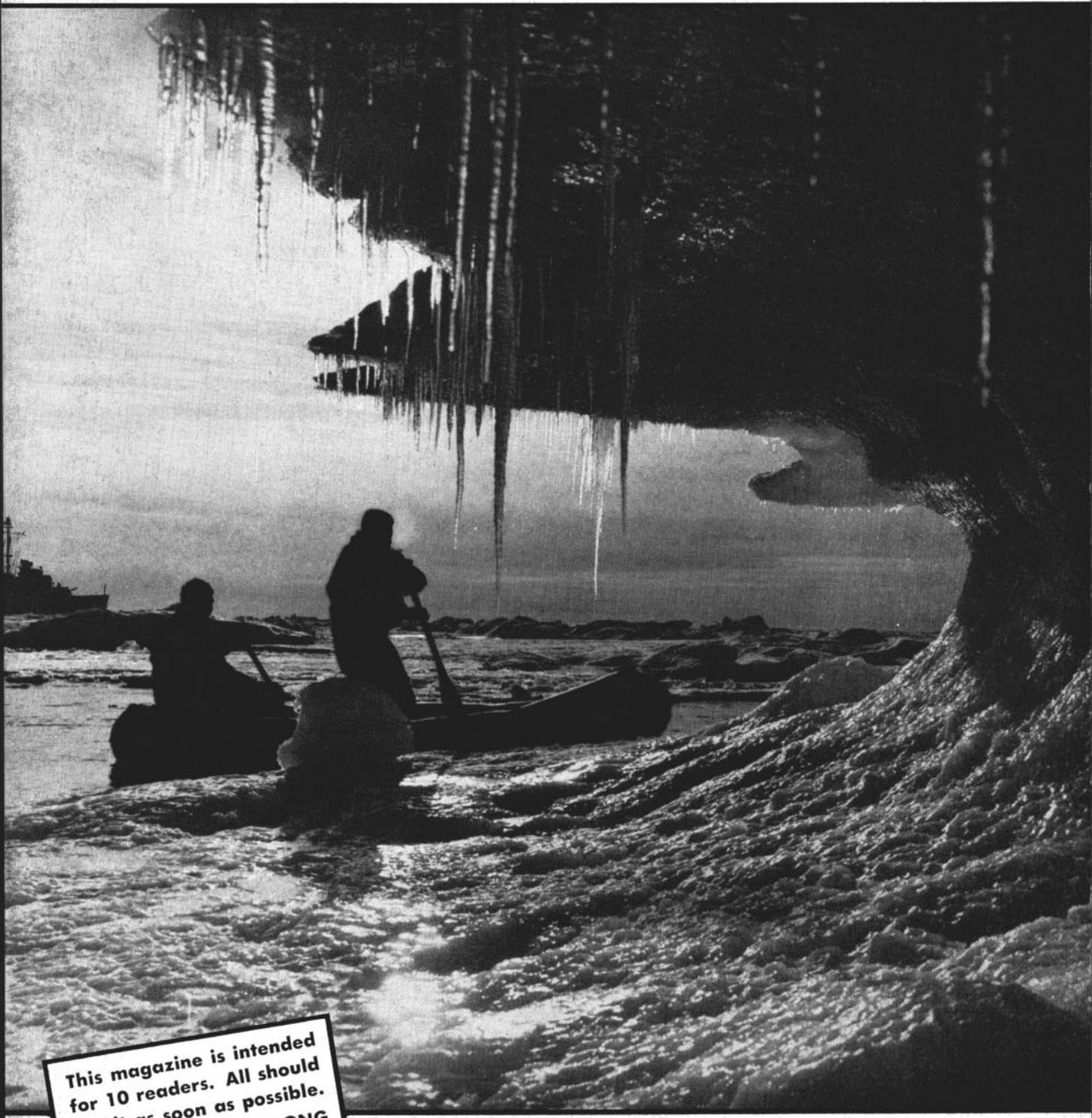


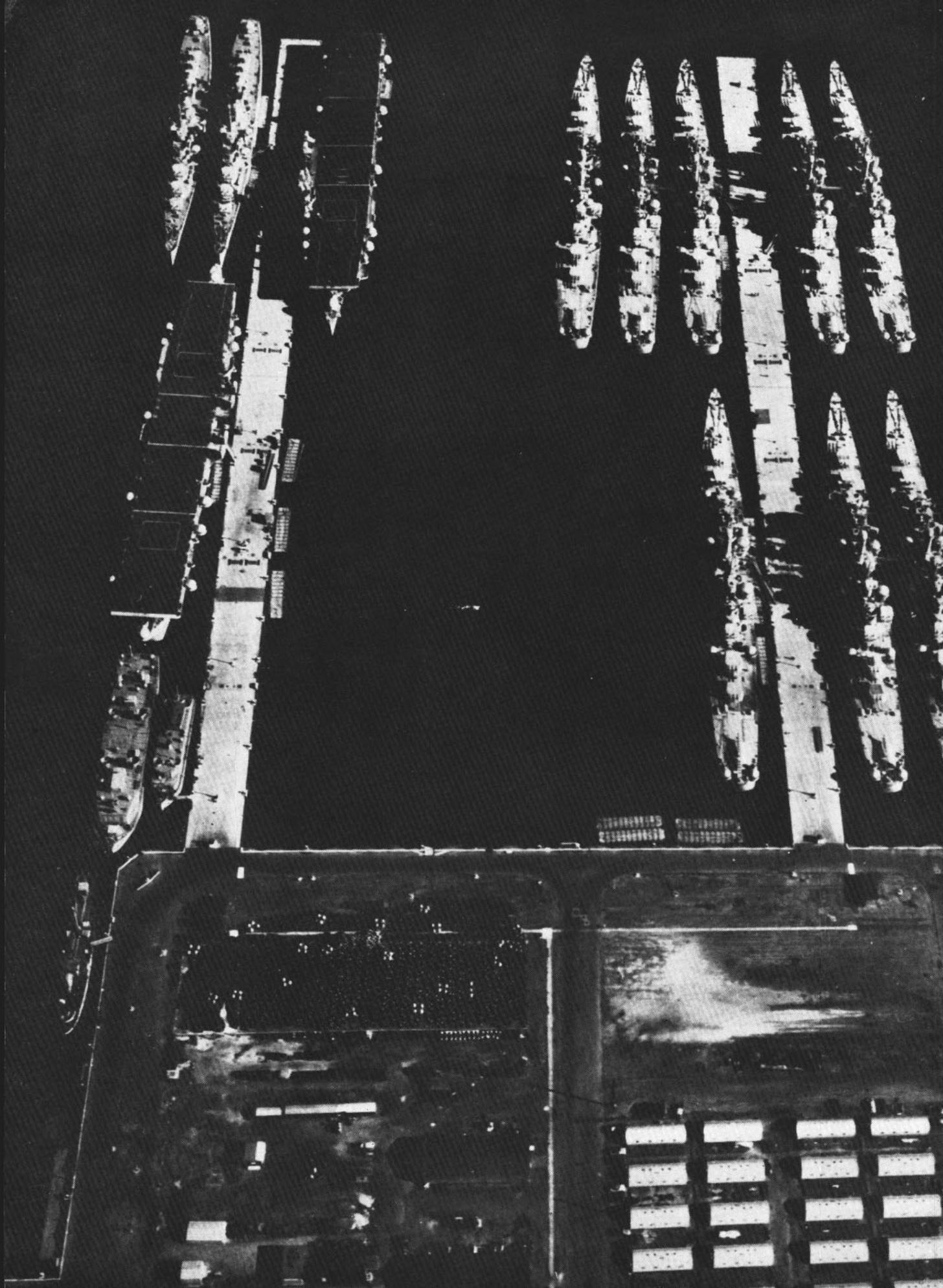
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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DECEMBER 1954



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1954

Navpers-0

NUMBER 454

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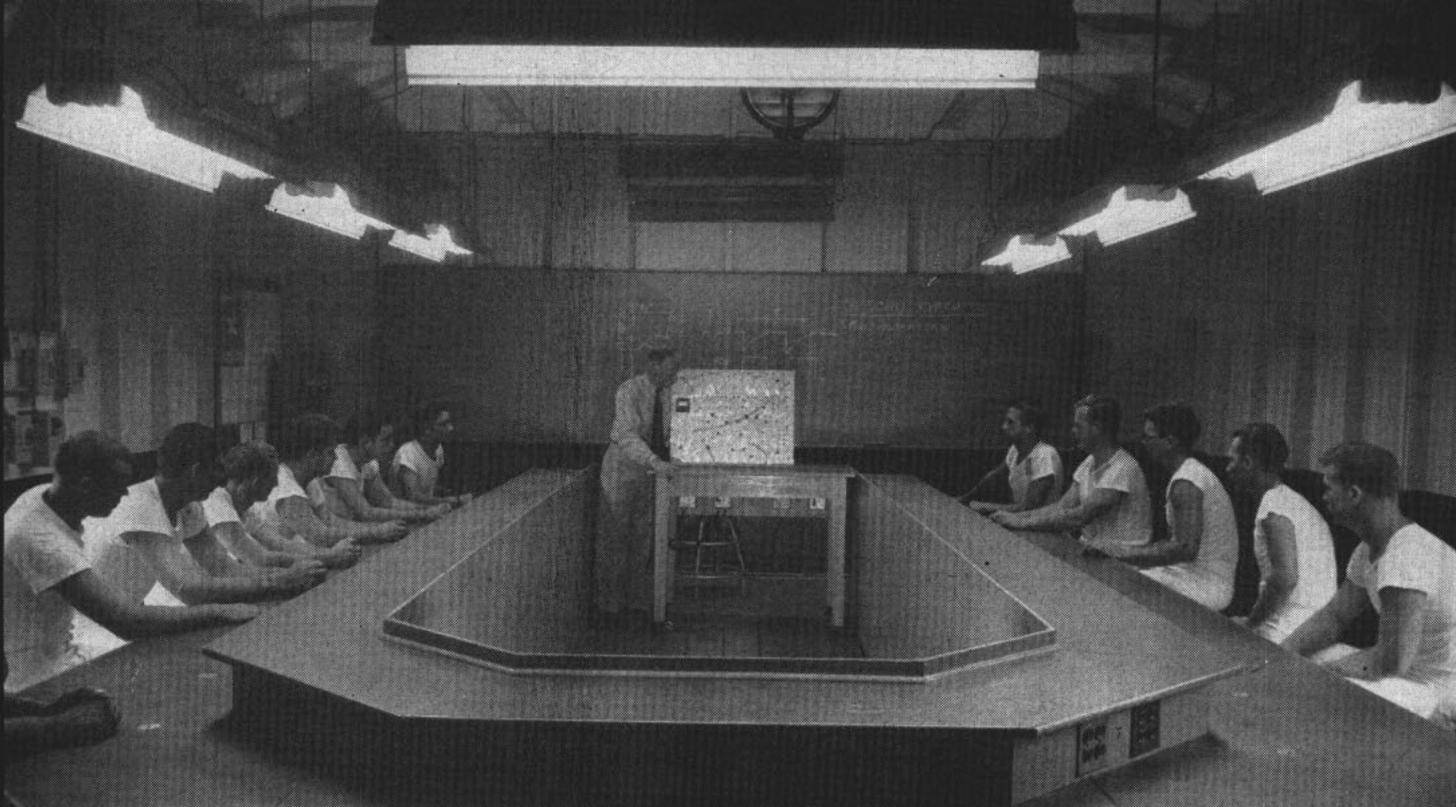
Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

● **FRONT COVER:** CREWMEN from *USS Burton Island (AGB 1)* are silhouetted against Arctic background. The icebreaker made naval history (see story, page 20) when it traversed the Northwest Passage.

● **AT LEFT: GULL'S EYE VIEW**—Aerial camera recorded this unusual view of part of the Pacific Reserve Fleet shown moored at San Francisco Naval Shipyard.

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



SPECIAL ELECTRONIC CIRCUITS are demonstrated to trainees on lighted board in classroom at guided missile school.

Missilemen Join Jet Age Navy

FOURTH OF JULY SKYROCKETS, with their trails of flame, will share atomic-age skies with a big brother — the guided missile — and Navy Bluejackets, trained in the intricacies of jet engines and rocket motors, electronic control systems and launching racks, will be the “brains” behind many of these weapons of the future.

Schools at Dam Neck, Va.; Pomona, Calif.; and Jacksonville, Fla., are already busy turning out Navy men with the “know how” to launch the “Sparrow I” air-to-air missile and the surface-to-surface “Regulus.”

Already serving in the Fleet are aircraft carriers, submarines and sea-plane tenders equipped to serve as launching platforms.

These will be the “duty stations” for the guided missilemen (GS) and the aviation guided missilemen (GF), who will move aboard with their launching racks and missiles, much as the mobile helicopter and drone units now move aboard the carriers, cruisers and other ships capable of handling them.

The guided missileman himself is still a rare bird around the Fleet.

You'll have to look close to find a petty officer wearing the distinctive rating badge showing the missile set in a circle of jagged flashes. But, for any Navyman setting out on a career, the future here looks bright.

Who can get to be one? What are the qualifications? What kind of training does the GS or GF get? What kind of duty will he draw after school? Well, you can find the answers to the first two questions in the Bulletin Board section of this issue (p. 41). Before we answer the other two, let's take a look at one of the Navy's missiles.

First of all, you should know what missiles are and how they are identified. Basically, the guided missile is just another weapon in Uncle Sam's bag of tricks. It's a complicated, expensive and sensitive weapon, sure, but it is just one more weapon the same as a torpedo (actually a guided missile too).

Missiles are identified by a two-letter combination of the three letters “A,” “S” or “U” plus the letter “M,” which stands for *missile*. The “A,” “S” and “U,” of course, represent *air*, *surface* and *underwater* respectively. For example, a surface-to-air

missile such as the “Lark” would be designated by the letters “SAM,” followed by the letter “N” (for Navy) and a model number with any modification letter applicable (a hypothetical number might look like this: SUM-N-3a). Popular names (“Lark” is one) may be assigned when a missile enters the developmental stage.

Now, for a typical missile let's pick this same “Lark.” It has a 14-foot, 5-inch cylindrical hull, with a subsonic streamlined nose and a straight-tapered tail section. Two horizontal and two vertical wings are fitted midway along the hull, with four tail-vanes at the rear end.

The “Lark's” aerodynamic surfaces (those surfaces which act upon the earth's air stream to give the missile lift and stability) are rectangular and carry trailing-edge control surfaces. On the wings, the control surfaces provide directional steering; on the tail-vanes, they control the flight altitude and serve as trimmers. Extensible ailerons, normally retracted within the vertical wings, snap out on either side to check any tendency of the missile to roll.

A launching booster, comprising

two standard JATO units inside a large box fin, is attached at the tail of the 1210-pound missile.

"Larks" are made up of the same five components common to all guided missiles: *fuze, warhead, airframe, power plant and intelligence or guidance system.*

Since the whole missile program is still in the developmental stage, actual warheads and fuzes have been little used, their space being taken up by research instruments of various types. However, warheads may be made up of many of the common explosive or atomic materials, while fuzes may be such conventional types as proximity, point of impact, command or elapsed-time fuzes.

The airframe is the principal structural component or frame of the missile. The shape of the airframe or body of the missile, plus such appendages as the wings and tail surfaces, form the "configuration" of the missile.

"Lark's" propulsion unit is a bi-fuel two-motor rocket system which uses red fuming nitric acid and aniline. Once the "booster" rig is jettisoned, only the main, "sustaining" motor operates. The second motor, the "auxiliary," is called upon to supply additional thrust for executing maneuvers in response to the servo system. The fuel and oxidizer are forced into the engine by bottles of compressed air at a pressure of 500 pounds per square inch.

This particular missile operates on a command-guidance system until it is near enough to the target for the

missile's own radar-homing device to take over and lead the missile into the target. In the command guidance system a surface radio-radar station tracks both the target and the missile and leads the high-speed missile into a collision course with target.

Let's take a look at the various schools. Men selected for SSM (surface-to-surface missile) training and a change in rating to GS will take their initial training at the U. S. Naval Guided Missiles School at Dam Neck, Va. Men slated for eventual assignment to "Regulus" electronics or ordnance and propulsion billets also will get their training at this school. The courses offered are:

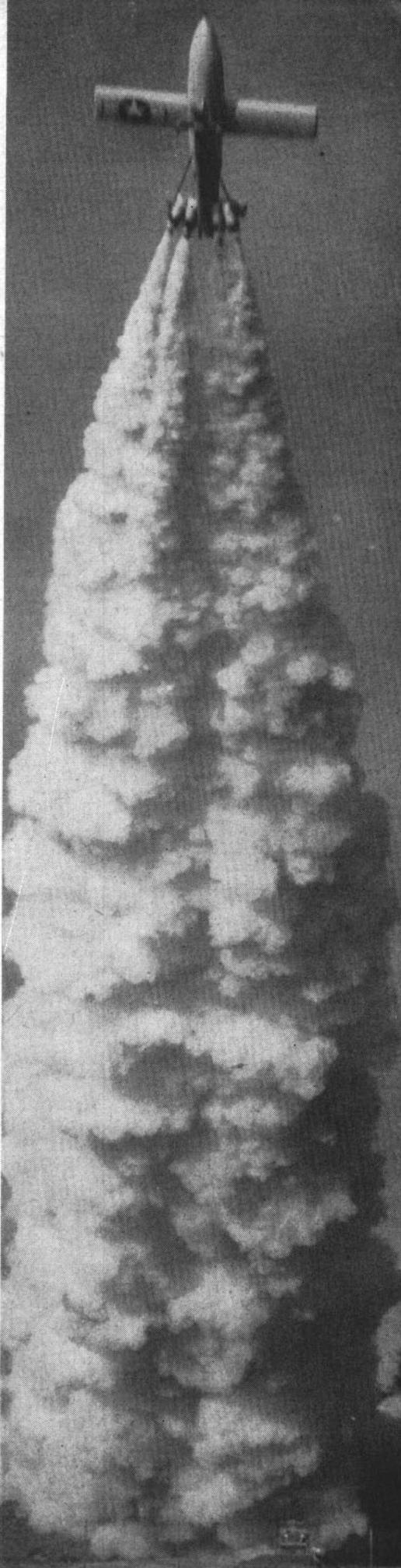
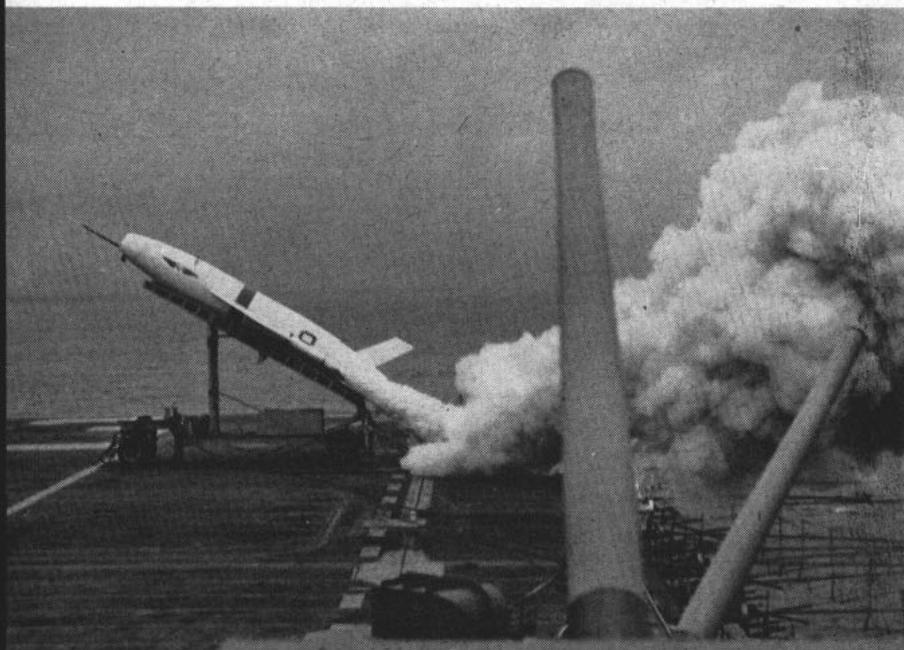
- **Guided Missileman, Class "A"**—This is a 36-week course in the basic knowledge and skills required by GSs and includes technical instruction on surface-launched missiles.

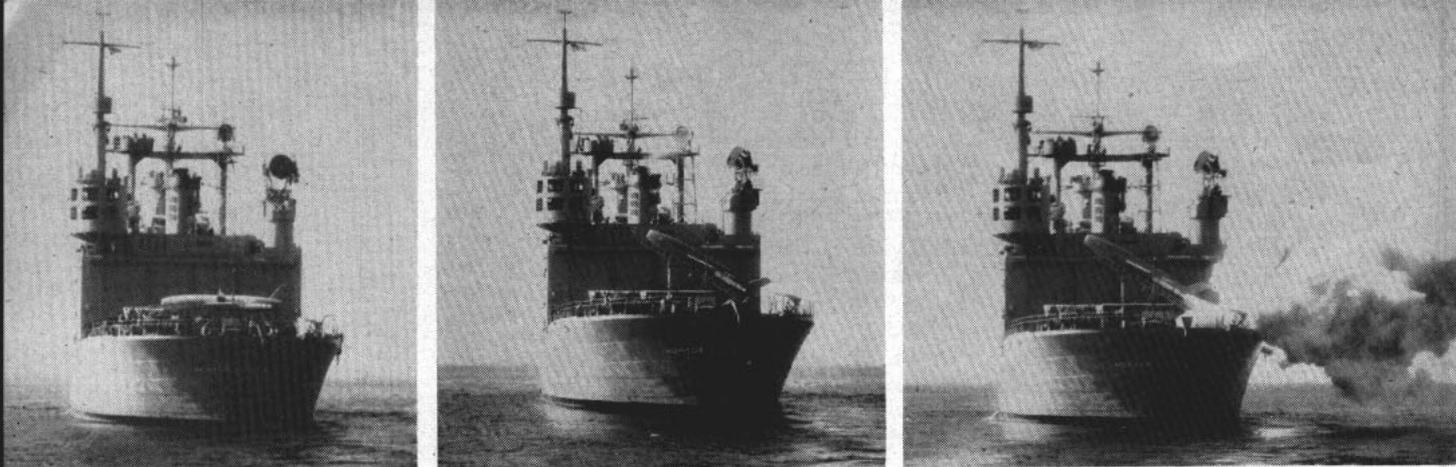
- **"Regulus" Electronics, Class "C"**—In addition to technical instruction on the "Regulus" missile, this 24-week course also provides review and instruction in the basic knowledge and skills required.

- **"Regulus" Ordnance and Propulsion, Class "C"**—This school provides a 12-week course on surface-launched guided missiles and instruction on "Regulus" handling and launching equipment, propulsion systems and structural and explosive components.

The Virginia school also offers two courses restricted to officers. One of these is a two-week indoctrination course for officers scheduled for

REGULUS, surface to surface missile, is poised just before take-off from launching rack aboard ship. *Right: Loon soars skyward during land test.*





LAUNCHED AT SEA, *Regulus* takes off from the deck of modified seaplane tender during surface experiments.

assignment to administrative, planning or control billets concerned with guided missiles.

The second course runs for 12 weeks and is designed to provide instruction to those officers who will be intimately concerned with the operation, maintenance and repair of surface-to-surface missiles.

SAM training (surface-to-air missiles) is the province of the Guided Missiles School at Pomona, Calif. The two major courses cover the electronics and ordnance phases of supersonic missiles designed for shipboard launching against enemy aircraft.

Pomona also offers an indoctrination course for officers scheduled for assignment to administrative, planning or control billets concerned with surface-launched missiles, as well as a 12-week course for officers going to surface-to-air missiles billets.

Men slated for billets with air-to-air missiles units will receive their

initial training at the U. S. Naval Air Weapons School, Jacksonville, Fla. While Class "A" schooling is not yet available here (it is expected that Class "A" schools will be implemented during the coming year), there are two Class "C" schools covering various phases of the "Sparrow I" missile and a 48-week course designed for men who will change their rating to GF.

Known as the "Air Launched Guided Missileman Conversion Course," this is not classified as "A," "B" or "C," since it encompasses fields normally contained in all three. The course provides 20 weeks of electronics background, plus 28 weeks of the theoretical and practical background required for administrative and maintenance billets in air-to-air missile units.

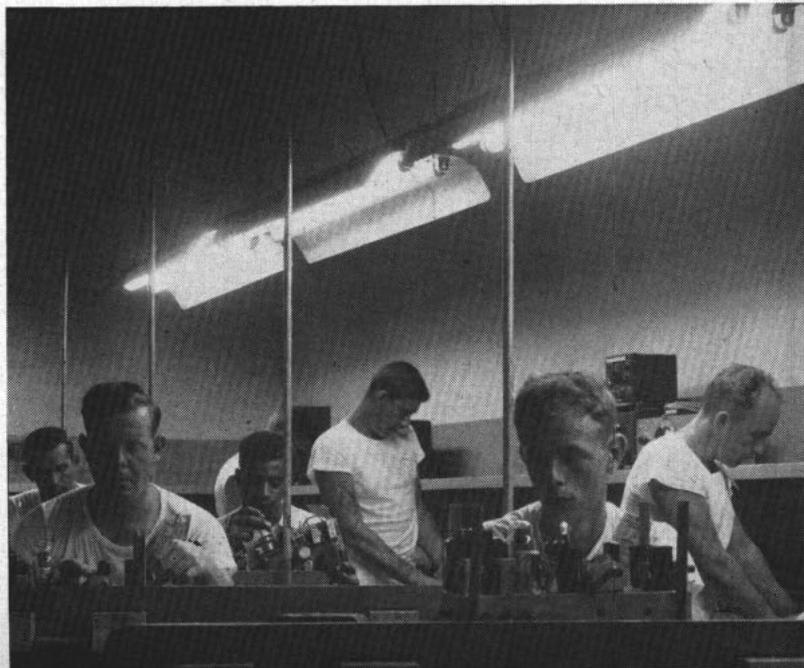
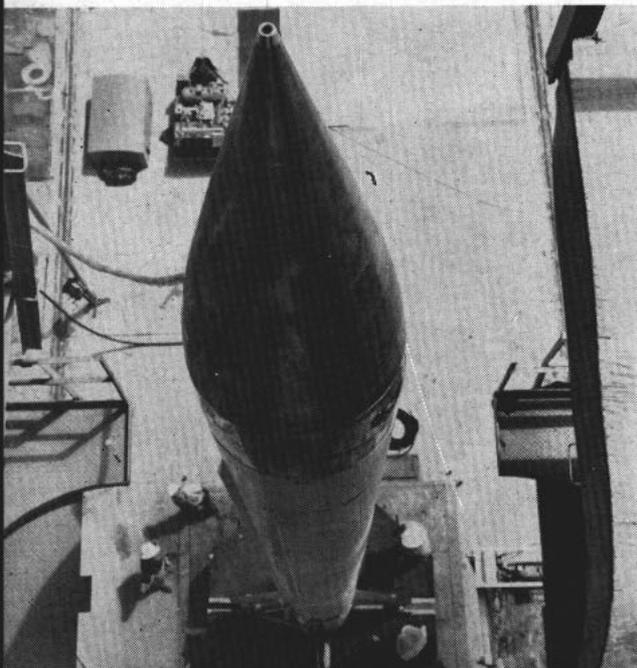
The two Class "C" courses currently being offered at the Florida school are: (1) "Sparrow" Maintenance, a 28-week course designed

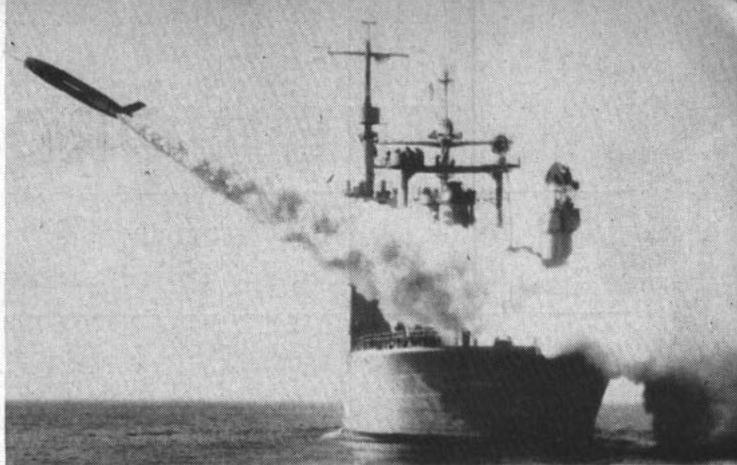
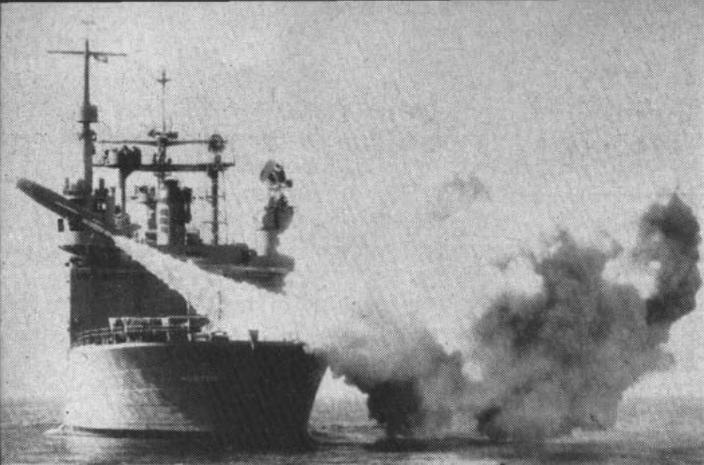
to provide selected officers and enlisted men with the basic knowledges and skills required of guided missilemen, in addition to the theoretical and practical elements mentioned above. The Aircraft Armament Control System course runs for 19 weeks and is designed for men who will operate the external controlling radar for "Sparrow I" missiles. Men who complete this course will be converted to the AQ rating.

Historically, guided missiles in the Navy date back to the mid-1930s, when several projects to fly aircraft by remote control were undertaken. The primary purpose of these tests was to provide the Fleet with readily available antiaircraft targets. A successful radio-controlled drone was made available in 1938.

Research on the "Regulus," which resembles a 30-foot, swept wing jet plane, was started in 1947. Designed for launching from subma-

BUSINESS END of *Viking* towers 48 feet above men. Right: Trainees construct transmitter chassis at missile school.





NORTON SOUND (AVM 1) has been adapted as Navy's sea-going rocket lab for testing missiles, launching methods.

rines, surface ships or shore bases, the missile is launched from equipment that can be installed in a relatively short period of time on several types of ships, at relatively low cost and with only slight modification to the ship itself.

The "Sparrow" can be carried and launched by fighter aircraft. A sleek needle-nosed missile, it is slated for operational use with carrier-based jet planes in both the Atlantic and Pacific fleets.

Once their schooling in missiles like these has been completed, guided missilemen will find a wide variety of assignments open to them. Fleetwide, the Navy is now ready to operate guided missiles from aircraft carriers, battleships, cruisers, submarines and seaplane tenders.

The ASW support aircraft carrier *Princeton* (CVS 37) has already successfully launched the "Regulus" at sea, and other carriers are scheduled for the slight modification

necessary to store and launch the surface-to-surface missile.

The Navy's experimental gunnery ship, *Mississippi* (EAG 127) no longer carries the triple 14-inch gun turrets aft. She is now equipped to carry and launch both guided missiles and rockets.

The guided missile ship *Norton Sound* (AVM 1) has been adapted as the Navy's "sea-going rocket laboratory" and has carried out experiments with a number of guided missiles. *Norton Sound* has fired both the "Loon" and the "Aerobee," the latter a true rocket capable of attaining altitudes of 78 miles and speeds of 2000 miles per hour.

Several submarines have also been modified to handle guided missiles.

Shore duty billets for the missilemen will also be available at the schools themselves and at missile testing and training units.

Guided missiles, like canted decks and atomic submarines, promise to

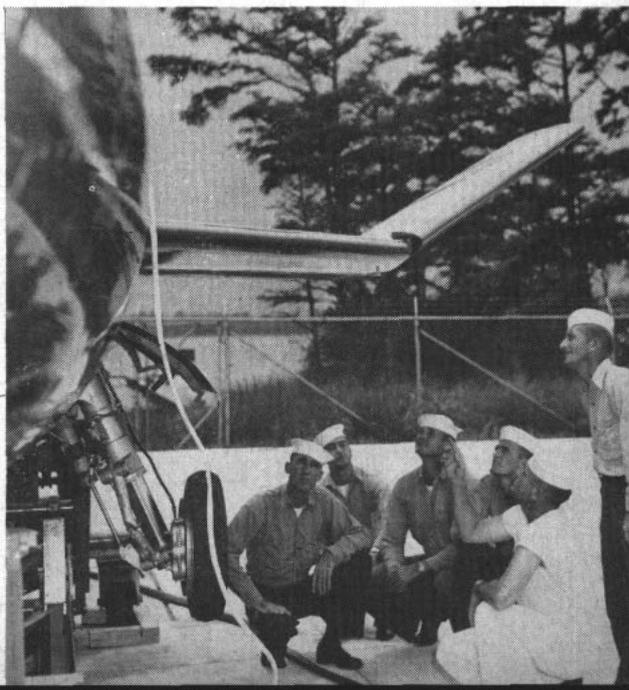
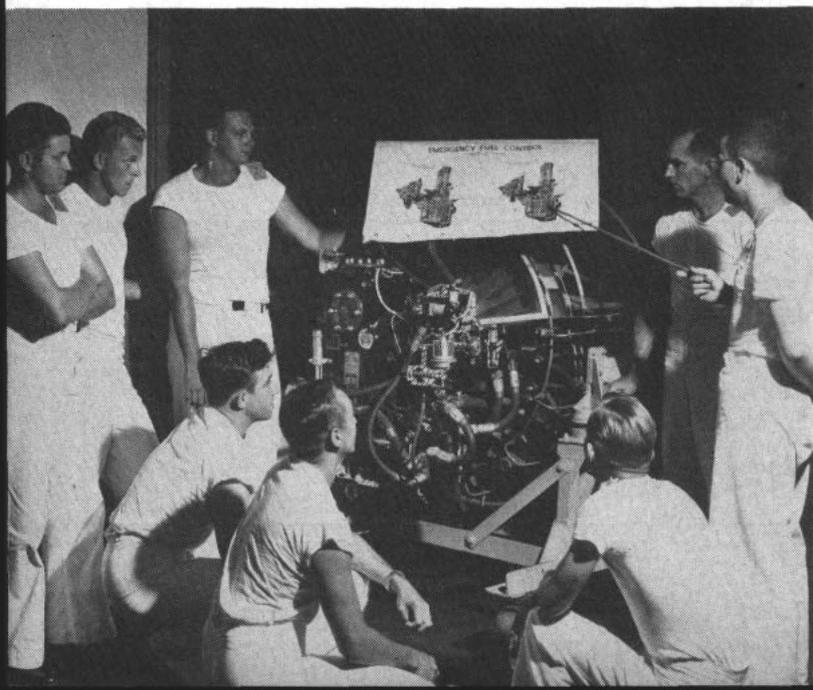
play an increasingly important role. A little more than a year ago, Admiral Robert B. Carney, USN, Chief of Naval Operations, stated:

"In the field of guided missiles I think we are witnessing the end of a major phase. We fully expect very soon, to introduce to the operating Navy guided missiles of all descriptions; surface to surface, surface to air, air to surface, and air to air. The fact that all these missiles are being phased into the Fleet at the same time represents the fulfillment of the planners' dreams."

Today, with plants turning out SSMs, SAMs and AAMs and launchers, shipyards and air facilities busy converting or modifying vessels and planes to act as platforms for missile launching, and schools teaching bluejackets to operate these weapons of the future—the future has arrived and the guided missileman has a big stake in it.

—Barney Baugh, J01, USN.

MISSILE ENGINE is studied in classroom. *Right:* Wing-folding operation of *Regulus* is demonstrated to missilemen.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SHIPPING OVER** — Thinking about your reenlistment? Here's the latest information:

Terms of reenlistment will continue to be for four or six years—BUT your *first* reenlistment may now be for two, three, four or six years. This is applicable to Regular Navy personnel and for Naval Reservists serving on active duty who reenlist in the Regular Navy. Four years continues to be the term set for Reservists reenlisting in the Naval Reserve.

Former restriction on one year extensions have been removed and you may now extend your enlistment voluntarily for one, two, three or four years, subject to the approval of your commanding officer and if otherwise qualified. You may also reextend for the same periods, provided the extensions and reextensions do not total more than four years in any single enlistment.

Reenlistment bonus or allowance, mileage and leave pay continue to be the same as that described in the September 1954 issue of ALL HANDS.

• **RECRUITING DUTY**—BuPers is looking for requests for recruiting duty from eligible personnel. Requests for this type duty are desired particularly from chief and first class yeomen and personnel men.

If you request recruiting duty, you must be eligible for shore duty and meet the qualifications outlined in Article C-5208, *BuPers Manual*. Your request should be submitted to the Chief of Naval Personnel (Attn: Pers B-61). Send it via your commanding officer and in accordance

with BuPers. Inst. 1306.20B and BuPers Inst. 1336.1A.

On your request for this type duty, you should indicate your three choices of duty, giving the particular city and state. When you receive your orders to recruiting duty, you must have obligated service equal to the normal tour of shore duty. If you don't, you'll have to sign an agreement to extend or reenlist.

• **FOREIGN DUTY**—Do you want some good foreign duty? There are openings in naval missions, MAAGs, joint staffs and Supreme Headquarters Allied Powers Europe and its various NATO components. If you have one of the below listed rates and meet the requirements of BuPers Inst. 1306.6A, your chances are good.

Requests for this type duty are desired from personnel with the following rates—the asterisk (*) indicates that prior shipboard duty is not required:

Pay Grade E-5: RM, ET, YN, TE, SK, DM, * CS, CD*

Pay Grade E-4: RM, ET, YN, TE, SK, DM, * CS, CD, *

Pay Grade E-3: RM, ET, YN, TE, SK, CS, CD*

Many requests have been received from personnel of all ratings for mission duty. However, the majority of the applicants have not had the prior experience in an operating vessel or Fleet combat unit.

Preference will be given to those applicants who have served one of the past five years in a ship or in an operating combat unit of the Fleet.

• **WARRANT OFFICERS**—Here is an up-to-date summary of the correct way to refer to warrant officers. This information conforms to the most recent legislation affecting warrant officers, the new "career law" passed by the 83rd Congress.

As it has right along, the lowest warrant grade, W-1, carries the title of "Warrant Officer." The higher three grades, W-2, W-3 and W-4, carry the titles "Chief Warrant Officer."

The thing to note here is that W-2, W-3 and W-4 officers are not addressed as "commissioned warrant officers," despite the fact that this term has found widespread use.

Actually, as anyone within shooting distance of warrant grade himself knows, the top three warrant officer pay grades are awarded commissions from the President of the U. S. when their appointment is announced, the same as other commissioned officers. But it is now no more correct to call a chief warrant officer a "commissioned warrant officer" than it is to call a commander a "commissioned commander."

• **AUGMENTATION PROGRAM**—BuPers Inst. 1120.12C outlines eligibility requirements and processing procedures whereby Naval Reserve officers and temporary Regular Navy officers (such as enlisted personnel, commissioned warrant and warrant officers now serving under temporary commissions) in the ranks of lieutenant and below may be considered for appointment as commissioned officers in the Regular Navy.

Eligible under this program are:

(1) Ex-Naval Aviation cadets not above the grade of lieutenant.

(2) Male officers not above the grade of lieutenant for appointment in the line, Medical Corps, Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps or Medical



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Service Corps.

(3) Women officers not above the grade of lieutenant (junior grade) for appointment in the line, Medical Corps, Supply Corps, Dental Corps or Medical Service Corps.

(4) Officers of the Nurse Corps Reserve not above the grade of lieutenant.

The instruction points out that only the most outstanding officers will be selected for appointment in the Regular Navy, with selections based upon demonstrated ability in the performance of duty, and sincere motivation for making the Navy a career.

Officers who are not selected for augmentation cannot reapply for a period of 12 months computed from the date of their application. Those who are selected will be transferred to the Regular Navy without reduction in their grade or precedence held at the time of transfer.

Interested officers should check the instruction for full details.

● **WAVES STRENGTH**—Waves on active duty—at least 5000 enlisted women and 500 women officers—will continue to be an essential part of the peacetime Navy, according to CAPT Louise K. Wilde, usn, Assistant Chief for Women, in a recent statement. Any reduction in the present active duty strength of approximately 7000 enlisted women and 900 women officers will be accomplished gradually through expiration of enlistments, adjustment in monthly recruiting quotas and the gradual release of senior Reserve officers to inactive duty.

"Vice Admiral J. L. Holloway, Jr., usn, Chief of Naval Personnel, believes that it is imperative to maintain on active duty in the Navy at all times a trained, useful nucleus of Wave officers and enlisted women," said CAPT Wilde. "They serve in peacetime primarily as a mobilization base of military personnel who would provide the necessary leadership and experience to facilitate the training and effective utilization of vast numbers of young women needed by the Navy to meet our personnel requirements in time of war.

"The Navy plans to retain an active duty strength of at least 5000 enlisted women and 500 women officers. This number is considered necessary to carry out the peacetime mission and to help the men of the

Navy with the military tasks that must be done throughout the shore establishment to back up the forces afloat.

"During Korea the size of the Navy was necessarily increased and many Reservists were recalled to active duty. Now that the fighting is over, the Navy has been carrying out an orderly reduction in its personnel strength.

"This reduction applies to Waves, too, and it is anticipated that over the next two or three years the number of enlisted women will be reduced gradually from 7000 to 5000, and the number of officers on active duty from 900 to 500 or 600. In order to maintain these numbers, however, it will be necessary to recruit approximately 150 women each month and to commission approximately 135 Wave officers each year. Every effort is being made to encourage reenlistments and there are no plans to effect the early discharge of enlisted women.

"Because 'womanpower' is a significant percentage of 'manpower' and because our nation must continue during its fight for peace to maintain relatively large military forces, there will continue in the years ahead to be a need in the U.S. Navy for women who have the imagination, the patience, the courage and the desire to shoulder their citizenship responsibilities by serving their country in uniform."

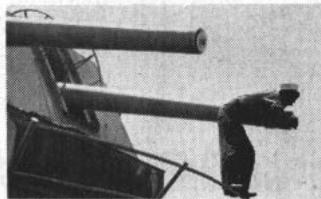
● **OFFICERS' OVERCOAT**—Newly-commissioned officers will get a chance to save money thanks to a new medium-weight overcoat which may be substituted for both the heavy overcoat and dark blue raincoat.

An optional substitution in the officers' minimum outfit, the all-purpose garment has been approved by the Secretary of the Navy for use on any occasion. The heavy coat is still authorized for indefinite use, however, while the present blue raincoat is authorized for the next five years.

The new coat looks exactly the same as the present overcoat, being worn with gold buttons and shoulder marks, but it will be of 15-to-22 ounce water-repellent material instead of the heavy 28-ounce broadcloth used in the "bridge coat." A removable sleeveless liner of woolen or synthetic fleece gives the new coat added warmth.

QUIZ AWEIGH

Let's finish off the old year and start the new year out right with a four-oh on this month's quiz. This quiz isn't too difficult, but look for some toughies in the months to come.



1. Pictured here is one of the 5-in. mounts on USS Albany (CA 123). The gunner's mate is polishing what is correctly known as (a) tompion (b) gun plug (c) shell stopper.

2. The main purpose of this piece is (a) for decorative purposes (b) to keep out dirt and spray (c) to give the gunner's mate something extra to do.



3. Here's a picture of one of the latest aircraft to reach Navy Squadrons. You'll recognize it as the (a) F7U-3 "Cutlass" (b) P2V-5 "Neptune" (c) P5M "Marlin."

4. This type is usually assigned to squadrons with the designation (a) HS (b) VP (c) VF.



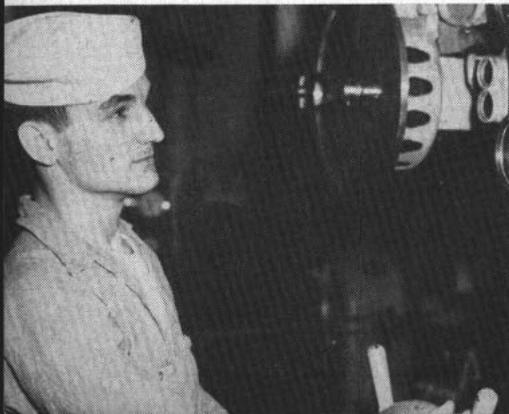
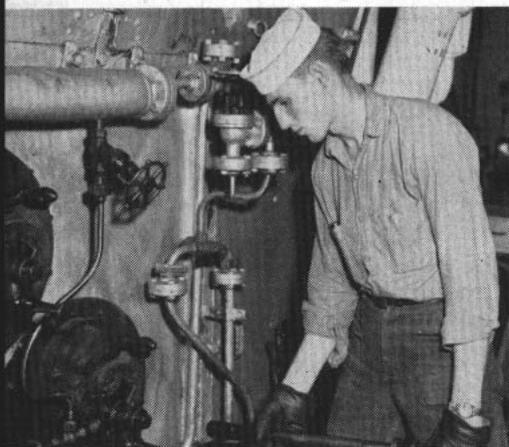
5. Look at this picture closely. It's part of the structure of a (a) helicopter (b) submarine (c) PT boat.

6. This type operating station would be found on a (a) HUP 'copter (b) "800"-class PT boat (c) streamlined fleet type submarine (with snorkel).

ANSWERS ON PAGE 48



One Man's View on Shipping Over



The problem of whether to reenlist or get out of the Navy is a recurring and, sometimes, a difficult one. Asked by ALL HANDS to tell other Navymen his views on the subject, one old-timer gave the answer presented below.

After 14 years in the Navy, Bill Miller, QMC, USN, is well qualified to speak on matters that concern Navy enlisted personnel. He's been a sea-going sailor for most of his career. The only exceptions are two brief spells of shore duty—one as an NROTC instructor; the other at BuPers. At present, he is stationed at USMAB, Little Creek, Va.

BEFORE GETTING THIS MASTERPIECE underway, I'd like to go on record with one item. I can give you 100 reasons for leaving the Navy. If the present reenlistment rate is any indication, the chances are about 20 to one that you can count cadence with me right down the line. You've already made up your mind not to ship over at the end of your enlistment and you've gathered in plenty of reasons for not shipping over.

I can also give you 100 reasons for staying on in the Navy. Even if you tried, you couldn't stay with me more than a quarter of the way. Since you're quite obviously set against reenlisting it's only natural that you haven't come up with as many reasons for staying in as you have for getting out.

There are certain phases of Navy life that distinguish it from any other way of life. Some aspects cause the

Navy to come out second best when compared to civilian life. A married sailor on sea duty doesn't get home every night of the year. Now and then you put in some extra hours. For this you don't get paid. You can't walk off the job when the mood strikes—as you can on a civilian job.

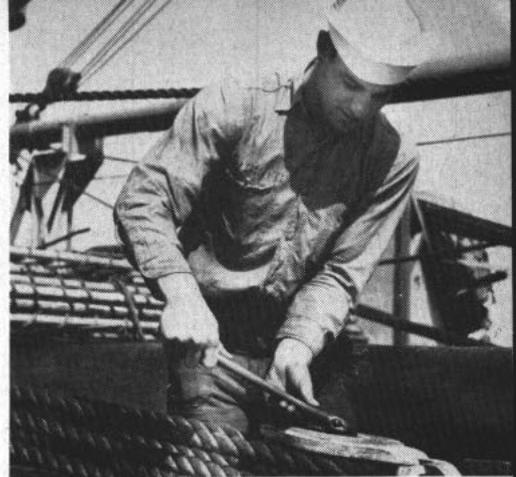
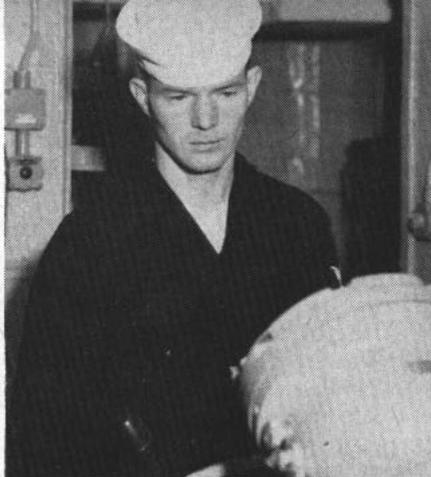
On the other hand, some of those aspects put the Navy way out in front. These happen to mean a lot to me—not only right now, either. I gave these factors plenty of consideration before the end of both my first and second enlistments. Leaving the Navy would have meant the end of them. Shipping over meant the continuation of them. It's as basic as that.

Teamwork — One of these aspects of Navy life is teamwork. Teamwork may not be one of the most important items on the check-off list of human activities, but it is a sweet thing to see in action. It's one of those things that's hard to define, but you recognize it when you see it. In the Navy you find it constantly taking place and in many forms.

Take the "Little Beaver" squadron, for example. In the mid-way stretch of World War II the six destroyers of this group were making history in the northern Solomon Islands. If ever a ship could be called a "character," each of these DDs certainly qualified. But when they sortied out to give battle—under the squadron commander, Captain Arleigh "31-Knot" Burke—they

ALL men here have something in common; they've worked together in USS Aldebaran (AF 10). Like you, they'll have to answer the shipping over question.

ALL HANDS



formed one of the most smoothly operating, deadliest teams of that time.

Characters? Once, while on their way to bombard Japanese shore installations, *uss Charles Ausburne* (DD 570), *Dyson* (DD 572) and *Stanly* (DD 478) shot up a Japanese auxiliary and a destroyer minelayer. They picked up 75 enemy survivors out of the water—most of them against their will. A few hours later a lot of the prisoners were politely offering to pass ammunition during the bombardment.

During one destroyer battle *Dyson* became the only ship in the war to fire her torpedoes *over* an enemy vessel—a badly shot-up DD which went down just before *Dyson's* torpedo spread reached it.

In the same battle *uss Claxton* (DD 571) had three enemy DDs working her over with shell fire. Turning and twisting at 31 knots, she refused to be hit. Before the fight was over, though, there were two inches of water on the deck of the bridge—caused by the splashes of close-hitting salvos.

About the same time *Dyson* fired her spread, an enemy DD let go at *uss Converse* (DD 509) with a torpedo spread of its own. One of these fish reached *Converse*. It was one of the Japanese “long lance” variety, a truly lethal piece of destruction. But for *Converse* it was, happily, a dud.

Each was an individual character—but working together these ships and their crews achieved 4.0 teamwork.

In the Battle of Cape St. George they fought one of the classic surface actions of the war. It was five U. S. DDs against five enemy DDs. A long battle, complete with a stern chase and all, it lasted from midnight to sunrise. The score: three enemy DDs sunk and one damaged; one U. S. DD damaged. Teamwork was the big factor.

Well, that was 10 years ago and the teamwork involved ships in combat. Right now, I know of a loading crew on an LSMR which services its rocket launcher at the rate of 40 rounds a minute. That's just about the record.

Some people claim that by work-

ing for teamwork you lose individuality. Those people should see this crew. One is the ship's barber—a good barber and an individualist if ever there was one. One is considered the best athlete on the ship. Another is a very solid citizen; a quiet guy with a wife and two kids. And another is nicknamed “*Lover*”—which, for Norfolk, is quite a title.

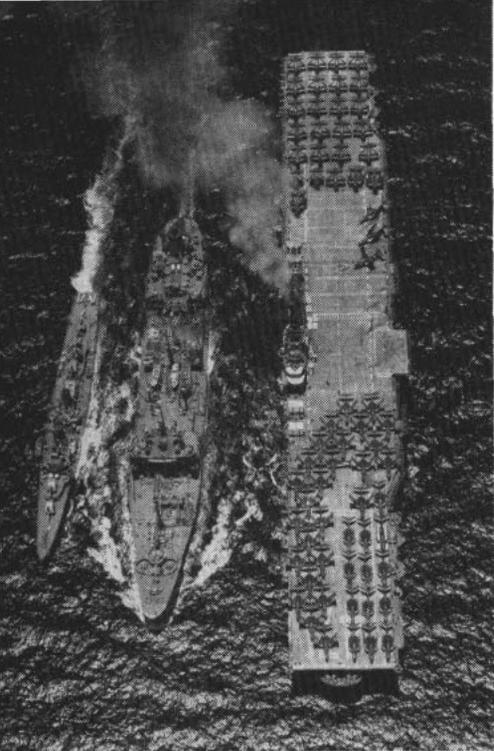
Teamwork, as I said before, is to me a sweet thing to see. It's my contention that in the Navy you've got some very good opportunities not only to see top drawer teamwork, but to take part in it, too.

Travel Travel—and visiting places I'd surely never get to see otherwise—is another reason why I've always given the nod to the Navy in making the choice between naval life and civilian life.

Train the spotlight on a scene which happens almost daily. It's one that never grows dull. A ship has just put into a foreign port. The liberty boat pulls up to the landing. The old questions are asked; the standard answers given. “Are the

LIBERTY BOAT with full load of sailors heads for a landing in the oriental port of Singapore, British Malaya.





NAVY teamwork is everywhere. Here USS Philippine Sea and Erben are refueled at sea by USS Chemung.

cops tough in this place? . . . What's the value of a pound, now? . . . How many yen in a dollar? . . . How many pesos? . . . How many francs? . . ."

The questions are answered. With them comes the advice. "Steer clear of the little bars . . . Keep away from that part of town over by the hill, three sailors were rolled there. . . . Try to do your shopping on the main drag before the stores close."

Returning to the ship late that

NAVY brings out qualities you never thought you had. In combat or drill, pictured below, a gun crew at sea does a man-sized job.



night, the gift-laden sailors have advanced their knowledge. They've seen a different part of the world. They've learned new customs.

Looking at their ship lying in the harbor they begin to see it in a different light. After a spell ashore in a foreign port, they find themselves thinking of their ship as being more like home than ever before. One of the finest scenes in a sailor's eye is his ship riding at anchor in an overseas port. At this time *the* ship becomes, more than ever before, *my* ship.

The American dollar buys a lot in such places. Most men will run through their cash on hand. Before long it's almost impossible to borrow even a dime. At such a time one of the oldest traditions of seagoing men proves its strength. This is the tradition of the "unlocked sea-chest." Today, though, it takes form in the "unlocked locker."

There are not many groups of men in which unlocked lockers would be the rule. The Navy, however, is formed of thousands of such groups.

Following a ship's tour in foreign waters there comes the great feeling of "homeward bound." No matter how many times a man returns to the States, the joy of "going home" never palls. It's a strange thing about making a foreign cruise. There's a wonderful feeling as the ship gets underway, outward bound. And the feeling is just as strong when the hook is dropped in the home port.

There's a paradox here of a sort. The ideas of compensations and bal-

ances don't check out as the books on psychology would indicate. But that's no loss to the sailor making the cruise. A man can spend many years on the sea and never grow weary of the twin joys of "outward bound" and "homeward bound."

Qualities of Manhood Don't let those words run you off. This *could* read like those lectures they used to give at the YMCA. You know: Be upstanding, be noble, never tell a lie, smile when things go against you. . . .

But with duty in 10 different ships and on a couple of shore stations, I've got some pretty firm ideas of my own on this subject. Anyone would who has seen a few hundred different groups of men in fight, fun and frolic.

Navy men don't get gushy on this subject. A powerfully built six-footer takes on six thugs that try to jump him. Someone says, "The guy is all man." A bow lookout on a mine sweeper in the Aleutians, through a mix-up with 10,000-to-1 odds against it, fails to get relieved. He stands six hours in the wind and sleet. His leading P.O. says, "The kid is rugged." An assault boat coxswain makes his run in to the beach after the three landing craft ahead of him are sunk. The ship's joker says, "A paratrooper, yet."

Anyone who reads over the accounts of the Navy's actions in World War II and the Korean War will find repeated instances of courage, self sacrifice, fortitude and determination. For each recorded instance, scores have gone unrecorded. For every "large scale" instance there are hundreds of "small scale" ones.

The fireman who "turns his hat around and relieves himself" by standing a sick friend's watch. . . . The technician who painstakingly labors, without reward or comment, over his equipment. . . . The lookout who, rather than stand his watch behind a brine-encrusted windshield, takes an exposed position in the weather for a better view. . . . You supply the word for the quality being shown here—you've seen such instances, too.

As I said, sailors don't often express themselves well when on the subject of qualities of manhood. Nevertheless, the qualities are found in the Navy—and in more than just a small degree.

An Outfit with a Heart. The point is sometimes raised that the Navy doesn't "have a heart," that it's such a vast, wide-spread outfit that it loses track of the individual man. If there's one thing that develops with time in the service, it's the realization that the Navy *does* have a heart.

The recent case of one PO3 I know of may be a little exceptional, but it's one of the best instances I've heard about to show what I'm getting at. I'll call the man "Gunner," which is neither his name, nickname nor rate.

Gunner's ship was an Atlantic Fleet auxiliary ordered to carry a cargo to Hawaii. It was a long haul from Norfolk and, good sailor that he was, Gunner went ashore the first night and had an enjoyable time. The next day he went ashore in the afternoon to buy some souvenirs for his folks.

At a large department store he was waited on by a very attractive girl. She was no movie star but she had certain qualities that appealed to Gunner. Gunner was no boot. He turned on the charm and managed to date her. Not just one date, either, but with the aid of standby liberty chits, every possible minute of his ship's stay in port. As a result, on the long cruise back to the East Coast his division mates had a dreamy-acting sailor on their hands.

Back in Norfolk, Gunner realized he was a long way from his girl, not only in miles, but "administratively," too. He knew it could be done, though. And with the help of some savvy yeomen and understanding officers, he started the ball rolling. One request, which went through the Force and Fleet commands, saw him assigned to a destroyer being deployed to the Pacific Fleet. Another request, since he had sufficient sea duty, put him on the overseas service eligibility list for duty in Hawaii. In the final move he reported in for duty at a ComServPac activity not more than three miles from the girl's home. In less than two months he went through one of the most difficult change-of-duty series in the Navy. He did it to be near the girl. That's what he wanted, and—thanks to the fact that the Navy has a heart—that's what he got.

"O.K.," you might say, "So a man can make a certain duty station. So he goes through the right channels

and winds up on the other side of the world, just where he wants to be. So?"

O.K. For one thing, he's in a military outfit. If it wanted to, military outfit has full authority to say: "You'll go where we want you. You'll stay where we put you." The Navy *can* say it. But being an outfit with a heart it honors, where possible, a man's desire in regard to a duty station.

If you prefer statistics to accounts like Gunner's, try these for size: In a given three-month period, the Bureau of Naval Personnel assigns more than 400 men to tours of 'humanitarian shore duty.' These are four-month tours at a naval activity as close as possible to the man's family.

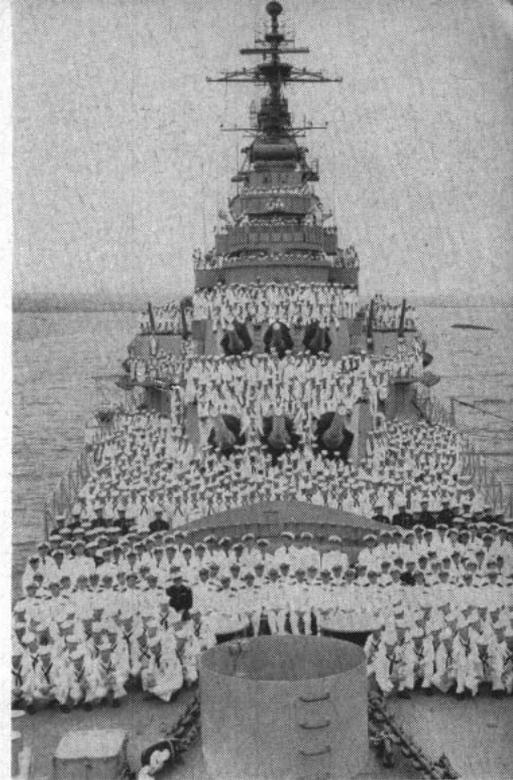
During the same period, the Atlantic Fleet command puts more than 240 men on its own form of "humanitarian duty." The Pacific Fleet has a similar arrangement. I don't know the numbers involved, but I suspect they're proportionately high, too.

Up to this point you've read about 2000 words. I've touched on four different aspects of Navy life that happen to appeal to me: An outfit with a heart, qualities of manhood, travel and teamwork.

These came more or less at random. I could go on in the same vein with other aspects of Navy life that appeal to me. Some of these aspects are: good times, fine associates, educational opportunities, an honored and honorable profession, comradeship, security and adventure.

Grouped together, these are

GOOD TIMES are plentiful and varied for Navymen. Below is a dance held aboard ship for the crew of *USS Valley Forge*, (CVS 45).



MANY different characters make up a ship's crew. It takes sailors with individuality to make ship's reputation.

among the aspects of Navy life that, to me for one, place the Navy out in front when compared to civilian life. I gave them their share of thought as both my first and second enlistments drew to a close. For your own part, it's no one's life but your own that you've got to think about. You owe it to yourself to give both sides of the question a fair and complete examination.

—Wm. J. Miller, QMC, usn

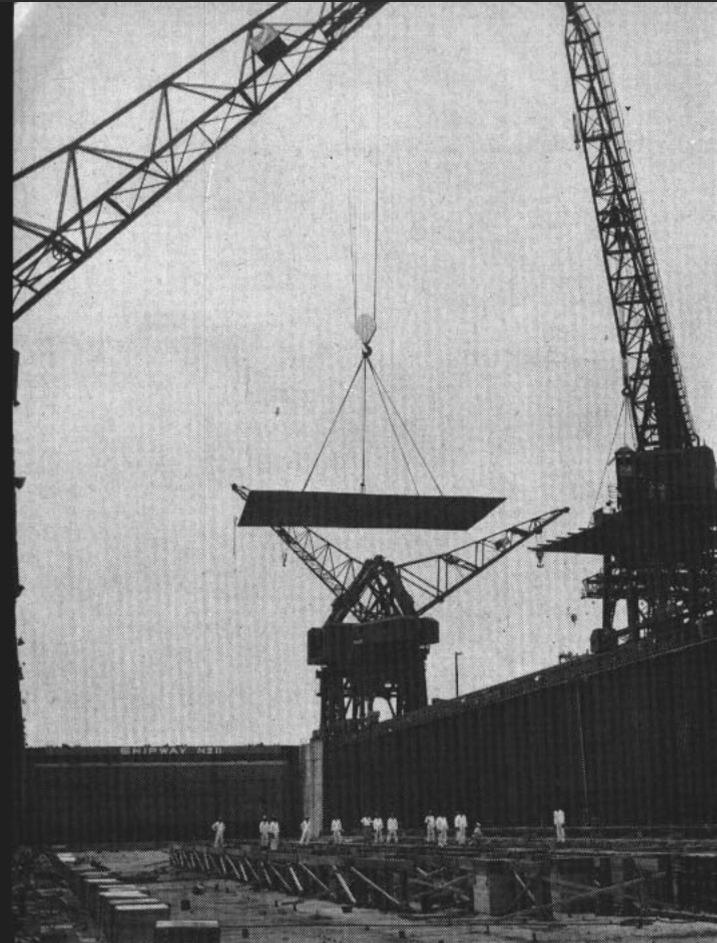
World's Most Modern

WHEN USS *Forrestal* (CVA 59) joins the fleet, she will embody features making her the world's most modern aircraft carrier. She is scheduled to be christened this month.

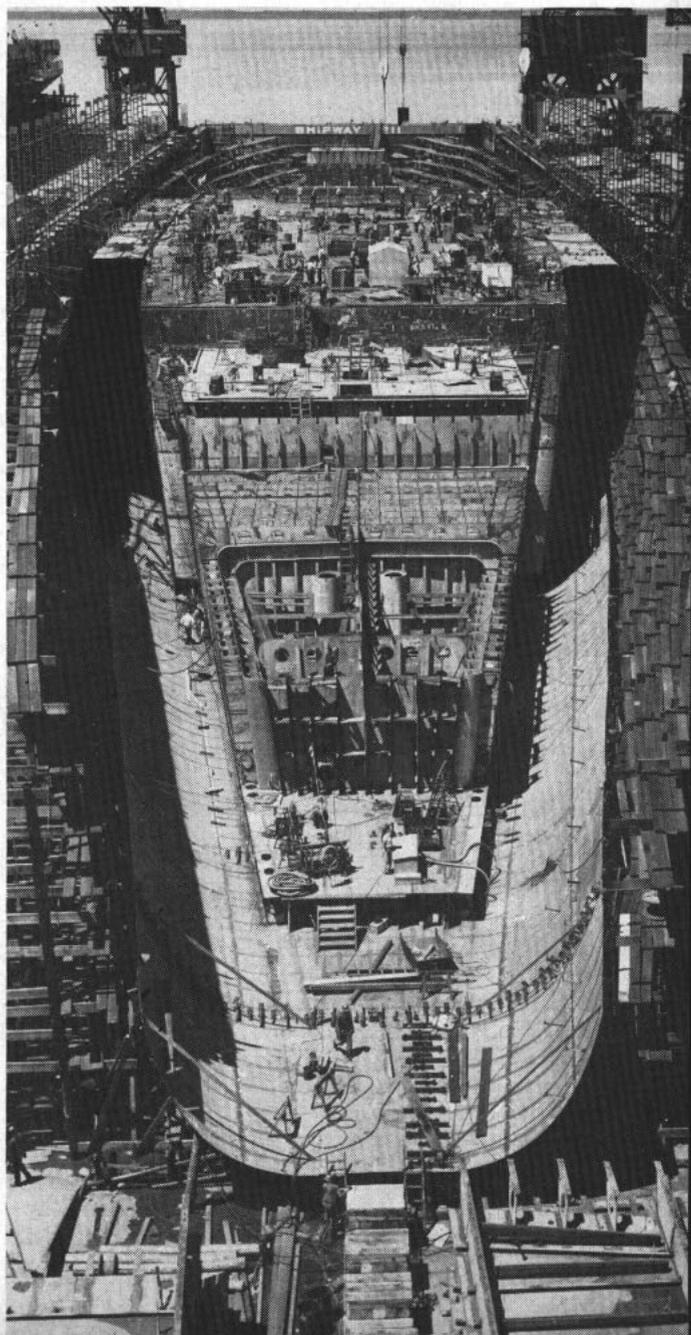
The huge flattop, abuilding since July 1952 when her keel was laid, will make use of such recent developments in carrier design as the canted flight deck, steam catapults and starboard deck edge elevators. She will be able to accommodate today's most powerful, jet-propelled aircraft.

Modern aircraft carriers have come a long way in the more than 30 years between the first U.S. flattop, USS *Langley*, and the present *Forrestal*. The steady increase in size and operating efficiency of the aircraft carrier has been necessitated by the increased

STEP BY STEP the carrier begins to take shape.



FIRST BOTTOM ASSEMBLY plate for *Forrestal* was swung into position on July 14, 1952. Below: By January 1953 bottom plates were installed, inner bottoms were begun.



Flattop Gets Ready for Her Launching

capabilities—and size—of today's modern naval aircraft.

For example, when Eugene Ely took off from an 83-foot wooden platform built over the cruiser *Birmingham's* ram bow on 14 Nov 1910, he flew a four-cylinder Curtiss biplane; and when LCDR V. C. Griffin, USN, made the first U. S. carrier free-deck takeoff in 1922, he flew a 3000-pound VE-7-SF. Today's AJ-1 *Savage*, largest plane to operate from a carrier, weighs some 51,000 pounds and is both jet- and propelled. *Forrestal* will be able to handle planes weighing up to approximately 70,000 pounds.

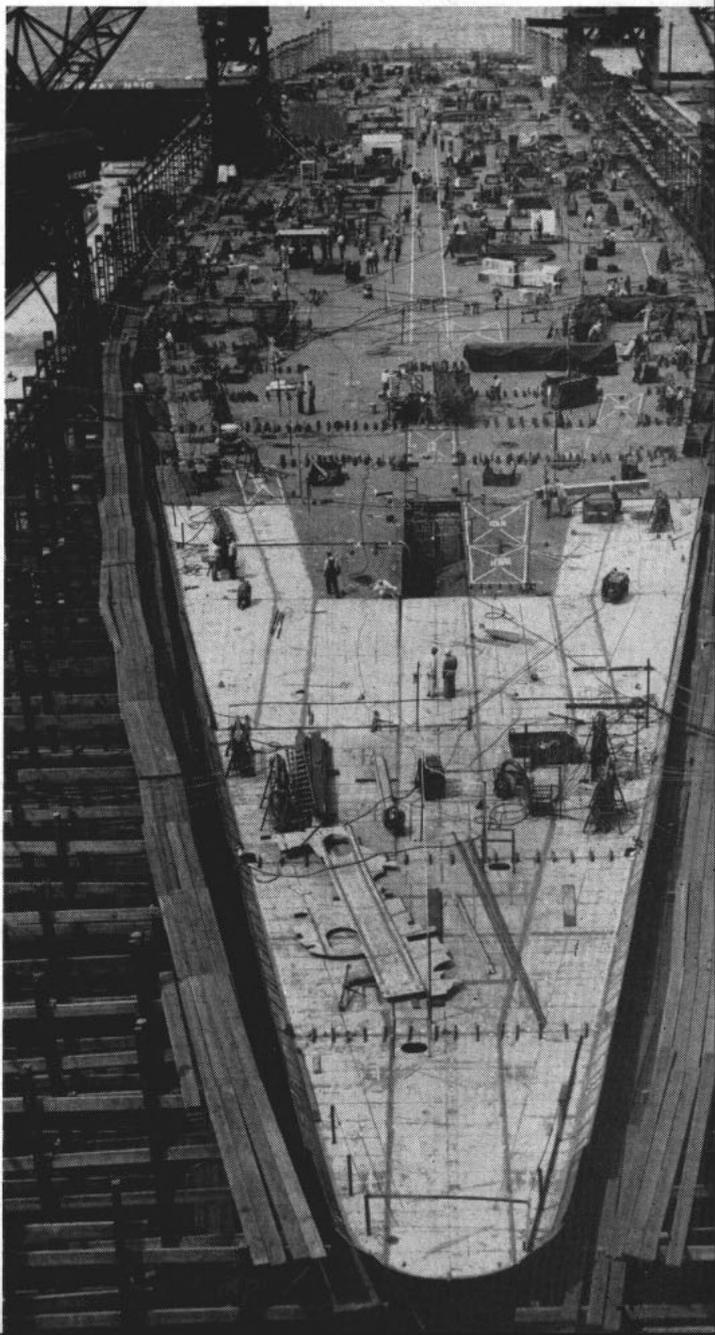
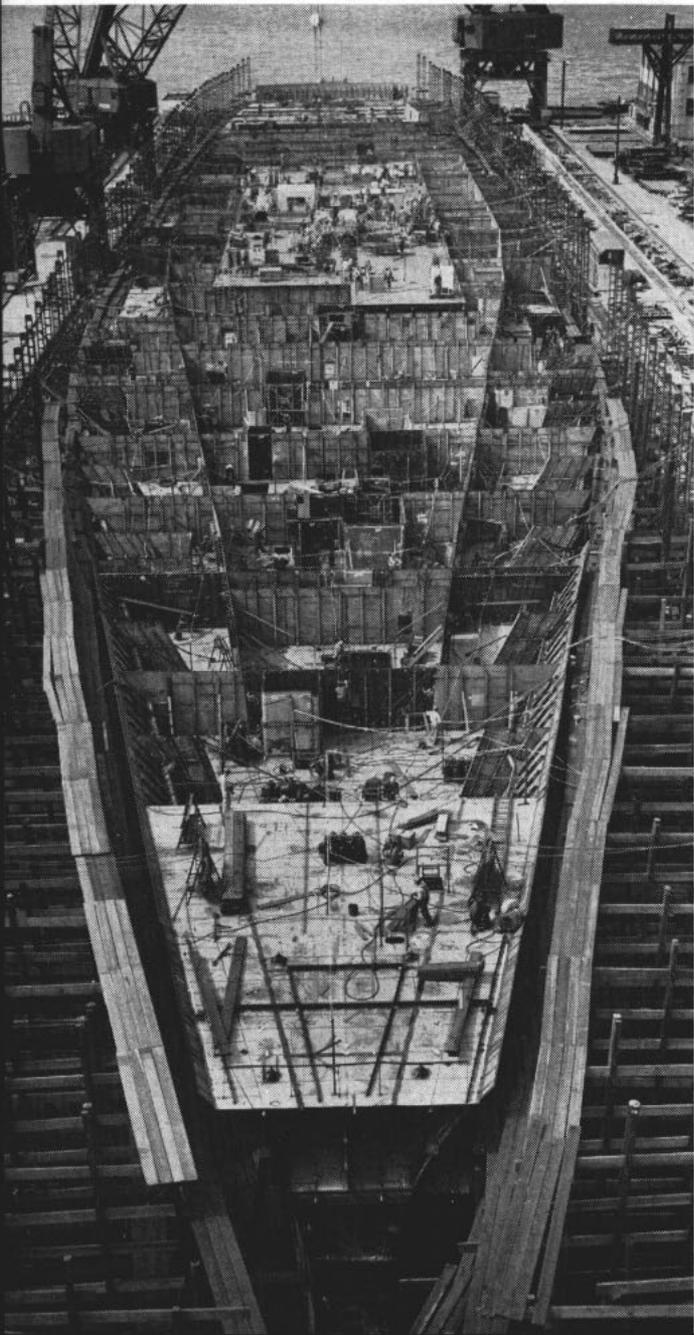
Bigger weapons and bigger planes to carry them have brought about more changes than merely enlarging flight decks, changing takeoff and landing arrangements and the like. More aviation ordnance

space is needed. Electronics equipment requires additional shipboard servicing space. High fuel consumption of jet engines requires greater aircraft fuel storage capacity. These and other factors have led to the increase in size of our attack aircraft carriers.

Here are a few facts and figures to point up the capabilities of the new carrier:

- *Forrestal* will displace some 60,000 tons. She stretches 1039 feet from bow to stern, seven feet shorter than the Chrysler Bldg in New York City.
- Her anchor chain, believed to be the heaviest ever forged, has links weighing 360 pounds each. Four 500-ton locomotives could be slung from the chain.
- The air-conditioning plant of the new carrier could service two buildings the size of the Empire

DURING first stages, details slowed progress. *Below:* Bulkheads being installed. *Right:* Hangar deck nears completion.



State Building. The total cooling capacity of the plant is equal to the melting of 2,100,000 pounds of ice in a 24-hour period.

To make launching twice as fast as was previously possible, *Forrestal* will have four instead of the usual two catapults. Four elevators for plane handling will be available instead of the three as on the *Midway* and *Essex* class carriers.

Three starboard elevators and one port elevator are used. Thus more elevators are available for bringing up spare aircraft from the hangar and for storing other aircraft below. Elimination of the centerline elevator increases amount of space in hangar deck.

The canted flight deck, which enables fast planes to land at an angle across the deck instead of straight ahead, is scheduled for all *Forrestal* class vessels.

There are numerous advantages to the canted deck type of carrier. Perhaps the most important advantage

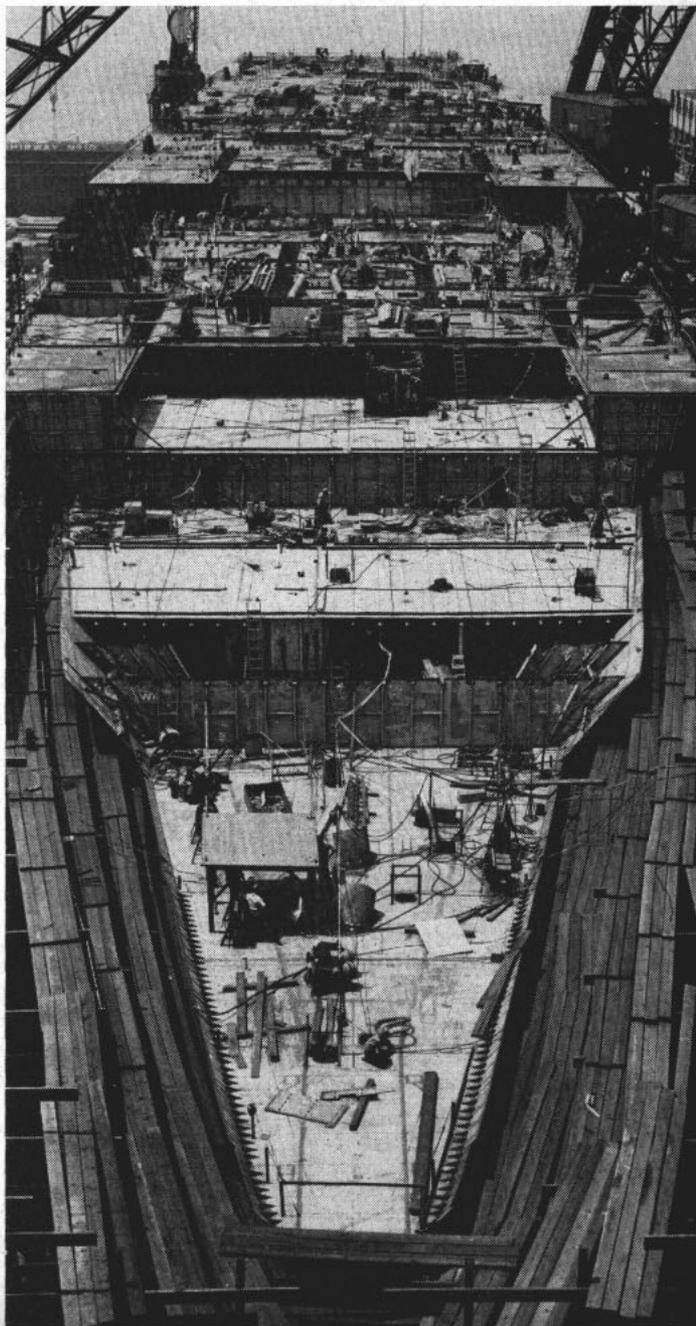
is that launching (by catapult) and landing aircraft can be carried on simultaneously. The net effect of reducing the time required for a carrier to launch and recover aircraft increases its over-all operating efficiency.

Carrier pilots are also aided by canted decks. The costly hazard of a crash into gassed and armed planes is removed. Canted deck carriers will need no barriers.

These canted decks have presented problems to Navy engineers, however. Certain dock cranes, which run along tracks parallel to the docks, are unserviceable because of the overhang of canted deck vessels. Tracks are now being relocated at certain naval shipyards to overcome this obstacle.

At one time, it was planned to make the entire island structure of *Forrestal* retractable to below flight deck level. This would, of course, have provided for unobstructed takeoffs and landings of large wingspan

PROGRESS SPEEDS UP. Flight deck supporting structure is being installed. *Right:* Flight deck near completion.



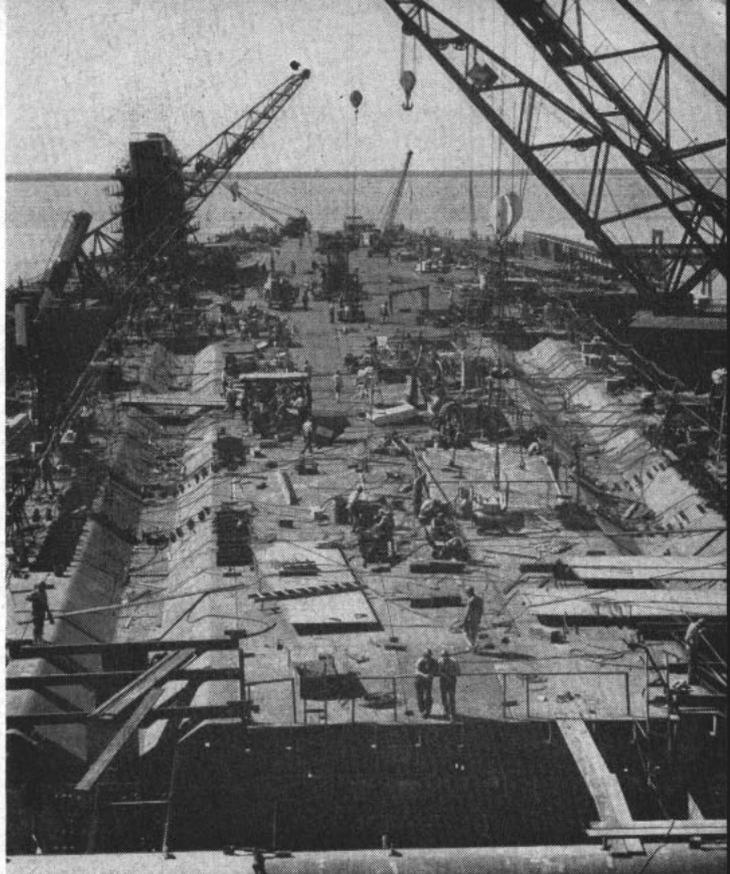
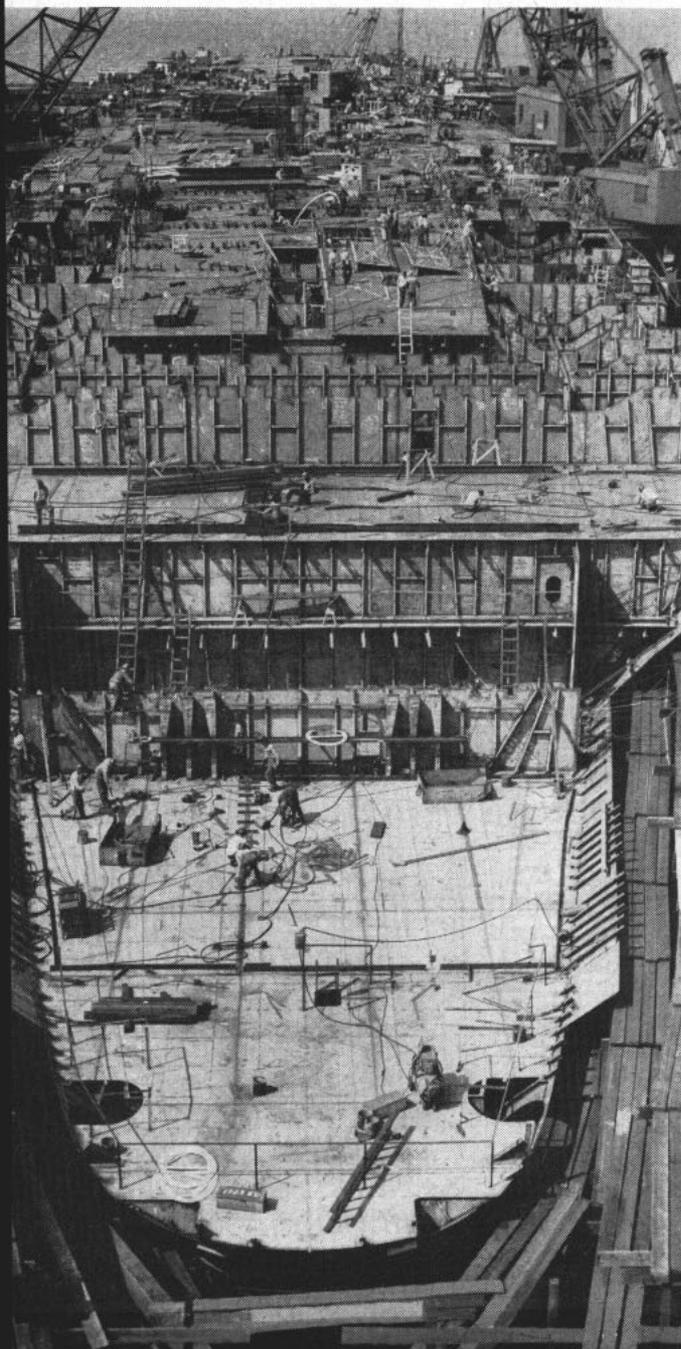
aircraft. Use of the canted deck has made the elevator-type island unnecessary, however, and installation of the fixed island structure will greatly improve and simplify electronics and communications installations.

The steam-operated catapults, nicknamed "steam slingshots," are considered more powerful—and safer—than the hydraulic catapults.

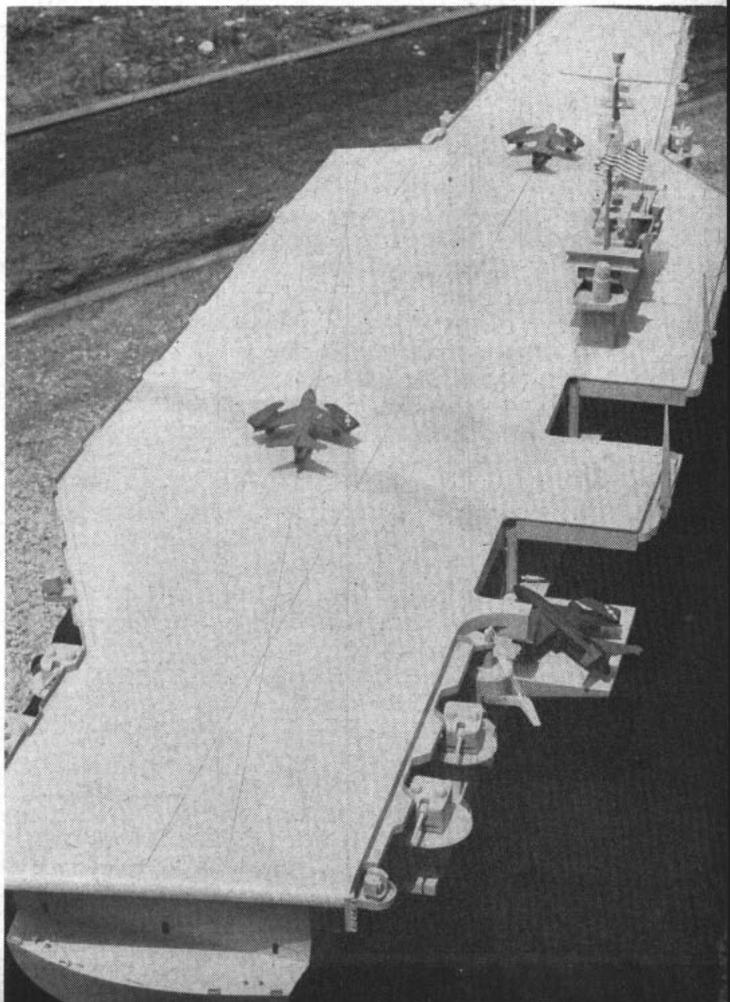
The arrangement of steam catapults and elevators for *Forrestal* class vessels has also been redesigned, providing for better servicing of planes on the flight deck and hangar spaces.

Two other carriers of the *Forrestal* class are now under construction and the keel of the fourth will soon be laid. The second one, *uss Saratoga* (CVA 60) is expected to be launched at the New York Naval Shipyard in Brooklyn in the spring. The third, *uss Ranger* (CVA 61) is now under construction at Newport News, Va., where *Forrestal* is being built.

FLIGHT deck and overhang were begun last August.



LAST STAGES of CVA's flight deck construction is shown here well under way. Below: Scale model guides the progress of the ship builders at Newport News, Va.





IN THE PAST MONTHS the U. S. Navy has been playing a vital part in what has been described as "history's greatest mass civilian evacuation," transporting thousands of Vietnamese refugees from Haiphong to Saigon, Indo China.

When the cease-fire agreement was drawn up, the French and Indo-Chinese governments were given 300 days to evacuate all people who wanted to leave Communist-dominated northern Indochina. They in turn appealed to the U. S. for aid. It was fast forthcoming in the shape of more than 40 amphibious vessels of the Pacific Fleet.

These ships, under the command of Rear Admiral Lorenzo S. Sabin, USN, Commander Amphibious Forces, Western Pacific, soon began shuttling back and forth between Haiphong and Saigon, loaded to the gunwales with Vietnamese men, women and children.

Transports, landing craft and cargo ships took on a new role, their decks loaded with as many as 2000 refugees. Makeshift tents were set up on open decks.

Every available space was utilized as the refugees spread their small mats for sleeping. During the day

they rolled up their mats and used the same area for living space.

Areas aboard the ships were roped off for recreation purposes with the Navymen doing all in their power to help the Vietnamese. It is a big news story that has reached the headlines of nearly every newspaper in the country. But behind the headlines are thousands of little stories, stories of Navymen and the deeds they have performed during the 800-mile voyage.

Looking at a few of these items you can get the human interest side of the huge and important job that Navymen have been doing. The stories that follow are representative, although they by no means cover all the personnel, ships or events involved in the evacuation.

★ ★ ★

First ship to leave Haiphong with a load of evacuees was *uss*

Navy Played Vital Role In Evacuation of Vietnamese Refugees to Free Indo China

Menard (APA 201). She served as a "guinea pig" during that first trip,

relaying the problems and difficulties she met to the flagship *uss Estes* (AGC 12). Instructions were passed on to the many ships that were to follow so they could avoid the same problems.

With 1802 refugees on board, the crew of *Menard* ran into a knotty problem as soon as she put to sea.

The refugees weren't happy with the food situation. Their main diet is rice, but (and you won't believe this) they didn't like the way Navy cooks dished it up, nor did they show any preference for Navy food.

A Redemptorist priest came forward to help solve the problem. Serving as a translator he rounded up five of the passengers to serve as cooks for the remainder of the trip. Daily they cooked up huge batches of rice, and according to a dispatch from the ship, the passengers showed more pep and vitality within two hours of the first meal prepared by their own cooks.

Messing an extra 1802 people presented a big problem in itself, until a set schedule was established. The refugees were divided into groups of approximately 500 and given certain times to appear at the mess hall for their food.

From 0700 until 1700 there was always one group or another in line waiting for the rice.

Since they had come aboard with the minimum of baggage, the Navy supplied chopsticks in a special gift package which also included candy, soap, and a note which read, "From the officers and men of the U. S. Navy with best wishes for good luck."

★ ★ ★

A special mercy mission was made in conjunction with the evacuation by *uss Haven* (AH 12). Her trip was a little longer than that made by the rest of the ships.

Haven docked in Saigon and picked up 725 sick and wounded French prisoners-of-war released by the Communists and took them to Marseilles, France, a cruise of many thousands of miles.

Most of the personnel were wounded French troops, injured either during the fighting or while interned in a POW camp.

★ ★ ★

To the men on board *uss LST* 882 a handshake now means more than it ever did before, thanks to a four-year-old boy, a Vietnamese refugee.

The boy, Ta-Huu-Hein, wearing khaki shorts and no shirt, boarded the ship at Haiphong along with his soldier-father, his mother and other members of the family, for the passage.

To the small lad a handshake was something strictly American and something of extreme importance. In a matter of hours there was hardly a man in the ship who hadn't shaken the youngster's hand.

The only time there was any doubt in the boy's mind was on his second day aboard when Albert

Liberte, BM2, usN, who was serving as an interpreter, noticed a small infection on his arm.

Liberte took Hein to sickbay where a corpsman looked at the arm and decided to give the boy a shot of penicillin to clear out the infection.

There aren't many four-year-olds who don't whimper a little when the needle touches and Ta-Huu-Hein wasn't any different. When it was over he gave the corpsman a "dirty look," hesitated a moment and then put out his hand. A gentleman to the end.

★ ★ ★

Service Squadron Three, under the command of Rear Admiral Roy A. Gano, usN, believes in advertising its services.

Temporarily located in Tourane Bay, Indochina, about midway between Haiphong and Saigon, Serv-RonThree sent out the following dispatch to all ships taking part in the evacuation, "Gano's garage, general store, gas station now going. Your patronage solicited. Movies and mail on demand."

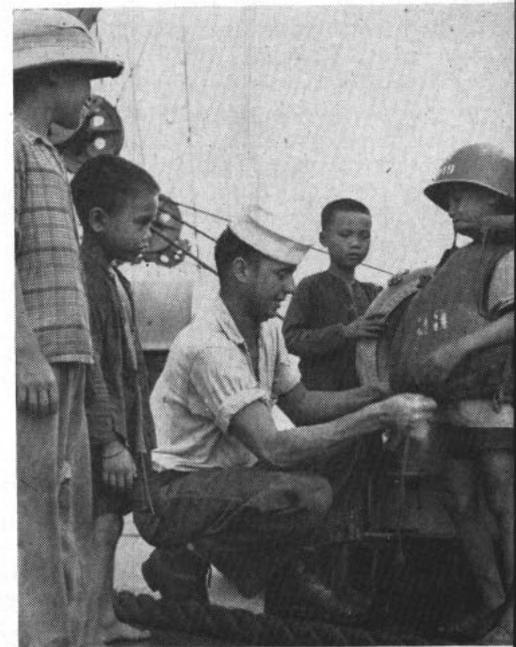
All of the advertised wares are available for the ships, plus supplies and necessities for the thousands of refugees being moved. In this regard it is estimated that the following amounts of goods are being used each month by the passengers: 21,000 rice mats for sleeping; 11,400 chopsticks; 500,000 pounds of rice; 17,000 buckets and untold paper plates, cups and other incidentals.

Each day approximately one half-ton of mail is flown into Tourane and distributed to the ships pausing on their journey either to or from Saigon.

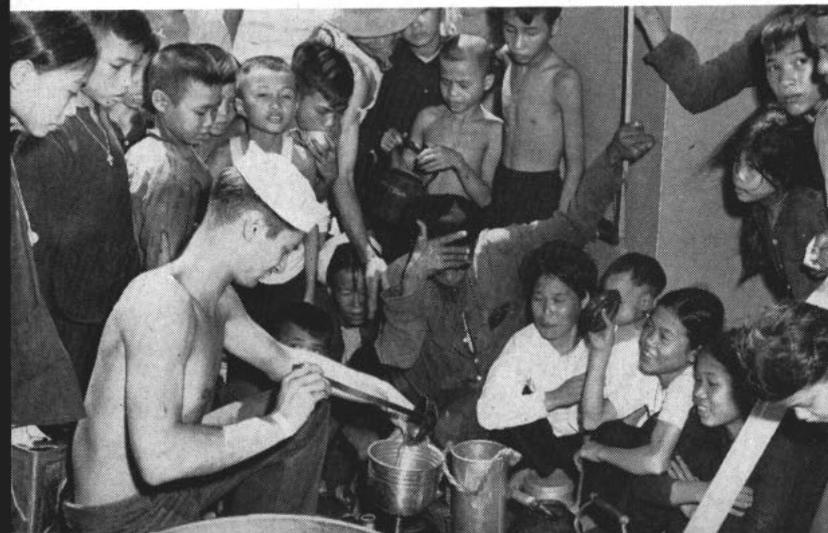
All in all, "Gano's garage" is a



SAILOR shows Vietnamese children how to wear Navy life jackets. Below: *USS Mountrail* (APA 213) unloads.



REFUGEES receive food aboard *USS Bayfield*. Right: Corpsman holds Vietnamese baby he helped bring into the world.





FRENCH landing craft comes alongside Navy attack transport, *Algol* (AKA 54) in Northern Indo China waters to transfer anti-Communist refugees.

welcome sight for the officers and men of the ships taking part in the sea-going evacuation.

★ ★ ★

The first three shuttle voyages made by *uss Telfair* (APA 210) will live long in the memory of Paul D. Denoncourt, HM2, USN. During those three trips he helped deliver four babies and even had one of the babies named after him.

Denoncourt was the only corpsman available each time the stork caught up with *Telfair* and the Vietnamese midwife who accompanied the refugees asked for his assistance. All births were normal, two boys and two girls, weighing from four to six pounds each.

Denoncourt's crowning moment came when he was informed that

one of the boys had been named after him. He was a bit puzzled when he saw it in writing as the name came out "Nguyen Van Bon." However a translator quickly explained that "Bon" is Vietnamese name for "Paul" and everything was all right.

★ ★ ★

Another Navy hospital corpsman's quick thinking helped save a little Vietnamese girl's life aboard *uss Bayfield* (APA 33) while the ship was underway to Saigon.

John A. Osborn, HM3, USN, was on duty in sick bay one morning when a frantic woman rushed in with her two-month-old child in her arms. The baby had been stricken with acute bronchial pneumonia and had stopped breathing.

Osborn was all alone in the sick bay. Seeing that the baby had turned blue he knew that he had not a moment to lose. He quickly grabbed a nearby cardboard box, emptied the contents and set it upside down on a table.

In a matter of seconds he had converted the box into a make-shift oxygen tank by taping cellophane over the top and punching a small hole in the end.

When this was done he placed the baby in the jury-rig oxygen tent and turned on the oxygen. Soon the child began to breathe and its color became natural again.

When the doctor arrived on the scene an oxygen mask replaced the special "Osborn tank." "The baby would have died within minutes if it had not been for Osborn's oxygen tent," the doctor said later.

Osborn didn't leave it at that however. He, a Vietnamese midwife and a male nurse stood by the child and oxygen mask throughout the night to insure that nothing happened. At last report, the child was well on the road to recovery.

★ ★ ★

The Vietnamese seem to like contests as much as Americans. One ship, *Bayfield*, held a "beard contest" while another, *uss Magoffin* (APA 199), held a beauty contest.

The title of "Miss Passage to Freedom" was bestowed on a young Vietnamese after the field had been narrowed down to three girls, aged 16, 17 and 18.

Judges for the contest were the

VIETNAMESE children take a swing at baseball. Right: An American sailor helps a native girl with her heavy load.



ship's commanding officer, Captain Francis O. Iffrig, USN, and two elderly Vietnamese with impressively long beards.

The contest was held with all the excitement and hoopla that can be mustered aboard a ship loaded with 2000 refugees and a full crew. In true "Miss America" fashion, the winner was crowned with a U. S. sailor's hat decorated with U. S., French and Vietnamese flags.

Across her shoulder was draped a ribbon imprinted "Miss Passage to Freedom" in both English and Vietnamese. In addition the "Queen" and her ladies were taken on a special guided tour of the ship and dined at the captain's table.

★ ★ ★

When another young Vietnamese girl was carried on board *Bayfield* in Haiphong, Navy corpsmen took one look at her and rushed her to sick bay. X-rays revealed 10 large pieces of shrapnel in her leg.

Released from a Vietminh prison, she and a group of fellow prisoners had started back to their village. On the way one of the party stepped on a land mine. The explosion knocked her to the ground, wounding her in the leg.

Shortly after she was reunited with her family, the word was passed that the village would soon be occupied by the Vietminh. Still unable to get medical attention for the girl, the family headed for the evacuation point. By the time they reached the ship, she was sinking fast.



CORN STARCH TREATMENT for heat rash is given Vietnamese youngster by B. B. Parks, CSC, USN, on board *USS Bayfield* (APA 33) while others watch.

An operation by Navy medics removed the shrapnel. The operation followed by blood transfusions saved her life. As the ship reached Saigon, Marie's chances of living were "good" with possibilities that her leg could be saved.

★ ★ ★

The U. S. Navy's participation in the evacuation was best summed up in a special dispatch sent to Task Force 90 by Admiral Felix B. Stump, USN, Commander in Chief, Pacific, and U. S. Pacific Fleet:

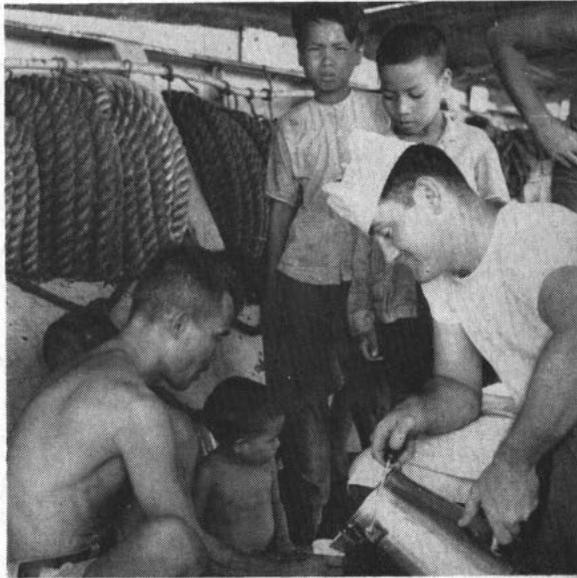
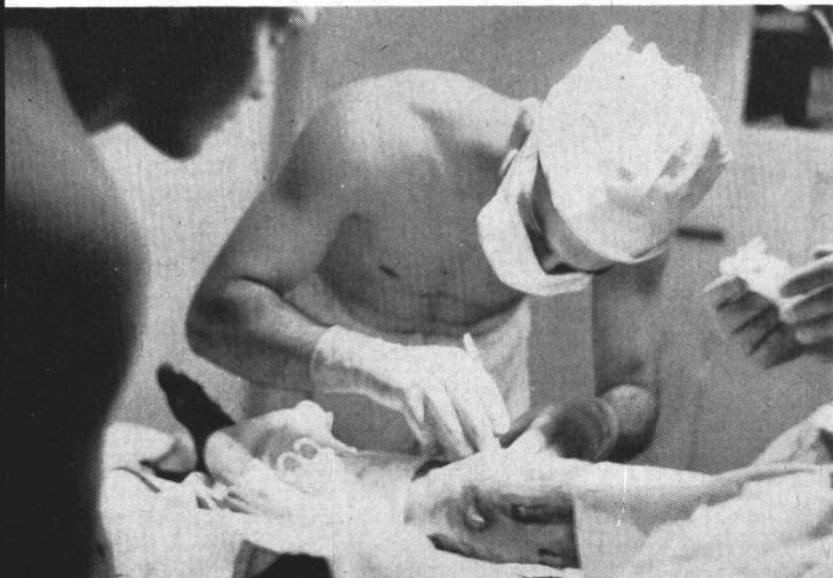
BOTH FROM REPORTS RECEIVED AND FROM MY OWN PERSONAL OBSERVATION IN INDOCHINA, I HAVE BEEN MUCH IMPRESSED WITH THE EFFICIENT AND ENTHUSIASTIC MANNER IN WHICH ALL HANDS OF TASK FORCE 90 ARE CONDUCTING THE CUR-

RENT OPERATIONS DESIGNED TO SAVE THE FREEDOM LOVING PEOPLE OF THE TONKIN DELTA FROM COMMUNIST SLAVERY. YOU ARE EMBARKED IN AN HISTORIC TASK OF GREAT IMPORTANCE TO ALL THE FREE WORLD. TO PERFORM SUCH HUMANITARIAN TASKS, TO AID CIVILIANS IN DISTRESS, IS TRADITIONAL IN OUR NAVY. AS AMERICAN CITIZENS AND FREE MEN YOU CAN BE JUSTLY PROUD OF WHAT YOU ARE DOING, AS I AM PROUD OF YOUR RESPONSE TO THIS ASSIGNMENT.

Every day during the evacuation incidents like those related above are taking place. And hundreds of freedom-loving people are finding that the U. S. Navy is an organization that not only can wage war, but can also work for peace.

—Bob Ohl, JO1, USN.

SHRAPNEL is removed from young girl's leg by Navy doctor. *Right*: Refreshments are served refugees by ship's cook.



The Final Link — After 400 Years

FOR MORE THAN FOUR CENTURIES explorers have sought a water route across the top of the world linking the Atlantic and Pacific Oceans. Last summer two U.S. icebreakers operating in the icy desolation of the Arctic successfully plowed their way through the previously impassable ice-locked entrance to the long-sought Northwest Passage in the Canadian Arctic.

The Navy icebreaker *USS Burton Island* (AGB 1) and the U.S. Coast Guard icebreaker *Northwind* (WAGB 282) became the first ships to traverse the previously "unconquered" McClure Strait—the shortest, most direct, water route across the Arctic.

The two U.S. ships, while not continuing their travel from one ocean to another, cut their way through the only major obstacle to such a trip—the strait which connects the Arctic Ocean and Viscount Melville Sound (see chart).

Burton Island sailed through Prince of Wales Strait from the west and turned around Banks Island to push practically all the way through McClure Strait, then she reversed course and traveled back along the north edge, staying in the area for some time before returning via Prince of Wales Strait.

Northwind however, went all the way through McClure Strait. Pushing eastward from the Arctic Ocean

she traversed McClure and then later moved down through Prince of Wales Strait.

At the time of their historic passage *Burton Island* and *Northwind* were on a joint U.S.—Canadian expedition carrying scientists from both countries who were conducting oceanographic and hydrographic investigations in the Beaufort Sea and McClure Strait areas.

Both ships used helicopters to scout out the best passage through the ice and took advantage of the better-than-normal ice conditions. Although the unusually heavy melting of barrier ice eased their passage somewhat, the 269-foot icebreakers still had to cut and crush their way through ice from four to ten feet thick.

Helicopters, in addition to spotting new routes through the ice, were used to carry personnel ashore for exploration in places where thin ice made it unsafe for them to walk.

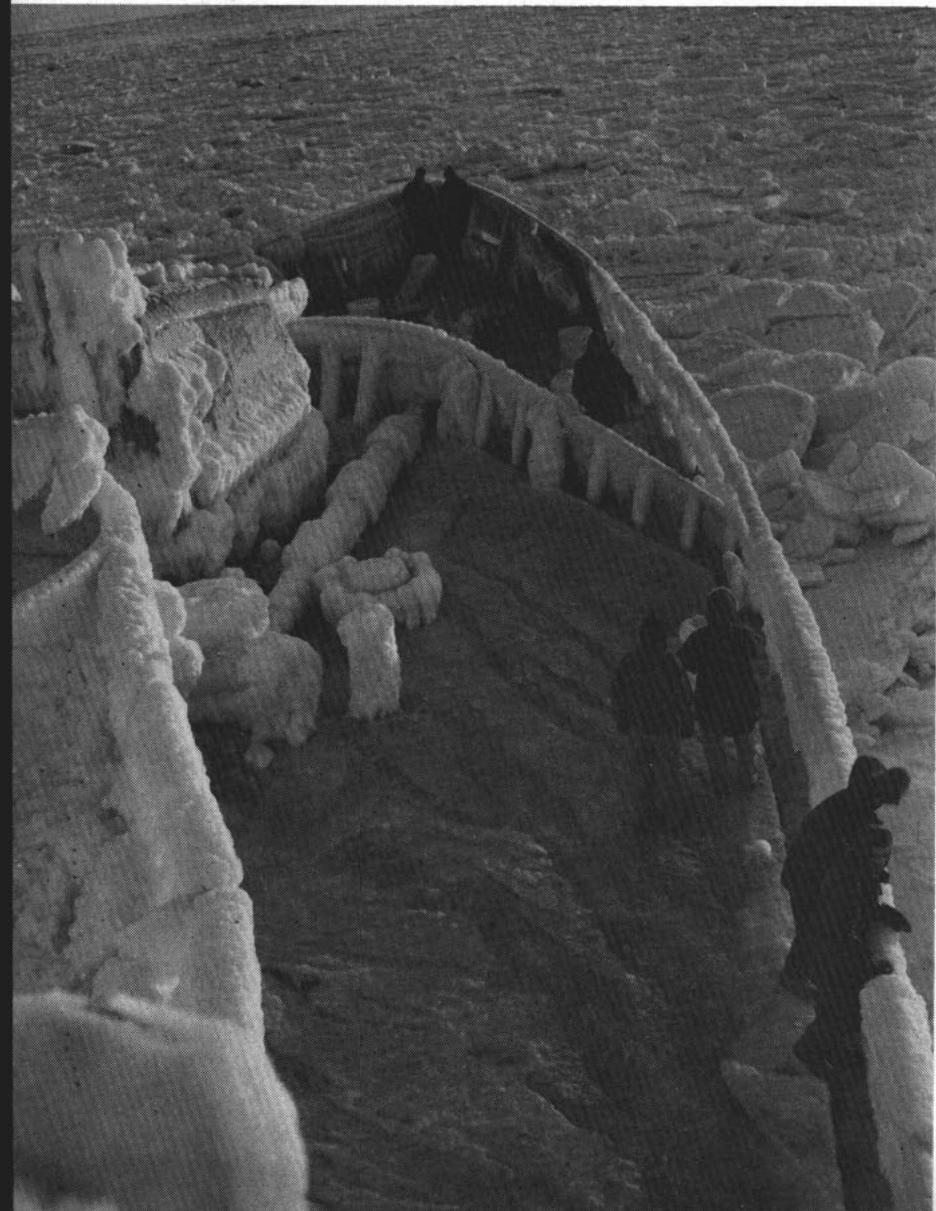
At times, pressure ridges and the irresistible movement of floe ice forced the ships to a complete standstill. When this happened the breakers called upon one of two methods for "shaking loose."

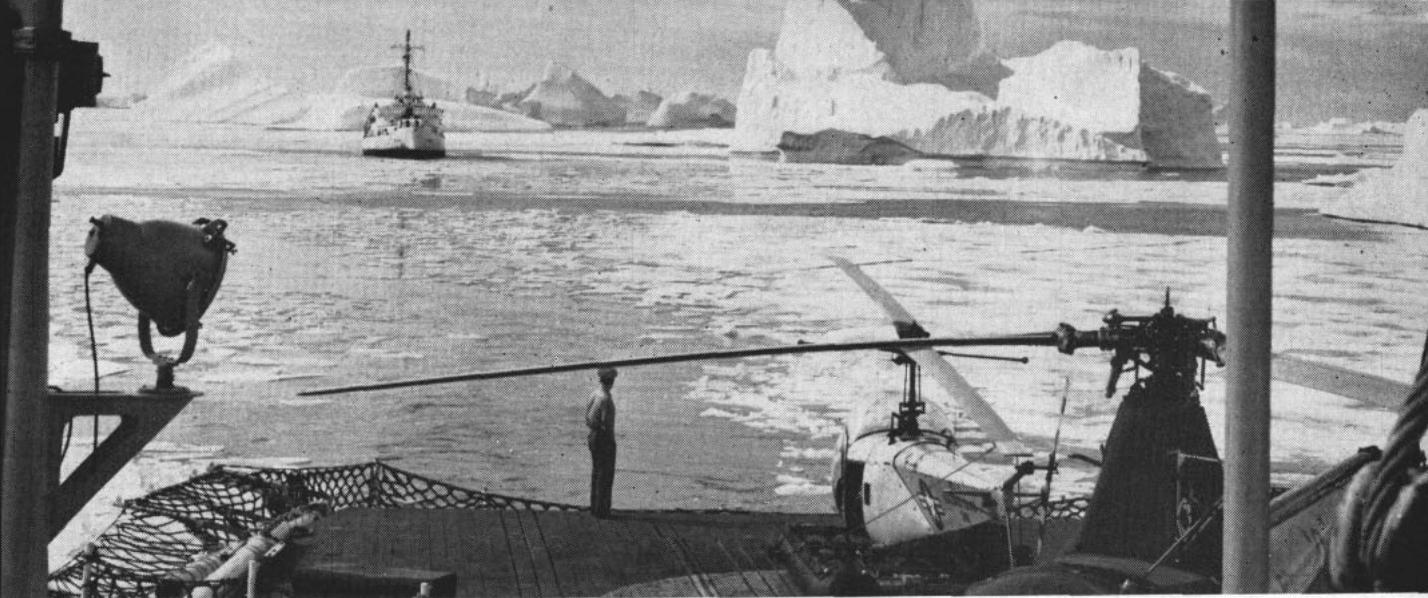
The first depends on a series of interior heeling tanks. The tanks on one side of the ship are filled with water while those on the other side remain empty. Then the procedure is quickly reversed. This process makes the ship roll from side to side and loosens the vessel from the ice's grip.

The second method brings frogmen into the picture. They drop over the side and rig explosive charges a few yards from the ship. Then they "blast away." Such blasting is a tricky but vital operation that calls for an intimate knowledge of the damaging power the explosives will have on the ice—and on the ship's hull.

In addition to helicopters and frogmen, *Burton Island* and *Northwind* depended a great deal on their radar and echo-sounding equipment to guide them through the strait. Radar conditions are very good all over the Arctic and the navigators on board the two breakers used it to full advantage. The soundings taken by the breakers, incidentally, were the first known to be taken of McClure Strait. Samples of ice and sea water

HEAVY LOAD of ice accumulates topside on *USS Burton Island* (AGB 1) during expedition into Arctic to study the frozen wastes for military operations.





ICEBREAKERS move cautiously through the Arctic water. Helicopters were used for ice reconnaissance patrols.

were also taken to be analyzed.

Although the Northwest Passage is expected to be of little or no commercial value, the survey made by the breakers is an important part of a continuing U.S.-Canadian research program designed to make the frozen wastes of the Arctic more accessible to military operations, thus strengthening one of the most vital links in our continental defenses. The land of perpetual ice and snow could very well become a "hot spot" in any future war that might involve the U.S. or Canada.

In addition to the scientific contributions of the expedition, the voyage of the breakers has been hailed as a triumph in navigation. The trip through McClure Strait was the final link in the Northwest Passage. However, the breakers did not "discover" the first water route through the Arctic—that had been done years before.

The first water passage of historic note was made across the Canadian Arctic via a different route by Captain Roald Amundsen, the Norwegian explorer.

Amundsen made his voyage across in the 47-ton yacht *Gjoa* in 1905. He sailed from Norway 17 June 1903 for the purpose of making a magnetic survey of the American Arctic and in the summer of 1905, completed the Northwest Passage from east to west.

The first voyage from west to east was made in 1941 by Mountie Superintendent Henry A. Larsen in the 80-ton Royal Canadian Mounted Police schooner *St. Roch*. A similar west to east voyage was made by *St. Roch* again in 1944.



UNDERWATER demolition team sets out to blast a path through ice. Below: Crewman watches for clear passage.

However, both Amundsen and Larsen sailed through the Prince of Wales Strait, detouring around the broader, more direct, fog-shrouded, ice-choked McClure Strait.

This famous strait is named for Captain Robert McClure of the British Navy, who in 1853 was forced to abandon his ship, *HMS Investigator*, about halfway through the strait at Mercy Bay. He was exploring Banks Island in search of another British expedition of 105 men and two ships, led by Sir John Franklin, which had perished in search of the Passage.

McClure and his party spent two long winters at Mercy Bay in hope of being rescued by relief ships. When no sign of relief showed, they abandoned their ship and traveled by sledge across the strait, reaching Melville Island in June 1853 where relief ships awarded them.

Ever since Columbus discovered the American continent, men had





CHART shows routes followed by icebreakers. Right: Navymen record relation of water's temperature and depth.



been searching for some way to get to the fabulous Orient around the northern reaches of what is now Canada. Among the more famous of the early adventurers who sought the Northwest Passage were:

- John Cabot, an Italian navigator sailing under the English flag, who visited the American continent in 1497 in search of a water passage to the East.
- Jacques Cartier, a French explorer who sailed up the St. Lawrence River in 1534 believing the river was the water route to Cathay.
- Sir Martin Frobisher, an English navigator who sought the Passage in 1575, 1577 and in 1578.
- Henry Hudson, an English navigator who made several attempts to find the water route to the "Spice Islands" in the East Indies. On one of his attempts (1610) he discovered the bay that bears his name.
- Captain James Cook, famous English navigator who commanded

an expedition in search of a water passage around North America from the Pacific side.

The final conquest of the last link to the famous water route across the Arctic was left to the U.S. Navy and the Coast Guard.

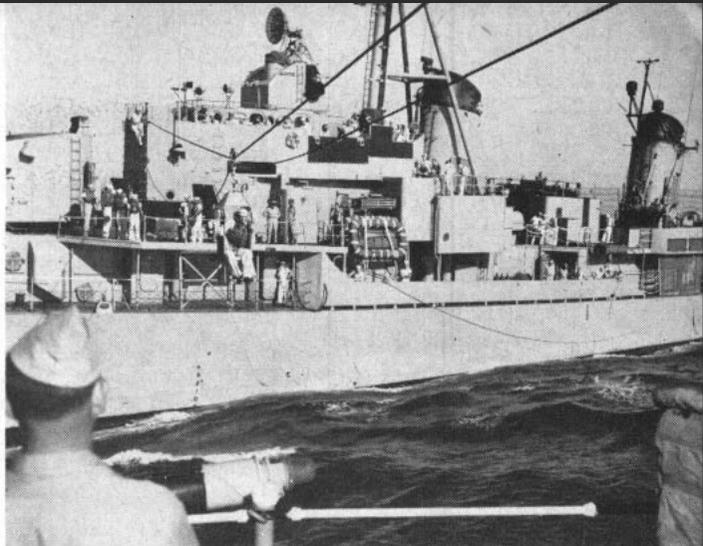
In completing the passage, *Burton Island* and *Northwind* have chalked up a new record for icebreakers—one that will go down in history along with the exploits of other expeditions which tried to find the water way across the Arctic.

But for *Burton Island* and *Northwind* it was "all in a day's work." There were no bands to herald their historic passage — only an occasional walrus or polar bear to cheer them on. And negotiation of the Northwest Passage was not even their basic mission—they were traversing the waters of the permanent deep freeze country on oceanographic and hydrographic studies.

—Ted Sammon.

MAIL SERVICE was furnished by Navy PBY. Below: *Burton Island* and *Northwind* were followed by Canada's *Labrador*.



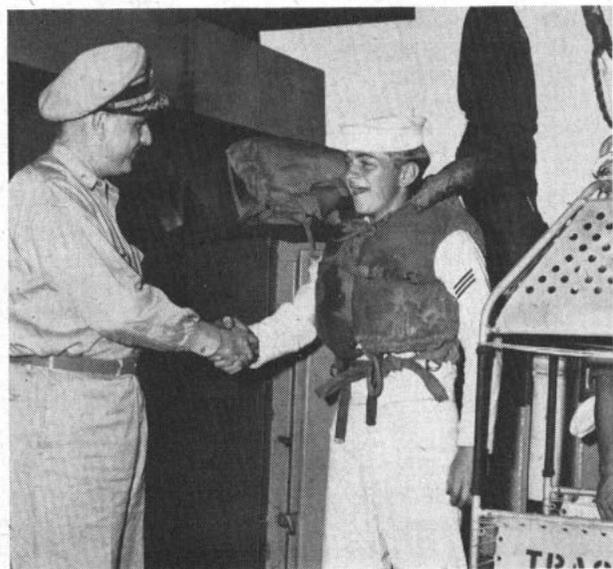


Trip to the Dentist

WHAT'S TO BE DONE when you're way out at sea on a smaller Navy vessel and your teeth start giving you trouble? The answer's simple: contact a larger ship in the area—one with a complete, modern dental lab—hop a "highline express" and in a matter of minutes that troublesome tooth will be taken care of.

Seaman Seymour J. Cassel, USN, serving in USS *Larson* (DDR 830), had a tooth problem which was solved in this manner. While in Barcelona, Spain, impressions for a denture for him had been taken on board USS *Coral Sea* (CVA 43). A short time later the two vessels met at sea and Cassel took a ride on "Track 43," got his partial denture and was whisked back to *Larson* in about 15 minutes' time.

Upper left: Singled out by arrow is 'man with a toothache' aboard USS *Larson*. *Upper right:* Cassel rides highline from *Larson* to *Coral Sea*. *Right center:* Welcome aboard! Cassel smiles, relieved that first lap is over. *Lower center:* CDR Burnett, dental officer, works on teeth. *Lower left:* One ordeal over, Cassel prepares for ride back to *Larson*.



SERVICESCOPE

Brief news items about other branches of the armed services

★ ★ ★

NEWEST ADDITION TO the U. S. Army's artillery, the M-44 — a 155mm self-propelled howitzer, is the biggest and heaviest member of the light tank family.

Designed primarily as an artillery support weapon, the M-44 can be used for devastating point-blank firing in support of advancing ground troops. It is highly mobile and can be put into action with greater speed than any other medium field artillery piece now in use (either self-propelled or towed). In addition, it is one of the most rapid-firing 155mm howitzers ever developed.

The gun mount of the M-44 is equipped with a new design hydraulic recoil system which reduces the recoil by two-thirds. What's more, the new mechanism has increased the working space in the crew compartment and permits a greater elevating and traversing range than previously possible on a self-propelled howitzer of its size.

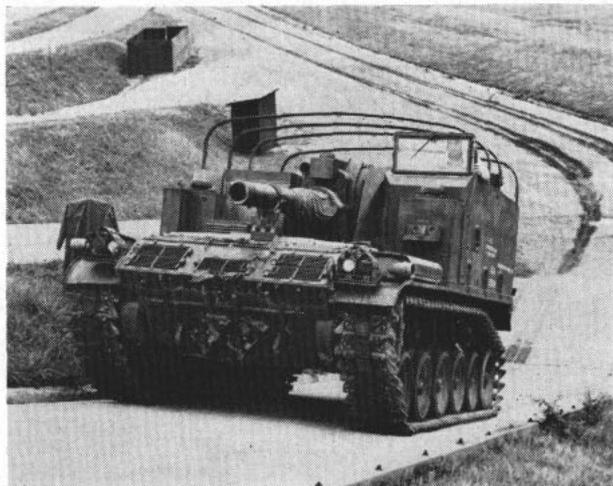
The combat loaded weight of the M-44 is 62,000 lbs. However, it has more than 14,000 individual parts varying in weight from a one-ounce screw to a five-ton hull and by removing certain portions its weight can be reduced to permit air transportation.

The major components of the vehicle—the engine, transmission, auxiliary generator, suspension, air cleaners, muffler and tracks are standard items and are interchangeable with those used on other Army ordnance vehicles. This feature greatly reduces the number of spare parts the Army must stock and is a part of the Army's program of standardization.

Manned by a crew of five—the chief of the section,



HAZARDOUS TASK—Coast Guardsmen, using axe and hose, clear ice from buoy to keep marker from capsizing.



THE ARMY'S 155 MM TANK is the largest of the light tank family, capable of traversing almost any type terrain.

driver, gunner and two loaders—the M-44 has a maximum speed of 35 miles an hour. It can ascend a 60 per cent maximum grade, cross a 72-inch trench and ford 42 inches of water.

★ ★ ★

A PARACHUTE DEVELOPMENT test group at Edwards AFB, Calif., has demonstrated a 130-foot whirl tower for testing parachute systems at speeds of approximately 300 miles per hour.

The tower, powered by a 200-horsepower electric motor, was developed for detailed study of parachute aerodynamic characteristics and deployment procedures.

Parachutes can be tested on the tower under closely controlled conditions. The main applications of the tower are the testing of man-carrying parachutes, light cargo chutes and basic parachute research.

The structure has a 56-foot boom connected to the top of a vertical shaft. A streamlined gondola is attached to the boom with a 114-foot steel cable. Parachute systems which are being tested are released from the gondola when the desired speed is reached.

The limited area covered by the tower as compared to that of a drop from an aircraft enables extremely precise instrumentation and photographic coverage. Demonstrations were by the USAF 6511th Parachute Development Test Group.

★ ★ ★

THE ICEMAN COMETH might be the motto for a group of scientists and technical specialists working on a project for the Army. Their job is bringing back specimens of Arctic snow, ice and soil for study.

From the Arctic to Wilmette, Ill., where their laboratory is located, the cool souvenirs of the Far North are carefully babied at temperatures ranging far below comfortable, then installed in special refrigerated rooms where the snow and ice specimens can be studied under simulated arctic conditions.

Purpose of these studies is to find out enough about the ice, snow and "permafrost" so that improvements in living conditions, construction, transportation and other military operations in such places as Alaska and Greenland can be made.

A DOWNWARD EJECTION seat for use on high-speed bombers has been successfully tested by the Air Force.

All previous ejection escape systems have exploded the seat and pilot upward, but the Air Force found that on certain current and proposed aircraft this method was not feasible because of construction features. As a result, the downward method was devised and will be used in certain crew positions on the B-47, B-52 and several other advanced-design aircraft.

The new method of emergency escape from high-speed aircraft utilizes an ejection seat which is exploded downward and out of the aircraft. The seat is mounted on rails and is driven downward by the explosion of a powder cartridge. The system is fully automatic. After the jumper pulls a ring to fire the seat out of the aircraft, he is released from the seat and his parachute opened by special explosive and timing devices.

In the testing four volunteers were catapulted downward through a hatch in the bottom of a B-47 at speeds of more than 500 miles per hour and parachuted safely into the gulf of Mexico. The four jumpers completed seven ejections without the slightest hitch.

★ ★ ★

A CAMERA WITH A 30-MILE RANGE has been revealed by the Army. Nicknamed the "Peeping Tom," the camera is equipped with a 100-inch infrared telephoto lens and can take pictures of objects through atmospheric haze, airborne soot, smoke and other light-diffusing particles.

The camera, the Army says, will be most advantageous at times when the skies get too hot for spotter and photographic airplanes. It can be used to spot enemy positions, supply points, artillery and units of enemy motor transports on the move.

In a recent test, "Peeping Tom" was placed on the bluffs at Atlantic Highlands in New Jersey. It was focused on New York City, 26 miles away and the resulting 5 x 7 negative gave a sharp detail of Sandy Hook, of Coney Island, of Wall Street's towers and of mid-Manhattan buildings.

In another recent test, the camera was placed on



ONE-EYED GIANT—The Army's long-range 100-inch camera has photographed objects as far as 30 miles away.



DOWNWARD EJECTION device is used by the Air Force to enable crew members to escape from B-47 jet bomber.

Maryland's Sugar Loaf Mountain, about 20 miles from Washington, D. C. Although there was much atmospheric haze and smoke, the negative showed clear images of famous landmarks in the nation's capitol, such as the Capitol dome and the Washington Monument.

"Peeping Tom" cannot be focused sharply on anything closer than 500 feet. At that distance, the lens of the camera covers a field 105-feet wide. Focused at eleven and a half miles, the field of view is about 3500 feet wide.

The Army's super-camera has an F12.5 lens and a focal length of 100-inches. It uses a telescopic range finder mounted beside the lens. The front eye of the lens is nine-and-one-half inches in diameter.

In focusing the camera, the lens remains stationary while the film holder, or back portion of the camera, is moved in or out to bring the desired image into proper position.

★ ★ ★

JET PROPELLED tanker aircraft are being purchased by the Air Force to operate with jet bombers on long missions.

The tanker aircraft will be an advanced version of the "707" jet transport which is currently undergoing flight tests, but it will have a considerably greater refueling capacity than the "707."

Aerial refueling of jet bombers with compatible jet tanker aircraft will vastly increase the range, flexibility and capability of the Air Force's bomber force.

In addition to buying a limited number of the new jet tankers, the Air Force will continue a jet tanker design competition among major aircraft manufacturers, the results of which will be used in connection with determination of total tanker requirements.

LETTERS TO THE EDITOR

Selected for AT, AQ or GF Training

SIR: A number of men here have some questions about the program outlined in BuPers Inst. 1440.13, allowing certain aviation rates to change to AT, AQ and GF ratings.

If we apply and are not chosen will we be notified and if we are chosen how long may we expect to wait before being ordered to school?

We would also like to know what happens if we complete our twelfth year of service while on the waiting list for school. The instruction states that to be eligible you must not have more than twelve years service.

Finally, will it be necessary to submit a change of address if we are transferred while awaiting orders to school?—W. C. B., AO1, USN.

• You will be notified if you are selected for enrollment, placed on the waiting list, or not selected for schooling.

It is impossible, of course, to say just exactly how long you will have to wait if you are chosen for schooling. However, quotas are assigned to classes approximately six months in advance of convening dates, and classes are now filled through April 1955.

If you have not been notified of selection for schooling, completion of 12 years' service while awaiting orders to school will have no effect. However, you must keep the Bureau informed of your current address.—Ed.

Transfer to AT, AQ and GF Rates

SIR: I find your article "Change in Rating" in the July 1954 ALL HANDS (p. 6) somewhat confusing in view of the recent AT advancement picture.

Just what is the Navy's need for more Aviation Electronics Technicians in Pay Grade E-5 and above when advancements are limited in the rating already — because of budgetary limitations. For example, over a hundred men passed the last exam for ATC, but only 11 were rated.

Under the program set forth in BuPers Inst. 1440.13 and your article, ADIs and AMIs who haven't been able to advance in their own ratings would transfer to the AT rating after attending school. Then they would compete against men already in the AT rating—men who have passed ATC exams and were not rated due to budgetary considerations.

Also, I wonder why ATIs are not allowed to transfer to the new electronic AQ and GF ratings, thereby

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.

giving them more chance for advancement than they have in their own overcrowded rate.

I have been teaching aviation fire control equipment in a Naval Mobile Ordnance Trainer for almost a year and I passed the ATC examination this year. According to present Navy policy, however, I can't change my rating, but will have to compete with more and more men for the few existing ATC billets.—W. L. E., AT1, USN.

• It is expected that requirements for personnel in the AT, AQ and GF ratings will increase over the next few years. The program outlined in BuPers Inst. 1440.13 is a long-range plan designed to train Group IX career men for con-



PRESENT COLORS—Naval Reservists stand personnel inspection at NARTU, Norfolk, Va., during annual review.

version to AT, AQ and GF to meet these future expanding requirements. The first graduates of this program will enter their new duties in July 1955.

Most of the personnel of Group IX ratings now in the Aviation Guided Missile and Aviation Fire Control programs who are performing duties comparable to the duties of the AQ and GF ratings are ATs with Special NJCs. Commanding officers may change such men's ratings to AQ or GF if they are fully qualified. The programs set forth in the instruction will also help to replace these "lost" ATs.

ATs were excluded from entrance to this conversion training program as they already possess many of the same technical qualifications of the AQ and GF ratings. If you desire to enter the Guided Missile or Aviation fire control field you may do so by entering the appropriate Class "C" schools.—Ed.

Guided Missile Training

SIR: Would you please tell me what procedure I must go through to apply for guided missile training?

At present I am in the Reserve on two years' active duty, but I would be willing to extend my enlistment to the amount of time needed for training in one of the missilemen ratings.—C. W. A., DMI, USNR.

• Your chances of getting into any missile training program are practically nil, since such training is currently restricted to men having electronic, ordnance or propulsion backgrounds, plus certain selected SAs and SNs who are being given Class "A" training. In addition, normal future personnel requirements for the missile ratings are expected to be met by graduates of the appropriate service schools.—Ed.

Social Security and Retired Pay

SIR: I am a Naval Reservist who paid into Social Security before and after active wartime duty performed during the period 16 Sep 1940 and 30 Jun 1955. According to your article on the Survivor's Annuity Plan in the August 1954 ALL HANDS, Social Security benefits based upon gratuitous credits granted during military service cannot be claimed if military retirement pay is based in whole or in part on any portion of period of service between 16 Sep 1940 and 30 Jun 1955.

My question is this: Is a Reservist, who paid into Social Security before and after the above dates, eligible to

receive both Social Security and retirement pay if he completes 20 years of satisfactory Federal service and reaches retirement and Social Security age?—M. J. W. R., LCDR, CEC, USNR.

• *Yes. Reserve personnel who retire under the provisions of Public Law 810, after completion of 20 years' satisfactory Federal service and upon reaching the age of 60, are also permitted by law to claim Social Security credits for any period of active military service during the period September 1940 to date. This is the ONLY type of military retirement other than certain forms of physical retirement which permits an individual to claim both Social Security and military retirement credit for the same period of service.—Ed.*

Computing Pay for 'Longevity'

SIR: I contend that a man that goes out of the Navy, say, for a period of 40 days, then reenlists, is entitled to longevity pay for his previous service and also to longevity pay for service during his current enlistment, the determining date being the date he reenlisted. In other words, he is not entitled to longevity pay for the 40 days he was a civilian. Am I correct?—W. A. L., YNC, USN.

• *You're right, chief. There are no provisions of law which authorize the inclusion of any period of time between date of discharge and date of reenlistment in the computation of active Federal service for longevity (periodic pay increases). As you know, you can't draw one cent from Uncle Sam without some written authority.—Ed.*

Age Limit for WO Appointment

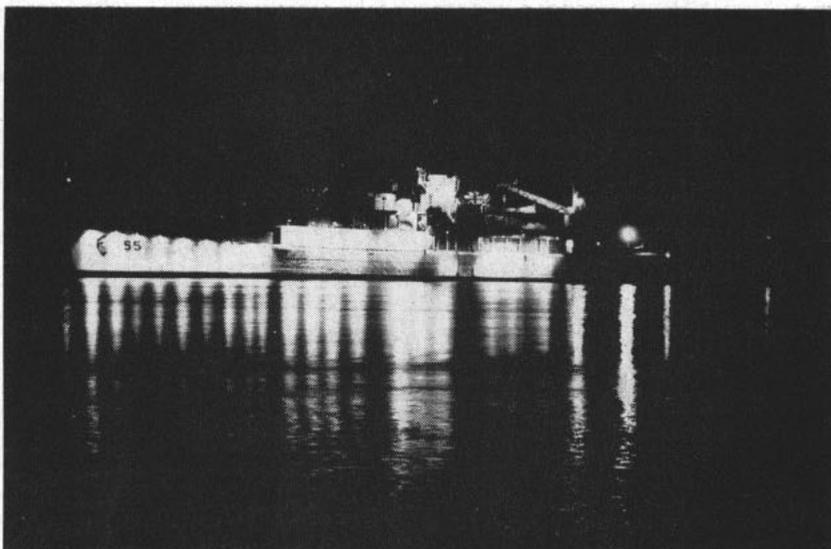
SIR: I understand that BuPers recently issued a letter stating that the age limit for appointment to warrant officer has been raised from 35 to 40 for all CPOs and first class POs who entered the Navy prior to 1 July 1945.

Is this correct? If so, would it be possible to find out where I stand on the eligibility list from which appointments are made?

I have been recommended for appointment to WO a number of times via the PO evaluation sheet. I am a high school graduate and have also completed the USAFI College Level tests and the 2CX tests. I have had 14 years' continuous service, with date of appointment to CPO as of 1 Oct 1945.

Does the selection board consider personnel whose recommendations have been on file for some time, or are the recommendations thrown out after a certain number of times of non-decision?—G. E. W., GMC, USN.

• *The age has been raised from 35 to 40 for all PO1s and CPOs who entered the Navy prior to 30 Sep 1945, not 1 Jul 1945 as you stated. Your*



LIT UP LIKE A CHRISTMAS TREE—USS Valcour (AVP 55) 'posed' for camera earlier this year while serving as flagship for COMIDEASTFOR in Persian Gulf.

name could not be on the eligibility list inasmuch as a selection board has not convened since the age limit was raised.

All PO1s and CPOs are considered by the WO selection boards regardless

of the number of times previously considered, as long as the individual meets the general eligibility requirements and has been recommended for appointment on the reverse side of his Petty Officer Evaluation Sheet.

For your information, present intentions are to convene a selection board in the near future. All PO1s and CPOs in the Regular Navy and Naval Reserve who have six years' service and have not reached their 40th birthday (if enlisted prior to 30 Sep 1945) or their 35th birthday (if enlisted subsequent to that date), will be considered. Personnel selected will be placed on an eligibility list from which appointments will be made as vacancies occur.—Ed.

We're Behind You—1000 Per Cent

SIR: Your "Letters to the Editor" section has always been of the greatest interest to me, as I imagine it has for many other yeomen.

I notice there are many questions asked of general interest to all naval personnel, but I can't help wondering if, perhaps, the Navy has recalled *BuPers Manual, Navy Regs, Uniform Regs* and other publications in which answers to the greater part of the questions may be found. It surprised me to see so many yeomen ask questions that, with only a few minutes research, could be answered by themselves if they were qualified.

Such an attitude would certainly encourage proficiency in rate. I would suggest that all hands investigate local sources of information before taking pen in hand to request information that may easily be found in one of the many manuals published for this purpose. C. L. C., YN1, USN.

• *That harassed and overworked portion of ALL HAND's staff concerned with answering letters to the Editor heartily endorses your viewpoint. No question about it—there's little justification for many of the questions submitted, especially by yeomen and personnel men. Come to think, we should be asking them the questions!—Ed.*

Seabee Utility Clothing

SIR: What is the proper color belt to be worn with the Navy green working uniform? I am referring to the type of greens worn by the Seabees, not the aviation type greens. This uniform is not mentioned in *Uniform Regulations*, nor in the *Landing Party Manual*.—M. H. D., BU1, USN.

• *The olive drab utility clothing you refer to is "special clothing" rather than "uniform clothing" and therefore its manner of wear is not prescribed in "U.S. Navy Uniform Regulations."*

Construction Battalion special clothing is issued based on allowance established by the Chief of Naval Operations and promulgated in BuSandA Manual 42613.4.

Belts are not included in this allowance. However, the black web belt you own as part of your minimum outfit would be suitable for wear with utility clothing, at the discretion of your SeaBee commanding officer or other competent authority.



GOOD CONDUCT medals were presented 17 crewmen of USS *Cobbler* (SS 344), of Submarine Squadron Six.

Uniforms and Civilian Clothes

SIR: We were discussing uniform regulations recently and a question arose which we couldn't agree on. Here it is: Are cotton khaki CPO and officers' working uniforms, worn without insignia, hat, or tie, considered to be

civilian clothing?—W. A., Jr., GMC, USN.

• *The khaki cotton CPO and officers' working uniform, without insignia, hat or tie, would not be considered as "distinctive" pieces of uniform clothing within the meaning of the Pro-*

tection of the Uniform Act (Article 1821, "Uniform Regs"). Neither would it normally be considered appropriate for naval personnel to wear such as civilian clothing.

According to Article 0136 of "Uniform Regs," when you wear civilian clothes, you should be sure that your dress and personal appearance are proper for the occasion and don't bring discredit upon the naval service.

That is, it is not permitted to wear as civilian clothing, anything that would definitely be a distinctive part of your uniform: clothing—such as a dress blue jumper or white hat, or insignia—such as your coat buttons, hat device or rating badge.

Anything that would point you out as a Navyman can't be worn as civilian clothes.—Ed.

Navymen Recall Old-Timer from USS *Maryland*

SIR: I might be able to assist RAL, BMC, who wrote in (ALL HANDS, April 1954, page 28) to ask about a seaman and the unusual uniform he wore while serving in *uss Maryland* back in the 30s.

The seaman-barber he refers to was on the *uss Maryland* as far back as the time President Hoover made his South American cruise in 1929, and had been granted special permission to wear the Stewards' Uniform.

The barber was not of the steward branch, but a seaman first as RAL states.—W. G. W., CHRELE, USN.

SIR: Concerning the letter about a Seaman 1/c on *uss Maryland* who was authorized to wear a Chief's type uniform, the story is indeed true. I was an ensign on the *Maryland* in 1936-38 and the man concerned (whose name was something like Fleagles) became well-known to all newly commissioned officers reporting on board. Your theory that he probably was a steward is not correct. He was an authentic seaman with nearly 30 years' service, part of it in the Marines.

It was the practice to assign one of the newly assigned ensigns the task of getting Fleagles to take out a coxswain training course but no one ever succeeded.

He was the leading barber on *Maryland* for many years and the story behind his wearing this unique uni-

form, as I remember it, was that he had special dispensation from a former commanding officer of *Maryland*, later CinCUS, out of respect for his dignity and age, which must have been about 55 at the time.—A. R. F., CDR, USN.

SIR: I saw in the April issue a letter about a seaman on *uss Maryland* who was permitted to wear the CPO uniform with black buttons.

That is correct. The man was the officers' barber, Figel, a plank owner. He had joined *Maryland* on her commissioning and was retired, I believe, in 1938 for physical disability, never having been on any other ship. His rate was seaman, 1st class.

He and the turret captain of turret three, Douglas, were the only plank owners left at that time, as I remember, and there was a difference of opinion between them as to who was senior. Douglas maintained that he was on deck when Figel came aboard with his seabag on his shoulder.—J. C. M., CAPT, USN.

• *Thanks for the interesting side-lights on the "Old Navy." Roster of Maryland showed a John H. Figels on board. He was a seaman first class, in the Regular Navy. He had previously served in the Army, in the period of the Spanish American War, and with the Marines, during World War I. He transferred to the Fleet Reserve in 1938.—Ed.*

Who Rates Sea Pay?

SIR: What are the conditions that determine whether a Navyman is entitled to sea duty pay or not? Why is it that a hospital corpsman's time spent with the Fleet Marine Force is counted as sea duty but he receives no sea pay?—S. G. F., HN, USN.

• *Under current regulations approved by SecNav, a service member is normally entitled to sea duty pay, on and after 1 Nov 1950 under the following conditions: (1) While permanently assigned to a vessel, other than a vessel restricted to service in the inland waters of the U.S. or a nonself-propelled vessel, pursuant to competent orders, including periods not in excess of 15 consecutive days each while on temporary additional duty ashore; (2) while permanently assigned to a ship-based aviation unit pursuant to orders issued by competent authority, including periods not in excess of 15 consecutive days each while on temporary duty ashore or while such unit is temporarily*

based ashore; (3) while a member who is based or stationed ashore is serving on a vessel pursuant to temporary duty or temporary additional duty orders issued by competent authority, but only when such duty on a vessel is eight days or more in duration in each case; (4) while on a vessel restricted to service in the inland waters of the U.S. or on a nonself-propelled vessel, but only on days when such vessel is actually operating outside inland waters for a period of eight days or more in each case; (5) while permanently assigned, pursuant to orders issued by competent authority, to a commissioned landing ship utility squadron (formerly landing craft tank squadron) or a commissioned motor torpedo boat squadron which is a tactical component of an operating fleet in an active status and subject to movement as an integral unit of such fleet.

That's the complete story on who rates "sea pay."

Although periods of duty performed by a member of the Navy with the

Relieving the Watch

SIR: The question of who is responsible for entries in the quartermaster's notebook during the changing of the watch has given rise to a lot of discussion among my shipmates.

It has always been my impression that if I am assigned the four-to-eight watch, then I am responsible for all entries made in the notebook during those hours, even if the oncoming watch relieves me at 0745.

It certainly would not look proper for the man with the eight-to-twelve to log on his watch something which occurred at 0750.

According to the *Bluejacket's Manual*, watches are relieved on the hour, but an oncoming watch reports from five to fifteen minutes early in order to become acquainted with any information needed to carry out the watch properly.

I realize that some ships and stations alter this procedure to meet different situations, and many times individual watches are relieved early, but I still maintain that the man who was originally assigned the watch is responsible for notebook entries made during his assigned watch.—A. E. K., QMC, USN.

• You are entirely correct, chief. The relieving quartermaster should come to the bridge 15 minutes before the end of the watch in order to be briefed by the off-going watch. However, the latter is responsible for entries in the quartermaster notebook until the time designated for the end of the watch.—Ed.

Fleet Marine Force are authorized to be counted as sea duty in determining eligibility for assignment to shore duty, such member is not entitled to sea duty pay during the performance of duty with the FMF unless the conditions outlined above are met.—Ed.

When Traveling in Your Own Plane—

SIR: Article C-5317(2) of *BuPers Manual* states that in the case of an enlisted man traveling by privately owned vehicle while carrying out permanent change-of-station orders and when such means are specifically authorized, computation for such travel shall be at the rate of 250 miles per day.

Now, if a man owns an airplane and desires to fly to his next duty station, how is his travel time computed, by 250 miles per day, or by the rate for commercial travel, train, etc.?—E. E. M., YN1, USN.

• While the original intent of "BuPers Manual" was that an enlisted man be provided ample travel time to travel by privately owned automobile on a permanent change-of-station, the authority in Article C-5317(2) is also applicable to other types of privately owned vehicles.

As a result, an enlisted man traveling in his own airplane may be allowed travel time computed at the rate of 250 miles per day, if the detaching commanding officer considers it desirable and includes in the permanent change-of-station orders authority to travel by privately owned vehicle.—Ed.

Firing Distance of WWI Battery

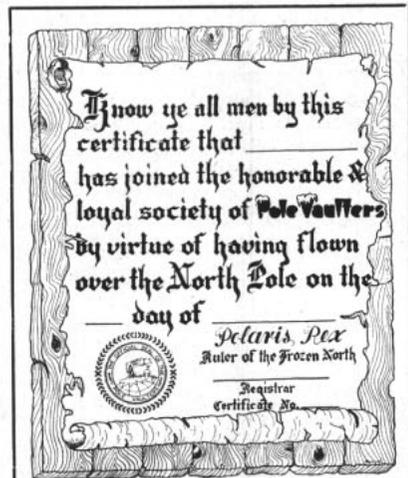
SIR: In the August 1954 issue of *ALL HANDS*, your book supplement had a statement in it that has me snowed. It read, "A shell from a World War I German battery some 75 miles away crashed through a roof and exploded, killing and injuring many."

I have never heard of any gun with a range like that and am wondering if the distance printed was an error. If not would you tell me where I can find some more information on that type gun?—A. H. E., AO2, USN.

• That was no error—75 miles was the correct distance. Reference to the particular gun, nicknamed "Big Bertha" can be found in a number of sources, including the one from which that particular Book Supplement was taken. You can also check "The Paris Gun", written by Lt. Col. Henry W. Miller, 1930.—Ed.

SKs at NROTC Units

SIR: Could you give me some information on duty at the 52 various NROTC units. I know that they have one storekeeper at each unit. Is he assigned as an instructor or does he serve in his rating? If he is assigned as an



'Pole Vaulters' Certificate

Pole Vaulters

SIR: Enclosed you will find the certificate made up for our eighteen-man crew of VW-2 that flew over the North Pole this year.

We used a design that was originated by the P2V ski-plane crews who made an earlier Pole vault. We took their design, added a few changes, and had the certificate photostated by the local printing office. The whole process was not too expensive and everyone was pleasantly surprised by the results.—M.L.D., LTJG, USN.

• Thanks for this variation of certificates earned by Navymen in the course of their regular duties. For samples of other certificates, all unofficial but part of naval customs and traditions, see *ALL HANDS*, p. 32, November 1952.—Ed.

instructor does he have to go to school before he is assigned to one of the units?

Also, do they have storekeepers assigned to the Supply Officer's school at the University of Georgia and if so, are they assigned as instructors or do they work in their rate?—J. W., SK1, USN.

• One SKC or SK1 is assigned to each NROTC Unit. They do not perform instructor duties, only those of their rating.

However, when an SK is ordered to a unit having Supply Corps courses they are then required to complete the Instructor School. There are 13 units in this category.

Yes, there are billets for SKs (pay grade E-4 and above) in the Supply Corps School, Athens, Ga. Duties in these SK billets are for duty in the rating. Personnel are assigned to these billets by the Commandant, Sixth Naval District, from personnel ordered to shore duty in accordance with *BuPers Instruction* 1306.20A.—Ed.

Ship Reunions

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

• uss Borie (DD 704).—The sixth annual reunion will be held in Milwaukee, Wis., 5, 6, 7 Aug 1955. Information concerning reservations and program may be had by contacting John D. Strauss, 6035 N. 42nd St., Milwaukee, Wis.

• uss Quincy (CA 71).—Fourth annual reunion will be held August 1955, Hotel Governor Clinton, New York, N. Y. Contact Lloyd Paterson, 1247 91st St., Niagara Falls, N. Y., or Ed Moore, 173 Carlton Terrace, Teaneck, N. J.

• uss PC 560.—Former officers and crew members interested in a reunion contact H. R. Gravseth, 421 North First St., East Grand Forks, Minn., or W. E. Granath, 6246 N. Western Ave., Chicago 45, Ill.

• uss Mayrant (DD 402).—Anyone who served on Mediterranean cruise is invited to contact J. Fahey, 55 King St., Worcester, Mass., to discuss possibilities of a reunion, with time and place to be decided.

• uss Tutuila (ARG 4).—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. If interested, contact T. G. Connelly, 85 Sheldon St., E. Milton, Mass.

• VPB 83 and VB 107.—Personnel of these squadrons interested in a reunion may write either Joshua Tobin, 540 Seventh Ave., Suite 1305-1310, New York 1, N. Y., or George H. Valentine, Jr., Bristol, Ill.

• uss LST 736.—It is proposed to have a reunion of the men who served on board this ship during World War II, with time and place to be designated by mutual consent. Tentative date has been set for January. Those interested contact Thomas Y. Gehr, 311 E. Seventh St., Michigan City, Ind.

should originate a request explaining the circumstances which prevented you from participating in the examinations when regularly scheduled.

When this request is received, and if approved, BuPers will advise the Naval Examining Center to provide the necessary examinations. You should consult your personnel officer for further details.—Ed.

Teaching Jobs at Naval Bases

SIR: I graduated from an accredited teacher's college in New York State before I entered the Navy. I am a Reservist serving on active duty and expect to be discharged sometime in March 1955.

I am interested in obtaining a teaching position in a school for children of naval personnel stationed outside the U.S. Can you tell me how to go about applying for such employment?—G. A. B., SN, USNR.

• A limited number of teachers are needed annually for Navy overseas dependents schools. For complete information about locations of schools, required qualifications for teachers, salaries and how to apply, write to: Chief of Naval Personnel (Pers C113), Department of the Navy, Washington 25, D. C.—Ed.

Travel for Navy Dependents

SIR: In the November 1954 issue of ALL HANDS, pg. 46, you imply that transportation is provided at Government expense for any Navyman's family upon permanent change of station. Isn't this limited to petty officers with a stated amount of service?—G. V. B., YNSN, USN.

• Right you are. We should have specified that such compensation was limited to PO3s with seven years' service, or to PO2s and above.—Ed.

Advancement Exams at Hospitals

SIR: I was recommended to take the exam for CS2 last July and my examination had been ordered. However, I became ill before the examination date and was transferred from overseas to a stateside hospital.

At this hospital, I was told it was too late to take the exam or to order an exam for me. Is there any instruction in effect which I could refer to in order to request a late exam?—D. H. N., CS3, USN.

• Hospitalized personnel who have

been recommended and nominated prior to hospitalization are eligible to participate in the examinations providing that in the opinion of the CO of the hospital such action will not be harmful to their health. This is in accordance with paragraph 3c (1) of enclosure (1) to BuPers Inst. 1418.7A.

Authority from BuPers to administer delayed exams may be requested by your command according to the provisions of NavPers 15828A (Revised 6-54). In your case, the commanding officer of the hospital where you are

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Temporary Officer Reverts

SIR: I have several questions concerning temporary officers who revert to their enlisted status and transfer to the Fleet Reserve.

Although I realize that answers to these questions could be found by research into various publications, the limited sources of information on board have not been much help.

1. When a temporary officer reverts to CPO and transfers to the Fleet Reserve, is he entitled to privileges of Commissioned Officers' Messes (Open)?

2. Is he entitled to transportation allowances to the place of his last enlistment?

3. How is the retired pay computed for a CPO after he has been placed on the Retired List at the highest rank satisfactorily held?—H. A. L., LT, USN.

• A temporary officer who reverts to the permanent status of CPO is entitled to use Commissioned Officers' Messes (Open) under the following conditions, as set forth in Article 502(b) of the "Manual for Commissioned Officers' Messes Ashore, 1952" (NavPers 15847): "If the facilities of the Mess will permit, the commanding officer may authorize extension of privileges of the Open Mess (except package store) to Fleet Reserve personnel who have held temporary commissioned rank and who in due course will be placed on the retired list."

2. Upon your transfer to the Fleet Reserve and release from active duty you are authorized transportation for dependents to the place selected as your home under the provisions of Paragraph 1150-3, "Joint Travel Regulations." Also, shipment of household goods is authorized to the selected home. The term "home" means the place which a member, within time limitations, selects as his home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for his travel.

3. The retired pay of a member transferred to the Fleet Reserve after 1 Oct 1949, and thereafter transferred from Fleet Reserve to the retired list, is computed under the same formula, and with the same service creditable for basic pay purposes at time of transfer as used in computing retainer pay, but based on the highest temporary rank satisfactorily held prior to 1 Jul 1946. Inactive service in the Fleet Reserve is not creditable in computing either retainer or retired pay.—Ed.

Liberty at Week Ends

SIR: This is a request for clarification of the article in BuPers Manual which governs week-end liberty. My confusion arises from the fact that this article does not mention Saturday or Sunday.

Article C-6318 states in part that



TANKERS can be found in all waters. Here the USS Nespelen (AOG 55) was photographed in icy seas while on the cold run to Greenland.

"when 48- or 72-hour liberty periods expire between the end of regular working hours on one day and the commencement of regular working hours or the time set for expiration of liberty on the next day, such periods may be further extended to the commencement of regular working hours or the expiration of liberty."

Now consider the usual ship. The crew is on three-section liberty. Saturday afternoon and all day Sunday are holiday routine. Rotation of sections is such that one section will have the duty on both Saturday and Sunday and one section "has a 72," or liberty on Friday, Saturday and Sunday.

If the commanding officer grants a man in the "72" section 48 hours' liberty commencing 0900 Friday (as authorized by the first sentence in Article C-6318) the "48" will expire at 0900 Sunday, that is, after the end of regular working hours Saturday but not before the "commencement of regular working hours or the time set for expiration of liberty on the next day." In other words, this case is not covered by the article.

Is this man required to report in to the ship at 0900 Sunday? May he immediately go ashore on his regular liberty? Or may he remain ashore from 0900 Friday until the normal expiration of liberty on Monday? Is Sunday considered to be a holiday within the meaning of this article?—J. F. S., LTJG, USN.

• First of all, it is assumed that a national holiday is not included in the following examples and that no specific working hours have been established for Sunday. Now—

(a) The commanding officer in a realistic manner should designate the

hour that a 48 granted beginning 0900 Friday shall terminate on Sunday.

(b) If a member of the foregoing group is entitled also to Sunday liberty, such liberty may begin at the hour on Sunday designated by the commanding officer. However the member must have returned to his ship prior to departure on Sunday liberty.

(c) Continuous authorized absence from the ship from 0900 Friday until 0900 Monday must be charged as leave.

Sunday is not considered to be a national holiday within the intent of Article C-6318(1) "BuPers Manual."—Ed.

'Draftsman 3 Training Course'

SIR: Can you tell me if there is a training course for draftsmen coming out in the near future?—J. A. E., AMAN, USN.

• The "Draftsman 3 Training Course" (NavPers 10471) is now at the printers and is expected to be completed between 30 Jan and 15 Feb 1955.—Ed.

Souvenir Books

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

uss Hornet (CVA 12).—The 1953-54 cruise book is expected to be published in December. Anyone desiring to subscribe for a copy may do so by writing to the Business Manager, Cruise Book, uss Hornet (CVA 12), c/o FPO, San Francisco, Calif., and enclosing a money order for \$4.00.

INSIGNIA OF THE UNIT

Pay Grade

ENLISTED

WARRANT

NAVY

E-1	E-2	E-3	E-4	E-5	E-6	E-7
SEAMAN RECRUIT	SEAMAN APPRENTICE	SEAMAN	PETTY OFFICER THIRD CLASS	PETTY OFFICER SECOND CLASS	PETTY OFFICER FIRST CLASS	CHIEF PETTY OFFICER

W-1	W-2	W-3
WARRANT OFFICER W-1	CHIEF WARRANT OFFICER W-2	CHIEF WARRANT OFFICER W-3

MARINES

PRIVATE	PRIVATE FIRST CLASS	CORPORAL	SERGEANT	STAFF SERGEANT	TECHNICAL SERGEANT	MASTER SERGEANT

WARRANT OFFICER W-1	CHIEF WARRANT OFFICER W-2	CHIEF WARRANT OFFICER W-3

ARMY

PRIVATE	PRIVATE FIRST CLASS	CORPORAL	SERGEANT	STAFF SERGEANT	TECHNICAL SERGEANT	MASTER SERGEANT
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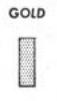
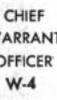
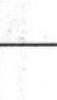
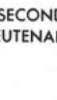
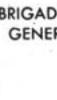
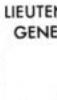
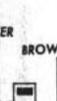
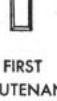
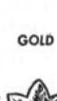
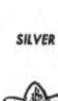
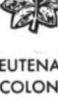
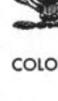
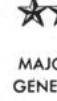
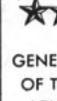
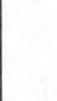
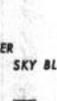
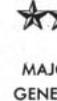
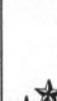
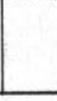
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AIR FORCE

AIRMAN	AIRMAN THIRD CLASS	AIRMAN SECOND CLASS	AIRMAN FIRST CLASS	STAFF SERGEANT	TECHNICAL SERGEANT	MASTER SERGEANT

WARRANT OFFICER W-1	CHIEF WARRANT OFFICER W-2	CHIEF WARRANT OFFICER W-3

UNITED STATES ARMED FORCES

COMMISSIONED											
W-4	0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8			
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★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



FIRST TO SIGN new loyalty certificate is CNO ADM Carney as RADM Grenfell looks on.

CNO Is First To Sign

When the Navy recently put out an order that all naval officers, commissioned before 1 July 1950, were required to sign a loyalty certificate, the first to comply with the new order was the "Boss," Admiral Robert B. Carney, usn, Chief of Naval Operations.

In short order the instructions for signing the certificates were sent out to the Fleet and shore based establishments. Actually, they were nothing new to the Navy as the execution of a loyalty certificate was made a requirement in 1949 for officers prior to commissioning and has been in effect since that time. However, until now, there has been no provision made for those officers commissioned before that time.

The certificate sets forth standards

of conduct considered prejudicial to the interests of the U.S. and lists the organizations which have been disclosed, among other things, to be "totalitarian, fascist, communist or subversive," or those having a policy advocating or approving the commission of acts of force or violence against the rights of individuals under the Constitution or to alter the form of the U.S. government by unconstitutional means.

In signing the certificate, a person swears that he has never belonged to any of the organizations listed nor taken part in any of the activities described.

This is another change in policy in handling security matters initiated by the new Military Personnel Security Office in the Bureau of Naval Personnel.

Enlisted Radiology Specialists

On their way to duty with the fleet are the Navy's first enlisted specialists in radiology. These men have been specially trained in advanced radiological techniques, in an attempt to alleviate demands upon the time of medical officers.

The program began last year when the Navy selected a number of the best students attending Hospital Corpsman schools and assigned them to six months' theoretical work in radiology at the U. S. Naval Hospital, Bethesda, Md. This was followed by an additional six months of practical training at a medical activity.

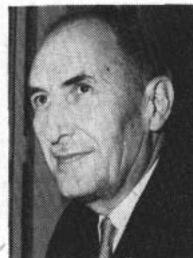
Six men, from the group who completed work at Bethesda last March, have just completed their "internships" at Bainbridge, where they worked as members of the Radiology Department at the Naval Hospital.

Two New Assistant SecNavs

A new Assistant Secretary of the Navy for Financial Management and an Assistant Secretary of the Navy for Personnel and Reserve Forces have been added to the Navy's top echelon.



Albert Pratt



William B. Franke

The new Assistant SecNav for Financial Management is William B. Franke; Albert Pratt will fill the newly created post of Assistant SecNav for Personnel and Reserve Forces.

Since 1948 Mr. Franke has been a member of the U.S. Army Controllers' Civilian Panel and in 1951-52 served as Special Assistant to the Secretary of Defense.

Mr. Franke graduated from Pace Institute of Accountancy in New York City and has headed his own accounting firm since 1929.

Mr. Pratt is a former investment banker and a graduate of Harvard University. He is a commander in the U.S. Naval Reserve.

During World War II, he saw duty in the Pacific and later served on the staff of the Naval War College at Newport, R.I.

Another Destroyer Leader

uss *Willis A. Lee* (DL 4), has been commissioned the fourth *Mitscher* class destroyer leader to join the fleet.

The 493-foot destroyer leader, one of the latest types of Navy warships, combines much of the speed and maneuverability of a destroyer with the armament and firepower of a modern cruiser.

Other ships of the *Mitscher* class already operating are uss *Mitscher* (DL 2), uss *John S. McCain* (DL 3) and uss *Wilkinson* (DL 5).

YESTERDAY'S NAVY



On 29 Dec 1812, *Constitution*, under the command of Captain William Bainbridge, captured the British frigate *Java* off Bahia, Brazil. On 23 Dec 1814, the schooner *Carolina* shelled British troops at New Orleans. On 23 Dec 1898, the island of Guam was placed under the control of the Navy Department. On 12 Dec 1937, U. S. gunboat *Panay* was sunk by Japanese airplanes in Yangtze River, China. On 7 Dec 1941, Japanese attack on Pearl Harbor. On 15 Dec 1944, U. S. amphibious forces landed on Mindoro, P. I. On 11 Dec 1950, Hungnam evacuated.

All-Navy Photo Contest

Fifty black-and-white photographs and twelve color transparencies were selected by judges as winners in the All-Navy Photographic Competition. The winning photos were then entered in the fifth Inter-Service photo contest (see story above).

Prize winners on the Inter-Service level as well as in the All-Navy phase of the contest will receive engraved trophies.

The Perpetual Inter-Service Photographic Award goes to the branch of the armed forces winning the final competition.

Lens artists from the Fifth Naval District scored heavily in the All-Navy photo contest, held in September at New York's Museum of Modern Art. They were credited with the several black-and-white winners and the first two color transparencies.

• *First and second place honors in Category I, Black-and-White Photographs* were taken by Robert M. Takis, AN, USN, of the USS *Randolph* (CVA 15). His first prize photo, entitled "Casbah, Algiers," is a study in lights and shadows of an old man in the famed native quarter of Algiers. His second place photo was "Men of Distinction," a group of European laboring men at a tavern table.

Here are the other prize-winners in Category I:

• *Third:* Richard S. Kraus, PH3, USN, was third with a photo entitled "Duty Officer Please."

• *Fourth and Fifth:* J. A. Morrison, PH2, USN, of USS *Albany* (CA 123), won both of these prizes for untitled studies of a boy and girl talking and men talking in a street. He also took ninth place.

• *Sixth:* John P. Adams, TESN, USN, took this with a picture entitled "Carabinieri."

• *Seventh:* W. J. Sharpton, USN, was a winner with "April Showers."

• *Eighth:* LTJG Jerome Davis, USNR, won with "Dejected."

• *Ninth:* J. A. Morrison, PH2, USN, took the third of his three awards with "American in Paris."

• *Tenth:* T. W. Myers, PH3, USN, was a prize winner with "First Wave." In Category II, *Color Transparencies*. These are the three prize winners:

• *First:* E. K. Longo, SO3, USN, "Refueling Can Be Pleasant."

• *Second:* H. E. Atwell, PH3, USN, placed with "Night Flying."



TWO ALL-NAVY PHOTO contest winners congratulate each other. (L-R) H. E. Atwell, PH3, and R. M. Takis, AN, both serve in USS *Randolph* (see story).

• *Third:* William Romano, BTC, USN, showed with "Ploughing In."

Forty additional Category I photographs were awarded Honorable Mention, with Robert Takis, winner of First and Second Prizes in the category, also receiving three of these. Others receiving Honorable Mention for one or more entries were:

LTJG James B. Acton, USN; Ronald C. Bates, PHAA, USN; Walter D. Cameron, PHAN, USN; Lt. Charles V. Carlson, USMC; CDR John A. Clark, CEC, USNR; ENS Dan H. Daggett, USN; CHMACH Nicholas De Young, USN; LTJG Robert B. Drew, USNR; Sanford G. Freeman, DN, USN; Theodore J. Gabris, YNC, USN.

CAPT Rowland H. Groff, USN; Norman Henkels, PH2, USN; John E. Hurt Jr., PH2, USN; LT G. Warren Johnson, DC, USNR; Henry G. Jordan, PH1, USN; Richard S. Kraus, PH3, USN; Taylor B. Lewis Jr., PH3, USN.

F. E. Manvellar, PH1, USN; CWO Harvey Morton, USN; James E. Pecoraro, PH3, USN; James A. Perrenoud, PH2, USN; William F. Pfaff, YN2, USN; LT Palmer C. Rehm, USNR; June C. Russell, DKSN, USN., (W); Lewis B. Russell, PHAN, USN; Vivian F. Sanford, PHC, USN (W); CDR E. C. Scully, USN; and James H. Sullivan, PISN, USN.

Honorable mentions for color transparencies were awarded to

LT J. F. Bachman, USN; D. H. Hand, ATC, USN; Billy E. Karlinsey, AT2, USN; CDR Thomas H. Kelly, USCG; LTJG D. C. McIntosh, USN; CDR C. O. Morrison, USN; LT D. Shoup, USN; and Laurence White, SH3, USN.

All of the photographs and color slides which won prizes or honorable mention were forwarded to the Pentagon to compete against entries from the Army and Air Force for the perpetual trophy. In the final judging, seven places in the *Black-and-White* category and three places in *Color Transparencies* were awarded.

Inter-Service Winner

"Refueling Can Be Pleasant," first place winner in Category II of the All-Navy Photo Contest, also took third place in color slides at the Inter-Service level. It was the only Navy entry to take a trophy in the final judging.

The other top spots for black-and-white photos and color slides were won by Army and Air Force entries, with the Air Force having enough of an edge to retain the Perpetual Inter-Service Photographic Award for another year.

Navy's trophy winner in the Inter-Service judging was taken by Eugene K. Longo, SO3, USN, of the destroyer USS *Zellars* (DD 777).

New Year's Mid-Watch Log Tempts Sea-Going Rhymesters

Custom has long sanctioned the use of poetry—or at least, rhyme—in writing up the ship's log during New Year's Day mid-watch. As you'll note below, the practice is spreading.

If you're considering this mode of self-expression, bear in mind that you are not permitted any relaxation of the rigid rules for writing the watch report. You must still comply with Article 1037 of Navy Regs, which requires that all important details must be listed. While the particulars of important details such as mooring lines, ships present, senior officer present, sources of electric power, steam and water, etc., may be stated before or after the poetry, it is generally agreed that more skill is required to include all these details in the poem or rhyme.

Here are a few selected samples and excerpts. Some show the Brooklyn influence. Real cool. Think you can do better?

USS GOLDFINCH (AMS 12)

*In the York River, moored at Berth
Number 6
At the Schools of Mine Warfare,
way out in the sticks.
Though we're at Navy Pier in York-
town, Va.,
We'll only be here for a week and
a day.
There are 5-inch manila lines doubled,
all four,
And wire fore and aft to tie us to
shore.
We've juice from Egret (AMS 46),
But without water from the pier,
we'd be in a fine fix.
There's plenty of company for this
final week;
The Egret; the Hawk; the Grouse;
and Grosbeak.
AMS-12, that's the Goldfinch you
know,
Has the SOPA on board. It's time
now to go.
But to all those at sea and all those
on shore,
We wish a most happy 1954.
—ENS J. A. MacMartin, USNR.*

USS POCONO (AGC 16)

*Our ship is moored on this New Year's,
At Norfolk Naval Shipyard Piers:
Berth Twenty-nine, Pier Number Four
At Portsmouth, on Virginia's shore.
Six eight-inch lines, abaca born,
Are doubled to the pier this morn,
And furthermore we have put out
—To hold us fast without a doubt,
Come wind, come rain, come storms
our way—
Two wire ropes and one spring lay.
Receiving from the Yard are we:*

*Fresh water, steam, electricity,
Salt-flushing water, air compressed,
And 'phone lines too—with all we're
bless'd.*

*Here present with us in the Yard
Are ships which serve the planes that
guard*

*Our freedom, rights and liberty:
The Currituck and Coral Sea.
The great U.S. Atlantic Fleet
Has sundry units here which meet
With various craft—district and yard—
Augmenting those who are here on
guard.*

*ComSecond Fleet is the SOPA (Actual)
—And that's a matter wholly fac-
tual—*

*At NorVa, in our compound neat,
We belong to the CinCLant Fleet.
—LTJG Robert C. Stockler, USNR.*

USS NEWMAN K. PERRY (DDR 883)

*The Bloomin' Newman in a nest of
four
At old Mike Twelve, not far from
shore,*

*'Longside the Markab, this year's first
day,*

*Our posit Newport, Narragansett
Bay.*

*To port is Turner (outboard McNair)
To starboard Hawkins, two mighty
pair.*

*SOPA is CO of DesLant, on Cascade,
Other LantFleet ships are on
parade.*

*But dig our Perry, the coolest cat of
all;*

*She reports all secure, watch stand-
ers on the ball.*

*Six crazy mooring lines, no strain and
two-fold,*

*Wire fore and aft, as of custom old.
On the plates, a snipe reports;*

*Sparking Number One, Boiler Three
snorts.*

*While the OOD is slowly arousing,
On the beach, our boys are
carousing.*

—ENS J. C. Thompson, Jr., USN.

USS DUXBURY BAY (AVP 38)

*It's New Year's Day, on the Duxbury
Bay,*

*The weather is cool and clear;
The Galloping Ghost, of the Arabian
Coast,*

*Wishes all a Happy New Year.
Anchored as before, at Kaliya Khor
The watch is making its check.*

*The starboard chain is taking a strain
With thirty-five fathoms on deck.*

*The bottom is shell, and mud as well,
The water is feet thirty-eight.*

*Shoreham Beacon is True, she bears
Three Forty-two,*

And the old hut Two One Eight.

*In the dark of night the lights shine
bright,*

*The current runs steady and free;
For working below, to furnish the
flow*

*Are Generators Four and Three.
In the engineers' spaces, harnessed in
traces,*

*Is old boiler Number Two
Furnishing steam, in a steady stream,
And BTUs to the crew.*

*In the Duxbury Bay, is the S.O.P.A.
That's Admiral BEAKLEY by name;
He is ComMidEastFor and his flag, as
before,*

*Flies close up at the main.
Moored tonight, within our sight
In disposition simple,*

*Her Majesty's ships, Flamingo and
Wren,*

*Wild Goose and Dalrymple.
And as I write my log tonight
My pen can't help but say*

*It's been too long since we've had a
glimpse*

*Of the good old U.S.A.
—LTJG J. V. Morgan, USNR.*

USS FECHTELER (DDR 870)

*Long Beach is the place—at the Naval
Shipyard—*

*Our conversion is over; it's gonna
get hard.*

*On this first foggy night of '54
Our ship is moored same as before.*

*Fast to pier 6—where else would we
be?—*

*Port side to, at Berth 63.
With six lines run out, the DD way,
Wire fore and aft—we're moored to
stay.*

*We're taking our water and steam from
the pier,*

*Plus the juice and the phone—and a
"Happy New Year."*

*(The last above from a hazy young
member*

*Of the crew who only remembers
December.)*

*There are ships here and there of
various sizes;*

*To list all the names, frankly, that
defies us.*

*Combatants and tugs and mothballed
ghosts,*

*With DesFlot 3, over-all, the most.
Condition Baker's set as always—
But modified, at least:*

*The galley's hard at work tonight
On New Year's annual feast.*

*The question we ask—how did we
receive*

*The OD's watch on New Year's Eve?
Well, it's over, it's done—Navigator,
please note:*

*If the log doesn't rhyme, at least it
was wrote.*

—LT R. O. Pyle, USN.



ICE APLENTY—Sailor looks over guns on USS Oriskany (CVA 34). Right: Crew of USS Toledo (CA 133) chops ice.

'Clearing House' for Security

An "Office of Military Personnel Security" has been set up within the Bureau of Naval Personnel to act as a "clearing house" for security matters relating to naval personnel.

In this central repository of information, BuPers will maintain an up-to-date accounting of the security clearance eligibility of all officers, will keep track of pending security cases and will originate military personnel security policy.

The new office, currently under the direction of Rear Admiral E. W. Grenfell, usn, will also consult and advise regarding uniform practice between commands in putting into effect military personnel security programs and will maintain close liaison with the Office of Naval Intelligence, the Navy's investigative agency.

Manual for Field Press Censors

Public Information or line officers who may be called upon to serve as field press censors in the future now have a "book" to go by.

A joint field manual to serve as a general guide for field press censorship personnel in wartime combat areas has been distributed within the Navy.

The manual is designed to aid field press censors in carrying out the provisions in regulations which provide for the establishment and conduct of field press censorship in combat areas. The manual would also be issued to accredited correspondents in combat zones for their information and general guidance.

Both the regulations and field manual emphasize that "field press censorship is exercised for security only, and that new material will not be deleted or stopped on policy grounds." Both stress the vital need for speed in handling news matter submitted for review and point up the field censor's concern "only with preventing the transmission of information which will aid the enemy."

Responsible public information media leaders were consulted in con-

nection with preparation of the new manual, as well as overseas military commands and officers with World War II and Korean experience in this field.

Placed for the first time under military public information control, field press censorship operations have been designed to serve as an adjunct to the function of assisting news media in informing the public purely within the limitations of military security.

Lucky Sailor Sees Paris—With Pretty Model for Guide

What could be more wonderful than a week-end in Paris, with someone else footing the bills? That is just what happened to William Bier-

man, YN2. To top it off he was escorted around the famed French capital by a lovely Paris model.

It all came about when Bierman was selected as the outstanding serviceman of the month, by a board of senior petty officers and noncommissioned officers of the Army, Navy and Air Force at Headquarters, United States European Command.

During his three days in Paris, Bierman was really given the plush carpet treatment. With his model guide, he visited the top night spots, took a boat trip on the Seine River, a carriage ride down the Champs-Élysées, toured the sewers of Paris and was a guest of the famous George V Hotel.

That wasn't the end of Bierman's good luck. When he returned to EuCom headquarters, he was told to pack his bags for his return to the U.S. He had hit it lucky again. His orders read, "To: Recruiting duty, Philadelphia." It just so happens that Philadelphia is Bierman's home town.



FRENCH MODEL and William Bierman, YN2, enjoy Paris tour won by sailor as 'Serviceman of the Month.'

SIDELINE STRATEGY

MOST ATHLETES go through their careers without reaching the peak of ability. But there are the lucky few who, on some given day or night, hit it just right and come up with a perfect score—a 300 game in bowling, a 200-yard hole-in-one, or a perfect pitching game in softball or baseball.

Usually all they get is a couple paragraphs of publicity in the local newspaper, or possibly recognition from the bowling congress or softball or baseball association. But now, at least so far as Navy people are concerned, they will always have something to remind them of their outstanding feat.

The BuPers Special Services Division has established an award — an engraved trophy — for those Navymen who bowl a 300 game, pitch a perfect game in baseball or softball, or score a hole-in-one.

Here's how you apply for your trophy when you have your "big day." You submit a letter, via your commanding officer, to the Chief of Naval Personnel (Attn: Pers G-11). If your perfect feat was in bowling, you must obtain a statement and the signature of all your partners and the bowling alley manager.

In the case of golf, you should submit in addition to your letter, statements and signatures of witnesses and of the club professional. Like the other two,

you submit your letter to BuPers, via your C.O. If a pitcher in either softball or baseball tosses a perfect game, he should get statements and signatures of the umpire-in-chief of the game and his team manager.

The trophies will each be about 12 inches high. The bowling trophy will show three pins being tumbled by a bowling ball. The Hole-in-One trophy will have a big number "1" with a hole through it. The trophy for the perfect baseball game has not yet been selected.

Eligibility for these trophies dates back to 1 Oct 1954. If, since that time, you've bowled a perfect game or scored an ace, you are eligible to apply.

The first one to receive one of these trophies was Captain H. A. Yeager, USN, an Assistant Chief of Naval Personnel. Captain Yeager won his trophy for scoring a hole-in-one in October, at the famous Burning Tree Country Club.

Captain Yeager scored his ace on the par 3, 14th hole.

"I was using a four iron," explained the Captain. "It felt like a good shot—and it was. The ball hit on the green about 12 feet from the pin and rolled up to and dropped in the cup. This was not only my first hole-in-one, it was the first one I'd ever seen," added Captain Yeager.

—Rudy C. Garcia, JO1, USN

FASron Goes in for Sports

Fleet Aircraft Service Squadron 117, based at NAS Barber's Point, Oahu, is one unit that goes in for intramural sports in a big way. With the idea of "a sport for every man," the squadron Special Services office dishes up a wide variety.

The squadron's "athletic year" is divided into four parts. Activities include volleyball, basketball, bowling, golf, pistol shooting, handball, tennis, track and field, swimming and rifle marksmanship.

Another indication that the squadron pushes its intramural program is the construction of athletic areas. Behind one of the maintenance shops, in an area which formerly was just a barren coral-rock area, a softball diamond was constructed. The diamond's popularity was proved this season, when softball games were played practically every night. The squadron also converted what used to be a paint shop into a gymnasium.

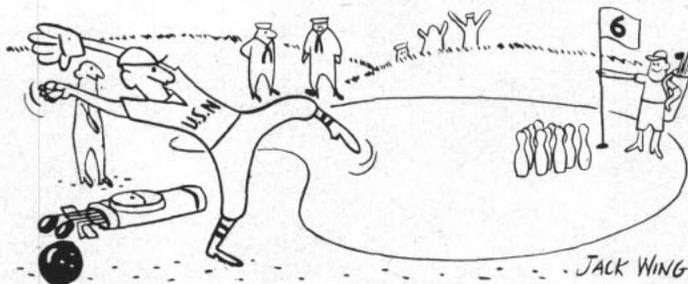
Intramural games are held during the noon hour and during the last half-hour of the working day. This gives the married man a good chance to participate in all squadron athletic activities.

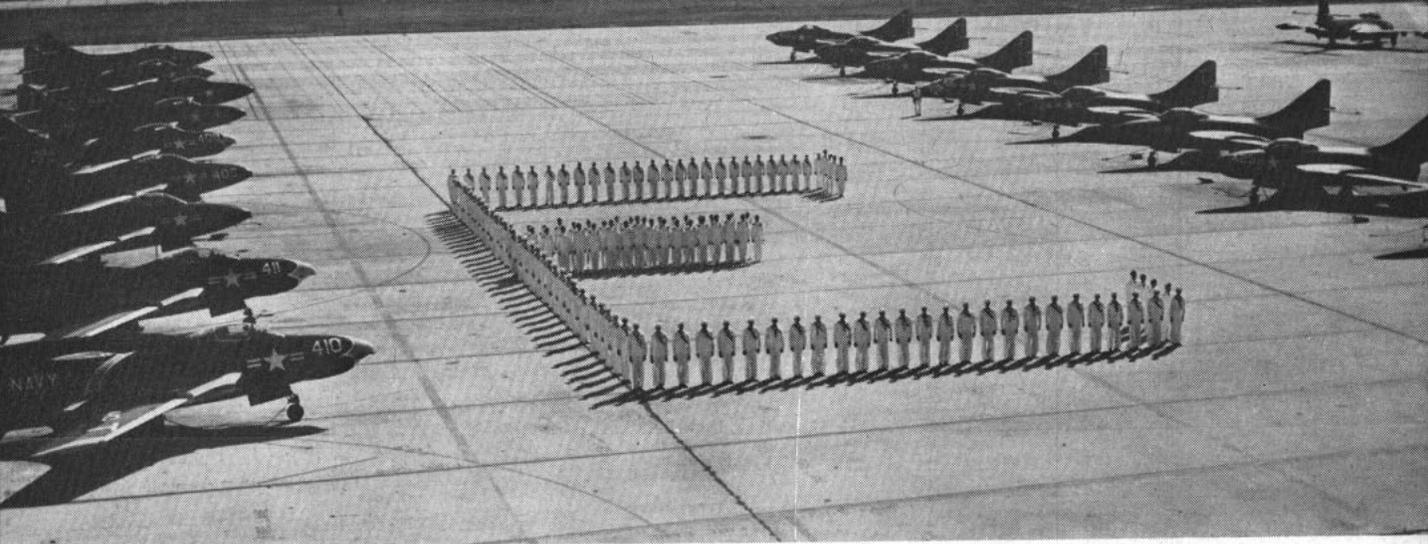
In the recent volleyball tournament, Ordnance won the championship. Electronics placed first in the intramural basketball tournament. In softball, there were teams from Communications, Air Frames, Maintenance-Material, Power Plants, First Lieutenant and Administration departments, all competing for top honors.

In addition to the team sports, such individual sports as table tennis, pool, boxing, badminton, weightlifting and gymnastics provide a well-rounded program.

Besides conducting its own intramural program, FASron 117 also enters teams in the Fleet Air Detachment league as well as contributing outstanding individuals to varsity "Pointer" athletic teams which represent Barber's Point.

The reward for the squadron's athletic program, besides the fine morale it has instilled and the top physical fitness of its men, is evidenced by awards of past seasons, displayed in the squadron trophy case. The squadron touch-football team last season won the championship over Fleet Air Detachment and Naval Air Station teams.





Flying with E's

NAVY JETMEN at Jacksonville, Fla., continue to capture efficiency "E" awards for individual and group activities in 1954.

Fighter squadron 174, stationed at Cecil Field, received a Battle Efficiency "E" for being the best jet intercept squadron in the Atlantic Fleet for the past year.

The squadron, which flies swept-wing F9F-6 *Cougars*, won top honors by maintaining high proficiency in operational readiness, primary weapons, aircraft safety and administrative organization.

VF-174 was the third Fleet Air Jacksonville squadron to earn a ComAirLant "E" for 1954. Only four awards are presented each year.

Five "eagle eyes" of Fighter Squadron 44 placed their bombs so accurately that they racked up a squadron average of 83.57 and won individual Navy "E"s for themselves during annual Atlantic Fleet competitive glide-bombing exercises.

Above: Officers and men of VF-174 form a giant "E" between their jets after receiving the Battle Efficiency award. *Right:* Totem pole is formed by winning airmen from top to bottom: ENS William B. Macke, LT William J. McGarry, LT Dedriche M. Broome, LT Jack K. Johnson, and ENS Richard A. Hofer. *Below:* One of Fighter Squadron 174's *Cougar* jets is "lighted off." Power for the start is furnished by generator truck in background.



THE BULLETIN BOARD

Pointers for You to Remember About Taking the Exams For Advancement in Rating

Navy men planning to take the service-wide competitive examination for advancement in rating in February should acquaint themselves with the following schedule:

- Tuesday, 1 February—Exam for pay-grade E-7 (Chief Petty Officer).
- Tuesday, 8 February—Exam for pay-grade E-4 (Third Class Petty Officer).
- Tuesday, 15 February — Exam for pay-grade E-5 (Second Class Petty Officer).
- Wednesday, 23 February — Exam for pay-grade E-6 (First Class Petty Officer).

The two-fold basic purpose of all service-wide competitive exams, of course, is to provide a uniform standard for measuring qualifications of personnel for advancement in rating and to give all personnel on active duty in the Regular Navy an equal opportunity to compete for the advancements authorized.

Examinations are also used to determine qualifications for changes in rating in cases where ratings are established, disestablished or merged.

Naval Reserve personnel on active duty are reminded that these exams are no longer authorized for the purpose of substantiating qualifications for enlistment in the Regular Navy. Information concerning enlistment in the Regular Navy of Naval Reservists on active duty is contained in BuPers Inst. 1130.4A.

In addition to the information outlined in "This is 1955 Enlisted Promotion Picture As It Affects You" (ALL HANDS, October 1954, pp. 42-43), the following points are emphasized for those taking the February exams:

- For change in rating from FC to FT, it is mandatory that all personnel in the FC rating (except those now enrolled in the FT class "B" school) participate in the February exams in order to determine their qualifications for change in rating in equal pay grade.



"You have a gentle nature, but can be firm if the occasion demands."

- No exams will be provided for advancement in the AL rating. It has been absorbed into AT.

- Exams for the GS, GF and AQ ratings will be made available and may be requested for the first time in the February exams.

- Exams will be provided for the DCA emergency service rating.

- Exams will be provided for both the PI and LI ratings, except PIC and PII (see October issue, page 43, for further details). Personnel in the PI rating may take the LI exam.

- Personnel who are eligible may take more than one examination in the series, or may take one exam for more than one purpose. For example, an eligible PI2 may take the LI2 exam for change in rating and may also take the LI1 exam for advancement and concurrent change in rating.

- Stenographic performance tests are waived for personnel in the YN rating in this examination. However, they will be required for YNS rates.

- The CAA certificate requirement for advancement to all pay grades in the air controlman rating is waived for the February exam for air controlmen who are not actually assigned to control tower duties.

In view of the increased weight assigned to the Good Conduct Medal in the multiple computation, it is important that the number of awards credited to you be accurately established before you take the exam.

Over 95,000 Enlisted Men Will Be Advanced as Result of August Exams

Advancement in rating is in the cards for more than 95,000 Navy men as a result of the August 1954 examinations for promotion to pay grades E-4, E-5 and E-6. The top one-third of the successful examinees received their "crows" in the first increment, whose ratings became effective on 16 Nov 1954. Other increments will be advanced effective 16 Jan 1955 and 16 Mar 1955.

By pay grade the contemplated advancements stack up this way:

- **Third Class Petty Officer (E-4).** Although advancement in four ratings has been restricted by lack of vacant billets, a total of 58,039 men and women have been authorized for promotion. That is equal to 94 per cent of those who passed the tests. The restricted ratings in pay grade E-4 are: boatswain's mate, aviation boatswain's mate, aviation ordnance-man and steward.

- **Second Class Petty Officer (E-5).** Ninety-one per cent of the successful candidates for second class rates—or 28,120 persons—have been authorized for promotion. In this pay grade the following five ratings are restricted to varying degrees by lack of billets: boatswain's mate, aviation machinist's mate, lithographer, printer and steward.

- **First Class Petty Officer (E-6).** Promotions are authorized for 8951 candidates for pay grade E-6. This is nearly 58 per cent of those who completed the tests successfully. Twenty-four ratings in this pay grade were restricted to varying degrees, depending upon the number needed and the numbers already serving as first class petty officers.

Last year, as a result of the August examinations about 66,500 personnel were promoted in these three pay grades. Navy's enlisted strength was about 63,000 more than today.

The current advancements also represent a considerable increase over those made as a result of the February 1954 examinations.

Here are Qualifications for Navy's Guided Missile Ratings

QUALIFICATIONS for the new guided missile ratings have been announced in BuPers Inst. 1440.14, which also sets forth the procedures and policies under which some men now in other ratings may change their rates to GS (Guided Missileman), GF (Aviation Guided Missileman) or AQ, Aviation Fire Control Technician).

From an operational standpoint, here's a brief summary of what men in each of the new ratings must be qualified to do (depending, of course, upon what pay grade you're trying for):

GS (Guided Missileman)

- Assemble, test, align, adjust,

replace and repair internal components of surface-launched missiles (this does not include jet engine propulsion systems not associated with missile internal guidance and control).

- Operate, test, adjust, align, calibrate and repair missile test equipment.

- Supervise and train personnel in handling, stowage, test and repair of guided missile sections and components and associated test equipment.

- Handle and stow missile sections and components.

- Maintain logs and equipment histories.

GF (Aviation Guided Missileman)

- Assemble, test, align, adjust, replace, and repair internal components of air launched missiles (this does not include propulsion systems and ordnance items and hydraulic or pneumatic systems not associated with missile internal guidance and control).

- Operate, test, adjust, align, calibrate, and repair missile test equipment.

- Supervise and train personnel in testing and repair of guided missile sections and components and associated test equipment.

- Maintain logs and equipment histories.

AQ (Aviation Fire Control Technician)

- Test, maintain, and repair aviation fire control equipment.

- Inspect, clean, lubricate and perform operational tests and adjustments of sights, bomb directors, armament control systems, and turret control systems.

- Remove and reinstall major components and sub-assemblies.

- Calibrate, repair, and make performance measurements and computing tests of computers, gyros, optical components and fire control radars.

- Make detailed mechanical, electrical and electronic casualty analyses.

- Bore-sight and align sights, computers, fire control radars and aircraft weapons.

- Make authorized repairs and adjustments on associated test equipment.

Now let's take a look at the provisions for changing from a current rating to one of the guided missile-

man brackets. The only personnel authorized to request a change are those whose job code number is either Special Program Code 9976 or 9980; and it should be understood that personnel cannot be considered as holding a Special Program Code unless there is a service record entry indicating that authority for assignment has been granted by the Chief of Naval Personnel.

Under provisions of the Instruction, men in the AT, ET and FT ratings who hold Special Program Code Number 9976 and who are considered fully qualified by their COs may be changed to either GS or GF in the same pay grade they now hold. Those men whose ratings are changed and who are eligible for advancement, may be nominated to take the examination for the next higher pay grade in February 1955, when service-wide competitive exams for the new ratings will be available.

In addition, commanding officers may recommend to the Chief of Naval Personnel a change to GS or GF for men holding rates other than AT, ET or FT if they have been associated with the guided missile program for more than two years and hold the 9976 code number. Each case will be considered in order to determine who will be changed

to a similar pay grade in the GS or GF ratings and, of those selected, who will be given electronics training at one of the Guided Missile Schools. Recommendations must include a full statement of previous training and duties performed in the guided missile program.

Men not covered by either of the above procedures who hold Special Program Code 9976 may qualify by

Who Were Navy's First Guided Missilemen? Here Are Two

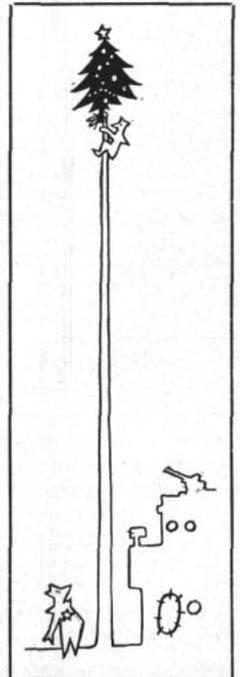
Two CPOs currently assigned to the U. S. Naval Examining Center, Great Lakes, Ill., were among the first Navy men to change over to the new missileman ratings under the provisions of BuPers Inst. 1440.14.

Calvin W. Wade, ATC, USN, and Gordon L. Thomason, ET-CA, USN, both received permission to make the change effective 26 Jul 1954, with Wade being rated a GFC (Aviation Guided Missileman), while Thomason became a GSC (Guided Missileman, Surface). Both CPOs have been associated with the guided missile program for several years.

Chief Wade recently completed a two-year tour of duty at the U. S. Naval Air Missile Test Center, Point Mugu, Calif. Before that he attended school at a New York guided missile manufacturing plant, where he received highly technical air-to-air missile training.

Chief Thomason until recently was on instructor duty at the U. S. Naval Guided Missile School, Pomona, Calif. His specialty is surface-to-air missiles.

Thomason and Wade are assigned to the Examining Center as "item writers," assisting in the preparation of advancement tests for the missileman ratings.



"Belay that."

examination for either a change to the GS or GF rating or simultaneous change and advancement to the next higher pay grade in the selected new rating.

If you are eligible for advancement you may be nominated to take the exam for the next higher pay grade in the new rating, the same pay grade you now hold, or both. If you are not eligible for advancement you may take the exam for one of the new ratings in your current pay grade. Failure to qualify for either the change or advancement will not affect the rate held when you took the exam.

Initial selections for the AQ rating will be made only from men working in the field of missile external guidance and control, and from personnel attached to project "Atlas." Further selections for AQ (other than from schools) will be permitted only after

individual commands have requested and received approval for personnel allowances in the new rating.

The commanding officer may authorize changes in rating to AQ, without change in pay grade, for men holding Special Program Code 9980, provided their electronics background is such that they are considered to be fully qualified for the same pay grade in the AQ rating.

ATs who are working in the field of missile external guidance and control and who hold the Special Program Code 9976 may also be changed to AQ with no change in pay grade.

Also, BuPers Inst. 1440.13 sets forth a program to change men in certain Group IX ratings which have excess personnel to the new ratings of GF and AQ.

Activities authorized an AQ allowance, once they have received approval of an allowance, may nomin-

ate personnel for the service-wide AQ exams. Men nominated must be working with aviation fire control equipment and must be considered qualified for the rating.

As in the case of GS and GF ratings, normal paths of advancement are waived, and exams may be taken for the next higher pay grade, or the same pay grade, or both, if eligible for advancement. Here, too, men not eligible for advancement may take the examination for the AQ rating in the same pay grade they now hold. Successful candidates will be changed in rating, or simultaneously advanced and changed in rating as appropriate.

Those working in the field of any one of the three new ratings, but who are identified as strikers for another rating, may have their rate symbols changed in accordance with paragraph 9 of BuPers Inst. 1430.4B. Assignment of striker identification to personnel not presently identified as strikers will be made only in accordance with paragraph 7 of the same instruction.

Men who have taken the August 1954 examinations in their present ratings will not be changed to one of the new ratings nor have their rate symbols changed until after the results of the exams are known, and authorized advancements made.

Regular, Reserve Line Officers Selected for Promotion to CDR

A total of 1807 lieutenant commanders of the line on active duty in the Regular Navy and the Naval Reserve have been selected for promotion to commander by a selection board that convened 17 August.

In the unrestricted line there are a total of 1503 LCDRs to be promoted. Of these, 821 are Regular Navy, 523 are temporary officers in the Regular Navy and 159 are Naval Reserve officers on active duty.

In the restricted line there are 304 LCDRs to be promoted. Of these, 37 are Aviation Engineering Duty officers, 79 are Engineering Duty officers, 13 are Special Duty officers and 175 are Limited Duty officers.

Approximately 700 of these officers will receive appointments immediately after qualification processing with dates of rank 1 July 1954. The others will be promoted periodically as vacancies occur and the total will probably be advanced by 1 July 1955.

WHAT'S IN A NAME

Dynamite Ship

Although her performance was undistinguished, few ships in naval history have fired popular imagination as did the "dynamite gun cruiser" USS *Vesuvius*.

An 1886 appropriations act authorized construction of such a ship "to be not less than 230 feet long, 26 feet breadth of beam, seven and one-half feet draft, 3200 horsepower and guaranteed to obtain a speed of 20 knots."

The main battery from which the cruiser took her nickname, consisted of three 15-inch, 55-foot guns made of drawn brass tubing, rigidly mounted at an 18 degree angle with their breeches in the hold and the barrels projecting through the foredeck. Officially, these guns were known as "aerial torpedo projectors," but to the rear ranks they were "pop guns" since the shells were projected by compressed air.

Launched in Philadelphia in 1888, the 930-toner, with her long, low silhouette and her speed, made an immediate hit with the public. A popular novel was entitled "The Dynamite Ship" and countless articles in the press extolled *Vesuvius* as the most formidable battleship in the world. One of the Navy duties of that day was attending local and national celebrations in various ports and *Vesuvius'* popularity and shallow draft made her especially suitable for participation in these "flower shows."

Battle service in Havana harbor during one month of the Spanish-American war

proved that claims concerning her capabilities in combat were optimistic, however. She could carry only 30 of the 10-foot shells designed for her guns.

Still, *Vesuvius* did serve a purpose in Havana. Accounts of the battle by Spanish occupants of the fortress testify to the ship's effectiveness as a destroyer of enemy morale. Also, some Spaniards decided that the curved vanes used to spin the projectiles were air screws and that they were being bombarded from the air!

After the end of the Spanish-American war, the "dynamite ship" was converted into a torpedo boat, serving in that capacity until her retirement in 1921 and earning yet another nickname—"Black Sheep of the White Squadron." *Vesuvius* was sold by the Navy in 1922.



If You're Planning to Try for Guided Missile Ratings, Study These Training Manuals

Here are lists of the publications to be used and studied in preparing for advancement exams in the new guided missile and aviation fire control ratings. The manuals listed are those used by examining authorities in preparing questions for service-wide competitive examinations, although in many cases only parts of the books listed will apply to a particular rate. Men trying for the higher grades in a rating are expected

to know all the material required of lower rates, plus that required for the rate they desire.

The best way to use these manuals is in conjunction with Change No. 3 to the *Manual of Qualifications for Advancement in Rating (NavPers 18068, Rev.)* which lists complete qualifications for the GS, GF and AQ ratings. The list of qualifications may also be found in Enclosure 1 to BuPers Inst. 1440.14.

Numbers listed in parentheses after training manual titles indicate the chapters which are especially applicable to a particular rate. Where

NavPers numbers are followed by a letter suffix, earlier editions of the same manual may be used unless specifically cancelled by the Chief of Naval Personnel.

Navy Housing Development Opens Near NAS Quonset Pt.

A 350-unit development has been opened near NAS Quonset Point, R. I. The development is composed of 75 buildings containing one-, two- and three-bedroom apartments.

The project, named Hoskins Park, is located on Route 1, south of the Quonset Point air station.

Texts Available for Transfer or Advancement in Missile Ratings

Training Manual Title	Identification No.	Applicable Rates	Training Manual Title	Identification No.	Applicable Rates
GUIDED MISSILEMAN, SURFACE (GS)					
Electricity	NavPers 10622-B	3 & up	Electronics Technician Second Class, Vol. I (Chapters 2, 3, 12)	NavPers 10190-A	2 & up
Use of Tools	NavPers 10623-A	"	Electronics Technician Second Class, Vol. II	NavPers 10191	"
Blueprint Reading	NavPers 10077	"	Radar Electronics Fundamentals	NavShips 900016	"
BuShips Manual	Chap. 9, Sect. 104	"	Appropriate Missile Instruction Manuals		"
USN Safety Precautions (Chapter 20)	OpNav 34 P 1	"	Aviation Supply	NavPers 10394-B	1 & up
Physics for Electronics Technicians (Chapter 5)	NavPers 10095	"	Microwave Techniques	NavShips 900028	"
Electronics Technician Third Class (Chapters 2, 5)	NavPers 10188	"	Supplementary Readings in Fundamental Naval Electronics, Part II	NavPers 10809	CPO
Electrician's Mate Third Class (Chapters 10, 12, 13)	NavPers 10548-A	"	Radar Systems Fundamentals	NavShips 900017	"
Ordnance Pamphlets	1955, 2125	"	Timing Circuits	NavShips 900013	"
Basic Hydraulics	NavPers 16193	"	Electronics Technician Second Class, Vol. I	NavPers 10190-A	"
Electronics Technician Third Class (Chapters 7, 8, 16)	NavPers 10188	2 & up	AVIATION FIRE CONTROL TECHNICIAN (AQ)		
Electronics, Administration and Supply (Chapter 3)	NavPers 10835	"	Electricity	NavPers 10622-B	3 & up
Electronics Technician Second Class (Vol. I)	NavPers 10190-A	1 & up	Aviation Electrician's Mate, Vol. I (Chapters 11, 12, 13, 14)	NavPers 10319	"
Synchro and Servo Fundamentals	NavPers 91918	"	Blueprint Reading (Chapters 1, 2, 3, 12)	NavPers 10077	"
Electronics, Administration and Supply (Chapters 5, 6, 7)	NavPers 10835	"	Electronics Technician Third Class	NavPers 10188	"
Radar Electronics Fundamentals (Chapters 3, 4, 6, 7)	NavShips 900016	"	Electronics Technician Second Class, Vol. I (Chapters 10, 11, 12)	NavPers 10190-A	"
Radar Systems Fundamentals (Chapters 4, 5, 8)	NavShips 900017	"	USN Safety Precautions (Chapters 3, 18)	OpNav 34 P 1	"
Appropriate Missile Instruction Manuals		"	Fire Controlman Third Class, Vol. I (Chapters 6, 9)	NavPers 10163-A	"
AVIATION GUIDED MISSILEMAN (GF)					
Basic Hydraulics	NavPers 16193	3 & up	Aircraft Fire Control	NavPers 10342	"
Hand Tools	NavPers 10306-A	"	Aircraft Armament	NavPers 10341	"
Blueprint Reading (Chapters 1, 2, 3, 12)	NavPers 10077	"	Electronics Technician Second Class, Vol. II	NavPers 10191	2 & up
USN Safety Precautions (Chapters 3, 17, 18)	OpNav 34 P 1	"	Radar Electronics Fundamentals	NavShips 900016	"
Electricity	NavPers 10622-B	"	Radar Systems Fundamentals	NavShips 900017	"
Physics for Electronics Technicians (Chapter 5)	NavPers 10095	"	Timing Circuits	NavShips 900013	"
Electronics Technician Third Class	NavPers 10188	"	U. S. Navy Synchros	OP 1303	"
Aviation Electrician's Mate, Vol. I (Chapters 6, 14)	NavPers 10319	"	Basic Fire Control Mechanisms, Maintenance	OP 1140A	"
Aviation Electrician's Mate, Vol. I (Chapters 12, 13)	NavPers 10319	2 & up	Microwave Techniques	NavShips 900028	"
			Aviation Supply	NavPers 10394-B	1 & up
			Naval Airborne Ordnance (Chapters 6, 7, 8, 11)	NavPers 10826	"
			Naval Electronics, Part III (Chapter 6)	NavPers 10810	CPO

Joe Seaman, SN, USN, Learns About the High Cost of Leaving

THERE'S NO MAN RICH ENOUGH who can afford to be charged with "unauthorized absence." Even the wealthiest man in the world has certain commitments and appointments that he must meet.

All of us, as Navymen, also have our particular duties we must perform. And like everyone else, if we don't keep these appointments and fulfill our obligations, we have to suffer the consequences. That can mean loss of money, loss of reputation, loss of time, plus the suffering and hardship caused to our loved ones.

"Well, I don't see how a few days over the hill could hurt me that much. What's a little extra duty or a couple days in the brig?"

It can cost you, sailor. To the tune of more than \$50 per day if you're a seaman, and much more if you're a petty officer. You don't have to take our word for it, though. Sit down for a minute and figure it out for yourself. We'll just supply the facts and figures. You draw the conclusions.

Check this hypothetical case of Joe Seaman, SN, USN. He's married, has over two years in the Navy and had been recommended and was eligible to take the exam for RM3. But Joe took five days' unauthorized absence.

Joe is usually a pretty good guy, otherwise. He's not what you'd call a trouble-maker—maybe just a little bit of a nonconformist. Since coming aboard, Joe's been in front of "The Man" for a number of wrongdoings: sleeping in, missing muster, a couple hours late from liberty.

But Joe's had it now. He stayed away too long. He had been granted



"Knock off the horseplay . . . you're scarin' the fish!"

20 days' leave but was having so much fun, he decided to take 25 days, without bothering to wire for an extension.

A couple of weeks ago, Joe said, "This won't be so tough to take," as he walked back to his compartment from Captain's Mast, where he'd been awarded a Summary Court Martial. "Most I can get is 15 days in the brig. I can do that standing on my ear," he had boasted. Famous last words!

To be truthful, though, Joe was right—half right, anyway. Under the old law governing punishment for unauthorized absence, the most time he could get would be 15 days' confinement at hard labor. But Joe hadn't stopped to figure that his unauthorized absence would also cost him money—more money than he could afford.

Convicted by a Summary Court Martial, Joe was then ineligible to take the PO3 exam for six months. Let's work on three assumptions: (1) that Joe would have passed the exam and been rated last November; but (2) since he "goofed" he'll have to wait until the following February, so (3) now he'll be taking the exam in February, and after passing, it will be May before he's rated—six months later.

Here's what his five days' absence would have cost him in money alone: The difference in pay between SN and PO3 with over two years' service is \$22.93 per month. The difference in BAQ (the Navy's share) is \$25.80 per month.

Now \$22.93 times six (months)

is \$137.58. The BAQ difference of \$25.80 times six months is \$154.80. These two sums added together total \$292.39. That was the tab Joe Seaman has had to pay for only five days: \$292.38 or \$58.47 per day!

But that's only a start. The higher in rate the culprit is, the higher the damage. For instance, for a third class petty officer in a predicament similar to the one Joe Seaman got himself into, the price for the five days would be about \$1,123.50, or \$224.70 per day. The reason for this is that when a petty officer fouls up in this manner, it is usually a year or more before he is again eligible, conduct-wise, to take the exam for the next higher rate.

The hypothetical case that we used as an example is one that probably has happened—more than once—on your ship or station.

But why does Seaman become ineligible to take the exam just because he took five days' unauthorized absence?

Here's why: Regulations for advancement in rating state that for advancement from pay grade E-3 to pay grade E-4, a man must have "no conduct mark less than 3.0 for the preceding six months and an average of not less than 3.5 for six months preceding advancement." According to *BuPers Manual*, a man convicted by a Summary Court Martial is liable to a conduct mark of 1.5.

But, in a sense, maybe Joe Seaman was lucky—if that's what you want to call it. He's lucky he didn't take his unauthorized absence after 1 Nov 1954. That's the effective date of Executive Order 10565, which sharply increases the penalties for unauthorized absence.

He is also lucky that his court martial sentence did not include a reduction in rate, as is frequently the case. In such event he would have to serve the required time, and meet the required promotional qualifications, before he would again have the rate he already had when he became AWOL.

Here are the changes to the maximum punishments brought about by the President's order and published for the Navy in SecNav Notice 5810 of 7 Oct 1954:

- If a man is found guilty of an



offense for which a dishonorable discharge is not authorized, he may still get a dishonorable discharge, forfeit all pay and allowances and get a year at hard labor if it can be proved that he's had three or more convictions during the previous year.

- If a man is AWOL by failing to go to, or by going from, the appointed place of duty—he is liable to confinement at hard labor not to exceed one month and forfeiture of two-thirds pay per month, not to exceed one month.

- If he's an unauthorized absentee from his unit, organization, or other place of duty for not more than three days—he may receive confinement at hard labor not to exceed one month and forfeiture of two-thirds pay per month, not to exceed one month.

- Unauthorized absence for more than three days but not more than 30 days—he is liable to confinement at hard labor not to exceed six months and forfeiture of two-thirds pay per month, not to exceed six months.

- Unauthorized absence for more than 30 days—he may receive a dishonorable discharge and forfeiture of ALL pay and allowances and confinement at hard labor, not to exceed one year.

Under the old law, the dishonorable discharge and forfeiture of all pay was given out only when a man had been AWOL for 60 days or more. Unauthorized absence periods up to 60 days previously had a maximum penalty of three days' hard labor for each day absent and forfeiture of not more than two days' pay for each day absent.

- Also, under the new order, if you miss the movement of your ship, aircraft or unit "through design" maximum punishment is dishonorable discharge, forfeiture of all pay and allowances and confinement at hard labor not to exceed one year. It used to be that confinement was limited to six months.

If you miss your ship or unit "through neglect" you can get a bad conduct discharge, forfeiture of all pay and allowances and confinement at hard labor not to exceed six months. Up to now, the confinement was limited to three months.

So our hypothetical seaman Joe is lucky—if that's what you call luck.

HOW DID IT START

Ruffles and Flourishes

From boot camp to quarterdeck "Ruffles and Flourishes" are familiar sounds to the Navyman's ear.

In fact, this slow swelling roll of drums (ruffles) and the accompanying trumpets (flourishes) is heard so often at guard mounts, parades, and other ceremonies that little thought is given to how this inspiring bit of music came to be.

Like many traditions of great age alive in the Navy today, one can be safe in saying that this fanfare, as it is musically termed, was used on our first ships. As early as 1818 the record shows in the "Naval History Rules and Instructions for the Naval Service," prepared by the Board of Naval Commissioners, Washington, D.C., that "A Commodore will be received by the Lieutenant's Guard with salutes of two ruffles of the drum."

It is not known when the drums and trumpets were first used together, but ritualistic use of drums is just about as old as the human race. Trumpets were used by the military in ancient Greece. The *salpinx*, or infantry horn, and *lituus*, or cavalry trumpet, produced powerful but coarse tones, and limited harmonic range confined their use to making announcements.

Because of their declamatory nature, ruffles and flourishes were used to call the attention of spectators at the opening of medieval tournaments or jousts. It was during the Crusades beginning in the 11th Century that the flourishes apparently became symbolic of the applause of the spectators.

The trumpets were played when soldiers marched in front of those selected for the



crusade as a form of dedication ceremony. Since those times one or more flourishes have become symbolic of the three cheers of the crowd.

Navy Regs defines the present day use of the fanfare in Article 2151 (Procedures for Officials Visits) as "The piping of the side, ruffles and flourishes, and the music shall be rendered in the order named. In the absence of a band, 'To the Colors' shall be sounded by bugle in lieu of the National Anthem, when required . . . At the end of leave taking, the guard shall present arms, all persons on the quarterdeck shall salute, and the ruffles and flourishes followed by the music shall be rendered."

The next time you fall in and hear the command "sound off" to the band, you might give a little thought to the tradition behind the roll of the drums and the notes of the trumpets that follow.

If he had taken his five days' unauthorized absence after 1 Nov 1954, he would have been liable to six months' confinement at hard labor and forfeiture of two-thirds pay per month up to six months. And that would have cost him in the thousands of dollars.

If you thought the price for unauthorized absence was high before, you'll think it's astronomical now. Why such a high cost of leaving? Mainly because there is no excuse for unauthorized absence.

If, as sometimes happens, an emergency arises, there are proper channels to obtain leave and there are numerous ways to have leave ex-

tended and to avoid that curse: "Unauthorized Absence."

Would you trade three days of dubious fun for 30 days' hard labor? Think it over, sailor. The price is high right now, and will get higher. Can you afford it?

Bainbridge Naval Prep School

This year there are 166 enlisted men of the Regular Navy, Naval Reserve, Marine Corps and Marine Corps Reserve attending the Naval Preparatory School at Bainbridge, Md. The course of instruction at the Prep School normally leads to appointment to the U.S. Naval Academy.

Seabees Who Want Shore Duty Should Check Table of Locations Before Submitting a Request

Seabees (Group VIII personnel) who want to request shore duty should first investigate both the Fleet SDEL and BuPers SDEL billets. The billets for Seabees on the BuPers SDEL are not numerous and are re-

stricted largely to certain areas.

BuPers, however, is making every effort to create more Seabee billets on the BuPers shore duty eligibility list and speed up rotation from sea to shore.

One of the "Bottlenecks" in the rotation program is due to the fact that many Seabees apply for shore duty only in one location, giving no

second choice. In many cases no billets are available for their rate in the naval district that they requested, consequently shore duty orders are delayed until the application card is returned to the man, to be revised and resubmitted. Had a second choice in another district been given or the block checked indicating that duty would be accepted "Anywhere" in the U.S., rotation to shore duty would be greatly speeded up.

The following table shows where all Seabee Shore Duty billets are located. (These billets are not necessarily openings since they may be currently filled.)

The distribution of billets is readily apparent. For instance there are only 2 billets in the Third Naval District and 843 in the Eleventh Naval District. Naturally a Seabee applying for shore duty in the 11th ND would have a far better chance of getting ashore than a man applying for duty in the 3rd ND. Personnel officers of sea duty units with group VIII allowance have a detailed breakdown by activities within the naval districts (see BuDocks Memo of 29 Apr 1954). Men are reminded to apply for duty only in districts that have a billet for their rate.

Any Seabee applying for shore duty on the BuPers SDEL should read and comply with BuPers Inst. 1306.20B and the above BuDocks Memo in order to expedite his shore duty orders. Information on Fleet Shore Duty may be obtained from your personnel office.

Reservists in Critical Rates May Be Eligible to Enlist in Regular Navy in Same Pay Grade

Naval Reserve personnel serving in rates which are considered to be "critical" are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in the pay grade they now hold, under the provisions outlined in BuPers Inst. 1130.4A.

"Critical" rates are those in which the number of personnel on board, on a service-wide basis, is so far short of requirements that normal advancement in rating cannot be relied upon to supply necessary personnel.

Personnel serving in one of the critical rates (or in a related emer-

Locations of Seabee Shore Duty Billets

RATE	1 ND	3 ND	4 ND	5 ND	6 ND	8 ND	9 ND	11 ND	12 ND	13 ND	SRNC	PRNC
Surveyor												
SVC	1	—	—	2	—	—	1	3	—	—	—	1
SV1	1	—	—	3	1	—	1	4	—	—	—	—
SV2	2	—	—	3	2	2	1	2	—	—	—	—
SV3	2	—	—	1	1	3	2	4	—	1	—	—
Construction Electrician												
CEC	3	—	—	5	1	1	3	10	1	—	—	—
CE1	5	—	—	11	3	2	1	13	—	—	—	—
CE2	3	—	—	13	6	4	1	17	1	1	—	—
CE3	2	—	—	1	9	8	2	25	1	1	—	—
Driver												
CDC	4	—	1	9	11	5	6	22	2	2	—	2
CD1	5	—	1	13	20	9	6	29	2	1	—	2
CD2	6	2	—	20	30	17	9	35	4	1	—	4
CD3	6	—	1	8	44	23	12	52	4	1	—	13
Mechanic												
CMC	4	—	—	10	6	4	5	18	—	—	—	—
CM1	5	—	1	15	8	7	4	29	1	—	1	—
CM2	4	—	—	18	9	10	6	35	1	1	1	—
CM3	6	—	—	7	21	17	7	43	2	1	1	—
Builder												
BUC	5	—	—	15	5	—	4	24	1	—	—	2
BU1	10	—	—	28	4	4	6	24	2	1	—	1
BU2	3	—	—	32	6	4	2	21	2	1	—	—
BU3	6	—	—	8	6	7	3	29	1	2	—	1
Steelworker												
SWC	3	—	—	2	1	—	3	10	1	—	—	—
SW1	4	—	—	2	3	—	1	14	—	—	—	—
SW2	3	—	—	2	3	3	2	14	1	—	—	—
SW3	1	—	—	7	1	—	1	19	—	1	—	—
Utilities Man												
UTC	3	—	—	3	5	1	3	10	3	—	—	—
UT1	6	—	—	3	5	5	1	12	2	—	—	1
UT2	3	—	—	4	8	7	2	8	3	—	—	—
UT3	2	—	—	1	11	10	2	11	3	1	—	—
CN/CP Designated Strikers	38	—	—	35	108	66	20	306	23	6	—	12

gency service rate) may submit applications to the Chief of Naval Personnel for enlistment or reenlistment in the Regular Navy in the pay grade they now hold.

The following rates are considered to be critical rates:

RDC-RD1-RD2-RD3, TEC-TE1-TE2 - TE3, SOC - SO1 - SO2 - SO3, QM2-QM3, RMC-RM1-RM2-RM3, EMC-EM1-EM2-EM3, FTC-FT1-FT2-FT3, MRC-MR1, ETC-ET1-ET2-ET3, ICC-IC1-IC2-IC3, MNC-MN1-MN2-MN3, SV3, FPC-FP1-FP2-FP3, CT1-CT2-CT3, BT1-BT2-BT3, CE3, MM1-MM2-MM3, CD3, CM3, BU3, SW3, UT3.

Personnel not serving in critical rates are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in a pay grade that is generally one grade lower than their pay grade in the Naval Reserve.

Personnel who have successfully completed certain service-wide examinations for substantiating their qualifications to enlist in the Regular Navy will be enlisted in the rate determined by the conditions listed below; (however, since substantiating examinations are no longer authorized, these conditions will apply only to personnel who took the August 1954 examinations or the February 1954 pay grade E-7 examinations).

Here are the determining conditions:

- Personnel who passed the substantiating examination for the pay grade held may be enlisted in that pay grade.

- Personnel who passed the substantiating examination for the next higher pay grade, and who are among those selected for advancement within the quota allowed, may enlist in the pay grade to which advanced. Alternately, such persons may, if they so desire, enlist in their present pay grade and subsequently be advanced in rating on the date specified in the advancement letter.

- Personnel who passed the substantiating examination for the next higher pay grade, but who cannot be advanced because of quota limitations may be enlisted or reenlisted in the pay grade they now hold.

- Personnel in Training and Administrative billets of the Naval Reserve who have passed the examination for the next higher pay grade may be advanced regardless of va-

How Much Can You Draw When Shipping Over?

Figuring what to do with profits pocketed from a reenlistment has become a big off-duty pastime since the Reenlistment Bonus Bill was signed last July. Practically everybody from a forecandle "deck ape" to the "black gang" chief stands to pick up a substantial amount of "liberty lettuce" under the new plan.

Although few men can expect as much in a lump sum, a theoretical "most" that could be gained under the revised bonus set-up would be between \$1500 and \$1600. But take a look at the cases below—they sound even better.

As an example, suppose you took a chief petty officer who entered the Navy after 15 Jul 1940 on an original enlistment of six years, then twice reenlisted for four years. He was paid the pre-1949 enlistment allowance for the first two reenlistments, and he could now reenlist for six years and draw a bonus figured on a full month's basic pay for each of the six years. His bonus is based on a full month's pay because the new bonus plan does not count the pre-1949 allowance as a bonus. So, for bonus purposes only, this is a first reenlistment (although it does complete his "twenty").

If, somewhere along the line, our theoretical chief was discharged a day late or otherwise picked up the

additional day needed to complete his 14 years for longevity pay purposes, his base pay would be \$252.25 and his bonus—amounting to nearly six months' basic pay—would be \$1512.80.

Two first class petty officers in USS *O'Bannon* (DDE 450) nearly broke the paymaster when they shipped over together, pocketing more than \$4000 between them.

Delbert E. Wilkerson, RD1, USN, and George J. Bauer, QM1, USN, both reenlisted on the same day.

"I can't wait to ship over again," Wilkerson said. "It isn't every pay day I draw \$2,059.74." Bauer received \$2,018.64 on the same date.

A substantial portion of the amounts received by each of the men was for reenlistment bonus under the new reenlistment law which, in these cases, amounts to six months' basic pay for a six-year reenlistment. The balance of the total amounts received by Bauer and Wilkerson was for cash settlement for unused leave, mustering out pay and mileage allowance to which they were entitled in connection with their discharges prior to reenlistment.

Both men have been on board *O'Bannon* for the last four years. They came back into the Navy in 1950 after a stretch of time as civilians, following World War II.

cancies and, on the following day, enlisted in the pay grade to which advanced.

The rate you hold must be one in which substantiating examinations

were authorized for the August 1954 examinations. The letter from the U.S. Naval Examining Center, reporting the results of the examination, will indicate the successful completion of substantiating examinations only in those rates.

Rate determination in the cases of personnel who competed in the February 1954 pay grade E-7 examinations will be in accordance with BuPers Notice 1130 of 7 Jun 1954.

Naval Reserve personnel who are interested in enlisting or reenlisting in the Regular Navy should consult Enclosure Four of BuPers Inst. 1130-4A, dated 16 Sep 1954 for detailed information concerning discharge and subsequent enlistment or reenlistment.



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 current 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. 49—Increases the limitation of punishment for absence offenses and missing movement under the Manual for Courts-Martial.

No. 50—Announces the selection of officers of the Regular Marine Corps for temporary promotion to lieutenant colonel.

No. 51—Ordered all ships and stations to half mast colors as a mark of respect to the late Associate Justice Robert H. Jackson.

No. 52—Announces the selection of certain officers of the Regular Navy and Naval Reserve on active duty for temporary promotion to the grades of captain and commander in the Supply Corps, Chaplain Corps, Civil Engineer Corps, Dental Corps; also announces the selection of Regular Navy women line officers to these grades, and selection of women officers in the Nurse Corps to the grade of lieutenant commander.

No. 53—States that a smart appearance is the hallmark of the proper

military man and directs all commands to give renewed attention to military dress and bearing.

No. 54—Navy Mutual Aid Association announces dropping of extra payment by submarine personnel for "hazardous duty" provisions in their policy.

No. 55—Announces the temporary promotion to the grade of captain of 60 officers in the Medical Corps and one officer of the Medical Service Corps.

No. 56—Announces the temporary promotion to the grade of commander of 33 officers of the Medical Corps, 76 officers of the Medical Service Corps and 16 officers of the Nurse Corps.

BuPers Instructions

No. 1111.2B—describes procedure for administering examinations for NROTC to Navy and Marine Corps personnel.

No. 1120.12C—Summarizes all current provisions for augmentation to the Regular Navy of Naval Reserve officers, temporary Regular Navy officers.

No. 1120.23—Announces the policy regarding Naval Reserve officers desiring appointment in the Medical Service Corps, Naval Reserve.

No. 1133.1B—Summarizes reenlistment provisions, voluntary extension of enlistment and monetary benefits for all classes of Regular Navy and Naval Reserve enlisted personnel on active duty.

No. 1133.3A—Suggests that all officers and petty officers encourage the reenlistment of persons qualified and recommended for another enlistment.

No. 1320.1C—Gives administrative details concerning the issuing of travel orders to Navy enlisted personnel.

No. 1326.1A—Establishes a uniform procedure for the administration of temporary flight orders for Navy enlisted personnel.

No. 1520.6D—Publishes the list of officers selected for the January 1955 class at the Submarine School, New London, Conn., and gives information on qualifications required of officers who desire to submit applications in the future.

No. 1626.13—States the grounds for clemency by a convening authority reviewing the record of a trial of an enlisted man wherein a punitive discharge has been recommended.

No. 1640.3—Makes a number of changes relating to handling of naval courts-martial prisoners.

No. 1710.1B—Establishes rules and policies governing the conduct of the Navy Sports Program.

No. 1710.2—Gives instructions for selection and participation of Navy-men in international sports competitions.

No. 1801.2A—Gives a summary of laws and regulations governing normal retirement (other than disability) of commissioned and warrant officers of the Navy.

No. 5430.1—Announces the establishment of an office of Military Personnel Security in the Bureau of Naval Personnel.

No. 5521.2A—Revises instructions outlining the procedure for continuing at an accelerated pace the program of processing National Agency security checks on all naval officers on active duty.

BuPers Notices

NOTE: This includes important notices not previously reported because of space limitations.

No. 1030 (27 Aug 1954)—Gives a revised table of amounts paid as Initial Uniform Allowance to officers and officer candidates when they first enter the naval service.

No. 1050 (2 Sep 1954)—Granted authority to give regular authorized leave to naval personnel who wished to attend the national convention of the Fleet Reserve Association in October.

No. 1120 (2 Sep 1954)—Invites applications from qualified and permanently commissioned unrestricted line officers of the Regular Navy not above the grade of lieutenant commander for designation for Special



"... and no more of that Santa Claus and 8 tiny reindeer passing across the moon routine."

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (a) Tompion (pronounced "tompkin").
2. (b) To keep out dirt and spray.
3. (a) F7U-3 Cutlass.
4. (c) VF—Fighter Squadron.
- 5: (b) Submarine.
6. (c) Streamlined fleet-type submarine (with snorkel).

Duty, Law (Code 1620).

No. 1400 (3 Sep 1954)—Informs the service that Congress in Public Law 407 authorized affirmation of a number of officers in their temporary grade and that future promotions to lieutenant commander and lieutenant will be made once more under the basic Officer Personnel Act of 1947.

No. 1418 (3 Sep 1954)—Gives the schedule, list of rates excluded, change-in-rating information and new multiple computation system to be used in servicewide competitive exams for advancement in rating this year.

No. 1551 (8 Sep 1954)—Withdraws from publication the Training Aids Catalog, citing other channels for obtaining the required information.

No. 1910 (10 Sep 1954)—Gives additional details on BuPers Instruction 1910.5B (Change One) which gives the early release schedule for naval enlisted personnel. This notice refers to the effect of the prior directive on citizens of the Republic of the Philippines and on former NavCads and OCS students who are serving on active duty in an enlisted status.

No. 1120 (14 Sep 1954)—Lists the names of 28 hospital corpsmen recommended for appointment to the permanent grade of ensign in the Medical Service Corps (Administration and Supply) of the Regular Navy.

No. 1080 (17 Sep 1954)—Warns cognizant personnel of frequent errors and omissions in the preparation of enlisted personnel diaries and directs compliance with existing instructions.

No. 1085 (22 Sep 1954)—Requests commanding officers to give special attention to accuracy and completeness of service record pages and vouchers on pay and allowances.

No. 1030 (27 Sep 1954)—Advises commands concerning procedure designed to tighten up on duplication of commuted and leave ration credit.

No. 1020 (27 Sep 1954)—Authorizes the use of lighter weight material for officers' overcoats and also authorizes its wear in lieu of dark blue raincoat.

No. 1520 (12 Oct 1954)—Makes a change in BuPers Inst. 1520.38 relating to semesters of study at a college under the Naval Aviator's

College Program.

No. 5060 (12 Oct 1954)—Reissues unchanged the policy regarding performance of the National Anthem and

Hallmark of Smart Navyman

One of the greatest believers in the old adage, "A taut ship is a happy ship," recently took time out from a man-killing schedule, sat down at his desk and wrote a personal message to every man in the Navy.

The message came out in the form of an Alnav and was written by Admiral Robert B. Carney, USN, Chief of Naval Operations. It was beamed not only to commanding officers but seamen, petty officers and junior officers throughout the naval service. It read:

ALNAV 53. THE FOLLOWING INSTRUCTIONS EMANATE FROM THE CHIEF OF NAVAL OPERATIONS AND ARE DIRECTED TO ALL NAVAL COMMANDS AFLOAT AND ASHORE FOR COMMAND ATTENTION. MILITARY SMARTNESS IS AN IMPORTANT FACTOR IN THE EXERCISE OF COMMAND AND IN THE FIELD OF PUBLIC RELATIONS. IN THE MILITARY SENSE IT IS A FACET OF LEADERSHIP BY PRECEPT AND IT IS A COMMAND RESPONSIBILITY TO INSURE THAT SUBORDINATES MEET THE REQUIRED STANDARDS. THE STANDARDS OF SMART APPEARANCE AND MILITARY BEARING DO NOT PERMIT OF IMPROPER WEARING OF THE UNIFORM, WORN-OUT OR TARNISHED UNIFORM EQUIPMENT AND UNMILITARY ATTITUDES ON PUBLIC THROUGHFARES AND IN PUBLIC PLACES.

LESS EASY TO DEFINE ARE THE QUALITIES OF POSTURE, ALERTNESS, MILITARY COURTESY AND GENTLEMANLY BEHAVIOR. NEVERTHELESS, THEY ARE PART OF THE HALLMARK OF THE PROPER MILITARY MAN.

THE CHIEF OF NAVAL OPERATIONS CONSIDERS THAT THESE ARE MATTERS FOR COMMAND ATTENTION ON THE PART OF ALL IN AUTHORITY, BOTH OFFICERS AND ENLISTED MEN AND THEREFORE DIRECTS THAT ALL NAVAL COMMANDS, AFLOAT AND ASHORE, ADDRESS THEMSELVES TO THE OBSERVANCE OF THESE PRINCIPLES AND STANDARDS BY ALL NAVAL PERSONNEL.

"Hail to the Chief" by service bands.

No. 5521 (20 Oct 1954)—States that any active duty officers who have not signed a Loyalty Certificate (DD Form 98) shall do so.

No. 1120 (21 Oct 1954)—Reduces the required minimum score on the Officer Qualification Test for selection of enlisted men from the Fleet for Officer Candidate School.

No. 1210 (26 Oct 1954)—Invites applications from unrestricted line officers of the Regular Navy, not above the grade of lieutenant commander, for transfer to the Supply Corps.

Certain Temporary Officers Are Eligible for Further Promotion

Lieutenant commanders and lieutenants temporarily appointed during fiscal years 1951-1954 may now be considered for further promotion, as a result of legislation enacted by the 83rd Congress authorizing the President to affirm these appointments under permanent law.

Previously, officers appointed to these grades during this period could not be considered for further promotion under the Officer Personnel Act of 1947.

The new law Public Law 407, authorizes "affirmation" (under provisions of the Officer Personnel Act of 1947) of all temporary appointments to LCDR or LT accepted between 1 Jul 1951 and 17 Jun 1955, if the officers concerned are on active duty. These promotions were made under provisions of the 1941 Act, which allowed temporary appointments in a time of national emergency. That law's provisions were suspended after World War II, but were again invoked for LCDR and LT selection boards convened during the 1951-54 period.

Use of the temporary appointment act to effect promotions to the two grades has again been suspended and current selection boards are being convened under provisions of the Officer Personnel Act of 1947. However, officers who have been selected for promotion, but have not received and acknowledged their appointments, may continue to be appointed under the temporary act, and it is expected that all such appointments will be affirmed, if delivered and acknowledged before 17 Jun 1955, when the affirmation authority expires.

Per Diem Allowance Listed for Navymen at Overseas Stations

IN response to a steady stream of letters and calls to ALL HANDS requesting information on per diem allowances at overseas duty stations, the following charts, based on information in Joint Travel Regulations, Change 26, have been prepared.

The first chart shows station per diem allowances for personnel permanently assigned to duty at any naval activity in any of the countries or localities shown. These allowances are payable to personnel without dependents when government quarters

and/or messing facilities are not available, and to personnel with dependents residing at or in the vicinity of their permanent duty stations when government quarters and/or messing facilities are not available for utilization by their dependents. Generally these allowances are in addition to any other basic allowances for subsistence and quarters to which a member may be entitled.

It should be remembered that the figures given here are subject to periodic change, either going up or

down depending upon living costs in the country at the time.

Where "none" is indicated it usually means that the cost of living in the country is less for the category of personnel shown than it is in the U. S. for the same category.

The second chart giving the overseas travel per diem allowances is also subject to change. When ordered to either overseas duty or temporary duty it is advisable to check Joint Travel Regulations for the up-to-the-minute figures.

OVERSEAS STATION PER DIEM ALLOWANCES-	WITHOUT DEPENDENTS				WITH DEPENDENTS			
	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Country or locality								
For all countries or places outside continental United States not listed in this table.....	None	None	None	None	None	None	None	None
Afghanistan	None	None	\$0.70	None	\$2.90	None	\$2.90	None
Alaska	\$1.15	\$0.90	1.20	\$1.60	1.35	\$1.75	1.35	\$2.00
Algeria	None	None	None	None	None	None	2.70	3.35
Argentina .....	.70	.80	.75	1.40	.85	1.50	1.15	1.70
Bahama Islands, B.W.I. (only the following):								
Eleuthera Island	2.30	None	2.30	None	2.30	None	2.30	None
Nassau, New Providence Island	4.25	2.55	5.15	4.50	4.80	4.15	6.55	5.70
Bahrein Island, Persian Gulf	1.50	1.50	1.60	2.65	1.75	2.85	2.40	3.25
Belgium	1.25	.60	1.90	.80	2.95	1.25	2.95	1.95
Bermuda	None	None	None	None	1.00	.50	1.00	.50
Bolivia .....	.80	None	1.00	None	.90	None	1.25	None
Brazil (except the following):								
Porto Alegre .....	.75	.35	.80	.60	.90	.65	1.20	.75
Recife	1.50	.70	1.60	1.20	1.75	1.30	2.40	1.50
Rio de Janeiro:	1.30	1.15	1.35	2.05	1.50	2.25	2.05	2.55
Accredited Mission Personnel:								
U.S. Military Mission (Army, Navy, and Air Force Sections) .....	.15	.15	.40	.55	.60	.80	.85	1.20
U.S. Naval Mission .....	.05	.05	.25	.35	.50	.70	.70	1.00
Other personnel	1.45	1.40	1.80	2.50	1.65	2.30	2.25	3.15
Sao Paulo	1.15	1.85	2.15	3.30	1.95	3.05	2.70	4.20
Bulgaria	1.50	1.85	1.60	3.25	1.75	3.50	2.40	4.00
Burma (except the following):								
Rangoon	3.20	.35	3.85	.60	3.60	.55	4.90	.80
Canada (except the following):								
Fort Churchill	1.05	.35	1.30	.60	1.20	.55	1.65	.75
Newfoundland (except St. John's):								
St. John's	None	None	None	None	.55	.70	.75	.95
Canton Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Ceylon	2.45	.55	3.00	.95	2.75	.90	3.80	1.20
Chile	None	None	None	None	None	None	None	None
China	3.75	1.40	3.95	2.45	4.40	2.65	6.00	3.00
Colombia (including Bogota):								
Accredited Mission Personnel	None	None	None	None	.75	1.05	.75	.95
Other personnel	2.40	2.05	2.50	3.60	2.80	3.90	3.80	4.45
Costa Rica	2.00	.25	2.15	.45	2.40	.50	2.40	.50
Cuba (except the following):								
Havana:								
Accredited Mission Personnel	None	None	None	None	.55	.25	.90	.40
Other personnel	3.60	1.10	4.40	1.95	4.05	1.80	5.55	2.45

OVERSEAS STATION PER DIEM ALLOWANCES	WITHOUT DEPENDENTS				WITH DEPENDENTS			
	Enlisted		Officer		Enlisted *		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Cyprus .....	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Czechoslovakia	3.00	2.65	3.15	4.65	3.55	5.05	4.80	5.75
Denmark	1.40	None	1.75	None	1.60	.40	2.20	1.20
Dominican Republic	3.00	1.85	3.15	3.25	3.50	3.50	4.75	4.00
Ecuador:								
Accredited Mission Personnel	None	None	None	None	None	None	None	None
Other personnel	1.20	.45	1.25	.75	1.40	.85	1.90	.95
Egypt (including Cairo)	2.35	.45	2.90	.80	\$2.65	\$0.75	\$3.65	\$1.00
El Salvador:								
Accredited Mission Personnel	None	None	None	None	.75	.45	1.15	.65
Other personnel	1.05	.70	1.10	1.20	3.45	2.05	4.70	2.80
Eritrea .....	.90	None	.90	None	1.05	None	1.40	None
Ethiopia	3.40	2.10	4.10	3.75	3.80	3.45	5.20	4.75
Finland .....	.80	.60	.95	1.10	.90	1.00	1.20	1.35
Formosa	1.00	None	1.00	None	2.10	.55	2.85	.75
France (except the following) .....	.85	.35	.85	.65	2.25	.60	3.00	.80
Boulogne-sur-Seine	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Fontainebleau	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Marly (including SHAPE headquarters and Camp des Loges)	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Marseille .....	.85	.35	2.55	1.65	2.25	.60	3.00	.80
Orly Field	1.90	.70	2.00	1.25 ¹	2.25	2.15	3.00	3.10
Paris	1.90	.70	2.00	1.25 ¹	2.25	2.15	3.00	3.10
Suresnes	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Versailles	1.90	.70 ¹	2.00	1.25 ¹	2.25	2.15 ¹	3.00	3.10 ¹
Gold Coast	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Great Britain (including Northern Ireland) except: London .....	.70	None	.85	None	.75	.30	1.05	.40
Wycombe Abbey RAF Station (Deleted)	1.15	1.15	1.40	2.00	1.30	1.85	1.80	2.55
Greece (including Athens)	1.15	.60	1.40	1.05	1.30	1.00	1.80	1.35
Guadalcanal Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Guatemala	1.00	.40	1.50	.70	2.05	.65	2.80	.90
Haiti	1.35	.85	1.40	1.50	1.60	1.40	2.15	1.90
Honduras	1.75	.30	1.80	.55	2.05	.50	2.75	.70
Hong Kong, B. C. C.	1.70	2.20	2.05	3.90	1.90	3.60	2.60	4.95
Hungary	1.25	None	1.30	None	1.45	None	1.95	None
Iceland (except the following) Reykjavik	None	None	None	None	None	None	None	None
India	1.05	.20	1.25	.35	1.70	.90	2.30	1.20
Indo-Chinese Federation (Viet-Nam only)	1.80	3.40	1.25	6.05	5.70	5.60	7.80	7.60
Indonesia	1.50	.70	1.60	1.20	1.75	1.30	2.40	1.50
Iran	2.65	1.55	2.75	2.70	3.10	2.95	4.20	3.35
Iraq	2.50	1.25	2.65	2.25	4.00	2.05	4.00	2.80
Irish Free State .....	.70	.25	.85	.50	.80	.45	1.10	.60
Israel	2.90	2.55	3.55	4.50	3.30	4.15	4.50	5.70
Italy (except the following) .....	.75	.45	.80	.80	.90	.90	1.20	1.00
Florence	1.55	1.05	1.85	1.80	1.70	1.70	2.35	2.30
Leghorn and Pisa	1.15	None	1.40	None	1.30	None	1.80	None
Milan	3.20	1.05	3.35	1.85	3.75	2.00	5.00	2.30
Naples	1.55	None	1.90	None	1.75	1.50	2.40	2.05
Rome and Torino	2.05	.55	2.15	1.00	2.65	1.15	3.65	2.80
Verona	2.05	.70	2.15	1.20	2.40	1.30	3.25	1.50
Jordan	1.95	1.40	2.35	2.50	2.20	2.30	3.00	3.15
Lebanon	1.60	.60	1.65	1.05	1.85	1.15	2.50	1.30
Liberia (except the following) Monrovia .....	.75	.45	.80	.80	.90	.90	1.20	1.00
Libya	3.00	.80	3.15	1.40	3.50	1.55	4.75	1.75
Libya	1.35	None	1.40	None	1.60	None	2.15	None
Luxembourg .....	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Malayan Union (except the following) Singapore	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Singapore	2.25	1.85	2.35	3.25	2.65	3.50	3.60	4.00

¹No overseas station per diem allowances are payable to members residing in "SHAPE VILLAGE," "SHAPE Bachelor Officers' Quarters," "Fontainebleau Village Apartments," or "Fontainebleau International Bachelor Officers' Quarters."

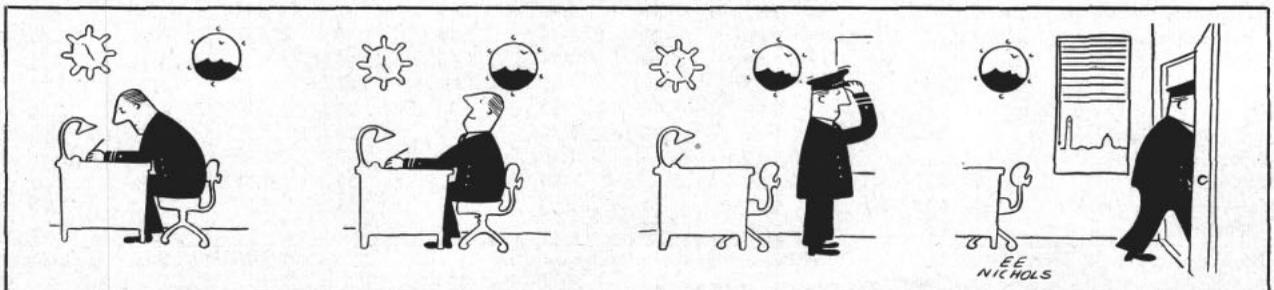
THE BULLETIN BOARD

OVERSEAS STATION PER DIEM ALLOWANCES

WITHOUT DEPENDENTS

WITH DEPENDENTS

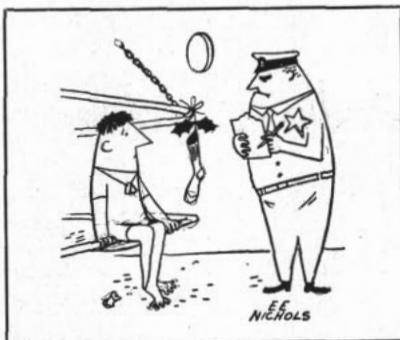
Country or locality	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Malta	None	None	None	None	1.00	None	1.00	None
Mexico	1.45	None	1.70	None	1.65	None	2.25	None
Morocco (French) (except the following)	1.70	.35	2.05	.60	1.90	.55	2.60	.75
Casablanca, Nouasseur, Rabat, Sale, Marrakech, Benguerir	1.70	.85	2.05	.85	1.90	1.00	2.60	1.10
Morocco (Spanish, including Tangiers)	2.50	.95	2.65	1.70	2.95	1.85	4.00	2.10
Netherlands	1.80	.25	2.15	.25	2.00	.25	2.75	.25
Netherlands West Indies (only the following):								
Aruba	2.50	None	2.65	None	2.95	None	4.00	None
Curacao	3.50	1.00	3.75	1.75	3.45	1.60	4.75	2.20
Nicaragua	1.45	.85	1.80	1.45	1.65	1.35	2.25	1.85
Nigeria	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Norway	1.85	.40	2.25	.70	2.10	.65	2.85	.90
Pakistan	1.65	.80	1.75	1.40	1.95	1.50	2.65	1.70
Palestine	3.75	1.85	3.95	3.25	4.40	3.50	6.00	4.00
Panama (Aguadulce on'y)	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Paraguay	1.05	.60	1.10	1.00	1.20	1.10	1.65	1.25
Peru	1.40	.40	1.45	.70	1.65	.75	2.20	.85
Philippines (except the following)	1.30	None	1.60	None	1.45	None	2.00	None
Rizal Province (including Manila)	1.75	1.15	1.90	2.00	2.20	1.85	3.00	2.50
Poland	2.75	.70	2.90	1.20	3.20	1.30	4.40	1.50
Portugal (Lisbon only)	1.00	None	1.20	None	2.30	None	2.30	1.55
Puerto Rico	1.05	None	1.10	None	1.20	None	1.65	None
Rumania	3.75	1.40	3.95	2.45	4.40	2.65	6.00	7.00
Saudi Arabia:								
Accredited Mission Personnel:					1.65	None	2.25	None
Al Kharj	4.00	None	4.00	None				
Riyadh	4.00	None	4.00	None				
Other localities	1.45	None	1.80	None				
Other Personnel	1.45	.80	1.80	1.40	1.65	1.55	2.25	1.75
Sierra Leone	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Spain (Madrid only)	1.15	1.00	1.30	1.65	1.40	1.80	1.80	2.25
Surinam	.75	.35	.80	.60	.90	.65	1.20	.75
Sweden	1.05	.40	1.25	.70	1.15	.65	1.60	.90
Switzerland	2.75	1.40	2.90	2.45	3.20	2.65	4.40	3.00
Syria	2.25	.30	2.75	.55	2.50	.50	3.45	.70
Tahiti (French Oceania)	1.90	None	2.00	None	2.20	None	3.00	None
Thailand (except the following)	1.45	2.25	1.45	3.90	2.45	3.60	3.35	4.95
Accredited Mission Personnel	1.45	.45	1.45	None	2.45	.65	3.35	.65
Trieste	1.05	None	1.25	None	1.15	None	1.60	None
Trinidad, B. W. I.	None	None	None	None	None	None	None	None
Tunisia	.75	.45	.80	.80	.90	.90	1.20	1.00
Turkey	1.50	.80	1.80	1.40	2.90	2.10	3.95	2.90
Union of South Africa	2.10	.45	2.55	.75	2.35	.70	3.25	.95
Union of Soviet Socialist Republics	9.45	4.60	9.90	8.10	11.05	8.80	15.00	10.00
Uruguay	1.80	1.25	2.15	2.15	2.00	2.00	2.75	2.75
Venezuela:								
Accredited Mission Personnel	.35	1.15	.60	1.20	5.90	2.75	8.55	2.45
Other personnel	4.75	3.05	4.95	5.25	9.05	5.90	12.95	6.45
Virgin Islands of the U. S.	1.05	None	1.10	None	1.20	None	1.65	None
Yugoslavia	2.25	None	2.75	None	2.50	None	3.45	None



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 1, 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 September.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and over-



"Christmas Eve or no Christmas Eve, it's still gear adrift!"

seas 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.

Kitty Foyle (139) (Re-issue): Drama; Ginger Rogers, Dennis Morgan.

Magnificent Obsession (140) (T): Romantic Drama; Rock Hudson, Jane Wyman, Agnes Moorehead, Barbara Rush, Otto Kruger.

Genevieve (141) (T): British Comedy; Dinah Sheridan, John Gregson.

The Desperado (142): Western; Wayne Morris, James Lydon.

How Green Was My Valley (143) (Re-issue): Drama; Walter Pidgeon,

Table of Per Diem Allowances When Authorized for Overseas Travel

OVERSEAS TRAVEL PER DIEM ALLOWANCES

For all countries or places outside continental United States not listed in this table	
United States not listed in this table	\$ 9.00
Alaska	11.00
Algeria	12.00
Argentina	11.00
Austria (except the following)	5.00
Innsbruck	9.00
Vienna	7.00
Bahama Islands, B.W.I. (only the following):	
Nassau, New Providence Island	14.00
Belgium	12.00
Brazil	12.00
Bulgaria	11.00
Burma (Rangoon only)	10.00
Canada	11.00
Canton Island	12.00
China (including Hong Kong)	12.00
Colombia	14.00
Costa Rica	11.00
Cuba (Havana only)	15.00
Czechoslovakia	14.00
Denmark	10.00
Dominican Republic	15.00
Ecuador	11.00
Egypt (including Cairo)	11.00
El Salvador	10.00
Finland	10.00
Formosa (except the following)	5.00
Taipei	9.00
France (except the following):	12.00
Boulogne-sur-Seine	14.00
Foret de St. Germaine	14.00
Marly (including Camp des Loges)	14.00
Orly Field	14.00
Paris	14.00
Rueil Malmaison	14.00
Suresnes	14.00
Versailles	14.00
French West Africa:	
Senegal	17.00
Other	14.00
French West Indies (Guadeloupe only)	11.00
Germany	5.00
Great Britain (London only)	12.00
Greece (except the following)	7.00

OVERSEAS TRAVEL PER DIEM ALLOWANCES

Athens	9.00
Guatemala	11.00
Haiti	11.00
Iceland	9.00
Indo-Chinese Federation	16.00
Iran	10.00
Iraq	10.00
Israel	13.00
Italy (only the following):	
Florence	11.00
Milan and Naples	13.00
Rome	14.00
Jamaica, B.W.I.	12.00
Jordan	13.00
Korea	None
Lebanon	10.00
Liberia (Monrovia only)	10.00
Morocco (French) (except the following)	11.00
Casablanca	13.00
Morocco (Spanish including Tangiers)	11.00
Netherlands	10.00
Netherlands West Indies	13.00
Norway	10.00
Palestine	13.00
Peru	10.00
Philippines (except the following)	10.00
Rizal Province (including Manila)	15.00
Poland	11.00
Portugal (Lisbon only)	12.00
Puerto Rico	11.00
Rumania	28.00
Saudi Arabia	13.00
Singapore	13.00
Spain (Madrid only)	10.00
Sweden	10.00
Switzerland	12.00
Syria	10.00
Thailand	11.00
Turkey (except the following)	8.00
Istanbul, Iskenderun, Ismir, and Ankara	12.00
Union of Soviet Socialist Republics	30.00
Uruguay	14.00
Venezuela	20.00
Virgin Islands of U. S.	11.00
Yugoslavia	11.00

Maureen O'Hara.

The Golden Mask (144) (T): Adventure Drama; Van Heflin, Wanda Hendrix.

The Lavender Hill Mob (145): British Crime Comedy-Drama; Alec Guinness, Stanley Holloway.

Adventures of Robinson Crusoe (146) (T): Adventure Drama; Dan O'Herlihy, James Fernandez.

The Silver Lode (147) (T): Western; Elizabeth Scott, John Payne, Dan Duryea.

Desperate Moment (148): British Melodrama; Mai Zetterling, Dirk Bogarde.

On The Waterfront (149): Crime

Drama; Marlon Brando, Eva Marie Saint.

Men of the Fighting Lady (150) (T): War Drama; Dewey Martin, Van Johnson, Walter Pidgeon, Louis Calhern.

Black Horse Canyon (151) (T): Western; Joel McCrea, Mari Blanchard.

Sins of Rome (152): Historic Drama; Massimo Girotti, Ludmilla Tcherina.

The Man in the White Suit (153): British Comedy; Alec Guinness, Joan Greenwood.

Captain Kidd and the Slave Girl (154) (T): Adventure Drama; An-

thony Dexter, Eva Gabor, Alan Hale, Jr.

Pushover (155): Police Drama; Fred MacMurray, Kim Novak, Phil Carey.

The Big Steal (156) (Re-issue): Melodrama; Robert Mitchum, Jane Greer.

Tobor The Great (157): Science Fiction; Charles Drake, Karin Booth.

Gorilla At Large (158) (T): Murder Drama; Cameron Mitchell, Anne Bancroft, Lee J. Cobb.

Return From The Sea (159): Sea Adventure; Jan Sterling, Neville Brand.

Adam and Evalyn (160): Drama; Stewart Granger, Jean Simmons.

Living It Up (161) (T): Comedy; Dean Martin, Jerry Lewis, Janet Leigh.

The Promoter (162) (Re-issue): Comedy; Alec Guinness, Valerie Hobson.

Tight Little Island (163) (Re-issue): Comedy Melodrama; Basil Raford, Joan Greenwood.

Sabrina (164): Romantic Drama; Audrey Hepburn, Humphrey Bogart, William Holden.

Security Risk (165): Melodrama; Dorothy Malone, John Ireland.

Roogie's Bump (166): Baseball Comedy; Ruth Warrick, Robert Marriot, Roy Campanella.

A Bullet Is Waiting (167) (T): Drama; Jean Simmons, Rory Calhoun, Brian Aherne.

Dawn At Socorro (168) (T): Western; Rory Calhoun, Piper Laurie.

Southwest Passage (169) (T): Western; Joanne Dru, Rod Cameron, John Ireland.

WAY BACK WHEN

First West Coast Base

At the mouth of the Napa River on California's beautiful San Pablo Bay, north of San Francisco, lies the first and oldest U. S. Naval Base on the Pacific Coast—Mare Island.

According to the legend, the name "Mare Island" goes back to a Mexican General named Vallejo who commanded most of the area around the Napa River in the early days of California. One day when Vallejo was shipping some livestock up the river to the town of Benicia, a sudden squall upset his makeshift raft of whale-oil barrels and moldy sails and his livestock were forced to swim for their lives. Among the horses dunked in the swift waters was a white mare much prized by the general. Being a horse with an above average GCT, the white mare swam to a nearby island where Vallejo rescued her a few days later. He was so glad to have the horse back again that he named the island "La Isla de la Yegua," or "Mare Island."

The naval history of Mare Island goes back to 1851 when plans were drawn up and Congress first appropriated funds for a floating drydock to be located on the West Coast. The following year Congress authorized the location of Mare Island and in 1853 the tract was purchased by the U.S. Navy for \$83,491 from the son-in-law of General Vallejo. Today the acres of buildings and maze of equipment on Mare Island are valued at \$135,000,000.

Commander (later Rear Admiral) David G. Farrgut, USN, took first command of Mare Island on 16 Sep 1854. In the century that followed, M.I. has built nearly 500 ships for the U.S. Navy, repaired and refitted thousands more and served the Pacific Fleet through five wars.

Many "firsts" are connected with the shipyard. The first navy oil tanker, USS *Kanawha*, was built there. The yard con-

verted the Navy's first oil-burning vessel, the monitor *Cheyenne*, from a coal burner. It built the first aircraft landing deck on the battleship USS *Pennsylvania* in 1911. It pioneered in naval radio communications with the first station on the Pacific Coast. During World War I Mare Island's radio technicians helped to build a station in Bordeaux, France, another in Vladivostok, Siberia.

The first naval hospital on the West Coast was built at Mare Island; also the first naval ammunition depot, the first Marine barracks and the first Navy chapel.



The 371-foot submarine USS *Nautilus* built in 1927, was the largest undersea craft ever launched and the predecessor in name of the first atomic-powered sub. Today Mare Island is the only submarine building yard in the Pacific (except for Vladivostok). It also built the *Collier Jupiter*, the Navy's first electrically-driven ship, destined later to become its first aircraft carrier under the name of USS *Langley*. The destroyer USS *Ward*, launched at Mare Island 17 days after her keel was laid in 1918, represents a ship-building speed record never since equaled.

Training at Submarine School Open to LTJGs and Ensigns

A Submarine School class for officers will convene the first week in July 1955 and applications from eligible LTJGs and ensigns must be submitted to BuPers not later than 1 Mar 1955.

Officers eligible under the provisions established in BuPers Inst. 1520.6D are LTJGs whose date of rank is 1 Jun 1953 or later or ensigns whose date of rank is prior to 1 July 1954.

Other requirements are that an officer must:

(1) Have completed at least one year of active commissioned service

as of 1 Jul 1955.

(2) Be physically qualified for submarine duty as established in the *Manual of the Medical Department*, Article 15-29.

(3) Execute a signed agreement not to resign or to be released from active duty during the course at the Submarine School and for a period of at least one year after reporting to his first submarine for duty.

(4) Be qualified to stand OOD watches underway before reporting to the Submarine School.

Final selection will depend upon the quality of the officer's fitness report record and educational background.

OCS Program Reduces Certain Eligibility Requirements For Enlisted Applicants

The Navy's program for in-service officer procurement by selection of qualified enlisted men for Officer Candidate School indoctrination and appointment to commissioned rank in certain line and staff positions has been broadened by changes to BuPers Inst. 1120.11A.

As announced earlier in BuPers Notice 1120 of 21 Oct 1954, the two major changes are:

- The minimum Navy Standard Score on the Officer Qualification Test has been changed from 50 to 40 for applicants processed by a U.S. Naval Training Center; and,
- Eligibility to apply for appointment under Inst. 1120.11A is now based on a GCT score of 63 for college graduates who have not had the Officer Qualification Test. Formerly a combined GCT, MECH and ARI score of 195 was required for eligibility.

Applicants for appointment in the rank of ensign must be graduates of an accredited college or university with a baccalaureate degree.



"Hey Joe—you sure this is the ship?"

Wilbur and Orville Should See The Airplane Now

Here's the inside story of current and possible future developments in naval aviation as ascertained by certain authorities in the field and reported by the associate editor of AirPac Bulletin who submitted his account in invisible ink. If you don't believe a word of it, you'll show good judgment. — Ed.

Stand by for a ram. There's bad news tonight for all the aviation rates, for, after a long and serious study of the situation, it has been determined that the airplane is doomed and on its way out.

What, you don't believe that statement? Stay with us, a few more paragraphs, then see what you think.

There aren't too many people still in the Navy who can remember the days when Wilbur and Orville Wright first took off the ground on their tremendous flight, way back on 17 Dec. 1903. That flight was measured out in feet, but history recorded the event in detail, and the plane itself is preserved so we know what it looked like. It was composed of a couple of wings, a pair of stabilizers, a vertical fin, struts, wires, a semblance of a fuselage and cockpit, an engine, a propeller, landing gear, and of course the pilot.

Ever since that day planes have dwindled. Engineers kept coming up with new ideas to eliminate this and that. First they threw out the struts and wires as they strengthened construction. The elevators and one wing went the same way.

By the time they had gone that far they had a nice, trim looking

job that could fly faster and farther. But they still hadn't satisfied their longing to do away with things. At one blow they did away with the remaining stabilizer and the fuselage to build a "flying wing." Even the apparently necessary wing and equally important fin didn't have a chance when the helicopter was born.

Propellers were the next to go with the dawning of the jet age, and what was left? A landing gear, an engine, a cockpit and of course the pilot.

Actually the jet did away with the engine and left nothing but a hole which the air rushes through. The cockpit was left because it had to carry the pilot. It didn't take them long to do away with that problem. Now a radio-controlled aircraft can be flown from the ground. As a result neither the cockpit nor the fuselage is important any longer. That leaves only the wheels.

A recent announcement told of experiments made with wheelless airplanes which will land on cushioned carrier decks, called the "flex-deck." Wheel haters believe that the absence of landing gear will allow the construction of lighter and speedier aircraft. Without the wheels, the cockpit, fuselage, wings, tail fin or any other resemblance to a plane, they should be lighter. In fact they should be downright invisible.

So you can kiss those flight skins goodbye.

—Bob Jackson, JO2, ComAirPac.

Those may also qualify who have attended college less than four years, provided they have received a baccalaureate degree and have completed a minimum of 120 hours of college work or its equivalent.

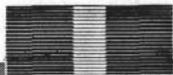
Applicants under this program must be at least 19 and under 27 years of age.

Applicants for a particular Restricted Line specialty who have reached their 27th but not their 33rd birthday may be selected for appointment to lieutenant (junior grade). However, such candidates must possess a master's degree or

doctorate, or have five years' professional experience in a field considered to be of special value to the Navy.

Successful candidates under the program may be appointed to commissioned grade in the Line, Supply Corps and Civil Engineer Corps. Those receiving commissions will be required to serve on active duty for a period not to exceed three years from date of acceptance of appointment and to retain commissioned status in the Naval Reserve for eight years following the date of their appointment.

DECORATIONS & CITATIONS



NAVY CROSS

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

★ BROWN, Dale W., HN, USN, serving with a Marine Infantry Battalion in Korea on 18 Apr 1953. Participating as a member of a combat patrol operating far in advance of the main line of resistance when his unit was ambushed by a numerically superior hostile force, Brown vigorously defended his wounded comrades. When the section of the patrol in his vicinity was subjected to a shower of concussion, fragmentation and anti-tank grenades, he quickly located the deadly missiles landing near the wounded and in spite of total darkness hurled them back. Seriously wounded when one of the grenades exploded, he feigned death while the enemy overran the position. The enemy picked him up, then tossed him aside for dead. Although in a critical condition and unable to render first aid to other casualties after a rescue party came upon the stricken patrol, Brown calmly instructed the rescue group in administering medical treatment to the others and himself and in directing the evacuation of his wounded comrades before allowing himself to be evacuated.

★ POPE, Charles E., HM3, USN (posthumously), attached to a Marine rifle company in Korea on 22 Feb 1953. Serving as a member of a combat patrol operating well in advance of the main line of resistance when his unit was subjected to intense enemy mortar and artillery barrage, Pope traversed the entire area in the face of the heavy fire to administer first aid to his stricken comrades. Although painfully wounded during the initial stages of the enemy bombardment, he voluntarily remained in an unprotected position and continued to render medical assistance to other casualties. While moving forward to aid a wounded Marine, he collapsed from loss of blood and shortly after succumbed to his wounds.

★ SMITH, Billy D., HN, USN (posthumously), serving with a Marine infantry company in Korea from 11 to 13 Jul 1953. With a vital outpost far forward of the main line of resistance under constant enemy mortar and artillery fire, Smith volunteered to relieve the corpsman assigned to the outpost and continuously exposed himself to deadly

hostile fire throughout an exhausting two-day period in order to administer first aid to wounded Marines and direct their evacuation. When the enemy launched a mortar and artillery barrage upon the outpost, he fearlessly proceeded forward to aid the wounded. Observing a casualty lying in a completely exposed area, he crawled through the deadly barrage of enemy fire which blanketed the entire area and attempted to cover the wounded Marine with his body in order to protect him from the intense fire. Mortally wounded while carrying out this action, Smith was directly responsible for saving the life of the wounded Marine.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

★ BORDELON, Guy P., LT, USN, serving in Fighter Squadron 152 on board USS *Princeton* (CVS 37) on 29 Jun 1953, encountered five enemy aircraft while flying combat air patrol. Immediately engaging two of the planes in combat, he pressed an attack despite their return fire and followed them at dangerously low altitude over mountainous terrain, until he had personally destroyed both enemy aircraft.

Gold star in lieu of second award:

★ BORDELON, Guy P., LT, USN. Two days after earning his first Silver Star (see above), LT Bordelon intercepted another flight of enemy planes in the vicinity of the Haeju Peninsula, and maneuvered his plane into an attack position on each of two hostile aircraft. He destroyed one of the planes, then pursued the second through heavy enemy antiaircraft fire, until he had destroyed it also.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

Gold star in lieu of second award:

★ MOORE, Walter E., RADM, USN, Commander Amphibious Group Western Pacific, Commander Amphibious Group One and Commander Task Force

90 from 29 Jan to 20 Nov 1953. Combat "V" authorized.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ ARMIJO, Filimon, HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ BAER, Harold H., LCDR, CEC, USNR, for meritorious achievement in Korea from 6 Nov 1952 to 19 Aug 1953. Combat "V" authorized.

★ BERREY, Samuel B., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ BOON, Perry E., HMC, USN, for meritorious achievement in Korea from 6 Dec 1952 to 15 Nov 1953. Combat "V" authorized.

★ BOWLING, Fred Y., HM3, USN, for meritorious achievement in Korea from 5 Dec 1952 to 11 Apr 1953. Combat "V" authorized.

★ BRADY, Richard O., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ BRAYBROOK, William M., CDR, USNR, for meritorious achievement in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.

★ CARLSON, Robert L., HM3, USN, for heroic achievement in Korea on 19 and 20 Mar 1953. Combat "V" authorized.

★ CARVER, William E., LCDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ CASTER, Gerald A., HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ COLLINS, Earl G., CDR, USN, for meritorious achievement in Korea from 10 Jan to 2 Dec 1953. Combat "V" authorized.

★ COPPERSMITH, Jack B., HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ CORBY, Thomas J., HA, USN, for heroic achievement in Korea on 15 Jul 1951. Combat "V" authorized.

★ CORNELISON, Ronald Jr., AB3, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ CORE, Arthur L., LT, MC, USNR, for meritorious achievement in Korea from 31 Mar to 15 Sep 1953. Combat "V" authorized.

★ CRUMLEY, Fred, HM3, USN, for heroic achievement in Korea on 25 Jul 1953. Combat "V" authorized.

★ DAVIES, Donald E., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ DAY, Wayne L., HM3, USN, for heroic achievement in Korea on 3 May 1953. Combat "V" authorized.

★ DEERE, Richard H., HM3, USN, for heroic achievement in Korea on 6 Apr 1953. Combat "V" authorized.

★ DUNCAN, George C., CDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ EDDY, James W., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ EPPERSON, John B., HM3, USN, for heroic achievement in Korea on 17 Sep 1950. Combat "V" authorized.

★ EPPS, William H., HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ FERGUSON, Joe E., HM3, USN, for heroic achievement in Korea on 25 and 26 Jul 1953. Combat "V" authorized.

★ FICHMAN, Herbert T., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ FITZGERALD, George T., HM3, USN, for heroic achievement in Korea on 25 and 26 Jul 1953. Combat "V" authorized.

★ FODOR, Francis J., ADC, USN, for heroic service in Korea on 23 Jul 1953. Combat "V" authorized.

★ GATES, Robert N. Jr., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ GIACI, Ronald N., HM3, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ GLASS, Austin H., HM3, USN, for heroic achievement in Korea on 24 Jul 1953. Combat "V" authorized.

★ GREEN, Laurence D., LCDR, USN, for meritorious service in Korea from 1 Jan to 5 Jun 1953. Combat "V" authorized.

★ GRESSLER, Joseph W., HN, USN, for heroic achievement in Korea on 23 Apr 1951. Combat "V" authorized.

★ HASSELBACH, Russell, HM3, USN, for heroic achievement in Korea on 8 Feb 1953. Combat "V" authorized.

★ HIGBEE, Samuel J., HN, USN, for heroic achievement in Korea on 24 and 25 Jul 1953. Combat "V" authorized.

★ HOELZEL, Norman R., LT, MC, USNR, for meritorious achievement in Korea from 24 Jul 1953 to 26 Feb 1954. Combat "V" authorized.

★ HUGHES, Sidney P., HN, USN, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ HUMPHREY, Duane R., HN, USNR, for heroic achievement in Korea on 23 and 24 Apr 1951. Combat "V" authorized.

★ JABLONOWSKY, James E., HN, USN, for heroic achievement in Korea on 23 Feb 1953. Combat "V" authorized.

★ JOACHIM, Paul L., CAPT, USN, for meritorious service in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.

★ JOHNSON, Ace, LCDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ JONAS, Richard S., LTJG, MSC, USN, for meritorious achievement in Korea from 28 Feb 1953 to 23 Jan 1954. Combat "V" authorized.

★ LEE, Donald E., HM3, USN, for heroic achievement in Korea on 28 Mar 1953. Combat "V" authorized.

★ LINK, Everett M., CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.

★ MARSHALL, William T., HN, USN, for heroic achievement in Korea on 23 Jul 1953. Combat "V" authorized.

★ McCULLY, Darrell J., HM3, USN, for heroic achievement in Korea on 26 Jul 1953. Combat "V" authorized.

★ McDOWELL, Burton C., HN, USN, for heroic achievement in Korea on 4 May 1953. Combat "V" authorized.

★ MCKEAN, James L., HN, USN, for heroic achievement in Korea on 10 Mar 1953. Combat "V" authorized.

★ McLAUGHLIN, Bernard M., CDR, USN, for meritorious service in Korea from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ McCLOUD, Clifton L., HM3, USN, for meritorious achievement in Korea from 26 Mar to 3 Apr 1953. Combat "V" authorized.

★ MEYER, George C., HN, USN, for heroic achievement in Korea on 13 Jul 1953. Combat "V" authorized.

★ MILLER, William S., HM3, USN, for heroic achievement in Korea on 23 and 24 Apr 1951. Combat "V" authorized.

★ MITCHELL, John J., LCDR, USN, for meritorious achievement in the Western Pacific-Far Eastern Area from 15 Jul 1951 to 5 Jan 1954.

Bennington Crew Members Cited for Meritorious Action

The first group of some 300 crew members of *uss Bennington* (CVA 20) who have been recommended for awards have been cited for their meritorious actions during the explosion and fire aboard that ship 26 May 1954.

The group includes 109 who received Navy Meritorious Mast citations and 79 who received Letters of Commendation from *Bennington's* commanding officer. An additional 117 have been recommended for higher awards for their heroism.

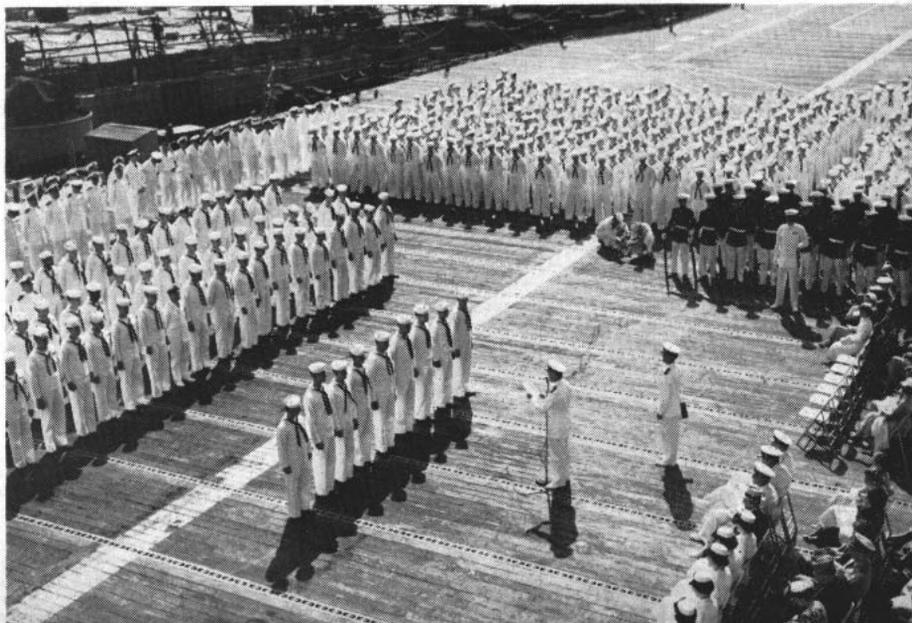
The *uss Bennington* was en route from Norfolk, Va., to Quonset Point, R. I., conducting air operations 75 miles south of Newport, when a

series of violent explosions spread flames, flash fires, intense heat and dense smoke through the forward section of the ship and caused death or injury to more than 200 officers and men.

With the forward area below decks a shambles of twisted partitions and hot jagged metal, dark, and filled with dense smoke, crewmen immediately acted to rescue their trapped and injured shipmates, and to effect emergency damage control measures.

Bennington is now at the New York Naval Shipyard, Brooklyn, undergoing repairs and angled-flight-deck conversion.

HEROES—Officers and men of *USS Bennington* (CVA 20) receive commendations for action in disaster of 26 May 1954 from CO, CAPT W. F. Raborn, USN.



BOOKS: VOLUMES FOR THE HOLIDAY SEASON INCLUDE ADVENTURE, EXPLORATION

SANTA CLAUS, with the help of the BuPers library staff, is bringing a bagful of books to ship and shore libraries in time for the Christmas holidays. The latest volumes include books on travel, exploration, contemporary history and autobiography.

• **Sea Devils**, by J. Valerio Borghese; Henry Regnery Company.

During World War II, the Italians developed and used to good advantage the "human torpedo" and explosive boats. Underwater demolition teams and midget submarines took their toll of British vessels. This is the story of their origins, development and wartime exploits—written by the man who not only came to command the units but who had taken part in many of the actions.

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.
Where bounding billow rears its head to
play with tempest cloud,
Where storm's deep voice comes o'er the
main, in murmurs hoarse and loud.
Hurrah! Hurrah! Hurrah! I love, I love, I love
the dark blue sea;
I love, I love, I love the dark blue sea.
To see the vivid lightning play around me
bold and free
Yet some will love the dull, tame shore,
but an ocean life for me.

Old Forecastle Song

Lots of adventure, examples of daring and ingenuity. Illustrated.

★ ★ ★

• **Soldier of Fortune**, by Ernest K. Gann; William Sloane Associates, Inc.

Louis Hoyt, soldier of fortune and world traveler, told his wife he was going to die "as a result of one of three things." When he was listed as "presumed dead" in Red China, his wife, Jane, went to Hong Kong to try to locate him. Plenty of action and intrigue in this suspense-filled novel by the author of *The High and the Mighty*.

★ ★ ★

• **The Ramayana**, told by Aubrey Menen; Charles Scribner's Sons.

One of the great epics of Hindu literature—the story of the young Prince Rama, forced into exile through the intrigue of his enemies—is retold in this volume. Rama's adventures—living in a hermitage, fighting a war, losing a wife—are recounted with a mixture of humor, heroics and satirical wit. Good reading.

★ ★ ★

• **The Year the Yankees Lost the Pennant**, by Douglass Wallop; W. W. Norton and Company, Inc.

A bleacher-style fantasy about one Joe Boyd, a tired, middle-aged fan of the Washington "Senators," who becomes the greatest outfielder of them all—after signing a pact with the Devil. Lots of good fun in this light-hearted yarn about baseball life.

★ ★ ★

• **Jonathan Blair: Bounty Lands Lawyer**, by William Donohue Ellis; World Publishing Company.

Historical novel on American frontier life in the 1820s, dealing with the struggle of settlers with their land, unstable currency and the Indians. There's more than a good measure of schemes and counter-schemes in this action-packed tale. The book is based on the manipulations of a real-life frontier attorney, Charles Hammond.

• **Spies for the Blue and the Gray**, by Harnett T. Kane; Hanover House.

A collection of spy tales with a varied cast of characters, both Union

and Confederate, male and female. You'll read about a quiet Quaker schoolteacher who slipped information to a Union officer, an actress who turned her talents toward espionage and dozens of others. Exciting reading.

★ ★ ★

• **Tales of the African Frontier**, by J. A. Hunter and Daniel P. Mannix; Harper and Brothers.

Here is a series of accounts of the explorers who probed the African frontier, who laid the groundwork for the development of the Dark Continent. You'll get your fill of adventure in this volume, the pages of which are populated with primitive tribesmen, wild animals and daring adventurers. Illustrated.

★ ★ ★

• **The View from Pompey's Head**, by Hamilton Basso; Doubleday and Company.

Contemporary novel concerning a young lawyer who returns to his home town, Pompey's Head, to unravel the mystery of funds seemingly misappropriated from an author's royalties. Anson Page, the lawyer, finds himself involved in more than mere misappropriation of funds in this absorbing novel.

★ ★ ★

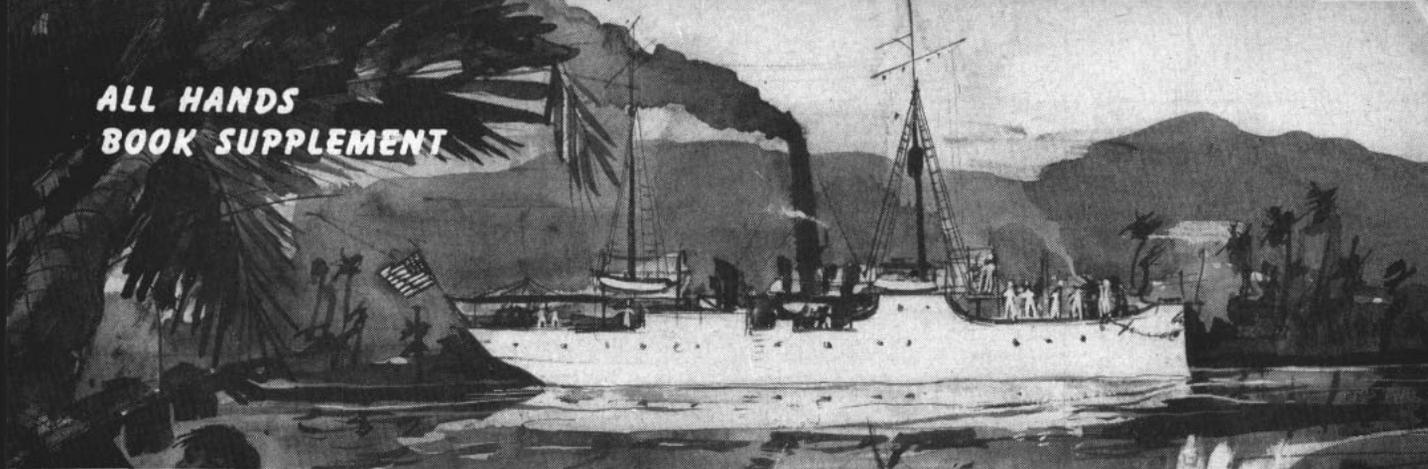
• **The Middle East**, by Halford L. Hoskins; The Macmillan Company.

Here's a contemporary study of the Middle East and its significance for the western democracies. Such problems as the partition of Palestine, the Anglo-Iranian oil dispute, latent Arab nationalism and the all-important control of the Suez Canal are discussed in detail. Authoritatively written by one who has devoted 30 years to the study of international affairs.

★ ★ ★

• **A Treasury of Mountain Stories**, edited by Daniel Talbot; G. P. Putnam's Sons.

Best-sellers such as *Annapurna* and *The Conquest of Everest* led to this anthology of tales on mountaineering by such writers as H. G. Wells, James Ramsey Ullman, Guy de Maupassant, and A. F. Mummery. Locales for the exploits range from the Alps, Caucasus, Himalayas, and Rockies all the way to a mythical mountain. All but two of the stories are fiction. Good reading for those few minutes before sack time.



Sons of Gunboats

They looked like pirate ships, sounded as though they were falling apart, carried pets like baboons and fighting cocks and ran after rain squalls to catch some fresh water, but the picturesque river gunboats were built for the job at hand — chasing bandits.

From *Sons of Gunboats* by Commander Frederick L. Sawyer, USN (Retired); published by U. S. Naval Institute, Annapolis, Md., with copyright 1946. Published with permission of the copyright owner.

At the end of the Spanish-American War, the Americans in the Philippine Islands found themselves faced with a problem inherited from the Spaniards—a smoldering insurgent uprising.

The job ashore of preventing the islands from falling into the hands of bands of lawless "insurrectos" was mainly an Army responsibility, but there was a big assist from the Navy and the Marines.

This is an account of the little known job of one unit of the coastal forces afloat. The Navy's mission consisted mainly of blockading ports and coasts, shelling fortifications, taking possession of captured towns, sending occasional landing parties ashore to help the troops, convoying transports, aiding in disembarking troops and making up charts as they went to take the place of inaccurate ones then in use.

The Navy, to carry out its blockading and shore support duties, operated a weird looking bunch of coastal vessels, many of them won from the Spaniards. Of shallow draft, they could move close inshore and even navigate the larger rivers. But they were pretty much hung together with bailing wire and a prayer and were anything but typhoon-proof.

By wintertime 1899, the main insurgent force had been shattered by the United States jungle campaign and guerrilla resistance was confined to a relatively few

islands. Two years later, after continued pressure on the rebels, U. S. forces captured the rebel leader Aguinaldo and the back of the movement was broken.

The fighting was tough while it lasted, and in addition the American forces had to cope with difficult terrain and uncharted waters.

Here in this book supplement, in the words of one of these "Sons of Gunboats," is the story of the adventures of USS Panay, as told by Commander (then LTJG) Frederick L. Sawyer during his tour as Panay's commanding officer.

ON A MAY MORNING IN 1900 I proceeded to the Navy Yard (at Cavite) and assumed command of the USS Panay relieving Ensign Harris Laning, a splendid young officer, who rounded out his career as an admiral commanding the battleship force.

Undergoing repairs is a necessary but disagreeable experience, and we were eager to get to sea again. The cruising stations of the Philippine gunboats, unlike Caesar's Gaul of three parts, were divided into four districts. These were (1) the Island of Luzon, (2) the Island of Panay, Mindoro, Palawan and Occidental Negros, (3) the Morro country of the Sulu group and southern Mindanao, and (4) the district of my assignment which comprised the Visayas Group, consisting of the islands of Cebu, Samar, Leyte, Bohol, Oriental Negros and northern Mindanao extending from the Strait of Surigao to the Pen-



Sons of Gunboats

insula of Dapiton. This district included hundreds of smaller islands and extended north to the Strait of San Bernardino which was generally considered the most desirable of the four stations.

We were all delighted when our orders came to proceed to the latter station.

Here a brief word as to officers and crew is in order. Our complement consisted of myself as commanding officer, then with rank of junior lieutenant, one midshipman, and 33 petty officers and men. All were young, nineteen to twenty-eight years, except the chief machinist's mate, our chief engineer, a hoary veteran of thirty-five.

ALL THE NAVAL PERSONNEL of that day were volunteers. Our sailors were a hand-picked band of young Americans, for enlistments at that period were carefully culled and only about one in five applicants for enlistment was accepted. All were enthusiastic for the new strange adventures so different from the peace routine of a large man-of-war.

It was my good fortune to have as my midshipman James W. L. Clement, USNA class of '99, who had been my shipmate on the *USS New Orleans*. He requested this duty on the *Panay* and I was happy to approve.

As executive officer, Midshipman Clement soon had the ship thoroughly cleaned, bright work shining, and everything well secured for sea, and we then went through emergency drills, general quarters, fire drill, and abandon ship in man-of-war style. Our battery consisted of a 6-pounder 57mm Hotchkiss bow pivot gun, two long 37mm Hotchkiss guns in broadside, one 37mm revolving cannon pivot gun astern, two Gatling guns at either end of the bridge, and two Colt automatic 30-caliber guns with shipmounts and also portable boat mounts which we had ourselves improvised. A complement of the regular service Krag-Jorgensen rifles and Colt .38 revolvers completed our somewhat museum-like arsenal.

A NUMBER OF CUTLASSES for boarding gave us a final piratical touch. By good fortune our departure came on a perfect sailing day, blue sky flecked by white clouds, a smooth China sea, Taal Volcano to port had the smoking lamp lighted, and to starboard Mindoro with 8500-foot Mt. Halcon rivaling Fujiyama in symmetry. On the bridge Midshipman Clement quoted the old Navy saying, "Who would not sell his farm to go to sea?"

"The Sons of Gunboats," acting under general instruction of the commander in chief and carrying out the general orders of the supreme command, were usually very much their own masters, and their movements were seldom interfered with.

Our first cruise was planned to circumnavigate the Island of Cebu, visit occupied ports, and suppress any illicit commerce encountered. July 6 we sailed to the southward calling at Talisay, Carcar, Sibogna, and Argao.

My classmate, Lieutenant (junior grade) Frederic R. Payne, commanding the *USS Pampanga*, had in some way learned of our presence in Cebu and sent the *Panay* the

following urgent message, "Your help much needed here. H--- of a lot of fighting in Samar."

Plans were immediately altered, the *Panay* filled coal bunkers and took departure for Calbayog, Samar.

On account of insufficient troops the Army was obliged to assume the defensive in Samar, occupying the principal ports of Calbayog and Catbalogan.

THE ARMY HAD AT FIRST established several small posts; one of these, Katubig, on the river of the same name, lies in northern Samar near the Strait of San Bernardino. This post had been attacked a short time before. With a garrison of but two sergeants and thirty-one soldiers, the attack was suddenly made by 600 bolomen with 200 rifles and a cannon. The post was burned out and fourteen of our force killed when they endeavored to withdraw down the river. After killing 200 of the enemy, the small surviving force was finally rescued.

The leader of the Samar insurgents was Lukban, a Bicol tribesman, who was cunning and ruthless, among his orders being the murder of all Chinese in the towns. The insurgents' success at Katubig had emboldened them to make frequent guerrilla attacks upon the garrisons of Calbayog and Catbalogan.

A short time before an attack had been made with the object of assassinating the officers at Calbayog. This enterprise was undertaken by a band of bolomen who had been persuaded by fanatical religious leaders that by wearing amulets containing "anting-anting" (a "magic" powder—Ed.) they were rendered invisible. These crazy ideas seem incredible to Americans, but depending upon their invisibility they rushed past the sentry, they reached the officers' quarters and inflicted several casualties before being brought under fire and killed.

The bolo is a dangerous weapon having a heavy blade of about two feet length and is capable of beheading a man at a single stroke. It is a formidable weapon at close quarters and it does not misfire.

The small American garrisons were always living under the menace of sudden attack and part of the duty of the gunboats was to assist with their battery and machine guns whenever possible.

July 15 the *Panay* overhauled *Salvasion*, a *banca* from Santa Nino for Calbayog with a cargo of rice and tobacco. She had illegal papers which were seized and turned in, but she was bound for an occupied port and acting in good faith she was released.

WE STOOD INTO AN ANCHORAGE off Calbayog. At 4:00 P.M. the insurgents opened fire on Army outposts. The *Panay* got underway, stood as close inshore as soundings permitted, and shelled Polycarpo and hills where insurgent trenches were located, expending thirty-eight 57mm shells, fifty-three 37mm shells, and 500 rounds of machine-gun ammunition. The following day about 11:00 A.M. we sent an armed boat and captured a *banca* heading into Polycarpo and destroyed it. The following is quoted from the *Panay* log of the same date:

"About 3:00 P.M., firing was heard on shore to the southeastward of Kalbayok. *Pampanga* commenced firing immediately. *Panay* at once got underway and stood in shore reserving fire until certain of objective. Army

then signalled that a squad was out, and reinforcements were being sent. Armed boat with Colt gun mounted was sent in by *Pampanga*, followed by one from *Panay*, former commanded by Midshipman Yates, latter commanded by Midshipman Clement, to assist and cooperate with Army.

"*Panay* stood in to about 1000 yards of the shore and worked slowly along shelling it in advance of the boats. Armed boats communicated with the Army and at its request moved cautiously along the beach at from 200 to 300 yards.

"Army being lost to view *Panay* hoisted General Recall and wig-wagged recall letter agreed upon from aloft, blowing whistle to attract attention to signals. Latter not being observed, armed boats proceeded along shore until opposite Karayman when sharp fire was suddenly opened on them from trenches close to the beach. Fire was returned by boats with small arms and Colt guns at the same time working offshore. Both Colt guns soon jammed so it was impossible to clear them. Fire was continued with rifles.

"When boats were clear of range *Panay* opened fire with 6-pounder and 1-pounder to assist them. Boats worked slowly out of range, and returned to *Panay*. There were two casualties in *Pampanga's* boat: G. Howard, GM, 1c, seriously wounded in left side and A. F. Forbeck, Sea., in left hand and arm. No casualties in *Panay's* boat. Expended 17 6-pounder, 4 1-pounder and 375 6mm. At 8:00 P.M. *Pampanga* got underway and proceeded to Katbalogan with Howard, it being necessary to perform an operation on him which could not be performed here."

THE SKELETON STATEMENT IN THE LOG requires some additions to make this event clearer. The shore line here is shoal and shelving so slowly that the *Panay* could not navigate closer than about 1000 to 800 yards. Mangrove thickets lined the shore with numerous native fish weirs built into the water 200 or 300 yards off shore.

With a long glass the progress of the Army skirmish line could be seen along the beach, but when contact between the boats and the Army skirmishers could no longer be observed, the effort to recall the boats was made, but unfortunately not immediately seen and obeyed. The insurgents in their trenches, concealed by thickets and not under attack by the Army, had a clear target. They must have been well supplied with rifles for their bullets struck about the boats like heavy rain, and some of the boats' crews leaped overboard as the water was wading depth to help run the boats farther off shore.

The *Panay* opened fire immediately, the whole action being a matter of seconds, and fortunately the bursting shells drove the enemy, who had leaped from their trenches, back to cover so quickly that their fire ceased.

The *Panay* and *Pampanga* were of course too small to rate a surgeon. The commanding officers were ex-officio the medical officers. First aid by bandages and an injection of morphine was available and administered, but the nearest aid was an Army surgeon at Catabalogan. The *Pampanga* was accordingly dispatched with all speed carrying her wounded there and at 1:00 A.M. the surgeon performed an operation upon G. M. Howard. The Mauser rifle bullet had shattered a vertebra and

in spite of the surgeon's skill he died on the operating table.

Lieutenant Payne, with Army escort and the *Pampanga* guard of honor, read the burial service and gave our comrade a military funeral. The wounds of Seaman A. F. Forbeck were less serious and he recovered. Curiously, the rifle bullet had made four wounds, passing first through his hand, and then through his shoulder at the biceps. He was evidently aiming his rifle when struck. The following day, having observed some insurgents near Kaibiran, we opened fire and shelled them until they disappeared.

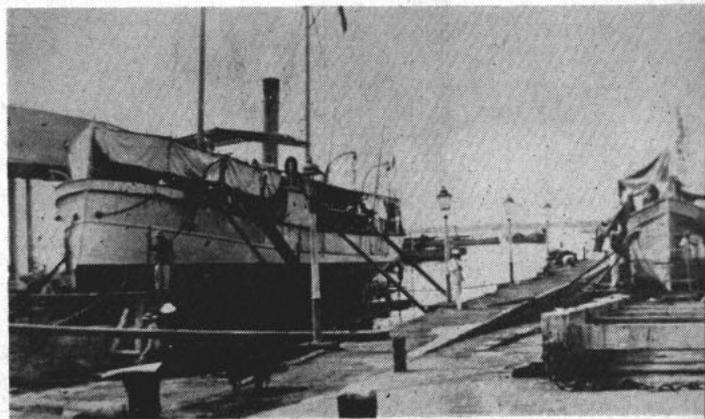
A NARRATIVE OF THE SONS OF GUNBOATS would be incomplete without describing in some detail the life on board. Food is of prime importance in armed forces to maintain health, efficiency, and morale. Our gunboats were equipped to carry sea rations for three months, but consisted of non-perishable articles of food such as salt pork, "salt horse" or beef, beans, rice, flour, etc. No refrigeration was available.

In our unofficial counsels of war, Payne and I decided to feed our crews on fresh foods whenever possible so long as the natives kept their health. The various islands usually had a sufficient amount of *camotes* (a large yam or sweet potato), chickens, pigs, and tropical fruits such as bananas, mangoes, coconuts, etc., and the *Presidentes* of several *barrios* were instructed to gather and exchange these articles for a liberal amount of the precious rice. Fair exchange is no robbery, and we were always careful to give double value in exchange.

To avoid long delays we instituted an exchange by signaling our needs by means of flags before arriving in port, using for these hoists international signal letters directing these *barrios* to have ready food for exchange according to our needs and the *Presidentes* were given crayon copies of these flags. For example, international letter "A" was the chicken flag, "B" the pig flag, "C" camote flag, "O" fruit flag—bananas, mangoes, coconuts, etc. By this means our crews during the many months of service scarcely touched our Navy stores except such staple articles as beans and flour. The health of our crews was kept good and the natives were better fed.

As has been mentioned before, the *Presidente* was held to the duty of reporting on board. This was an old

USS MINDORO, one of gunboats used to combat insurgents, shown resting on marine ways at Cavite Navy Yard.





SEARCH for guerrilla fighting 'insurrectos' is made by men of USS *Vicksburg*, under Cadet William McEntee.

Spanish custom which the gunboat captains were punctilious in enforcing. Failure to do so was interpreted as a sign of hostility, and the inhabitants in that event deserted the *barrio* and disappeared into the bush.

OUR WAR COUNCIL HAD NOT YET HEARD of vitamins, but we were well aware of the danger from prolonged sea-stores diet. Magellan's crews were decimated by scurvy and the spread of the British Empire was due in no small measure to the discovery of lime juice as an anti-scorbutic, and the seagoing term of "lime juicers" is still used in the jargon of the sea to designate British merchant sailors. In any event, our approach to these *barrios* even before letting go anchor was marked by native *barotas* filled with feathery clouds of chickens, squealing young porkers, *camotes*, etc., as signalled, rice exchanged and anchors aweigh.

The *Panay* always had a quartermaster or other petty officer on the bridge lookout with Gatling and Colt machine guns ready as well as rifles. Another sentry stood by the 37mm aft, and a third sentry was stationed as lookout forward at the 37mm bow pivot gun. In addition each of the crew had his loaded Krag rifle at hand, as well as cutlasses and Colt revolvers.

The captain always slept on an Army cot on the poop deck with a Krag and Colt alongside. In addition, each night the black watch led out a steam hose to further discourage boarders. As the *insurrectos* went barefoot we strewed tacks along the deck at night, for any boarders who succeeded in reaching the deck would discover this new method of attack.

General Quarters would take about two seconds with all hands firing, and the man-of-war *Panay* would be literally a ball of fire. Much to the regret of our crew, no attack was ever made, and our young husky pirates never had a chance to swing a cutlass. Aboard our pirate gunboats "we kept always de eye ope."

THE CRUISING REPORT OF THE *Panay* for the month of August shows that during that month *Panay* spent eighteen days at sea and thirteen days in port and had captured thirty-seven vessels of which twenty-five were destroyed. A considerable part of the thirteen days in port was spent in cooperating with the Army, shelling snipers and in small boat expeditions.

News had been received of an insurgent attack on our garrison at Ormoc, Leyte, and at daylight the *Panay* was once more under way for that port.

Communications with the post commander disclosed that his small garrison of perhaps 75 men were in a state of exhaustion due to the constant sniping and threats of attack from large bodies of insurgents. Most of the inhabitants had fled the town, which at that time had a population estimated at 10,000. The captain of volunteers commanding the post did not feel that his forces were strong enough to take the offensive and the *insurrectos* had become increasingly bold in consequence.

We planned a scouting expedition for next morning.

While this was going on we were astonished to see a platoon of insurgents marching along the sand beach in plain view about 2500 yards south of Ormoc. After about one second to recover from our astonishment we sent some shells screaming among them. Incredible as it seems to us, they were doubtless convinced that their "anting-anting" rendered them invisible. The shells evidently shook their confidence in their invisibility for in about two seconds after the first shell struck the sand they were invisible to us.

Each night they had been accustomed to approach close to the town through a bamboo thicket along the southern shore line. Accordingly, our two boats were lowered after nightfall, machine guns mounted in their bows, and with muffled oars they pulled in close to shore, the night being very dark. Nothing happened until about 9:30 P.M., then the boats under Midshipman Clement could catch glimpses of extremely dim lights moving stealthily through the bamboos.

Here there is a fixed custom to carry some light at night. They cut a joint of bamboo about six inches in diameter, scrape it thin as horn so the walls are translucent, and inside coconut oil and a pina wick give a faint glow, and this was what they carried. When a bullet strikes a bamboo thicket each joint penetrated explodes so that a single bullet sounds like a volley.

After watching this eerie firefly brigade filter through close to the town, Clement suddenly opened up with his machine guns; 600 shots per minute from each sounded like 6000. Perhaps the *insurrectos* are running yet, or at least until they reached the Pacific Ocean.

At any rate, the town had a quiet night and a good sleep. The hollow-eyed post commander told us it sounded like 10,000 of his dear old mother's sewing machines back in Tennessee.

OUR AGGRESSIVE ACTION APPEARED to take the fight out of the insurgents and for the following two days no attacks whatever were made upon the town and the *Panay* fired only at what appeared to be lookouts occasionally showing themselves to the southward.

Those were busy days, and General Hare [Brigadier General Luther Hare, USA, Commander of the 4th District] spared no effort to make contact with any *insurrectos* who could be reached by water.

General Hare had received information that a leader of the insurgents was at Villareal, Samar, with a small force, and planned to send a surprise force there at night with the aid of our gunboats. Every effort was made for secrecy as information usually spreads through native runners despite every precaution.

Just before midnight November 13, all hands were called and boats sent ashore for troops. The *Panay* took 83 soldiers on board and the *Mindoro* an equal number. Captain Kennon was commanding the Army forces. Shortly after midnight we were underway proceeding to Bantayan via Zummarraga Channel. The greatest precautions were taken against detection from shore. However, one careless soldier attempted to light a cigarette during our passage, and although still several miles off shore he was immediately clapped in irons.

Our anchor was eased down and the chain bit to avoid any noise in anchoring, and our oars were muffled. Our boats, equipped with machine guns and aided by large towing barges, soon landed the 160 men. When Midshipman Clement returned, he reported a large *banca* at anchor directly at the landing place. He was ordered to complete the landing and then to tow the *banca* out. The latter was made fast astern of the *Panay* about 3:00 A.M. and our armed boats were sent in to flank the Army.

The sentry aft by our revolving cannon was told to report to me if any of the *banca's* crew stirred. Just before dawn he reported some noise in the *banca*. Soon the after-hatch cover was slid open and a head appeared for a second, then instantly ducked inside, where a noise like an angry hornet's nest was heard. One by one other heads bobbed up and down. They could not believe that while they peacefully slept a force of 160 soldiers had been landed alongside them and that they had been cut out and towed three quarters of a mile without waking. This episode speaks well for Clement's efficiency in landing operations.

November 24, the *Panay*, *Mindoro*, and Army launch *Albert* with *lorcha* together embarked about 300 troops, and at 7:30 A.M. were underway for the delta of the Gandara River. Here we sounded out the entrance to the river and found it was impossible to enter until the night high tide. The day was spent in surveying and marking the channel with stakes.

SHORTLY BEFORE MIDNIGHT THE SIGNAL was made to get underway, and our task force proceeded in column, the *Panay* leading into the mouth of the river. Midshipman Clement in the *Bennington's* launch remained within hail and sounded ahead. Upon rounding a bend in the entrance, the steam launch hailed and reported that the insurgents had built an obstruction across the channel. This consisted of multiple rows of bamboo piles.

War is like that. Generally the unexpected happens and the solution is frequently doubtful. However, to withdraw spelled defeat, so remembering Farragut's famous remarks about the torpedoes, we prepared to ram. Ahead full speed, the *Panay* struck the obstruction and forced her way through, signaling the *Mindoro* and *Albert* to follow. In forcing the dam we had bent one blade of our port propeller. We hoped that we would now find a deeper channel, but the dam had created a bar across the river, and in spite of our best efforts, the *Panay* grounded a few hundred yards inside the barrier.

The tide had already set strongly ebb. After consultation with General Hare at 2:00 A.M. we decided to send out all but a lieutenant and 34 men who were retained to aid in case the *Panay* were attacked.

The next task was to arrange if possible for re-floating the *Panay* at the next full tide. As the tide went out, the *Panay* was exposed like a stranded whale and, in an effort to appear optimistic, the harassed captain, after stationing men at the guns, "landed" the remainder of the crew alongside and set them to work scraping the barnacles from the ship's bottom and then painting the bottom with anti-fouling paint which some of our enterprising crew had acquired long before at Cavite Navy Yard. The bent propeller blade was swaged nearly into shape.

Our plans contemplated floating the vessel if humanly possible but in any event defending her with our own crew assisted by a detail of soldiers. After nightfall we withdrew the troops from "Fort Panay," and 24 additional soldiers were sent in after nightfall to reinforce our "Marine Guard." All possible preparations were made for launching. With ill-concealed anxiety we watched the tide rise. Meanwhile we had marked the openings in the dam with white cloth and lanterns, and raised full steam pressure. We checked each inch of rise, and shortly before midnight with full speed on both engines and heaving our anchor we felt ourselves again afloat. With the greatest care we struck the gap in the dam, and like Omar Khayyam "came out the self-same door wherein we went."

(The only one of the fifteen gunboats lost in the Philippine War was the tiny *Urdeneta* of fifty tons. She was caught in the delta of the Pampanga River where she was unable to turn and was attacked by a large force of *insurrectos* from the dense wooded banks. She fought until her commander, Midshipman Wood, and half her crew of eight men had been killed. The surviving four sailors endeavored to escape but were captured.)

Upon reaching good water again, we found the remainder of our task force had also gotten afloat on the tide. General Hare decided to land his troops at that port, and the *Mindoro* and *Albert* were dispatched thither for that purpose. The *Panay* together with the *Mindoro* and *Albert* landed 125 troops and 32 bearers off Turangan for a hike into the interior and patrolled the landing with armed boats. Two days later the expedition was re-embarked and returned to Catbalogan, thus ending our Gandara River expedition.

MAIN INSURGENT forces were shattered in winter of 1899. Photo shows Plaza of Abarri, after the surrender.



TAFFRAIL TALK

NAVYMEN MAY BE A MODEST LOT— but not where their ships or records are involved. No sooner had the record of *uss Grouper* (SSK 214)—of ComSubLant—been published in a local station paper than *uss Sea Fox* (SS 402)—of ComSubPac—pointed out that she had outdone her Atlantic sister in three of the four claims made by *Grouper*.

"The crew of *Sea Fox* will tip their collective hats admiringly and will graciously bow out of the limelight to any submarine who can beat these records," said *Sea Fox's* CO, "BUT . . ."

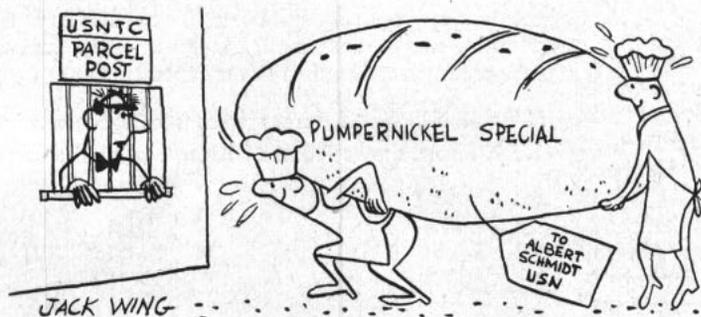
Sea Fox, during a recent one year period, was submerged for a total of 1478 hours, 44 minutes, compared to *Grouper's* 1114 hours, 45 minutes. During 5576 hours underway, *Sea Fox* cruised 37,977 miles to *Grouper's* 26,624 miles in 3509 hours. However, *Sea Fox*, in outdoing *Grouper* in total hours submerged, underway and distance cruised, fell 42 hours short of *Grouper's* record for the greatest duration of one dive. *Grouper* was down 200 hours, 35 minutes. *Sea Fox* had important business elsewhere after 158 hours, 36 minutes.

Any other challengers?

★ ★ ★

Nor do Navymen always choose to advertise their generosity. Men of *uss Northampton* (CLC 1) didn't bother to mention it, but the grapevine tells us that, the day after the *Bennington* tragedy, one of the vessel's boatswain's mates asked to see the CO. "Captain," he said, "the crew has collected \$500. Would you send it to the *Bennington* and tell them to use it as they see fit?" We also heard, by accident, another typical example of Navy generosity, a "tarpaulin muster" by the crew of *uss Delta* (AR 9) for the March of Dimes. After each man tossed his contribution into a tarp stretched across a frame, the fight against polio was \$185.33 stronger.

Incidents such as these give point to Bill Miller's comments, quoted elsewhere in this issue.



You've frequently heard of letters from the folks at home running to unusual lengths. However, when San Diego's homesick recruit Albert Schmidt wrote home for a small loaf of bread from the corner delicatessen, his elder brother had the crust to send him a seven-foot loaf.

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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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: 'HIGH AND DRY'—This striking photo of a cruiser in drydock was taken at night by Henry G. Jordan, PH1, USN, at Naval Base, Philadelphia, Pa. This was one of the entries in the All-Navy and Inter-Service Photography Contest (see story, page 35).



1955

ALL HANDS

1955

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

JUNE						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULY						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST						
SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
				3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
				3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

JACK WING