my present difficulties, in reaching the yard.

I overheard the Fifer, who was close in my rear, soliloquizing, but could gather nothing further, than "I have and can again, climb the tallest chestnut in our town, which is full sixty feet without a limb—but then there was something to hold on to. This ladder of ropes is the most silly contrivance I ever saw, and must have been invented by a numbskull, for the especial torment of such fools as I am, for coming here on this tom-fool's errand."

His musings aloud (for his talking could not be called more, so little did he suppose any overheard him) were cut short, by the captain of the foretop singing out for him to clap his fingers where he left off, and finish his sermon when his watch was below; and bear-a-hand and let the others come up who were at his stern.

I ascended the yard without difficulty, but could not lay out with that ease and security, I had done many times while in harbour, previous to sailing, for mere pastime and amusement; for the yard was swaying to and fro through the air, at a most fearful rate, by the rolling of the dark billows far below; whilst the wind, alone enough to sweep one in so weak a state from the

DECK DUTIES—Sailors estimate speed of sailing vessel.



yard, was furiously driving and flapping the loose sail about, as though each blast would tear it from the clew-lines and strip it to ribbons. I managed by dint of adhesion, to get at my station at the extremity of the yard, time enough to see the movements of my followers in their perilous adventure; and were my exertions to get at my station, as ludicrous as theirs, I have little reason to boast or be proud of my first going aloft at sea.

Some cautiously felt their way at the foot-rope, to see if all were solid, whilst others took their chance upon the yard, as being more substantial, throwing aside every choice of position, except that of bringing all their limbs into play, aping the bear both in movements and grace. As the yard began to be well filled, it was truly laughable to see the contortions of body, the twistings of limbs, the grimaces of countenance, and the grapplings of fear, which each lavishly displayed, in his endeavours to hold on; and truly, nothing but the death grasp of man could be stronger.

Now by the pitching forward of the brig, some would nearly lose their balance over the yard—kicking the foot-rope to the length of their legs behind, and came nigh dislodging those who were disposed to do things in a more regular and becoming way. Again, on her bringing up they would sway back their bodies, and throw their feet forwards, almost capsizing those who were not prepared for such sudden and whimsical movements.

Up to this time but little was done towards furling the topsail, although none had been idle, each having enough of his own affairs to attend to, without wasting time on the duty of the brig; and we afforded too much amusement for those on deck, to have our motions quickened by threats and oaths, as usual on such occasions of bungling tardiness.

We were trying, through the advice of the captain of the foretop, to depend more upon the foot-rope, but all could not bring their minds and limbs to act in unison, each supposing he had hit upon a plan of safety peculiarly adapted to his figure and strength; but before matured, his fickleness of mind had changed to another more suitable to his position, as he hung on the yard. There was such a shooting of the feet this way, sliding them the other, toeing it right and left, in and out, fore and aft—some trying to get a choice part of the rope to stand upon, while others were over-reaching their own premises, and appropriating for their use a portion of the territories belonging to others, and all going through with such crossing and slidings of the feet, that a hail was drawn from the deck:

"Foretopsail yard, there!"

"Aye, aye, sir!" answered the captain of the top.

"Tell the young gentlemen if they wish to have a skating match, to come on deck and tighten their skates. I'll risk a crown that the Fifer takes the lead; and if he has bottom equal to the suppleness of his legs, I will double the bet."

"Oh, its very easy joking at the difficulties of others," said the Fifer, (for he was an inveterate talker, and had a word, however homely, for every one,) "while down there at your ease; but if you had to hold on here and work too, you would find it any thing but play, darn your lazy pluck." His talking ceased suddenly, by his missing his foot-hold, and coming down straddle across the rope he was so lately taking his steps upon. This brought another hail from below.

"Ask the Fifer if he is going to take a ride, and whether he will have a pair of spurs sent him?"

"I will eat a pair of spurs without salt or gravy, if I can't whip a round dozen, one at a time, like that noisy chap below, and not know what I have been about," responded our slack-rope rider in an under tone, so as only to be heard by those on the yard: "He is like an old bell-wether of ours, which would bleat and blare like all creation, at any of the flock being caught in the brambles, without ever showing a willingness to help."

He was clambering up whilst the under-toned mutterings were going on, and soon gained his place on the yard again, for where he could get a grasp with his hand he was safe, so prodigious was his strength. To make all sure, he hugged the yard by clasping his arms around it, defying all the "old Harries" in the kingdom of Satan to dislodge him, when third hail came up.

"Tell the gentleman with the yard in his arms, to be so good as to bring it on deck."

"I can carry it on deck, and with it thrash the liver out of you in five minutes, if you will but hold the vessel still as long; but this jerking about in the clouds, is not the place for a man to show what he can do."

Whether the officer on deck heard the answer of the Fifer I do not know, but he made a motion to the man at the wheel, who understood his meaning, and let the vessel's head fall off so as to meet a heavy sea, which struck her full in the larboard bow, with such tremendous force, as to make her tremble in every part. I turned my head to see how the others fared with the shock, having myself been nearly thrown off by its severity and suddenness, when at the instant, the Fifer lost his hold the second time, fell, and would never again be enabled to respond to the jokes of the crew, had he not in his rapid descent caught the foot-rope with his hand.

A thrill of horror ran through all who saw him dangling high in the air, with but one hand hold of the rope; but that hand was of no common make, for it possessed the grasp of a vise, and he, while the lookers-on held their breath through fear and suspense,

coolly raised himself up, swung a leg over the rope, and sat as before when taunted as to the spurs.

The lieutenant of the deck sung out so as to be distinctly heard by all, "Why, this beats all Berkshire."

The Fifer cast his look downward at the officer, and boldly said, "When you can do that without turning pale or breathing short, you'll prove yourself a greater man than I now think you are."

The circumstance excused the offence, or the officer not seeming to hear, for no notice was taken of his words. The Fifer gained his former position upon the yard with ease, and I could not perceive the least trepidation in nerve or look.

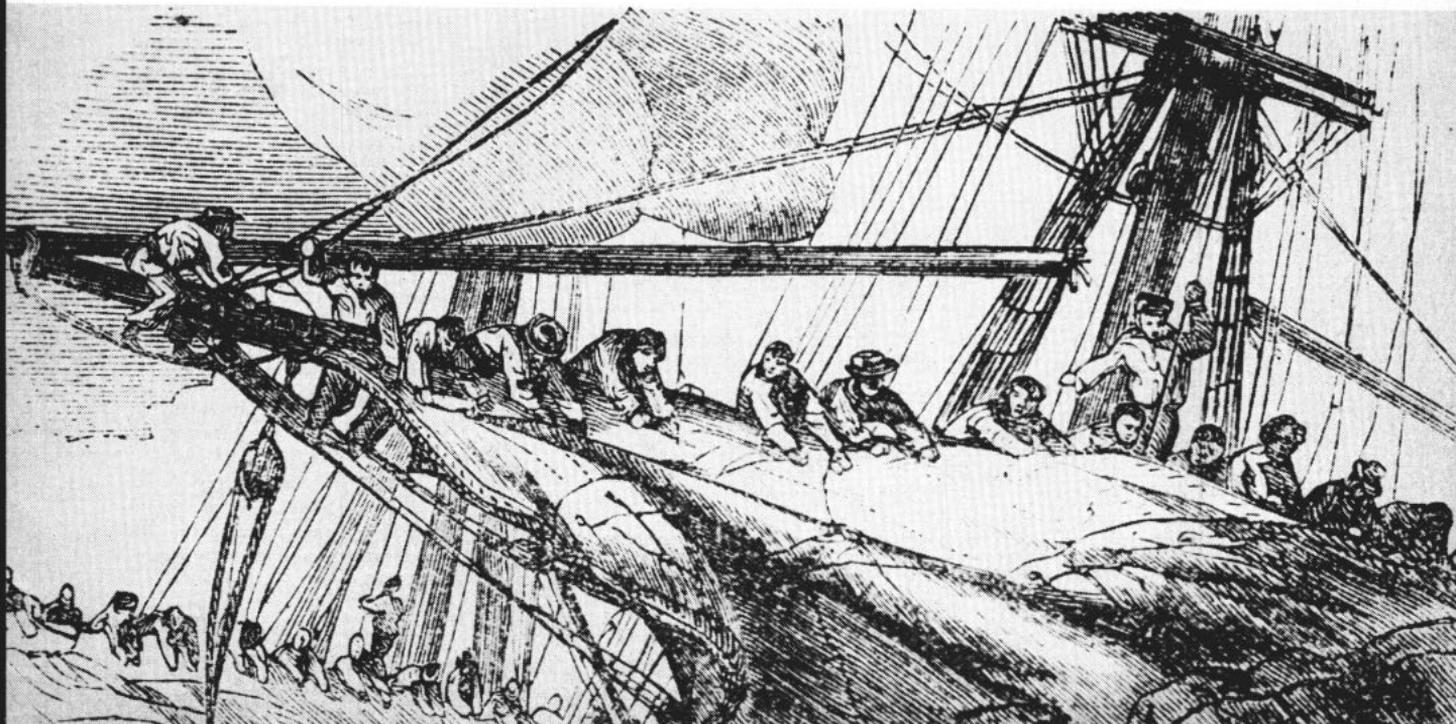
We got through with the duty, without farther mishap, except that an old blue jacket, in his hurry and anxiety to finish the work in question, passed the lashing firmly round the arm of the worthy personage, and made all fast to the yard, without its owner knowing it till piped down. When the lieutenant saw the fellow trying to free himself from his dilemma, the sail was ordered to be unfurled and again clewed up, with an admonition that such oversights would not be tolerated or passed over harmlessly when on duty.

The second slip of the Fifer, sobered all on the yard, as well as those below, himself excepted, who appeared to be the only one unconcerned about it, by his chattering away with as much volubility as ever. It mattered but little to him who were the listeners, or whether any, talk he would.

When descending, we had orders from below, to pass and re-pass the "pokerish place," as Amos termed the fetteck shrouds, several times, till we were rid of the squeamishness exhibited in the ascent. Glad was I for one, that it appeared less and less dangerous at each successive passage, till I nearly overcame all dread of it.

This furling of the foretopsail long afforded amusement to the crew, by the bungling manner it was done by the "land-lubbers, who were more fit to man a pudding stick than a yard." Well can I recall, even to this distant day, my feelings and sensations when first laying out upon the yard, high over a boisterous and angry sea.

PICTURESQUE SCENE is presented as all hands "lay aloft" to furl the sails, often done to a lusty song.



TAFFRAIL TALK

EVERY once in a while, a breath of the old-time Navy of wooden ships and iron men blows across the editor's desk. Here are a couple of recent gusts . . .

★ ★ ★

Down at Key West, Fla., the good ship PC 579 was about to get underway when her anchor detail ran into some unforeseen trouble—the anchor wouldn't come up.

At least not at first. Then, with a great creaking and groaning of the wildcat, the ship's anchor rose slowly out of the water. Looking over the side as it broke water, crewmen could see fouled in the flukes still another anchor, an old-time relic encrusted with coral.

The hook had a wooden stock and a fathom of chain still attached. Scraping it clean, the PC boys could find nary a clue—no identifying mark, no serial number. Its story is still Davey Jones' secret. Old timers guessed that the old piece dated from about the middle 1800s.

★ ★ ★

A relic of a different sort has come to light at the Navy Historical Society headquarters in Washington, D. C. It's a cruise book from the battleship *Olympia*, flagship of Admiral George Dewey's "Great White Fleet" of round-the-world fame (see "Way Back When" on p. 42).

The book is called "The Bounding Billow" and was presented to the society by James J. Burke, a chief teleman stationed with U. S. Fleet Activities in Yokosuka, Japan.

One tale from its pages tells how two shellmen, passing ammunition aboard the flagship during the one-sided Battle of Manila Bay during the Spanish-American War, whiled away a few spare moments between passes by striking up "There'll Be a Hot Time in the Old Town Tonight" on a guitar and violin.



Another tells about how, after the battle had ended in victory, one of the ship's messes advertised in a Manila newspaper for some added help. The ad read thus: "WANTED—Young man who can win Christmas turkeys, play the guitar, lend a hand to make homeward-bound biscuits and Spanish chest protectors (pancakes), keep the fo'c'sle sitting room in order and see that the Second Mate doesn't get left at Mess Gear. Apply to Mess No. 2."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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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.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Amphibious tractors leave white trails in their wake during training exercise with amphibious reconnaissance group. Photo by Dale E. Reyher, Cpl, USMC.





BEST FOOT FORWARD

**..... when you keep your uniform neat
and your gear shipshape,
you look sharper and
they last longer**