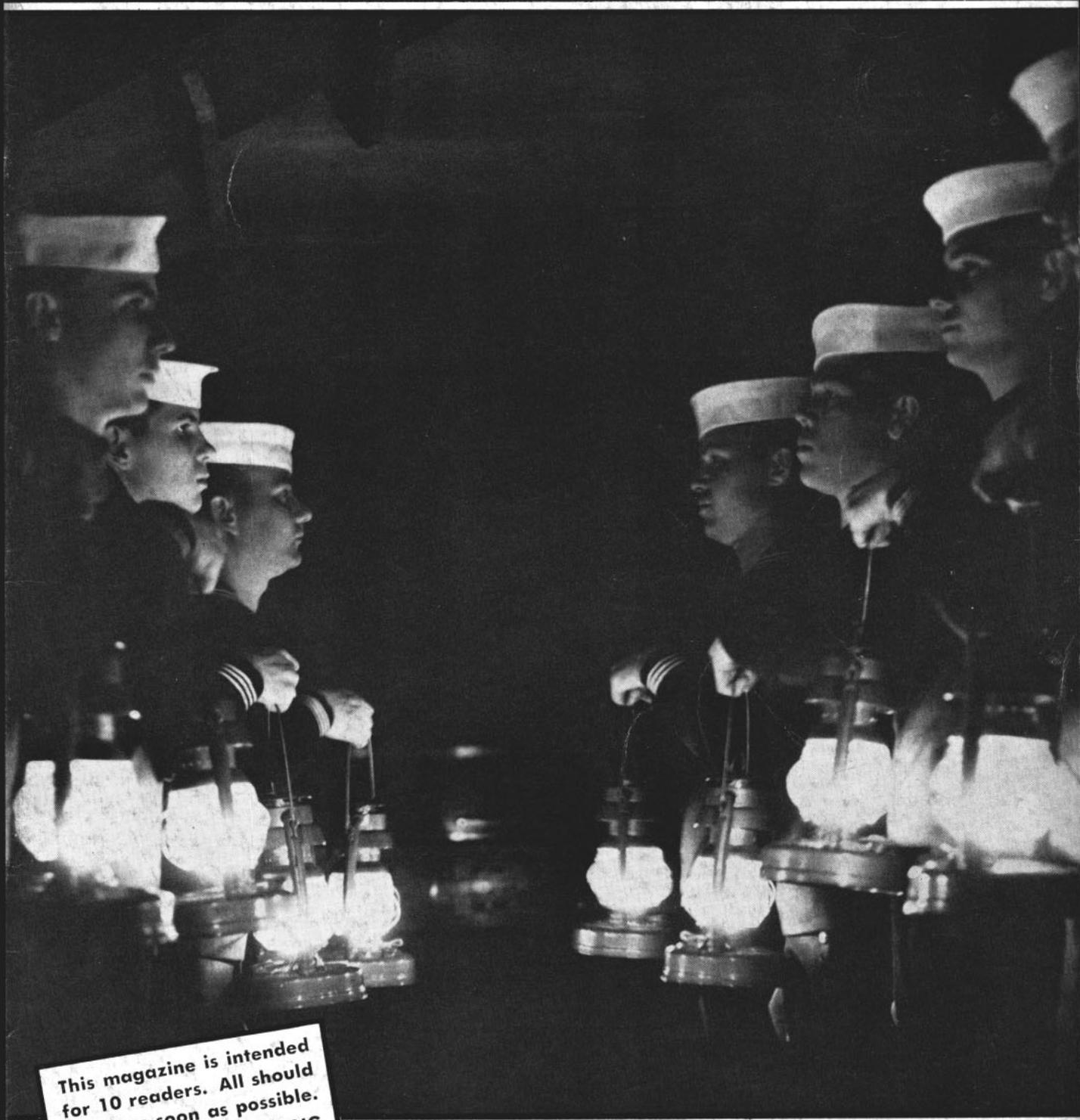


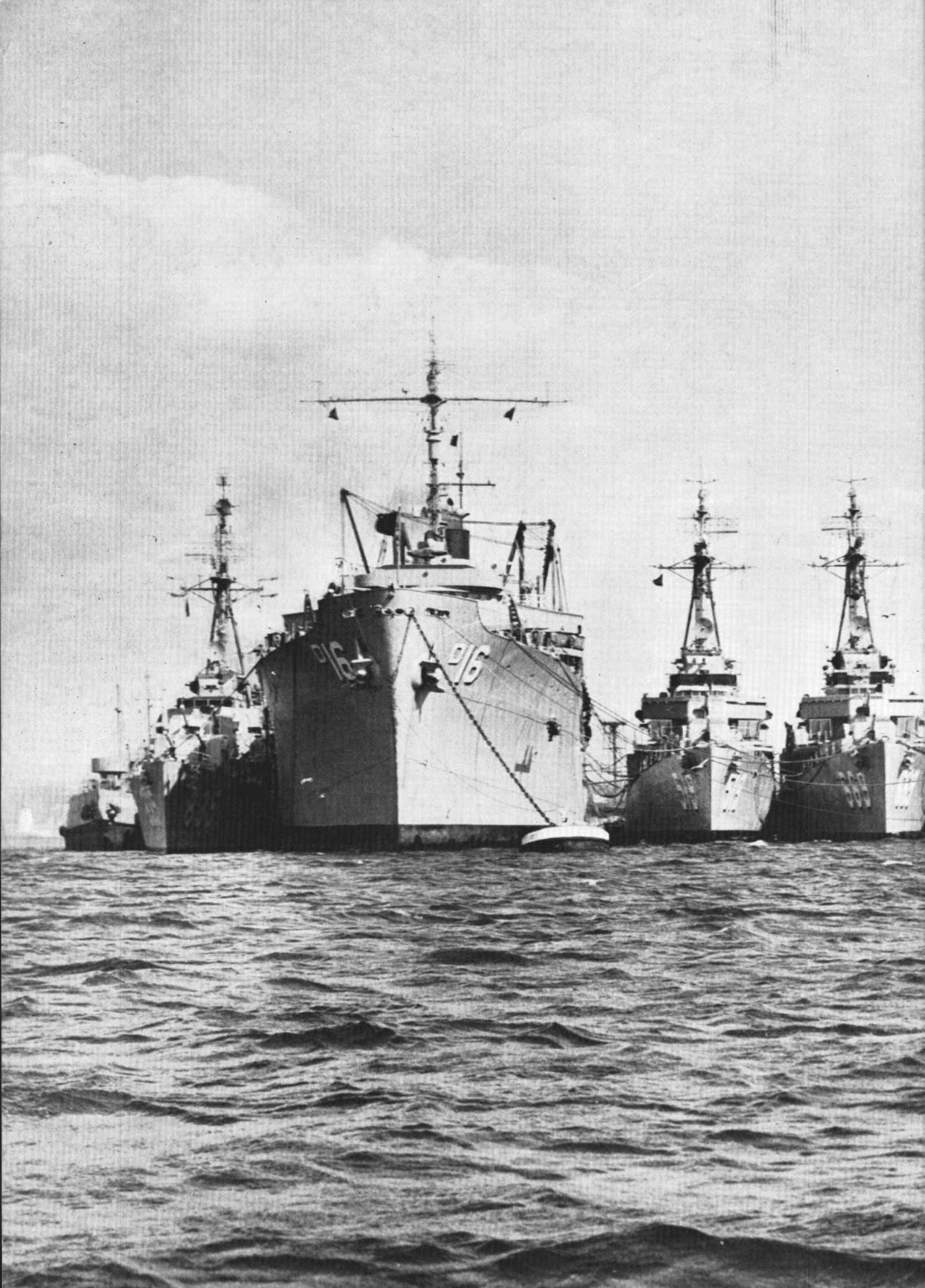
# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
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MAY 1955



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1955

Navpers-0

NUMBER 459

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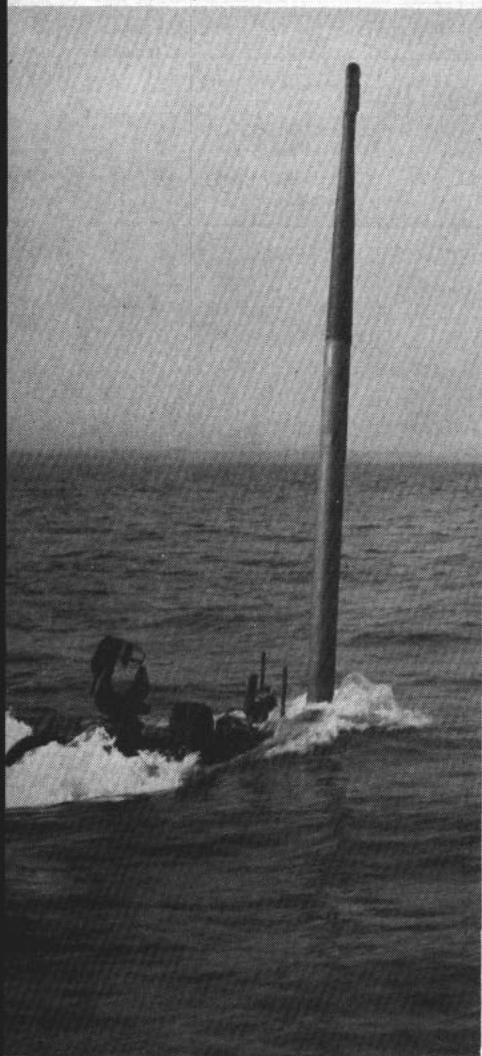
● **FRONT COVER: RARE AND ANCIENT CUSTOM** of honors to a flagship officer was revived with the aid of eight night side-boys, each equipped with a kerosene lantern when VADM T. G. W. Settle, Commander Amphibious Force, Pacific Fleet, visited *USS Mount McKinley (AGC-7)*.

● **AT LEFT: CAN YOU TOP THIS?** When tenders repair ships of the Fleet, there is usually a limit to the number of ships alongside, but *USS Cascade (AD-16)* seems to know no limit. Here she proudly displays her brood of seven.

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



# Up Periscope!



**T**HERE ARE SOME 85 sailors who claim they saw a horserace in Japan in August, 1942. It's not impossible, in spite of the fact that no American sailor set foot in Japan until September 1945. Records prove that these sailors may have been stretching the truth a bit but generally speaking, they're right. They saw the race track, if not a horserace.

The sailors in question were the officers and men of the submarine *uss Guardfish* (SS 217). The submarine was on patrol off the coast of Japan and was running close to Yagi, a port in Northern Honshu, when the skipper sighted the city's race track through the periscope.

The officers and men of the boat took turns peeking through the periscope, "sightseeing." When the boat returned to her home port, after a patrol that cost the enemy 70,000 tons in shipping, the story was spread that the *Guardfish* sailors had actually seen a horserace. Any submarine sailor will tell you that you can really see some unusual sights through a periscope.

From a military standpoint the "pictures" you get through a scope are worth a lot more than 10,000 words. But to get good results they require experts and intricate equipment. This is particularly true of the submarine periscope.

On submarines built before and during World War II, one periscope cost the Navy \$10,000. At present, the cost of periscopes on all new construction and the replacement of worn out scopes approximate \$30,000.

Why do periscopes, which work on a very simple principle, cost so much? It seems that all they consist of are some metal tubing and a few lenses.

As one expert in BuShips explained it: "Periscopes must meet a very high standard. They can be only seven and one-half inches in diameter at the thickest point and the head must be of the smallest size possible to avoid possible detection by enemy anti-submarine forces.

"You can better understand the high cost of a periscope if you know just how they work. No doubt

you've looked through the wrong end of a telescope and viewed a normal scene reduced in apparent size. This apparent reduction is caused when the inverted telescope takes a wide angle vision and reduces it into a narrower one in the eye piece."

This is the principle used in periscopes. Basically, a periscope consists of a vertical tube with a head prism inclined to the horizon at an angle of 45° and a reducing telescope. At the bottom of this tube is an enlarging telescope and a lower prism facing the head prism. It's like putting two telescopes face to face.

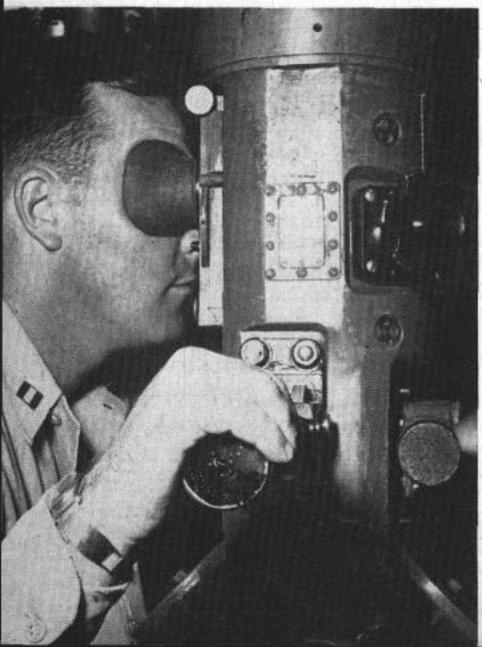
If you use astronomical telescopes, the upper telescope inverts the image and the lower telescope re-inverts it, so that the image appears erect to the observer. The distance between the objectives (faces of the telescope), about 12 feet, plus the lengths of the two telescope systems, enables the periscope to reach lengths of 27, 30, 34 or 40 feet.

Each one of these telescope systems in a periscope, naturally, requires a considerable number of lenses. Besides being of the best possible quality, they must be fitted into the periscope to withstand a tremendous amount of pressure, both from the water and possible shock produced by depth charges.

Then too, in the construction of your periscope, you must take into consideration the number of lenses used. Since each lens both absorbs and reflects a certain amount of light which strikes its surface, the light loss becomes considerable if the optical system grows too complex. There soon comes a point in design at which the point of diminishing returns—and light—is reached.

So you can easily see there are definite limitations in building a periscope. The vital factors, as in a telescope, are: (1) size (including length, diameter, and exposed area), (2) resolution, (3) illumination, (4) magnification, and (5) size of field or angle of view. If you build a periscope favoring any one of these factors, the other four will suffer. Hence, the final design of a periscope is actually a compromise.

"The basic requirement in a periscope," adds the BuShips expert, "is





**DOWN SHE GOES.** Last view of a Japanese transport was photographed through the periscope after torpedo attack.

the ability to *see*. This involves light-gathering power, which is largely determined by the size of the head or "entrance pupil," and light transmission, which is determined by the number of optical elements in the light path.

"The night periscope with its 7mm "exit pupil" has the highest usable light gathering power. In order to obtain high light transmission, a minimum of optical elements are used which results in some distortion and uneven illumination of the field. These deficiencies are not objectionable for normal usage, but do become apparent on photographs taken through the periscope."

The night periscope and the attack periscope are the two basic types in use by the Navy. The main characteristic in the attack periscope is its small head and taper designed for use during close-in attack. This results in an exit pupil of only 4 or 5mm (about 3/16 inch) which is usable only during conditions of reasonably good illumination.

The top of the scope tapers down to about two and one-half inches to reduce the plume and the possibility of detection by enemy lookouts or radar.

The night periscope is designed for use during conditions of poor visibility and has a fairly large head and taper. It has high light-gathering power, an exit pupil of 7mm, which is approximately the maximum diameter to which the human eye will open during conditions of minimum illumination. This makes the periscope good for use at dusk and at night.

Another difference between the two types of periscopes is the length. The attack periscope is 40 feet

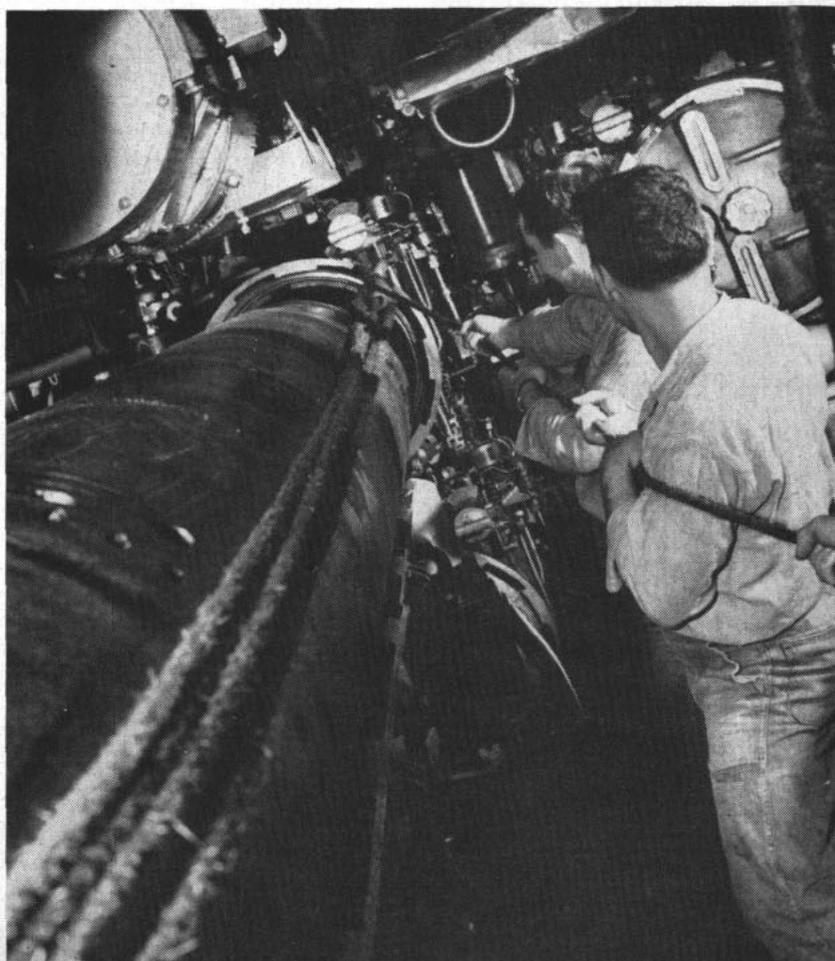
while the night scope is 36 feet long. Also, the night scope has a built-in radar antenna which operates in conjunction with the periscope.

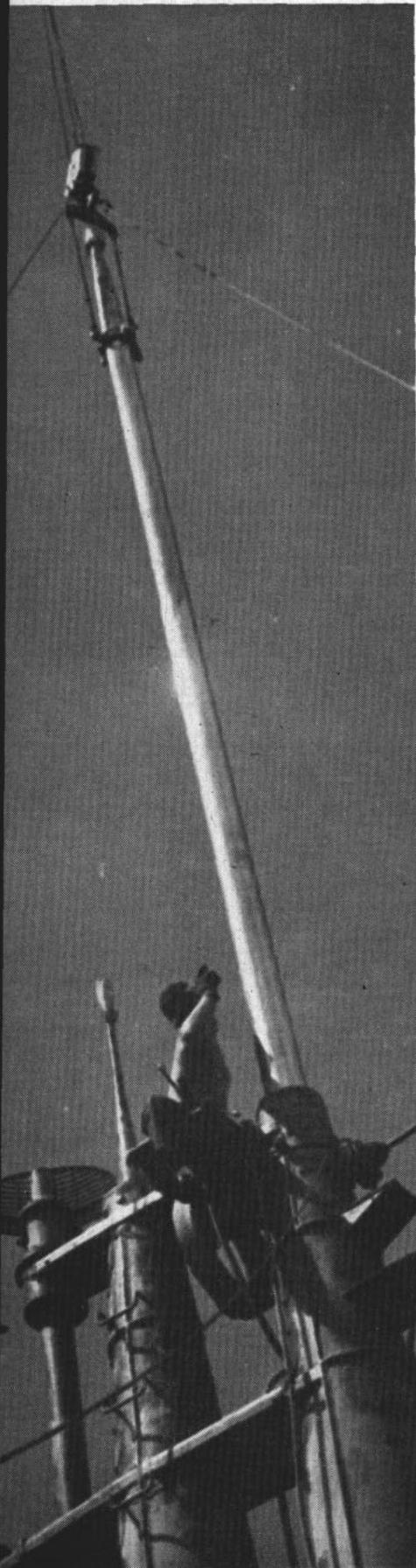
The present day periscopes, although employing the same principle as the earliest made, are a far cry from the first periscope ever used on submarines. Actually, the earliest submarines were built without provision for periscopes and therefore,

when submerged, were forced to grope their way blindly.

No one man could actually be credited with "inventing" the periscope. Like many other things, it just "came about." However, a Frenchman, Marie Davey, is credited with designing in 1854 a sight tube for a submarine. This tube contained two mirrors, one above the other, held at a 45° angle and facing in

**ACTIONS BELOW** the surface are governed by what the periscope shows. Here torpedomen prepare to load 'fin fish' in torpedo tube on training cruise.





opposite directions. Although this did provide some vision, it was faulty at best and, in 1872, prisms were substituted for mirrors.

One of the first known uses of the periscope in the U. S. Navy was aboard a surface ship, the U. S. iron-clad monitor, *Osage*, during the Civil War. The use of the periscope came about, not as the result of study and research, but as a matter of necessity.

*Osage*, during the Red River campaign, ran hard aground. While the vessel was being refloated, Confederate cavalymen attacked the ship. These troops were protected from the ship's guns by the high river bank and the low tide. The enemy couldn't be seen by *Osage* until they appeared on the river bank.

When they reached this point, the rebels would fire one volley and immediately retreat for the next assault before *Osage* could reply. Before the battle, Thomas H. Doughty, usn, acting chief engineer on *Osage*, had the idea of constructing a periscope out of a lead pipe and several mirrors. Hurried use of this makeshift periscope in the turret made it possible for *Osage's* commanding officer to see the advancing enemy forces before they appeared on the bank.

The fighting continued for about an hour before the Confederates finally retreated, freeing *Osage* from further attacks.

Many of the earliest periscopes, such as the one designed by Doughty, were fixed tubes. One exception was a collapsible one designed by Simon Lake and known as an "omniscopes."

The fixed periscope presented a problem in that it couldn't be raised or lowered. Soon, however, provisions were made to allow the tube to be raised and turned by hand. This was fairly satisfactory when the boat was traveling at a low rate of speed. But with increased speed, the pressure was apt to bend the tube and throw the image out of kilter. This led to the design of a double tube, the outer tube to resist pressure and the inner to house the lens (telescope) systems. The modern periscopes are raised and lowered by hydraulic power. This operation can be performed manually, but it would require quite a bit of work.

Although tremendous strides have been made in the development of

the instrument, the basic principle of the periscope remains the same: The reflection of objects through mirrors on prisms arranged in a tube.

The functions of the periscope have remained the same also. It gives the officer conning the submarine a view of the surrounding horizon while his vessel remains submerged. To accomplish this, it is necessary that the periscope be long enough to extend beyond the surface at attack depth, and that ways be provided to deflect the horizontal rays of light, first in a downward position, and then horizontally to the eye of the observer.

In other words, the periscope should be long enough to place the pressure hull of the submarine as far below the surface as practicable while the periscope is in use. This depth decreases the possibility of damage to the hull of a submarine by collision with a surface vessel and also permits minor errors in depth control and trim without the submarine broaching. The periscope support structure above the pressure hull is designed to break off when struck as a result of a collision, without damaging the hull.

In addition, the part of the periscope that is above water must be as inconspicuous as possible. Streamlined periscopes will allow subs approaching a kill to move in faster with less chance of being detected. Experiments conducted at the David Taylor Model Basin in Washington, D. C., showed that by streamlining periscopes, the tell-tale splashing plume of the "up" scope is greatly reduced. More important, it also eliminates the vibration which creates a dancing target for the skipper while he is making complicated computations for firing the torpedoes.

The streamlining consists of a metal fairing which is a hydrofoil section similar to that of an airplane wing. This is topped by a "deplumer" which is an extension of the fairing, pieced with slotted holes to swallow the spray and wake.

In addition to acting as the eyes of the submarine, the periscope has also served, among other things, as a life-saving device and a perch for tired (or just ornery) sea gulls.

Although it isn't supposed to happen, if a submariner is left topside when the submarine dives, he could

PERISCOPE TUBE is pulled from submarine with crane to be taken to shop for check up. Its condition will be logged in an individual record.

climb to the highest spot he can reach on the sub, then jump off to avoid tangling with the screws. There have also been instances where the "up" scope has been used to tow life rafts—and it could serve as a perch for "swimmers" if they happened to be close enough to catch hold of it.

If you stop and think about it, you can easily see that a submarine periscope does make an ideal perch—at least for a bird. And if you're a bird on the wing for a long time, it'll probably look quite inviting to you.

"But I didn't know that the sea gulls went so far as to be collaborationists," stated the skipper of one submarine. His comment was inspired by an incident back in 1944 when a U. S. submarine was making an approach on an enemy freighter in Pacific waters.

Here's the way the skipper reported the incident: "At 1730 we encountered the latest fiendish anti-submarine weapon of the Japanese: a bird which patrols between 3-4000 yards off the bow of the ship.

"As soon as he (or she) spotted the periscope, he (or she) perched on top and draped his (or her) tail feather over the exit windows. This proved extremely confusing for the approach officer . . . He banged on the scope, shook it, raised it and lowered it desperately, but the bird clung on tenaciously, hovering over the scope while it ducked, then hopping back on it when it was raised.

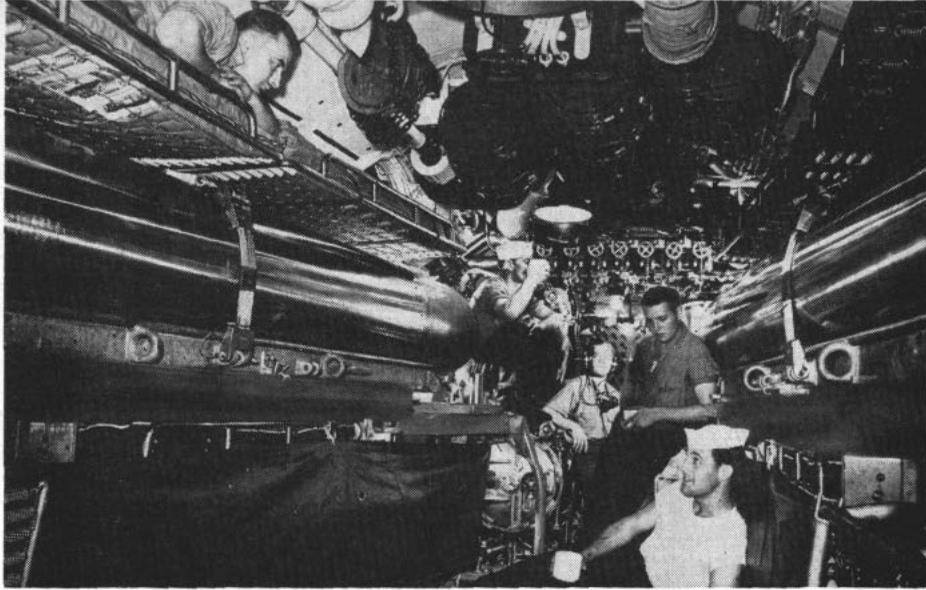
"As a last resort, both scopes were raised for observation, one a few seconds ahead of the other as a feint . . . This completely baffled the bird, and he was last seen peering venomously down the other periscope and his language was unrepeatable . . . We photographed the bird for anti-submarine files and continued the approach."

Despite the interference the submarine scored a hit on the target and sent it to the bottom.

Usually, sea gulls are not the main source of trouble encountered in periscopes.

Such occurrences as dust settling on the lenses, fogging, or water reaching the inner tubing of the periscope are the causes of most troubles.

Outside of a complete rebuilding of a periscope, most maintenance and repair can be performed by opticalmen assigned to the Submarine Force. Initial training is re-



**TIME OUT FOR JOE POT.** Bluejackets of World War II shown relaxing, after Fleet type submarine 'upped scope' in successful action against Axis fleet.

ceived at the Class "A" Opticalman's School at Great Lakes, Ill. In addition, some of the senior rated Opticalmen are assigned periods of instruction at the factories producing these periscopes.

Usually, the problem can be solved aboard the tenders or at the Submarine Bases at New London, Conn.; and Pearl Harbor, T. H. When the periscope is badly damaged or has to be completely rebuilt, it is usually sent back to the factory.

From factory to submarine to optical repair shops and back to the factory—the complete history of each periscope in the Navy is kept by the Submarine Branch of BuShips.

"It's a sort of 'service record' we keep on each periscope," the man in BuShips explained. "In this record, the periscope's performance, troubles and overhauls are listed. It's a lot like your own service record—what you've done, where you've been, length of service, and so on."

The working of the present day

periscope compared to those of the 1800s is about as different as ham hocks and filet mignon. Besides better vision, today's periscopes have devices that take ranges, measure the speed of various moving objects search the whole sky and vary the magnifying power of the telescopes.

Low magnifying power (1.5x) in the periscopes is used for general observation. High power (6.0x) is used when the commanding officer wants to observe one particular object very closely, such as an enemy ship or bathing beauty.

The 1.5 magnification was selected to give the observer the sensation of viewing with the naked eye. It fools the observer into believing he has as much light as if he were topside and this also compensates for the psychological effect of looking through a narrow tube.

And whether you're looking at a race track, a horserace, taking a picture or tracking a target, you want the best view possible.

—Rudy C. Garcia, JO1, USN

**LATEST OF PERISCOPE FLEET,** the atomic powered *USS Nautilus* (SSN 571) that has opened new paths for under sea travel, is shown on first sea trials.



# THE WORD

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

• **NAVAL PREP SCHOOL**—The annual fleet examination for assignment to the U.S. Naval Preparatory School at

Bainbridge, Md., will be given eligible enlisted Navy and Marine Corps candidates on 5 Jul 1955.

Enlisted men who qualify on the preliminary examination are given approximately six months of instruction at the Prep School, to prepare them to compete successfully in the entrance examinations for the U. S. Naval Academy, which will begin the fourth Wednesday of March 1956. The Secretary of The Navy is authorized to appoint 160 of the men who stand highest on the March exam.

Interested candidates must be nominated for the preliminary

examination by their commanding officer, and must be members of the Regular Navy, Marine Corps or their Reserve components on active duty before 1 Jul 1955. Successful candidates who are ordered to the preparatory school must have obligated service to 1 Jul 1956 or agree to extend to that date.

The preliminary exam, which covers a variety of high school subjects, will be administered locally. Commanding officers may obtain application forms and preliminary exams from their district publications and printing offices.

• **SCHOOL GUARANTEE**—High school graduates signing up for the Regular Navy, providing they meet certain mental and other requirements, may now enlist for class "P" or "A" service school training.

A similar program was in effect a few years ago but was discontinued during the Korean conflict.

High school graduates enlisting under the new program will be assured of an opportunity to attend one of a group of service schools, depending upon the program in which enlisted. They will be tested and interviewed during recruit training and assigned to a class "P" or "A" service school for which best qualified upon completion of training.

The program does not guarantee a specific school (exception is the HSAR program for the Airman class "P" school), but assures the enlistee a school within a group of schools in fields such as electronics, medical-dental, aviation or general.

• **DON'T PLAN ON** using the Bureau of Naval Personnel Central Recreational Fund to finance such items as EM clubs, swimming pools, tennis courts and gymnasiums. As a general rule, this fund is not used for this purpose, although you might have been led to believe otherwise, as noted on page 46 of March 1955 **ALL HANDS**. Such items should be included in your station's appropriation

under the Shore Station Development Plan.

• **TOXIC MATERIALS**—Instead of using highly toxic chemicals and solvents, BuMed suggests using other less toxic substances that have been found to be just as good.

This advice is contained in BuMed Inst. 6260.4. The instruction covers only the more highly toxic materials: Carbon tetrachloride, benzol (benzene), and tetrachlorethane.

All commanding officers should review closely all requests for these highly toxic materials. Approval should be given only if no substitutes of less toxicity are available.

When approval is granted, necessary safety precautions should be prescribed to prevent any untoward medical condition from developing.

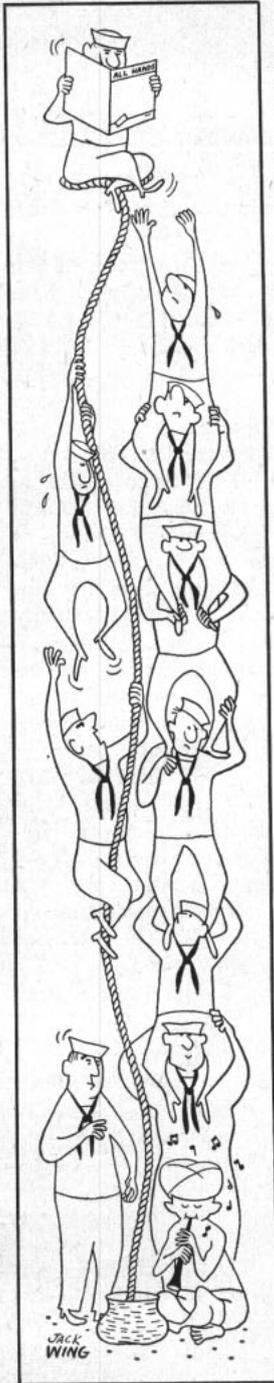
• **REQUESTS FOR MEDALS**—Marines and ex-Marines are reminded that their requests for medals should be addressed to the Commandant, U. S. Marine Corps, Washington 25, D. C. In spite of information to the contrary, Marines should NOT make application for medals to the Chief of Naval Personnel.

If you are a Navyman, be sure to indicate your branch of service, name, Navy service or file number and rank or rate when making your application. Naval personnel should direct their requests to the Chief of Naval Personnel, Washington 25, D. C.

• **NEW WARRANT OFFICERS**—A selection board in the Bureau of Naval Personnel has recommended 499 enlisted personnel of the Regular Navy and Naval Reserve on active duty for appointment to various categories as warrant officers. This new list of recommendations supersedes an earlier list and all future appointments to warrant officer will be made from the new list as vacancies occur.

However, just before the new list of recommendations to warrant was compiled, 11 chief petty officers and one first class were appointed to the temporary grade of warrant officer, W-1. And, in addition to these 12 appointments, there are still 25 previously authorized appointments yet to be effected from the earlier list.

The 12 appointments which were



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effective upon acceptance are divided into three classifications: Three CPOs were appointed to the Surface Ordnance Technician classification; one CPO and one first-class machinist's mate were appointed to the Machinist classification and seven CPOs were appointed to the Supply Clerk classification.

• **LIEUTENANTS SELECTED**—A total of 1563 male line lieutenants, junior grade, of the Regular Navy and Naval Reserve on active duty have been recommended for promotion to lieutenant. In addition, 24 Waves of the Regular Navy have also been selected for lieutenant.

Of the male officers, 983 are of the Regular Navy and 580 are Naval Reservists.

Processing for the advancements has begun and officers will be promoted as they become qualified and as vacancies occur in the grade of lieutenant.

There were 47 restricted line officers, two Engineering Duty, three Special Duty and 42 Limited Duty Officers included in the total. The rest were of the unrestricted line.

A total of 1207 Lieutenants, junior grade, of the staff corps of the Regular Navy and Naval Reserve on active duty have been recommended for promotion to lieutenant.

Appointments will be made as their line running mates are advanced.

Of those selected, 269 are of the Regular Navy and 938 in the Naval Reserve. Numbers selected in each staff corps are:

Medical Corps, 524; Medical Service Corps, 97; Dental Corps, 315; Nurse Corps, 101; Supply Corps, 93; Chaplain Corps, 54; Civil Engineer Corps, 23.

• **WRITTEN PROFESSIONAL EXAMS**—

The first group of Navy officers affected by the return to Officer Promotion Examinations are now in the process of taking their exams. These are permanent Regular Navy line lieutenants (junior grade) both male and female, selected for promotion by a board convened last February.

After the board reported its findings, individual written examinations were sent from the Great Lakes Naval Examining Center to each selectee's commanding officer. Upon completion, the examinations will be

forwarded via the Naval Examining Center to the Naval Examining Board for grading. The tests, which are non-competitive, will be scored on a "passed" or "failed" basis.

If an officer fails any of his examination, he will usually be given another chance to take either a similar written test or to appear in person before the Naval Examining Board.

An officer who appears before the Naval Examining Board and is found not professionally qualified for promotion will be in a situation similar to one who has failed to be selected for promotion. In other words, he must again be selected by a later board, and if he fails the written professional test for the second time, he will be subject to separation from the service.

Regular Navy Staff Corps selection boards were scheduled to meet in March and officer promotion examinations followed line examinations by about five weeks. The written professional examination requirements also apply to all women officers, both line and staff.

Officer promotion examinations date back to 1864, but they were eliminated during World War II and the Korean conflict.

Under the new program, officers are urged to take prescribed correspondence courses which will exempt them from taking some of the applicable written exams. It is estimated that an officer who devotes about three hours a week to approved Naval Correspondence Courses will gain full exemption.

In addition to the other requirements, permanently commissioned Regular line male officers and LDOs in the grade of lieutenant and above, must have two years at sea or foreign service in grade, as outlined in BuPers Inst. 1416.2, in order to be eligible for promotion.

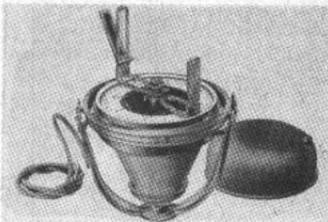
The written professional examination requirement does not affect ensigns, captains and admirals.

• **IF YOU WERE** an E-4 on 31 March, you are now entitled to move your dependents at government expense after four or more years' active duty.

E-4s in this category are also entitled to a total shipment of 4500 pounds of household goods. E-4s with less than four years' service on 31 March retain their 3000 pounds' allowance, according to Alnav/8.

# QUIZ AWEIGH

Let's take a check on your nautical knowledge. You won't win any special liberty or ship's store chits, but you'll have the satisfaction of knowing that you readily recognize various types of Navy equipment and how they are used. See how well you can "navigate" through these questions to score a 3.5 or better that will place you at the front of the class.



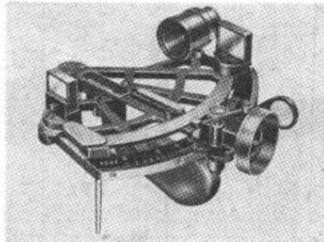
1. The above pictured instrument, found on some U. S. ships, is a (a) clinometer (b) azimuthscope (c) pelorus.

2. This instrument, which is located on the bridge, is used for (a) taking relative bearings (b) measuring the distance to a target (c) measuring the speed of your ship.



3. This piece of equipment is in no way related to sickness although you might think so by its name, which is (a) binnacle (b) syringe (c) stethoscope.

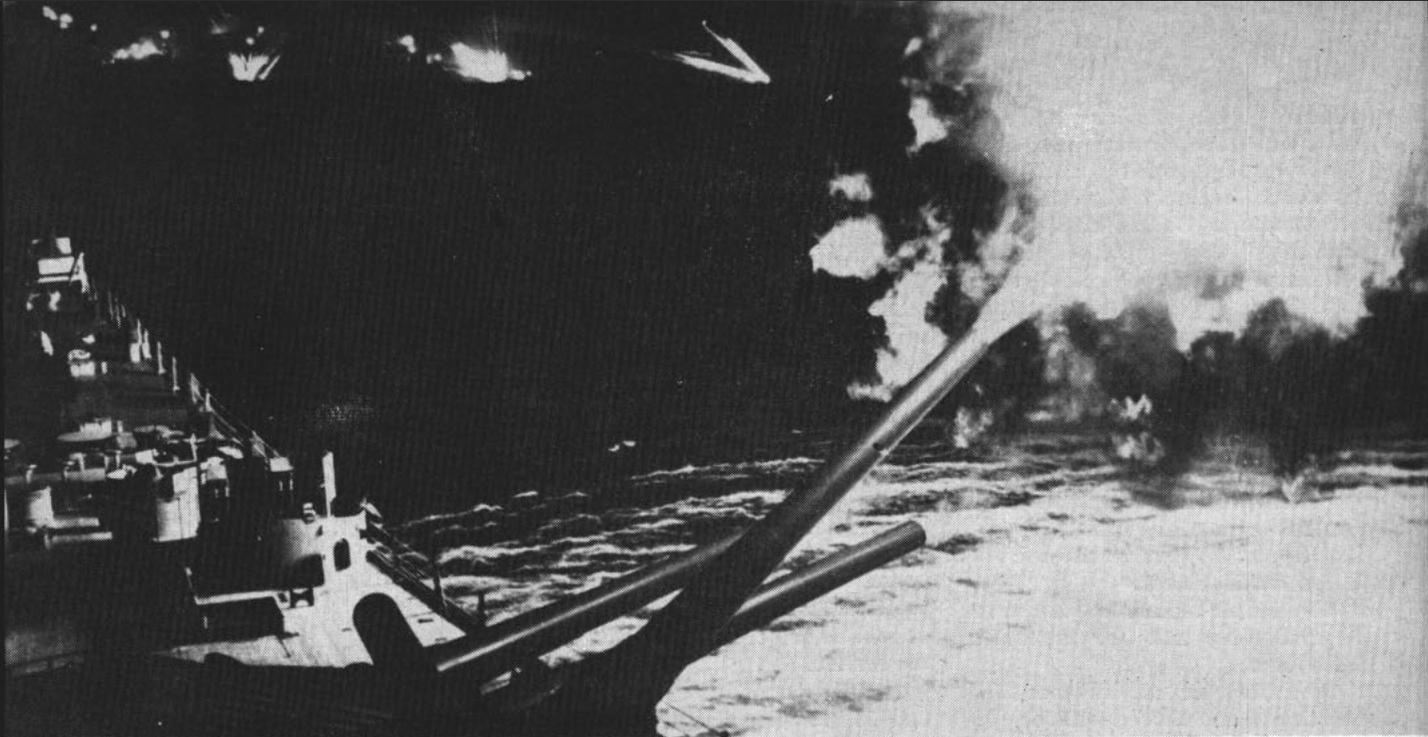
4. If you've answered the previous question correctly, you'll know that it is used for (a) housing the ship's binoculars (b) housing compass and compass corrector equipment (c) housing the ship's chronometer.



5. We're still on the bridge and you see this instrument and know it as a (a) sextant (b) swivel telescope (c) stadimeter.

6. This instrument is used to (a) determine latitude and longitude of your ship (b) sight distant moving objects (c) measure the distance to objects of known height or length.

To see how well you stand in your class of nautical knowledge, check your answers against the correct ones on page 49.



GUNS AND TEAMWORK added up to heroic actions during Korean conflict for which many received the PUC or NUC.

## Citations for Bold Ships, Brave Men

IN KOREA the U. S. Navy demonstrated once again that command of the seas is vital to any victory. By denying the use of the seas to the enemy the Navy was able to clear a path for the invasion by ground forces and to maintain lines of communication which enabled the ground and air forces to operate on the remote peninsula.

Each ship and unit did its job in the eviction of the Communist North Koreans from the Republic of Korea. No single unit can be given credit for doing it all. However, just as a naval hero is singled out for outstanding actions, so were certain ships and units of the Navy singled out for awards of the Presidential Unit Citation and the Navy Unit Commendation.

It was not the size of the ship that determined the award. Less than four months after South Korea was invaded, ten U.S. mine sweepers were engaged in a series of events which would win them the PUC for outstanding performance in action.

Here's how it came about: In October of 1950, a huge Navy task

force embarking 50,000 U. S. Army and Marine Corps personnel maneuvered outside of Wonsan Harbor. Wonsan was then the key Communist naval stronghold on the east coast of Korea, and no one of the U. N. forces was quite sure how well it was defended. Since the harbor was so vital to the Communists, it was believed to be heavily mined.

### Ten Little Indians

The mine sweepers were called in to see what they could do. It was a big job for the little ships. Wonsan Harbor was no little pond—there were about 400 square miles of water that had to be cleared before the task force could move in. At Okinawa the Navy used about 100 mine sweepers in advance of the invasion forces and at Normandy at least 300 were used but at Wonsan there were only 10.

Of the ten, three were the big steel jobs, *uss Pirate* (AM 275), *uss Pledge* (AM 277) and *uss Incredible* (AM 249). The other seven were wooden-hulled mine sweepers, *uss Redhead* (AMS 34), *uss Kite* (AMS 22), *uss Chatterer* (AMS 40),

*uss Mockingbird* (AMS 27), *uss Partridge* (AMS 31), *uss Merganser* (AMS 26) and *uss Osprey* (AMS 28).

On 9 Oct 1950 a helicopter spotter reported seeing some mines near the outer limits of the harbor. What type of mine, it would be left for the little sweepers to find out. Were they the moored contact type that float a few feet beneath the surface and explode on contact? Were they magnetic mines that lay on the ocean's floor to be triggered by a ship's magnetic field? Were they acoustic mines that detonate from a ship's vibrations? Or were they pressure mines that explode from the pressure of a ship's weight in the water? Or worse yet—could there be a combination of all these types of mines? Time only would tell.

On 10 October the mine sweepers moved to the outer edge of the harbor and made a successful sweep of its outer limits. While the other sweepers were engaged in sweeping, *Chatterer* followed, dropping orange-colored conical Dan buoys to mark the swept channel's edge and *Partridge* "rode shotgun" and acted as

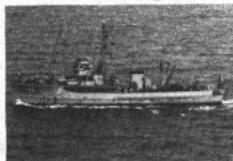
USS Redhead



USS Murrelet



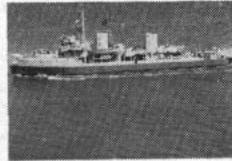
USS Mockingbird



USS Kite



USS Osprey



destructor ship exploding swept up mines with machine guns and rifles. The first day they cleared a channel 2000 yards wide and 14 miles in length. Not bad for a day's work.

The next day was spent sweeping outside the harbor and, at a post-sweeping conference, it was decided that the small sweepers would move into the harbor the following day.

But before the "ten little Indians" moved into the harbor, carrier-based *Corsairs* and *Skyraiders* pulled off a "countermining strike" by dropping 100 bombs of the 1000-pound variety into the channel near the inner approaches through which the lead sweepers would pass.

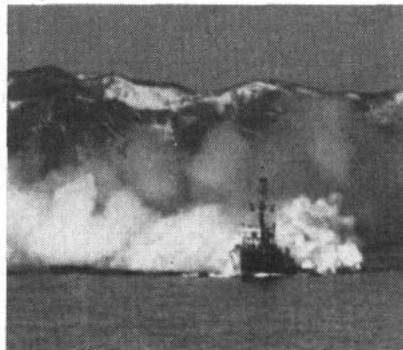
As soon as the waters calmed down after the blasting, the mine sweepers, led by the flagship *Pirate*, passed into the blasted channel. The 800-ton, 185-foot, steel-hulled sweeper was followed by sister ships *Pledge* and *Incredible*. *Redhead*, a 215-ton, 136-foot wooden-hulled sweeper went along on "Darning duty" to mark the channel and *Kite*, sister-ship of *Redhead* "rode shotgun" to fire on the mines as they bobbed to the surface. This group was going after moored contact mines. The other five sweepers remained in the area to sweep for magnetic mines.

Facing the mine sweepers as they moved into the harbor were three major islands: Koto on the right, Reito on the left and Sindo almost directly ahead of them. Nothing was known about their defenses.

The group altered course to the west-southwest in order to pass between the islands and in doing so moved into unswept waters. But before they had even completed their course change, two mines, their cables cut by the sweeping gear, bobbed to the surface astern of *Pirate*. Four more came up, then *Pledge* cut three more. *Incredible* cut three. The waters were thick with mines. Suddenly the sea swelled in an ugly bubble that broke under *Pirate's* keel in a geyser of spray—a mine had bobbed to the surface at her stern. The little sweeper sank in less than four minutes—six men were killed and 43 wounded. *Pledge*,

second ship in formation, immediately cut her sweep gear and put a motor whaleboat over the side to pick up survivors. Rescue operations were complicated by the fact that *Pledge* had to maneuver to avoid mines already cut, and to make matters worse, shore batteries on the nearby islands opened fire on the survivors waiting to be picked up. *Pledge* returned fire with her three-inch and 40mm guns. While maneuvering to turn out of the mine field she struck a mine and sank—seven killed and 40 wounded.

*Incredible*, the third ship in the formation, was busy picking up survivors from both *Pledge* and *Pirate* and at the same time returning fire



LAYING SMOKE screen in Wonsan harbor mine sweeper slips through heavy artillery from shore battery.

to the Communist shore batteries. However, the concussion and explosions of *Pirate* and *Pledge* were enough to disable *Incredible's* machinery. Upon losing all her power she was forced to anchor within enemy gunfire range in order to avoid going deeper into the mine field. *Kite* and *Redhead* turned to rescue operations and firing at the shore guns.

Meanwhile the other sweepers dropped their sweep gear and moved flank speed to the rescue scene adding their guns to knock out the Communist guns. *Chatterer* and *Mockingbird* went to the aid of *Incredible* which was dead in the water, and towed her to safer waters. The two ships returned to clearing operations and knocking out shore guns. *Incred-*

*ible* returned to the fight as soon as emergency repairs were made. It was for this job at Wonsan that the little sweepers received the PUC.

#### PUC for 'Copter Squadron

Other units to receive the PUC for action in Korea included **Helicopter Squadron One**. This unit pioneered the use of helicopters under combat conditions in Korea and participated in every battle against the enemy from 3 Jul 1950 to 27 Jul 1953. At times the unit was obliged to develop its own tactical and operational procedures as it spotted and directed naval gunfire in actual combat. The helicopters also destroyed enemy mines and are credited with the rescue of 429 persons. Many of these rescues were carried out over hostile territory in the face of enemy fire. The whirlbirds transported personnel and tons of mail and supplies. They also relieved destroyers of daylight plane guard duties and maintained 95% availability for assigned missions.

Another helicopter unit to receive the PUC was **Marine Observation Squadron Six**. From 2 Aug 1950 to 27 Jul 1953 this squadron evacuated front-line casualties at unprecedented low altitudes. Flying all hours of the day and night over the rugged mountainous terrain in the face of enemy fire and in all kinds of weather this squadron is credited with saving untold lives and lessening the suffering of many wounded Marines. In addition, the squadron performed day and night artillery spotting, reconnaissance and tactical air control missions on enemy positions, supply lines and troop concentrations.

The PUC was also awarded to **Marine Fighter Squadron 214** and **Marine Fighter Squadron 323** for the periods from 3 to 6 Aug 1950; 8 to 14 Sep 1950; 12 Oct to 26 Nov 1950, and 15 Dec 1950 to 1 Aug 1951. These two squadrons operated continuously in the most advanced areas under enemy fire as they provided close air support for the ground forces.

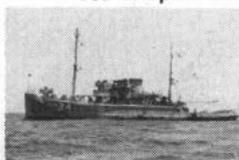
#### Flattops Do It Again

Eight of the carriers in action in Korea received the Navy Unit Com-

USS Thompson



USS Grasp



USS Horace A. Bass



USS Henrico

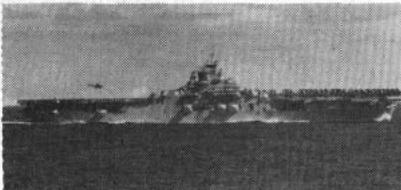


USS Mr. Katmai

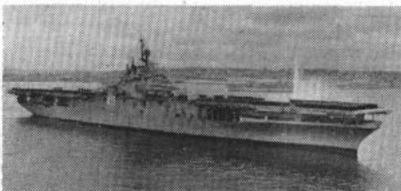




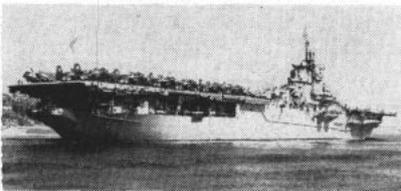
USS Essex



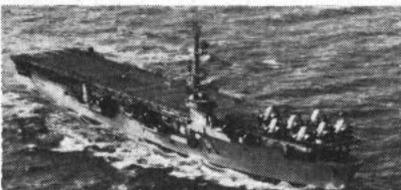
USS Bon Homme Richard



USS Valley Forge



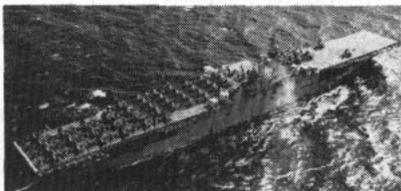
USS Princeton



USS Badoeng Strait



USS Leyte



USS Philippine Sea



USS Mansfield

mendation—an award made by the Secretary of the Navy for outstanding heroism in action against the enemy, or for extremely meritorious service not in combat, but in support of military operations.

The following carriers received the Navy Unit Commendation for the periods listed:

- *uss Badoeng Strait* (CVE 116), 3 Aug 1950 to 1 Aug 1951.
- *uss Bon Homme Richard* (CVA 31), 22 Jun to 18 Dec 1952.
- *uss Essex* (CVA 9), 21 Aug 1951 to 5 Mar 1952.
- *uss Leyte* (CVA 32), 9 Oct 1950 to 19 Jan 1951.
- *uss Philippine Sea* (CVA 47), 4 Aug 1950 to 31 May 1951; 31 Jan to 27 Jul 1953.
- *uss Princeton* (CVS 37) 5 Dec 1950 to 10 Aug 1951; 15 Apr to 18 Oct 1952; 13 Mar to 15 May 1953; and 11 Jun to 27 Jul 1953.
- *uss Sicily* (CVE 118), 3 Aug 1950 to 1 Aug 1951.
- *uss Valley Forge* (CVS 45), 3 Jul to 18 Nov 1950; 11 Dec 1951 to 11 Jun 1952, and 1 Jan to 5 Jun 1953.

These carriers were away from the action only long enough to replenish fuel and ammunition. The group demonstrated that carrier-based close air support is not limited to the assault phases of amphibious landings but can be employed after the landing until the ground battle moves beyond the radius of the aircraft.

#### Workhorse LSTs Do It Too

Another group to receive the Navy Unit Commendation was Task Element 90.32 consisting of *LST 799*, *LST 857*, *LST 859*, *LST 883*, *LST 898*, *LST 914*, *LST 973*, and *LST 975*, for the period 15 and 16 Sep 1950 in connection with Inchon. Taking part in the initial assault on the fortress they defied enemy gunfire to unload vital supplies and equipment. The LSTs also provided emergency medical treatment for wounded Marines and supported the assault forces with counterbattery fire.

#### Destroyer Task Element

Another Task Element to receive the NUC for approximately the same

period as the LSTs is Task Element 90.62 for the period 13 to 15 Sep 1950. This group consisted of *uss Mansfield* (DD 728), *uss DeHaven* (DD 727), *uss Henderson* (DD 785), *uss Gurke* (DD 783), *uss Lyman K. Swenson* (DD 729) and *uss Collett* (DD 730).

These destroyers skillfully navigated the dangerous approach to Communist-held Inchon. After entering the strongly fortified harbor the ships anchored within range of hostile guns and delivered a fire attack that reduced the port's defenses and enabled the UN forces to land at Inchon on 15 Sep 1950.

#### Chinnampo Sweep

A little over a month later Mine Sweeping Boat Unit, Task Element 95.69 received the NUC for the period 29 Oct to 29 Nov 1950—the Chinnampo Sweep. This Task Element consisted of *uss Carmick* (DMS 33), *uss Thompson* (DMS 38), *uss Gull* (AMS 16), *uss Pelican* (AMS 32) and *uss Swallow* (AMS 36).

The Chinnampo sweep operation began at Point Xray, an arbitrary point in the Yellow Sea about 60 miles west of where the first mine lines were actually expected. But for that matter, one point was just as good as another to start the operation since the entire Yellow Sea is ideal for mining because it is so shallow.

Less than two hours after the Task Element arrived at the scene, the ships were making their first pass through the treacherous waters. The whole operation was complicated by dense fog and strong tidal currents plus freezing temperature and heavy snow. But in spite of these obstacles the Chinnampo sweep was completed without the loss of a single life or ship and 80 mines destroyed.

Another unit to receive a Navy Unit Commendation for operations at the Port of Chinnampo was *Underwater Demolition Team One* for the period from 2 Nov to 1 Dec 1950. By organizing a number of small boat crews to work with a helicopter, this team completed search missions in eight mined areas

USS Henderson



USS DeHaven



USS Lyman K. Swenson



in order to buoy mine lines for later destruction by aircraft and sweepers.

Severely handicapped by extremely muddy waters which cut visibility to less than two feet in the harbor approaches, these flipper-finned frogmen successfully accomplished their job in the face of strong tidal currents and freezing temperatures. When underwater obstacles were visible from the air the boat crews buoyed mines by following directions from a hovering helicopter.

The frogmen also made hydrographic reconnaissance surveys in the swept channels and placed buoys to mark the depth of the channel. With their boat crews acting as mine search parties and armed escort, they also made an exploring sweep of the channel leading to the mouth of the Chongchon River.

Another mine sweeping outfit to receive the NUC was **Minesweeping Boat Division One** for period 7 to 30 Apr 1952; 7 Aug to 2 Sep 1952 and 12 to 15 Oct 1952.

#### Night Raiders

Underwater Demolition Team One was earlier a member of another group to receive the NUC—the Special Operations Group, Amphibious Group One, Pacific Fleet, for the period 12 to 25 Aug 1950. Besides UDT One this group consisted of *uss H. A. Bass* (APD 124), **Reconnaissance Company** and **First Marine Division, Fleet Marine Force**.

This group conducted night raids against targets approximately 200 miles behind enemy lines on the east coast of Korea. They destroyed railroad tunnels and bridges, thereby disrupting the enemy's main line of communication. In operations off the west coast of Korea from 22 to 25 August the group carried out night beach reconnaissance missions and achieved the hydrographic survey of three enemy-held beaches despite opposition encountered on the last night which forced the party to withdraw under heavy fire.

#### Two-Time Winners

Three mine sweepers that received the PUC also received the NUC.

- *uss Kite* (AMS 22) for periods 18 to 29 Jul 52 and 15 to 26 Nov 52.
- *uss Osprey* (AMS 28) for pe-



WHIRLIBIRDS of Helicopter Squadron One received PUC for pioneering the use of helicopters under combat conditions from July 1950 until July 1953.

riods 16 Apr to 19 May 1952 and 12 to 15 Oct 1952.

- *uss Redhead* (AMS 34) for periods 7 May to 5 Jun 1952; 12 Aug to 8 Sep 1952; and 12 to 15 Oct 1952.

These sweepers were members of the Blockading and Escort mine sweeping group that ventured close to enemy-held beaches. *Kite* went within 350 yards of enemy beaches at Songdo-gap. At Songjin *Osprey* spotted and directed for bombardment ships and aided in the destruction of an enemy train and a truck convoy, railroad bridges and several gun positions. *Redhead* penetrated the harbor at Wonsan further than any ship had gone. It located and rescued two pilots from downed aircraft off the east coast of Korea and is credited with dispersing the concentration of 14 enemy sampans by scoring hits on two of the craft while under bombardment from enemy shore batteries.

#### The A's Had It

Seven other ships to receive individual NUCs for Korean service are:

- *uss Graffias* (AF 29) for periods 23 Sep to 30 Dec 1950; and 23 Jun 1952 to 9 Mar 1953. During these periods this ship provided outstanding logistic support to combat units in Korea.

- *uss Henrico* (APA 45) for period 15 Sep to 25 Dec 1950. *Henrico* took part in the amphibious assault at Inchon, provided reinforcement units at Wonsan and assisted in evacuation at Hungnam.

- *uss Noble* (APA 218) for period 15 Sep to 25 Dec 1950. She took part in the amphibious assault at Inchon, the landings at Wonsan and redeployment of forces from Wonsan and Hungnam.

- *uss Grasp* (ARS 24) for period 1 Feb to 15 Oct 1951. During this period *Grasp* carried out many difficult towing and salvaging assignments under fire and through difficult currents in extreme weather.

- *uss Cacapon* (AO 52) for period 8 Aug to 27 Dec 1950. *Cacapon* performed continuous refueling operations in the combat area, effect-

USS Gurke



USS Collett



USS Noble



USS Graffias

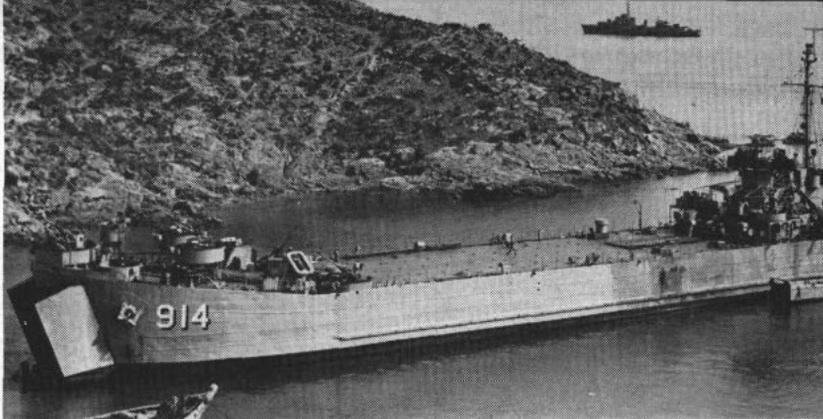


USS Cacapon





NEPTUNES of Patrol Squadron Six got NUC for recon work. Below: Frogmen were cited for heroic action.



ONE OF EIGHT LSTs to receive NUC for Inchon landing, LST 914 prepares to evacuate Korean refugees. Canadian destroyer stands by for fire support.

ing the replenishment of 255 ships at sea in bad weather, thereby enabling combat ships to stay at sea.

- *uss Murrelet* (AM 372) for period 10 to 31 May 1952. She performed mine sweeping and patrol duties under shore fire at Hungnam and Chongjin and is credited with the capture of seven enemy sampans and took 18 prisoners in six days.

- *uss Mount Katmai* (AE 16) for period 18 Aug to 28 Dec 1950. Performed continuous rearming operations in the combat zone under extremely adverse weather conditions—supplying 80 combatant ships with a total of 5675 tons of ammunition. For three days she was the only ammunition ship in the Korean War and she transferred 120 tons of ammunition per hour when, under normal conditions, she would transfer 50 tons per hour.

#### Shore Units

Three units that were not sea-going also received the NUC.

- *Patrol Squadron Six* for the period 30 Jul 1951 to 16 Jan 1952. *Neptunes* of this squadron performed reconnaissance missions over enemy territory to obtain intelligence information.

- *U. S. Naval Communication Unit 35* for the period 26 Jun to 1 Nov

1950. Contributed to the over-all accomplishment of the mission of U. S. forces operating from Fleet Air Yokosuka during the early phases of the Korean War.

- *U. S. Naval Hospital, Yokosuka, Japan*, for period 5 Dec 1950 to 15 Jan 1951. During this period the hospital treated and hospitalized 5804 war casualties and other patients. Although still in the process of expanding from a 100-bed dispensary to an 800-bed hospital, this unit administered and treated 4312 casualties during the 10-day period from 5-15 December, with 2022 received during the peak period of 6 and 7 December. The staff of the hospital exercised maximum effort in care of its patients although they were already overburdened.

This completes the list of "heroes." None could have done the job alone. Each ship and every man that saw duty in Korea contributed to the United Nations' force that drove the Communist North Koreans back across the 38th parallel. Those who received special recognition were called upon to exercise a little more strength of mind and spirit to encounter danger with fortitude, firmness and courage—they saw their job and they did it. —Ted Sammon

NUC IN THE MAKING as Task Element 90.32 makes the initial assault on the enemy held fortress at Inchon, Korea.





OPEN AIR GARDEN, just one of many swank services at the fabulous Enlisted Men's Club, is enjoyed by servicemen.

## World's Most Colorful Whitehat Club

ASK ANY ONE of a hundred thousand servicemen for a description of their most popular club in the Orient and you'll receive a *Jambalaya* of resounding accolades.

Navymen say it has more gaiety than *Paree*, more variety than *Ziegfeld!* To some it's the *Casbah* transplanted to Japan, to others the boardwalk at Atlantic City or the Great White Way, yet it has plenty of pomp too.

This is the fabulous Enlisted Men's Club at Yokosuka, Japan—the largest, most colorful whitehat's club in the world!

A full meal will cost you less than a bowl of Bowery beans and for less than five bucks you can take your pick of a variety of entertainment.

As one old salt of 21 exclaimed, "Boy! This is one place where a guy with a small sized pocketbook can handle any size appetite."

A casual first visitor to the club might easily be misled into believing he had stumbled into a junior session of the United Nations for the languages he hears are a blend of French and Spanish, Japanese and Danish—and English. This is the popular gathering place not only of

our Navymen, but the servicemen of all the United Nations.

Managing the club and its 306 American and Japanese employees is Chief Petty Officer James L. Southard, USN, a veteran of 15 years' naval service and a man widely experienced in club management. Southard has stewarded, among others, the Commissioned Officer's Mess at San

Diego, Calif., the Non-Commissioned Officer's Club at Recife, Brazil, and the big general mess at the Yokosuka Navy Base from 1945 to 1948.

The club, which does an annual gross business of almost two million dollars a year, has catered to as many as 25,000 servicemen in a single day; a third as many as could be seated in Yankee Stadium or the



FROM BIG AND SMALL ships in the Orient, Navy crews look forward to liberty at Yokosuka, Japan, where famed whitehat club offers fun, food and frolic.



**MODERN EXTERIOR** of large Enlisted Men's Club houses everything from night clubs to steam baths and caters to as many as 25,000 servicemen in a day.

equivalent of a full Marine Division.

When one assesses the almost unbelievable variety of entertainment housed in this rambling labyrinth, it is not difficult to understand the exuberance of its uniformed customers, or why they have dubbed this club "Waldorf of the Orient."

Southard is eager to conduct visitors on tours of the club "to show them what Commander Fleet Activities and others have done to provide the boys with every imaginable form of wholesome, inexpensive entertainment."

One highly-placed VIP from Dixie on a tour of Japan was duly impressed after such a tour and said, "Man, this place is more fun than a Fish Fry, Southern Style!"

Everything in one section is free. Here, an interested serviceman can learn judo from one of Japan's leading instructors or, if he's not inclined toward the watch-out-boy-I'll-flip-you-on-your-back sport, he can wrestle if he chooses, or box, but in any case he can finish up with a steam bath and a massage.

In the same section there are free

**TURKEY PASSES INSPECTION** by J. L. Southard, CSC, USN, the club's manager. *Right: Judo lessons are given free.*



haircuts, shoe shines and a well stocked library, plus a reading room and music bay.

Also "presento," or free, are the offerings of the Enlisted Men's Club Theater. The thousand-seat theater features not only three daily showings of the latest Hollywood flickers but the tops in light and serious stage artistry.

The world-renowned Fujiwara Opera Company has presented its full-dress version of *Madame Butterfly* on several occasions while the lilting strains of Yehudi Menuhin's violin filled the auditorium on another.

At other times a man could have closed his eyes and seen *Old Glory* wave in Madison Square as he listened in person to the *Star Spangled* voice of Lucy Monroe; or he could have enjoyed vicariously white tie and tails as contralto Helen Traubel took him to the Met.

These are just a few of the many famous stars who have donated time and talent to the men away from home.

Following the shows, after curtain time entertainment is just as convenient as New York's Broadway, the Loop in Chicago or Market Street in Frisco.

Just a hop, skip, and a jump away the Navyman can dine or dance in one of several rooms, laid out in motifs so discriminating that cafe society could only nod approval.

There's the Skol Room, which is reserved for couples only, while the old-timers enjoy a bit of exclusiveness in their own lounge, the Top Three, for the first three graders. In addition, there are two other party rooms, the Hibachi and Panther Rooms.

Here again, top shows are fea-

tured. The best American and Japanese night club acts are engaged for a full hour floor show in each room. Three dance bands alternate between the lounges and for intermission variety, one Texas seaman summed it up neatly:

"That Japanese Hilly Billy Band ain't so bad at that."

From a Texan, this was top pat for the Japanese lads who don ten gallons and boots, take out their git fiddles and violins and give out with "Home on the Range" or "Turkey in the Straw."

A modern new dining room on the second floor, complete with air conditioning, picture gallery, and piped-in Viennese music, serves filet mignon steak dinners with crisp French fries, salad and dessert for a price that would probably titillate an economist—a buck twenty-five. Whole lobster, shrimp and roast prime ribs of beef are other popular items on the menu.

To give a back-home touch, the club management provides a place where sailors can feel as though they were right back there—the snack bar.

If a man's taste runs to moonlight, there's a roof garden or, if he doesn't take to altitude, he'll settle down in the garden patio on the ground floor.

There's even a section in this club where creative talent gets a boost—art classes taught by an artist who has done in bronze the busts of members of the Royal Family.

The club also has a Navy Exchange, a branch of a New York bank for yen exchanges, uniform shop and magazine shop.

The Enlisted Men's Club already has a lengthy history. It had its beginning 75 years ago when the Jap-



DOORWAY TO GOODTIMES where bluejackets of United Nations as well as U.S. gather. Below: Dance is performed during floor show in one of the lounges.

anese built it to entertain visiting royalty, then altered it to house and entertain Nipponese sailors.

At the end of the World War II, when ships of the U. S. Navy were stationed at the former Japanese naval base at Yokosuka, the club was leased for our own service personnel.

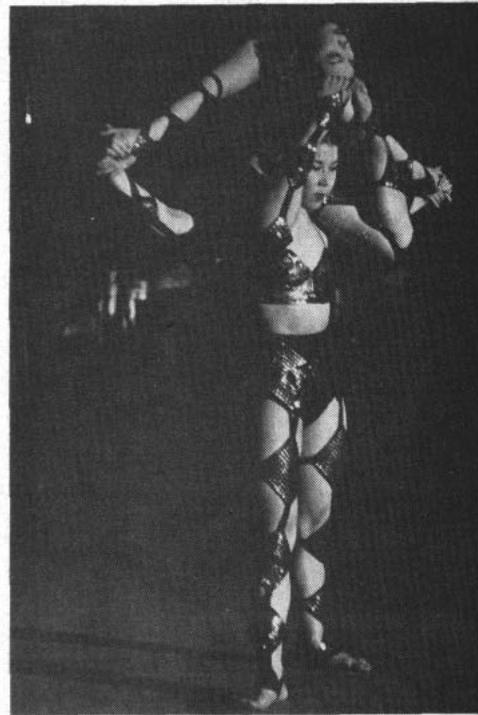
Under construction now is the United Nations Room, which when completed will be an artist's inspiration in design.

The club has a permanent force of military policemen. They are seldom called upon to quell disturbances.

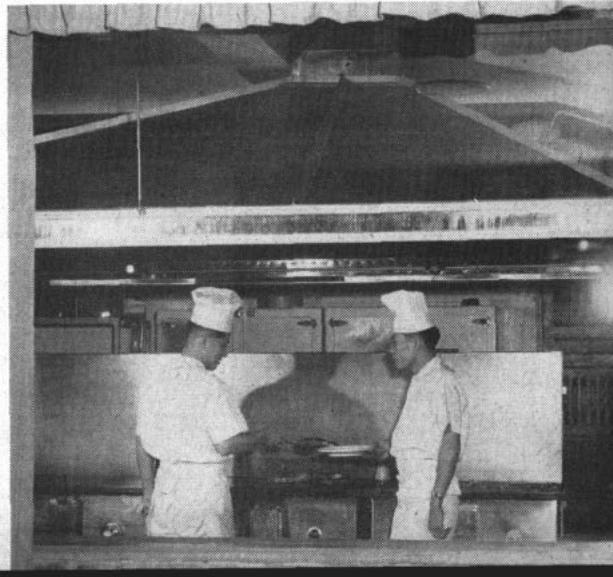
Some of the happiest servicemen in these waters are those who have experienced the friendly "I am wanted" feeling which greets them at the Enlisted Men's Club.

Whatever the nationality or language, it means to these United Nations fighting men that here they are truly welcome.

—James K. Cooper, JOC, USN



IN BEST OF SURROUNDINGS a sailor can afford to eat all he wants and (rt.) watch it cook through picture window.



# Duty Where Fourteen Nations Meet

**WHAT'S IT LIKE?** is usually the first question you ask when being transferred to a new duty billet.

You'll hear some ships and stations described as "regulation," "easygoing," or the question will be answered with the all-important "good food—good liberty" routine.

Add "spit and polish," "security conscious" and "miles of gold braid" to the food and liberty routine and you're describing SACLant—headquarters of the Supreme Allied Commander Atlantic, in Norfolk, Va.

For here, beneath the flags of the 14 NATO nations, you will find well over a hundred officers—many of them in the "scrambled eggs" category—who have reported in from Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and the U. S. to take part in a special defense setup.

Their job is the control of the North Atlantic ocean area and the surrounding coasts. Plans, operations, communications in a dozen languages—the Norfolk headquarters plays a part in all of these and a great deal more.

U. S. Navy whitehats are the operators "behind the scenes" in this multi-national GHQ. Draftsmen, yeomen, personnel men, drivers, journalists, photographers and communications personnel work around the clock in support of the men who make the decisions—men who either must know or must find the answers to such questions as these: Are French carrier aircraft equipped to land on a Dutch flattop? Has a Norwegian tanker the right size hose



**SACLANT EMBLEM** is well known to white hats who have had special experience of Norfolk duty with NATO.

connections to fuel a Canadian cruiser? Would a vital message from a U. S. destroyer take excessive—perhaps fatal—minutes to be translated aboard a Danish ship?

Simply stated, SACLant is a military sea command set up under the North Atlantic Treaty Organization for the mutual defense of the member nations. Having no sea forces permanently assigned, SACLant does have forces earmarked by the NATO members for immediate call in case of emergency. And officers and men are assigned to SACLant now to insure that immediate integration will be no problem if a combined NATO fleet ever becomes necessary.

Enlisted newcomers to SACLant's Norfolk headquarters soon learn that the SACLant personnel and administrative offices do not perform the

usual functions and that while they are reporting to SACLant for duty they will be carried on the roster of CinCLant's Flag Administrative Unit. (ADM Jerauld Wright, USN, who holds the top job in NATO's Atlantic command, is also Commander in Chief of the U. S. Navy's Atlantic Fleet.) And there's another thing they soon learn: Military courtesy is strictly observed.

A seaman turning into a main corridor from a side door or passageway may bump into another seaman—but he is just as likely to bump into a four-star admiral. Recently a group of sailors, clustered around the "pop" and candy machines for an after-hours "pick-me-up," were startled when Admiral Wright walked briskly around the corner and through their midst. Digging a dime out of his pocket, the admiral headed for a nearby telephone booth—just like any other SACLant man making an unofficial call.

SACLant's staff is broken down into the following six groups:

- *Personnel and Administration*
- *Intelligence*
- *Plans, Policy and Operations*
- *Logistics*
- *Budget and finance*
- *Communications*

Largest of these divisions is Plans, Policy and Operations, where policy is formed and plans are developed for North Atlantic ocean area defense in accordance with guidance from higher NATO authority and in coordination with other NATO commanders and national authorities.

**GOLD BRAID OF ALL KINDS** is plentiful at Norfolk NATO headquarters where Navymen of many countries work.



Enlisted personnel working in this unit figuratively have seats on the "50-yard line" as they process material relative to combined training operations and development of command organizations and relationships. They work for officers who have participated in planning some of the largest and most extensive maritime training exercises and amphibious maneuvers ever to be held in peacetime.

Peculiar problems in standardizing equipment and in techniques of inter-relationship are met in SACLant's second largest division: Logistics. Here lies the responsibility for logistical support and the recommendation of actions necessary to discharge such responsibilities in peacetime and wartime.

SACLant's personnel and administrative offices operate both for the staff and the command as a whole. In addition to their other duties, personnel of this division take charge of headquarters "housekeeping" and secretarial activities, as well as procurement of supplies, services and equipment needed in the maintenance of the various specialized departments of the headquarters.

Communications to and from many nations and commands are processed through SACLant's communications section. A constant search for improved techniques is carried on behind the steady hum of machines passing and receiving the "word." Communications practices must be NATO-wide in their acceptance and, when they are of a military nature, must be dealt with by the Standing Group of NATO. The Standing Group is a three-member body of the Military Representative Committee, set up to facilitate committee work when the main body is not in session. This group counts heavily on SACLant for recommendations in the maritime communications field, and for the testing of agreed practices through training exercises.

A steady flow of intelligence reports is maintained between the Allied Command Atlantic, member nation military staffs and NATO's Standing Group. But the intelligence is not all classified—teletype machines bring in a constant stream of press news, and a reading room is stocked with the latest publications from the U. S. and abroad.

Banker and bookkeeper for the



ENTRANCE OF SACLant headquarters is doorway to different and interesting duty where nautical knowledge and tales of other countries are swapped.

Atlantic command is the Budget and Finance division. Financing of the various subordinate headquarters of SACLant and control of their expenditures are shared by all 14 NATO nations, thereby complicating even the simplest financial problems. Bills arriving at the division for payment are just as likely to be in francs or pounds as in dollars.

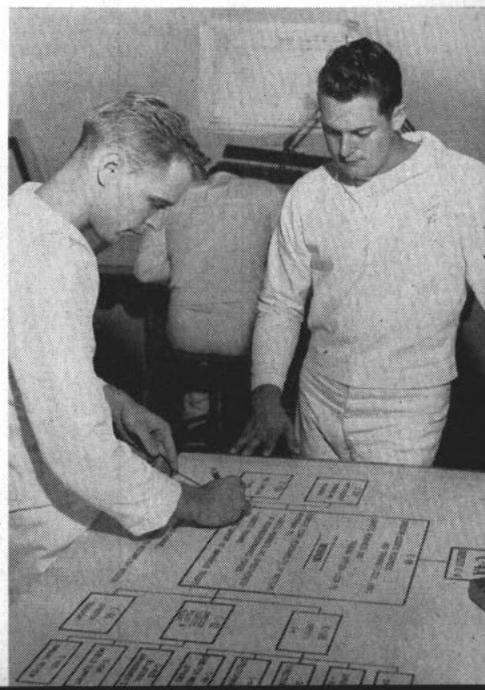
SACLant's enlisted Navymen find a number of problems—and opportunities—in working with a command staffed by officers wearing the uniforms of eight navies, four air forces, three armies and two marine corps, as well as a number of specially-chosen civilians.

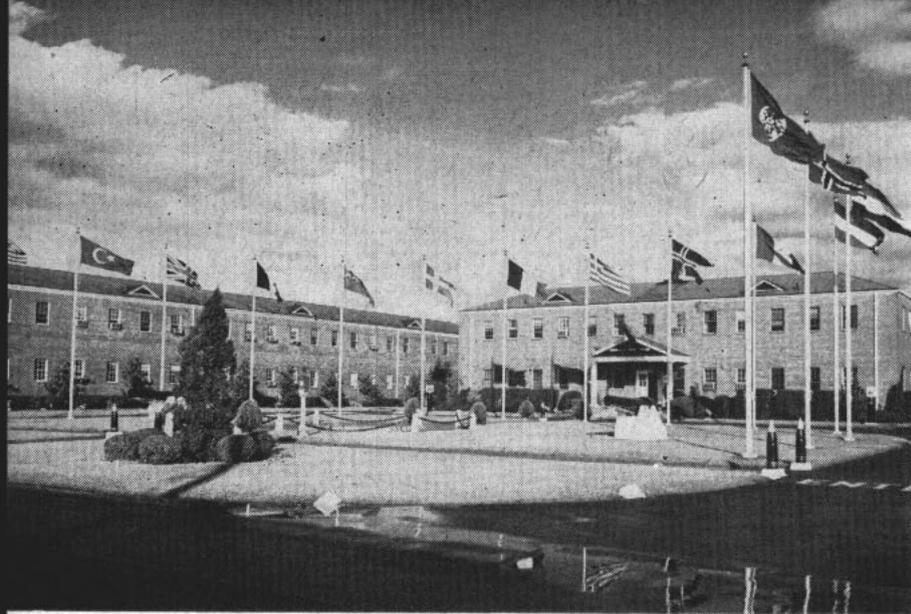
First of all, strict security clearance is required for most SACLant sailors, and they must carry special identification cards when entering almost all of the passageways and offices. U. S. Marines standing sentry duty at passageway entrances and office doors must and do see these passes before permitting any officer, civilian or sailor to enter. Visitors from other commands are admitted to the SACLant area only with a staff escort.

One of the restricted areas—and

a unique assignment for U. S. Navymen—is the "Secretariat." Its functions resemble those of a general office, but with a difference. Aside from such routine tasks as filing, mimeographing, serializing and routing

DRAFTING CHARTS and tables for defense system of the Atlantic is one of the many jobs done by bluejackets.





**FOURTEEN FLAGS** of the NATO nations are flown daily in the command's flag area. *Below:* Sailors use logarithms with computing machine for NATO answers.



ing material ranging from routine to top secret, this office also handles such matters as translating material into French, the second of NATO's two official languages.

Included in Secretariat machines is a typewriter equipped to "speak" French, and used to process material turned out by three translators on the staff. One of these is an attractive French girl, now married to an AirLant sailor, and one is a French Navy lieutenant. The third is a Wave lieutenant who would be a whiz at word games in French, Italian or English.

"But differences between English-English and American-English also pop up to confuse SACLant personnel," according to one member of the staff. "For instance, when the

English say something about a 'hard stand' they are referring to what we ordinarily call a parking lot."

That confusion is mild, however, compared to what happens to the postoffices, both at headquarters and in Norfolk. When a package to another country is accepted at the headquarters postoffice window, the sailor processing it must be aware of the varying postal rates, customs, and procedures in the country of destination and must handle it accordingly.

"Stumped" officials at the Norfolk postoffice usually settle their difficulty by calling or writing the SACLant postoffice when an unfamiliar problem dealing with international postal systems or personnel comes up.

Usually the problem is a piece of mail which has arrived in Norfolk from another country, but with insufficient or illegible address. The mail may be for someone at the nearby Armed Forces Staff College, a sailor on one of the many foreign ships in the Norfolk area, or the package or envelope may need to be forwarded to another part of the world.

Recently, an officer from one of the European NATO nations stopped by to report that a package he had mailed home to his wife had not been delivered. Since the package was neither insured nor registered, it could not be traced. Upon learning this he told the clerk, "Well, I would have insured them if I had known they were going to be lost."

Despite the problems, however, Navymen who serve with SACLant

**NATO NAVYMEN** get together. Belgian and U. S. Chiefs talk shop. *Right:* Canadian sailors take in mooring line.





WHITE HAT AMBASSADOR is role enjoyed at SACLant and all over the world. Good will is spread in many ways. 'Spot of tea' is shared on British DD. Center: Dutch Chief enjoys 'Joe Pot.' Right: U. S. and French sailors swap chapeaux.

are proud of their assignment. The blue and gold NATO-SACLant emblem inlaid in the "quarterdeck" in front of the red brick buildings which once were the Norfolk Naval Hospital—the flag area shadowed by the banners of 14 nations and alive with ceremonies observing the national holidays of those nations, the arrival of ranking visitors and morning and evening colors—even the security passes which they must carry, serve to remind the SACLant sailor that he is a part of history's first international ocean command, a command which is designed as another effective deterrent to the possibility of another world war.

—Joe M. Law, JO1, USN

### **Sailor of Many Tongues Is a Natural for Mutual Defense Duty**

Navymen or foreign stations who spend their spare time learning "skosh" Japanese—or French, Spanish or most any other lingo—are likely to have a chance to use their knowledge some day.

Take the case of Albert Burelle, MEC, usn. He learned English and French before entering the Army in 1934. When transferred to Panama, Burelle learned Spanish.

From Panama he was transferred to China. There Burelle began studying his fourth language. He also served a term on Corregidor, Philippine Islands, and learned yet another tongue—Tagalog, a major

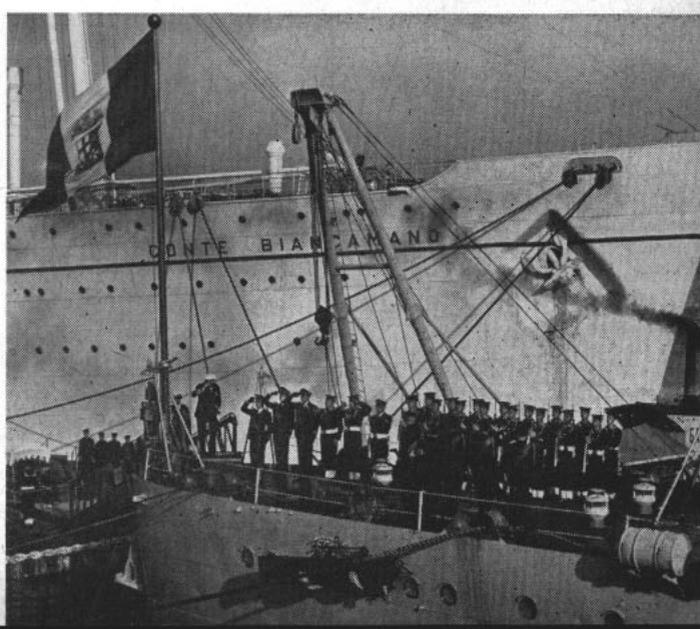
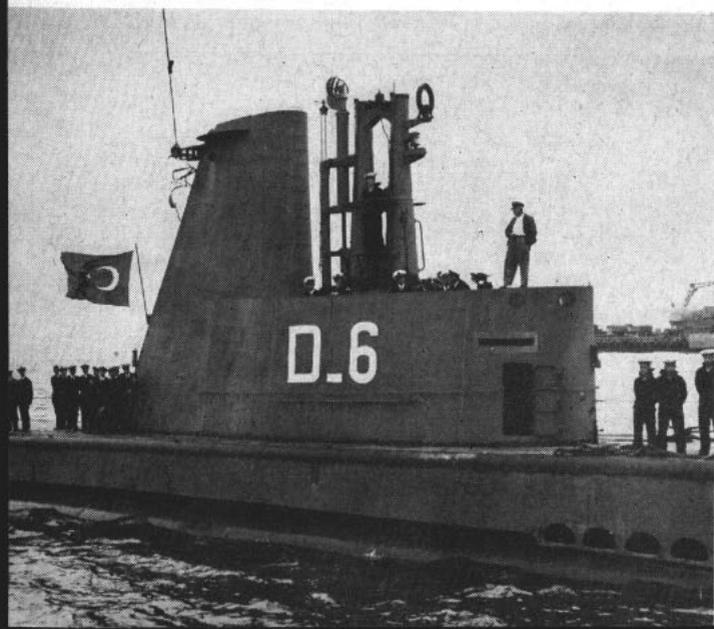
Filipino language.

Burelle then learned German in California while serving as a civilian guard of German POWs.

Joining the Navy in 1942, Chief Burelle eventually turned up in Japan for duty at Sasebo and Yokosuka. Naturally he learned Japanese.

In view of his language ability it's not surprising to find that Burelle is now a key figure in the Navy's Mutual Defense Assistance Program activities in San Diego, Calif. With Fleet Training Group, Burelle acts as chief training supervisor and interpreter for foreign Navymen.

SACLANT FLEET draws power from 14 nations. Left: Turkish sub enters U. S. port. Right: Piping aboard Italian style.





FIRE FIGHTING instructions are given summer-sailors. Right: Recruits meet 'Handy Billy' during ship board drill.



GROUND TACKLE is explained with model during 90-day course. Below: Survival swimming is given at NAS.



## Part-Time Sailors Learn

**Y**OU KNOW, 'BOATS,' these men *do* have salt on them!"

That's the sort of comment you're likely to hear about Naval Reservists who have graduated from the relatively new accelerated recruit training program.

The program — originated by the Naval Air Reserve Training Command in 1950 and expanded to include surface units in 1954—has gone a long way toward exploding the myth that the Navy's part-time sailors aren't really sailors.

Accelerated recruit training, a volunteer program for Naval Reservists, has several primary objectives:

One of the most important, perhaps, is to provide a growing pool of potential USNR petty officers.

Another is the rapid indoctrination of young Reservists in Navy customs

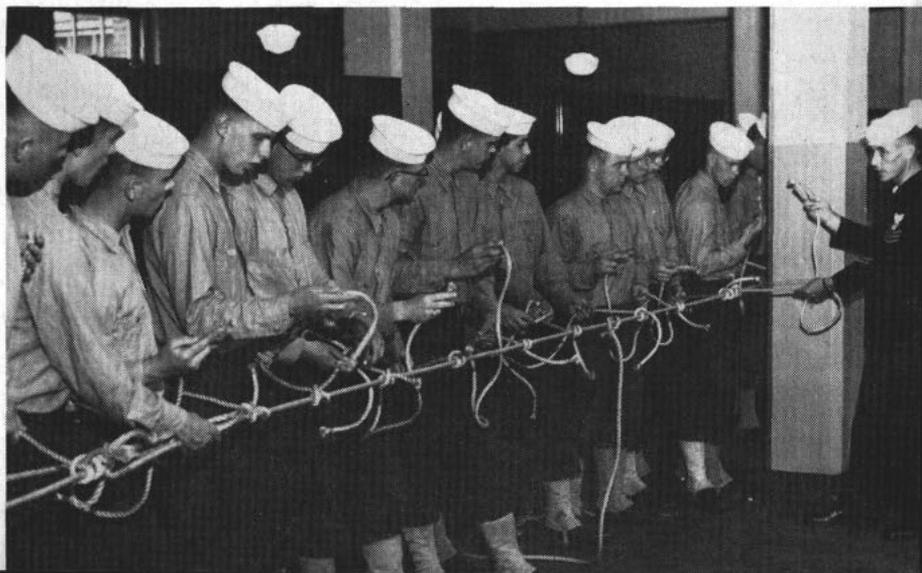
and traditions which provides them with a pretty solid knowledge of what it's all about.

This background will stand them in good stead when they are ordered to report for extended tours of active duty. At the same time, it will enhance their value to their individual units.

Finally, accelerated recruit training enables qualified Reservists to climb more rapidly up the rating ladder. Those who successfully complete the course are given the examination for advancement to pay grade E-2. If they pass the exam, they are advanced to seaman apprentice. Thus they may cut several months from the nine-month period normally required for advancement from SR to SA.

How does the program work for

**KNOTS TO THE RECRUITS** are tying problems. Here, men in training at Sand Point NAS learn the salty art of tying the line from G. P. Kaempher, BM1, USN.





NAVAL RESERVE BLIMP, K-125, is secured by recruits in the concentrated training program for Reservists at Seattle.

## Seamanship on the Double

Reservists under the district commandants?

Current policy enables district commandants to order Reserve recruits—as they become available—to the Recruit Training Commands. The RTCs are located at Bainbridge, Md.; Great Lakes, Ill.; and San Diego, Calif.

Most of the men who take part in the program are 17- and 18-year olds, often just out of high school. When they enlist in the Naval Reserve, they are given the word on accelerated training and the opportunity to volunteer for the program. Qualified volunteers are ordered to report to the RTC as quotas become available.

To be eligible, Reservists in pay grade E-1 must have enrolled in either the Surface, Seabee, Naval Security Group or Electronics program not more than 75 days before the date they are ordered to report for accelerated training.

In addition, they must have a minimum combined GCT/ARI score of 100. Recruits also must have completed certain pretraining duty requirements.

Originally, the training curriculum consisted of classes covering the "hard core" of basic training offered to Regular Navy recruits. Reservists were organized into separate USNR companies at the Recruit Training Commands at specified times during the year.

As it became apparent that the program should be expanded, it was decided to discontinue the practice of establishing these separate USNR

recruit companies. Instead, Reservists are ordered to the RTCs as they become available, are integrated into the Regular Navy recruit companies and complete the regular nine-week basic training curriculum.

The Naval Air Reserve conducts the aviation accelerated training program at various stations throughout the command. Approximately 3000 enlisted men—all volunteers—take part in this 90-day training each year.

The accelerated training program conducted by NARTC, however, consists of two levels of training—one for advancement to airman apprentice and airman, the other to petty officer third class.

At NAS Seattle, for example, two schools operate simultaneously—the Recruit Airman School to qualify "weekend warriors" in pay grade E-1 for advancement to AA and subsequently to AN, and the Basic Rate School to qualify men in pay grade E-3 for advancement to AM3 and AE3.

Nearly every aviation rating is covered at one naval air station or another. Reservists are "airlifted" to the nearest NAS conducting training for the rating desired.

Reservists who attend the Recruit Airman School are given a standardized AA examination during the course and the AN exam at the conclusion of the training period. Upon "graduation," those who qualify are advanced to AA and, after six months in pay grade E-2—if they fulfill drill requirements—they are advanced to pay grade E-3. Students



SALTY WORD is passed sailors during training in naval operations aboard USS Charles E. Brannon (DE 446).



**IN RIFLE DRILL** Reserve recruits learn how to hit rifles together in salty style for the day they strut their stuff with others on the parade ground.



**PASSING THE WORD** with the flags is learned during practice session. Below: Ninety-day sailors stand a muster on bow of USS Helena (CA 75) prior to tour.



at the Basic Rate School are given a locally prepared exam at the conclusion of their course. If qualified, they are advanced to PO3 after completing six months in pay grade E-3 and fulfilling the necessary drill requirements.

NAS Seattle conducts two such programs each year. The first starts in the middle of March and continues into June. The second course begins at the close of the school year for the local high schools—usually in mid-June—and finishes in September.

Every effort is made to make the training as nearly as possible like that given at the Recruit Training Commands and Class A schools.

The trainee has his day completely scheduled from 1600 to 2200. His curriculum includes formal theoretical classroom instruction, practical factors, military drill, compartment cleaning, mess cooking and supervised study.

In addition, he takes part in supervised athletics, local parades and military ceremonies. If he's a musician, he may be a member of the company band.

To add a dash more of salty flavor to the recruits short cruises are scheduled whenever possible. For example, trainees at NAS Seattle undertake a two-day cruise aboard a DD or DE. The time spent aboard ship is all "under instruction" time, with classes on seamanship, practice firing and mock attack. The trainees also get a chance to make liberty in another port—usually Vancouver, British Columbia.

The reaction to the accelerated training programs has been favorable all along the line. Those conducting the courses report on the fine *esprit de corps* and general competence of the trainees.

The trainees themselves are quick to praise the program and to pass the word along in their communities. The increasing number of volunteers is another indication of the success of the program.

More important, however, is the enthusiastic reaction of the "parent" Naval Reserve units—to which the trainees return after they complete their course.

It doesn't require a Sherlock Holmes to deduce that the objectives of the accelerated recruit training program are being achieved.

# LETTERS TO THE EDITOR

## Time for Advancement

SIR: BuPers Inst. 1414.2 states that service requirements for advancement in rating are as specified in the table in Art. C-7204(3), *BuPers Manual*. This article states that the service requirements for advancement to pay-grade E-16 are 12 months in next lower pay grade and 36 months' total active service.

It is my understanding that a man who has broken service of more than three months, but who has completed 12 months of continuous active duty in pay grade E-5 on his current enlistment is not eligible for advancement until he has also completed the 36 months' total active service under continuous service conditions.

My chief says it is not necessary to have the 36 months' active service under continuous service conditions, as long as the man has completed the 12 months' continuous active duty in pay grade E-5 on his current enlistment. Who is right?—M. R. R., YN2, USN.

• *The chief is right. The 36 months' total active service need not be continuous.*

*In the case you described, a man with broken service would be required to fulfill one year in pay grade E-5 provided he completed at least two years' active service in his previous enlistment to be eligible for advancement to pay grade E-6.—Ed.*

## Duty That's Tough on Uniforms

SIR: I am one of the enlisted men on board ship whose duties require work in the battery locker. Working in this area compels me to be in frequent contact with acid—a situation which makes it almost impossible for me to wear the same clothing more than three or four times.

I am wondering if there isn't some sort of provision to supply men like me with extra pay or clothing for work of this sort?—W. R. G., EM3, USN.

• *Based upon a commanding officer's determination that the assigned duties of certain personnel are unusually destructive to clothing, Article 42133.9 of "BuSandA Manual" authorizes the issue of clothing and small stores for use at ships or stations at no cost to the individuals involved. This article specifically mentions "handling lead acid storage batteries" as a type of duty unusually destructive to clothing.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, 25, D. C.

## Reenlistment Allowance and Bonus

SIR: I reenlisted on 18 Dec 1951 for six years. I elected to take the option of \$60 per year for the six years in advance—a total of \$360. However, when I was released to inactive duty on 1 Oct 1954, the Disbursing Officer checked my pay for \$192 because I had only served two years and nine months of the six years. This left me \$168 out of \$360. Now my question is this—is it possible for me to submit a claim for a reenlistment bonus for the three years that I served from 18 Dec 1948 to 17 Dec 1951?—J. T. R., HMC, USNR.

• *You had no choice between a reenlistment allowance and a reenlistment bonus under the provisions of the Career Compensation Act of 1949 which were in effect on 18 Dec 1951 when you reenlisted. You were required to receive the greater of the gratuities. The authorization and payment of a reenlistment bonus at that time (as the greater gratuity) nullified any later entitlement to a reenlistment allowance on the basis of the same reenlistment. Accordingly, the submission of a claim for a reenlistment allowance for the period from 18 Dec 1948 through 17 Dec 1951 would serve no useful purpose.*

*You should note that the reenlistment bonus of \$168 retained by you at the time of your release from active duty on 1 Oct 1954 is a larger amount than the reenlistment allowance of \$150 (three years times \$50) for which you desire to submit a claim.—Ed.*

## Dependent Travel

SIR: In December 1954 I was married and brought my wife to my present duty station. In June 1955, I will reenlist for the first time, for six more years. At that time, will my wife be entitled to travel pay to our home town or place of my first enlistment even though she may not actually travel there when I re-enlist?—F. E. C., AK1, USN.

• *No. Your dependents are entitled to reimbursement only for travel actually performed when incident to a permanent change of station.—Ed.*

## After 0900 It Counts as Leave

SIR: I have a question about a problem that comes up aboard our ship quite often and has never really been settled. Maybe you can help us out with this question.

If a man gets orders for permanent transfer with no travel time or proceed time involved, just delay en route to count as leave, does the last day of leave count as leave if he reports in before 0900?—L. N. B., DK3, USN.

• *If a man gets orders for permanent transfer such as you describe, and reports in BEFORE 0900, the last day is a day of duty. If he reports AFTER 0900 it would be a day of leave.*

*Several examples of computations of leave en route during execution of orders (including the above) are contained in Article C-5318, Change No. 13, "BuPers Manual."—Ed.*

## Weather Data in Deck Logs

SIR: I would like to get some information on smooth deck logs. First of all, does a ship have to complete "weather data" on the reverse side of logs, when in company of the Senior Officer Present Afloat (SOPA)? I've heard of some ships that submit weather data with the notation "Same weather conditions as reported by SOPA."

Secondly, in reporting courses and speeds is it necessary to show the degree sign after the course?—W. A. D., YN1, USNR.

• *Except for certain ships which are authorized by the Chief of Naval Personnel to discontinue weather data in the smooth deck log because of limited operations or restricted assignment, all ships are required to complete weather data in the smooth deck log, whether operating independently or in company with SOPA. Instructions for entry of weather data in the deck log are contained in the rough deck log form itself.*

*Since all courses and bearings are recorded by degree, it is not necessary to enter the degree sign after the numerals. Revised instructions to be promulgated in the near future, provide that all courses and bearings will be interpreted as "degree true" unless otherwise designated. In this connection, only numerals are required to be entered in the smooth deck log to indicate true course or bearing.—Ed.*

## Sailors of Many Navies Helped to Build Oasis in the Desert



SOMEWHERE ALONG THE SUEZ these Navymen of USS *Tarawa* (CVA 40) will pass a desert garden growing as a monument to a brave young woman.

SIR: The photograph on page 10 of the January ALL HANDS which shows sailors in *uss Tarawa* (CVA 40) looking ashore at a *gare* or canalside station on the Suez Canal, brings back a vagrant recollection of old days and a very brave and outstanding person that some of the old timers may remember.

During World War I most of the facilities of the Suez Canal were operated by French government civil service personnel who were often retired or semi-disabled navy and army officers. One war-crippled young Frenchman had charge of a *gare* somewhere between Port Said and Ismailia, living there with his attractive young wife and a handful of native workers. Their station consisted of a wharf, some whitewashed, red-tiled buildings and a fence enclosing about an acre of sterile, salt-impregnated sand where two or three straggly palm trees tried to live. At least that is the way it looked the first time I saw it.

The *gare* was one of several where south-bound ships would tie up to allow north-bound ships to pass. A government water pipeline paralleled the canal and while waiting, ships would rig hoses and replenish their fresh water tanks. The *chef-de-gare* spoke little English and his war wounds became more crippling as time went on. It got to the point where he was forced to spend most of his time sitting in his wheel-chair, tended by a native boy. Determined

to help him keep their steady government job, his wife, dressed in a dazzling white drill skirt, blouse and a pith helmet, took over the daily routine. She would direct the native workers in taking a ship's line, meter the water taken and often board the ship to get the receipt for services rendered.

I never learned, or in subsequent years have forgotten, the couple's name. But the memory of that young woman still lives on. She was very pretty, vivacious, spoke English and made a great impression on the many sailors she came in contact with during those years.

At the time I was a young Q/S in the British Royal Navy, serving in *HMS Lunka*, on the East Indies station and our ship moored at the young couple's *gare* several times during the years 1915-16.

Invariably the CO and other officers would invite the *Mme.* to the wardroom for a drink, but instead she would invite them, and everyone else including line-tenders, stokers tending hose and other personnel, to go to their shady porch, meet her husband and drink unlimited glasses of iced fresh limeade, a great treat in those days. In addition she would serve big, sweet, ripe native dates, little rice cakes and so forth.

Ships of many nations called there and to each she extended this cordial little interlude of refreshment to men a long ways from home. Many times she was offered payment—in lire,

francs, dollars, rupees or whatnot—but she always refused.

Whenever someone offered her payment she would laugh and reply, "All I want is dirt." And she meant it. She didn't care how much just so long as it was good dirt. A box or sackful, a barrel or drumful, all were welcome. For there wasn't any dirt near her home, just endless miles of sand.

Everyone would promise to bring some dirt along the next trip, and while many forgot, an equal number remembered. We did remember, and I'll never forget the look of appreciation on her face when we trundled three 50-gallon drums of rich, black earth from Colombo, Ceylon, down the wharf for her. In addition, the executive officer brought some lemon and mango-tree slips from his home in Bombay.

The lady had her boys dig out sand, fill the hole with dirt and plant a tree or brush, shrub or flower in the little bit of land. They had plenty of fresh water and in time the spot became a veritable show place, set in the midst of those endless desert wastes, with tamarisk, *bougainvillea*, citrus fruits, figs, date palms, roses and lilacs from England, poplars from France and many other equally wonderful plants.

That was a long time ago and your picture jogged my memory and made me wonder if the trees that were in the right of the picture are some of the same ones I saw planted so tenderly. Whether they are or not, I am sure that somewhere along the Suez there is a beautiful memorial to a very brave woman who literally brought to life again the quotation from Isaiah: "And the desert shall rejoice and blossom as the rose."—L. M. Kerrison, BMGC, USNR.

• *That's quite a story, chief, and we feel sure that a great many of our older readers will remember your "Mme." And the younger ones who are heading that way now or in the future will no doubt be keeping an eye cocked toward the shore as they go through the canal, wondering if they can spot the "gare" you described, and hoping that they may catch a glimpse of a white-clad lady busily putting in a new plant.—ED.*

## Chances for Advancement

SIR: I would like some information about the examination for advancement to SD2 that was given last August. My score was 41 and I don't know if I passed or failed. All I know is that I didn't make SD2! Can you give me any information?—B. A. H., SD3, USN.

• A review of the August 1954 ex-

amination results reveals that you passed your examination with a mark of 65 and final multiple score of 7716. The numerical indicator of 41 on your examination results indicates that you passed the exam but cannot be advanced due to quota restrictions.

Because of the additional work that would be required to furnish all exam-

ination participants with detailed information concerning their exam such information cannot be furnished in individual cases. Although you passed the exam last year you will still have to take it again this August in order to be eligible for SD2. Since you had a good score last year you should be able to improve your chances this year.—ED.

### Taxes and Mess Bills

SIR: I am confused by certain statements in the Tax Section of the March ALL HANDS. On page 52 you state that the basic allowance for subsistence need not be reported as "gross income;" elsewhere on the same page you say that mess bills afloat may be deducted from the gross income, if the officer is actually maintaining a home ashore.

Those two statements give me the impression that my subsistence allowance need not be reported in computing gross income, and that I also may deduct my entire mess bill from my income, so long as I am on duty afloat and maintaining a home ashore. Is that correct?—B. R. T., LT, USN.

• *Negative. While your subsistence allowance need not be reported in your gross income, an officer (with or without dependents) who actually maintains a home ashore while on duty afloat may deduct only the excess of the amount expended for mess bills over the amount of his total subsistence allowance. The existence of a "home" is a question of fact to be determined in each individual case. If an officer does not have a "home" the difference between the amount paid for mess bills and the subsistence allowance received is not deductible.*

For instance, as an officer you draw a subsistence allowance of \$47.88 per month. Suppose you are maintaining a home ashore (as defined by the Commissioner of Internal Revenue) and are on duty afloat. If your mess bill for a particular month is \$55.12, then you are entitled to an income tax deduction of \$7.24 for that month—the difference between your mess bill and your subsistence allowance.—ED.

### Good Conduct Medals Are Available

SIR: While reading your "Letters to the Editor" recently, it occurred to me that you would know where I can get a Good Conduct Medal. My recommendation for the medal has been approved, but I am told that the Navy has run out of the medals themselves.

I will be leaving the naval service in the near future, and would like to have the medal before I'm discharged.—A. P., CS3, USN.

• *Issuance of Good Conduct Medals was temporarily discontinued pending a replenishment of the Navy's supply of the medals. The medals are now available and BuPers is in the process of forwarding them to eligible personnel. Yours has been forwarded to your commanding officer for delivery to you.*

*Incidentally, had you already been discharged, the medal would have been forwarded to the home address you listed at time of separation.—ED.*

### Retention of NROTC Officer

SIR: May I apply for retention in a career status as a Civil Engineering Corps officer (5105) under the provi-



CPOs OF USS ULVERT M. MOORE (DE 442) stand as sideboys to pipe over the side fellow Chief Daniel L. Olsen, MMC, USN, at end of his 20-year career.

sions of either BuPers Inst. 1520.5B or 1120.12C?

I was appointed ensign (1100) from the regular NROTC program on 6 Jun 1952 upon my graduation from college. Since then I have served 22 months on sea duty and six months at my present shore duty station.

Neither of the instructions mentioned specifically authorizes officers in my category to make application for retention, although both imply this possibility.

Any clarification of this matter will be greatly appreciated.—J.W.H., LTJG, USN.

• *At this late date you may not apply for retention as a career CEC officer under the provisions of BuPers*

*Inst. 1520.5B. The last selection board convened under that instruction met in July 1954; the next selection board is scheduled to meet in July 1955.*

*You must indicate your desires in regard to retention as a regular career officer and be considered before 1 Apr 1955. Therefore, by July 1955 you will not come under the provisions of Instruction 1520.5B, since you will be either inactive or a regular career (1100) officer.*

*Also, Inst. 1520.5B does not provide for appointing NROTC graduates as Code 5105 (Reserve CEC Officer) upon release from active duty.*

*BuPers Inst. 1120.12C applies only to Reserve officers and temporary Regular Navy officers.—ED.*

RECRUIT VARIETY SHOW at Great Lakes ends with Myron Owens, Jr., Edward Blake, and Erwin Briggs, Jr. lining up for autograph from singer Betty Mattson.



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.

• **50th Seabees**—A reunion of former doctors and corpsmen of the original medical corps attached to the 50th Seabees on Midway Island during 1943-44 will be held in July. For further information, contact Jack Hexter, 21 Circle Drive, Norristown, Pa.

• **78th Naval Construction Battalion**—The third annual reunion will be held 28 May at Hotel Statler, New York City. Write to Mr. Edwin Bush, 60 Longview Ave., White Plains, N. Y.

• **91st Seabees**—A reunion will be held at the Parmley Hotel, Painesville, Ohio, on 27, 28 and 29 May. For information write to N. P. Sercombe, 516 N. Milwaukee St., Jackson, Mich.

• **Waves**—A reunion of all active, reserve and inactive Waves and Yeomanettes will be held at Hotel di Lido, Miami Beach, Fla., on 29, 30 and 31 July. Full information may be obtained by writing to Mary W. Malone, 893 N. E. 82nd St., Miami 38, Fla.

• **uss Nevada (BB 36)**—The second annual reunion of all former crew members will be held 6 August at the Lafayette Hotel, Long Beach, Calif. Contact William E. Larsen, 4246 Campbell Drive, Los Angeles 6, Calif.

• **uss Washington (BB 56)**—The second reunion will be held 1 through 4 July at Fort Hayes Hotel, Columbus, Ohio. For information write to John A. Brown, 121 E. 11th Ave., Columbus 1, Ohio.

• **Group CVLG (n) 41, USS Independence (CVL 22)**—A reunion of former members who operated off Independence during World War II will be held 1 through 4 July at Hotel Lancaster, Lancaster, Ohio. Further information may be obtained from Mose M. Williams, 4796 Hayden Falls Blvd., Columbus 21, Ohio.

• **52nd Seabees**—The eighth annual

reunion will be held 5, 6 and 7 August at the Rice Hotel, Houston, Tex. Those interested may contact Mr. C. E. Brock, 402 Loper St., Houston 17, Tex.

• **uss Owen (DD 536)**—The eighth reunion of World War II personnel who served on board will be held 3, 4 and 5 September, at Barlum Hotel, Detroit, Mich. For details write to Henry Zwick, 3919 Ravenswood, Chicago, Ill.

• **82nd Seabees**—The 519 CBMU and women's auxiliary will hold their ninth annual reunion 30 September and 1 and 2 October at Benjamin Franklin Hotel, Philadelphia, Pa. Contact Mike Mostack, 640 E. Wishair St., Philadelphia 34, Pa., or James Greenwood, 147 Bathurst Ave., North Arlington, N. J.

• **uss Charrette (DD 581)**—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, write to Ralph Morelli, 141 Belmont Ave., North Arlington, N. J.

Zipper Style Trousers

SIR: I have heard from pretty good sources that the Navy is going to switch back to the 13-button style pants and do away with the zipper front style. Can you tell me when?

Also there is a rumor floating around that the Navy is considering adopting a uniform similar to the Marine Corps. Could you give me any further information on this? Personally I like the uniform as it is, with button pants, and believe everyone else does.—R. L. C., SN, USN.

• We don't know who your "pretty good sources" are but they are out of line in both respects. The zipper style

trousers are here to stay and, as for the Marine Corps type uniform, there are no indications that it is under survey nor that Navymen would care for it. Toward the end of World War II there was considerable comment on the need for modernizing the enlisted man's uniform and the Permanent Naval Board studied the problem for a long time.

They came up with a uniform that seemed to meet the requirements and then passed it out to a considerable number of enlisted men for testing. An overwhelming majority of about 80% of Regular Navy enlisted men who wore the proposed uniform voted it down and agreed they wanted no change.—ED.

Computing Retainer Pay

SIR: I will soon have completed 19 years and six months of active naval service. If I should decide to go into the Fleet Reserve at that time will my retainer pay be the same amount as that which I would receive if I completed a full 20?—P. S. C., MMC, USN.

• You would receive the same amount. Retainer pay is computed at the rate of 2½ per cent of basic pay multiplied by the total number of years of active federal service. A fractional year of six months or more is counted as a full year. Thus 19 and six counts the same as 20, or 20 and six would count as 21.—ED.

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

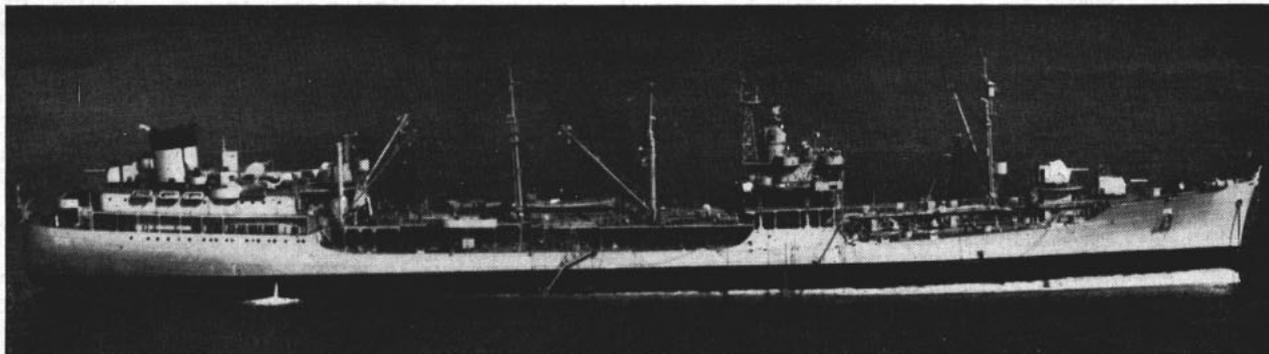
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USS SALAMONIE (AO 26) rests at anchor off shore at Leghorn, Italy. The oiler's home port is Newport, Rhode Island.

### Training and Billets for GF Ratings

SIR: I have submitted a request to change my rate to GF—Aviation Guided Missileman—and I have some questions: (1) If I'm selected for change, where would I attend school and how long would the course be? (2) What kind of billets would I be most likely to get in ships and ashore? (3) What would be the sea/shore duty rotation for men in this rating?—D. L. H., AM2, USN.

• In regard to your first question, you may be eligible for change of rating in accordance with BuPers Inst. 1440.13. If selected you would go to AT(A) School in Memphis, Tenn., for approximately 17 weeks. At this point you would be selected for a change of rating to either AT, AQ, or GF.

If selected for the AT rating, you would continue schooling at Memphis in AT (B) School. This term would be for about 30 weeks. If selected for AQ or GF, you would continue in AT (B) School for approximately 18 more weeks, followed by 20 weeks' more schooling at Jacksonville, Fla.

As for your second question, the current outlook for GF and AQ billets is in the following locations:

(1) FASRons, Guided Missile Units, and Air Stations on the East and West Coasts.

(2) Aircraft carriers of each fleet.

(3) Fleet squadrons.

Since the guided missile program is in a state of expansion, no prediction can be made at the present time as to the sea to shore duty ratio of billets. This ratio is the dominating factor in determining the number of years for a normal tour of sea or shore duty in a particular rate.—Ed.

### Somebody's at Sea

SIR: I'm snowed! In BuPers Manual, Article C-5206(3), there is a statement which reads, "Duty at almost all naval missions and embassies is considered shore duty for enlisted personnel." Yet in paragraph 8.d of Enclosure (2) to BuPers Inst. 1306.20B it states that "All duty outside the continental U. S. is sea duty."

Which is right?—D. P., PNC, USN.

• You've got sharp eyes, Chief, but you're not the only one who has noticed the discrepancy. Duty at all naval missions and embassies is considered sea duty for rotational purposes for enlisted personnel. Action has been initiated to change Article C-5206 of the BuPers "Manual" accordingly. Hope that news defrosts you.—Ed.

### Detail as Messman

SIR: This letter is not in the nature of a "gripe" but to get an answer that will settle once and for all an argument that has had our radio shack in turmoil. One of our radiomen claims that there is an instruction or notice which states that radiomen who graduate from a class "A" school will not be given mess cooking. Does he know what he's talking about?—P. C. K., RM3, USN.

• There are no instructions or regulations specifically referring to radiomen relative to messmen duties. However, Article 1357, "U. S. Navy Regulations," states that petty officers shall not be detailed as messmen, except when non-rated men are not available. As indicated in Article D-2306, "BuPers Manual," graduates of enlisted schools should normally be assigned to duties that will permit their training to be continued. Notwithstanding, such personnel may be detailed as messmen if considered necessary and appropriate by the commanding officer.—Ed.

### Teaching at Overseas Schools

SIR: My wife is a qualified school teacher and before I put in my request for overseas duty I would like to find out if she would be able to get a job teaching in a Navy school, and where some of these schools are located. Can you tell me where I can get this information?—L.D.P., AK3, USN.

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

### Typhus Commission Medal

SIR: In a recent correspondence course that I took on *The Bluejackets Manual* I ran across the mention of a "Typhus Commission Medal." Since then I've tried to find out what this medal was for and what it looked like but I can't find anything on it. Can you shed a little light on the subject?—J. J. Z. SO3, USN.

• The United States Typhus Commission Medal was established by the Typhus Commission and awarded by the President, or at his direction, to any person who rendered or contributed meritorious service in connection with the work of the Commission.

The above commission was established by the President on 24 Dec 1942 under the War Department and has subsequently been disbanded. Unfortunately the Bureau of Naval Personnel has no information on the description of the medal.—Ed.

TOWERING TAIL of Navy's new jet attack plane, XP6M-1 reduces drag and lifts control surface above spray



# SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

A NEW LIGHTWEIGHT RIFLE system is undergoing tests by the Army in the Arctic, tropics and in most sections of the United States.

Since the latter part of World War II, the Army has been developing new type rifles in an effort to have a single type replace its current four shoulder-fired weapons, the M-1 rifle, the Browning automatic rifle, the carbine and the submachine gun.

The new lightweight rifle system consists of one rifle made in two variants: a light-barrel rifle as a replacement for the M-1, carbine and submachine gun, and the same rifle with a heavier barrel to take the place of the Browning Automatic Rifle (BAR). Both are capable of semi and full automatic fire.

The test is to determine the advantages of the new system over the standard weapons and to determine if the new system will give sufficient advantage to justify its adoption.

★ ★ ★

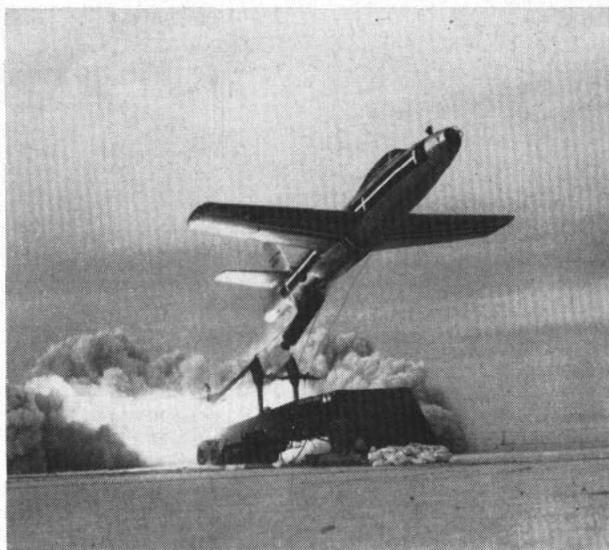
MODERN WARFARE has become so widespread that American military forces must be prepared to meet combat situations any time and any place. In recent years, the North African desert, Italian and Korean mountains, Arctic wastes and Pacific jungles have been valuable sources of combat information which is now being applied to present training programs.

Indoctrination facilities such as cold weather and mountain warfare centers are regarded as essential to possible future operations. While exposed to rough weather and rougher living conditions in the roughest country that can be found, troops are required to solve military problems.

Army personnel train at locations in Camp Carson, Colo., Saalfelden, Austria, and in the mountains of Japan. Training of this type does not include periodic maneuvers and exercises such as those taking place in Alaska and Greenland.



JET PATROL OF PACIFIC is plotted by Air Force in Philippines. Right: Sabrejets fly routine mission in Southwest Pacific.



TRUCK-TOP TAKE OFF of conventional jet fighters is now possible with launching platform developed by Air Force.

Marines have been receiving this type of training in the Sierra Nevada Mountains of California.

★ ★ ★

A KOREAN WAR VETERAN was shot from the flight deck of *USS Intrepid* (CVA 11) in a *Banshee* jet to become what is believed to be the first Air Force pilot ever to be launched by steam catapult.

On exchange duty with Fleet Air Jacksonville's Composite Squadron 62, First Lieutenant Robert E. Burkhardt, USAF, earned his distinction while qualifying for carrier operations off the Florida-Georgia east coast.

In successfully completing his carrier qualifications, he made five touch-and-go landings and eight arrested landings. The exchange pilot reported to Jacksonville from Shaw Air Force Base, Sumter, S. C., where he served with the 18th Tactical Reconnaissance Squadron.



A REVISION of the Air Force's long-range Reserve Forces program is under way, calling for 24 combat flying wings in the Air Force Reserve, and 27 in the Air National Guard.

Under the present plan, the combat units of the Air Force Reserve will consist of nine fighter-bomber wings, 13 airlift wings, and two tactical bomber wings. The Reserve structure will also include many support-type units, such as air depot wings, aerial port squadrons, and communication, storage and medical units.

The Air Guard will consist of 23 fighter-interceptor wings, two tactical bomber wings, and two tactical reconnaissance wings, plus the various support-type units.

It is intended that, with the exception of the Airlift Wings, all Air Force Reserve flying units will eventually be jet-equipped.

Approximately 600 aircraft of all types are presently assigned to the Reserve. The Air National Guard has approximately 2000 aircraft, of which more than a third are jets.

At the same time, plans to give the approximately 350,000 Reservists and Air Guardsmen specific assignments in advance, so they could start defending the country within two or three hours after an enemy attack, have been announced.

In addition to selecting the pilots and others for the automatic mobilization-day jobs, the plan calls for automatic assignment of all Guard and Reserve fighter wings to continental defense and the establishment of from 40 to 50 additional Reserve bases.

★ ★ ★

THE U. S. AIR FORCE is building a new hospital at Harmon Air Force Base, Newfoundland. It will be the only permanent hospital in the Northeast Air Command.

The new hospital which cost about two million dollars is scheduled to be opened by next December. It will include capacity for 100 beds which can be



SLED DOG of the Army, the Arctic vehicle, Weasel, tows sled with ton of supplies. Gun is 105mm, recoilless rifle.

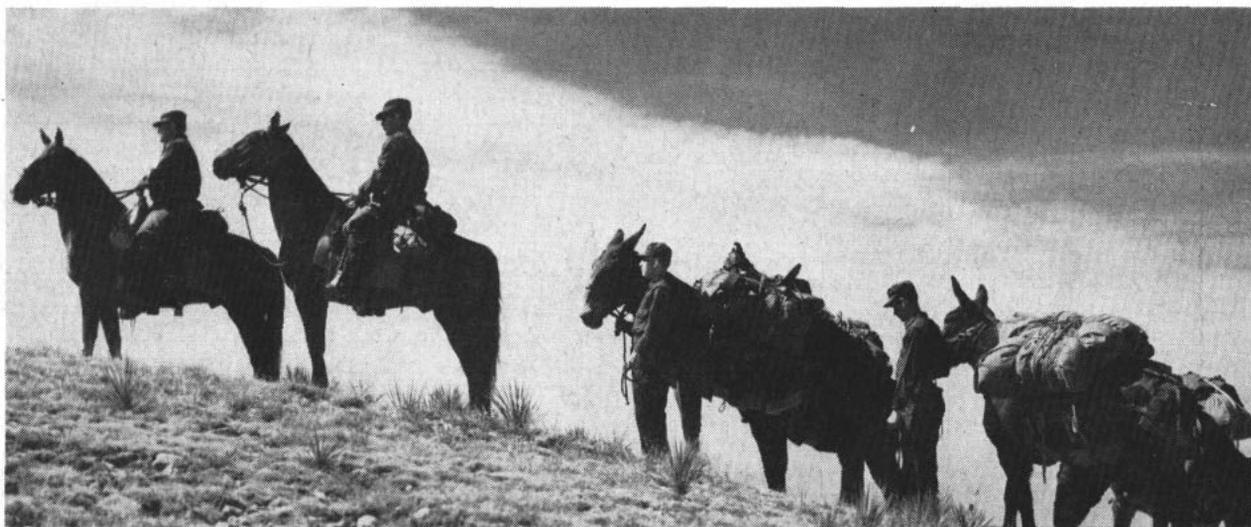
expanded during an emergency to 150 beds; a modern kitchen, outpatient service, obstetrical suite, operating and delivery rooms, dental clinic and surgery.

★ ★ ★

IT SEEMS that there are tea drinkers in the Army. Enough of them to form the basis of a survey concerning the relative popularity between tea and coffee when served at dinner and supper. No figures were given for between-meals consumption.

In warm weather, according to the survey, 1.7 cups of hot coffee was consumed for each cup of hot tea. In cold weather, hot coffee was preferred over hot tea at a ratio of two to one.

As might be expected, iced tea was much more popular in warm weather, outranking hot coffee at a proportion of 4.6 to one. However, of the men preferring iced tea in the summer, nearly one-third wanted hot coffee in addition.



ARMY MULE IS STILL in service. Mules supply infantry troops where machines can't climb during mountain maneuvers.

# The Facts About Sea/Shore Rotation

IN PERFORMING YOUR DUTIES as a member of the world's biggest Navy, you find yourself serving in a variety of jobs both at sea and ashore, at overseas billets and in stations in the continental U. S. To meet the requirements of its mission—that of keeping the sea lanes free and protecting our interests at home and abroad, the Navy has a big task, handling not only problems of operations and logistics involving ships, but administration and personnel movements. That means the Navy has to be in many places at once, and our ships and Navymen have to be in just as many places.

That's the why and the wherefore of your rotation between sea and shore duty. Some billets are considered choice duty, others are jobs that have to be done. In making its assignments BuPers asks you to specify your preferences, and tries to assign you to the type of duty and the locality for which you have stated your preference—subject, of course, at all times to the needs of the service, and subject also to a fair system of rotation that applies to all Navymen.

The rotation system between sea and shore duty is built around the Shore Duty Eligibility Lists which are explained below. There are several lists. For purposes of rotation, certain types of duty ashore are considered sea duty; for example, duty at stations overseas is sea duty, and duty with certain Fleet units in which you are based ashore a good part of the time may also be listed as sea duty.

Rotation is of prime interest not only to the Navyman but to his dependents. A basic consideration by the Navy in handling "personnel" is to keep the Navy family together whenever possible. How this is done is explained in the March issue of ALL HANDS (p. 30) under moving dependents and household goods to your permanent duty stations in the U. S. and overseas.

And how the sea and shore duty rotation program works is explained below.

## Sea and Shore Duty Rotation

The primary purpose of the Shore Duty Eligibility List is to meet the personnel requirements of shore activities with personnel who wish duty within those activities.

Before you can get a clear picture of sea/shore rotation—with its different aspects—you must understand the following terms:

- **Bureau Shore Duty** — This is duty assigned by the Chief of Naval Personnel in the allowance of a shore activity within the United States.

- **Fleet Shore Duty** — This is duty assigned by one of the Service Force or Type Commanders in the allowance of a shore-based Fleet activity within the US.

- **Overseas Service** — This is duty performed ashore at naval activities beyond the continental limits of the United States and in ships and staffs under the administrative control of overseas area commanders.

- **Nonrotated Ship or Staff Duty** — This is duty in a ship or staff which is under the administrative control of a Fleet or Force Commander and is permanently based outside the continental limits of the United States.

- **Shore Duty Eligibility List** — The SDEL is a list of eligible personnel serving at sea *who have requested* a normal tour of shore duty. This list is maintained by rating, and priority on the list is established by the

amount of continuous sea duty completed; that is, those who have the most sea duty are highest on the list. Shore duty eligibility lists are maintained by BuPers for *Bureau shore duty* and by the Service Force Commanders or Type Commanders for *Fleet shore duty*. Note that the BuPers Shore Duty Eligibility List is different from the SDEL maintained by the Service Force Commanders.

- **Normal Tour of Shore Duty (NTSD)**

—This is shore duty to which a man has been ordered as a result of his own request after having met the eligibility requirements (including the requirement that he request to have his name placed on the eligibility list). The duration of an NTSD

varies from 18 months to three years depending on the rating involved. However, two years constitutes an NTSD in the majority of cases.

The basic requirement for being placed on either the Bureau or Fleet SDEL is the amount of continuous sea duty completed. The sea duty requirements for placement on the Bureau SDEL are based on the ratio of sea duty billets to shore duty billets for the various ratings. The sea duty requirements vary, the lowest being eight-een months and highest four years.

It must be remembered that sea duty required is only the *minimum* for placement on the Bureau SDEL and the fact that this requirement has been met does not mean that you can expect immediate shore duty orders. Your name remains on the Bureau SDEL until a vacancy exists for a man of your rating in the district in which you request duty. Eligibility requirements for Fleet Shore Duty Eligibility Lists, which have been established by the Fleet Commanders, are, in general, quite similar to those for BuPers Shore Duty. Lengths of tour ashore also closely follow the tour prescribed for BuPers Shore Duty.

## Bureau Shore Duty

The basic consideration in making assignments to shore duty is the needs of the service. The number of personnel who can be ordered ashore and the frequency with which they can be ordered are determined by one factor—the ratio of billets ashore to those at sea. The law of supply and demand controls the particular rating groups required ashore. For example, there would obviously be a demand for many more YNs ashore than there would be for BTs or MMs. The result is the more rapid sea/shore rotation in the case of YNs.

There are some few activities which, because of



"Are you sure you young fellows know how to handle boats?"

their operational peculiarities, are border-line cases as far as their sea/shore rotation status is concerned. In the vast majority of cases no problem is presented in determining just which billets should be considered sea duty and which should be considered shore duty. Before classifying activities as sea or shore for rotation purposes, a careful study is made of the current operations as well as any possible future operations and the decision as to the status of such activities is based upon their actual operations or missions.

How and when is a request to Bureau Shore Duty submitted? What happens to the request when it leaves the ship? When may shore duty orders be expected? These are questions which, as indicated by the volume of correspondence and personal calls received in the Bureau, are of great interest to the man in the Fleet.

Let's assume that you are an SK2 and have had continuous sea duty for the past four years. Although eligible for shore duty two-and-one-half years ago you have, for personal reasons, deferred submitting a shore duty request until the present time.

Your first step is the submission of a *Shore Duty Request* (NavPers 2416). Before filling in the required information there are certain decisions that you must make for yourself.

- Which is the more important to you—do you want shore duty in one specific locality and are you willing to wait many months on the SDEL, if required, to get that locality? Or do you wish to get shore duty as soon as possible regardless of location? If you indicate on your request that you desire duty in only one specific locality, you may happen to select the same district as other SK2s, many of whom may have accumulated more sea duty than you.

- On the other hand, let us assume that you want your shore duty as soon as possible. You indicate on your request a first choice, a second choice, and then state that you would be willing to accept shore duty "Anywhere in the U. S." Such a request does not tie the hands of the detail officer in BuPers. When you have gained the proper place on the SDEL you are considered for the locality of your first or second choice; if your services are not required in either locality the detail officer will find a locality "Anywhere in the U. S." where your services are required, and orders will be issued accordingly.

- So you fill in the shore duty request giving two choices of duty plus the alternative choice of "Anywhere in the U. S."

- Your commanding officer endorses the request and forwards it to BuPers.

- Upon receipt in the Bureau, your request is checked for accuracy against information contained in your duplicate service record. The request is then placed in file with the requests from other SK2s ahead of those who have had less sea duty and behind those who have more sea duty.

- You are then advised by letter that your name has been placed on the SDEL and that you will be ordered to shore duty when you have advanced to the top of the list and there is a vacancy ashore in your rating.

- Your responsibility does not end here. You must keep the Bureau informed of any change in your status that might occur, for example, change in duty station, change in rate, discharge and reenlistment, and changes in choices of shore duty. If you should wish placement

on another eligibility list (Fleet Shore Duty, Recruiting Duty, etc.) you must request removal from the Bureau's list. Placement on more than one list can result in duplicate orders and possible penalty.

#### Recruiting and Instructor Duty Lists

Although the usual method for obtaining shore duty is via the SDEL, there are other types of shore duty which, if requested, may speed up your assignment. One of these is *Recruiting Duty*. While this type of duty is more difficult to obtain than Bureau and Fleet Shore Duty because of certain restrictions, a longer wait on the eligibility list is frequently more than compensated for by the location of the duty assignment when finally received. This is often the only method of obtaining duty in many inland localities where the only military activities are the recruiting stations.

A service record free of disciplinary offenses is one of the first prerequisites to being eligible for Recruiting Duty. Further, billets in Recruiting Duty are not set up for all ratings. This is especially applicable in the lower rates. A list of rates which are required in the recruiting program is published periodically in BuPers Instructions. Requests for Recruiting Duty are submitted in a *letter form* to BuPers. The sea duty eligibility requirements and length of tours are the same as for BuPers Shore Duty.

Instructors in naval schools and in recruit training commands are ordered from still another list maintained in the Bureau. There are a great number of such billets throughout the United States. The fact that this type of duty is not considered, by some men, to be quite so desirable as the types of duty discussed above, serves to keep the Instructor Duty List smaller than the other lists.

Also, a man on the Instructor Duty List has a decided advantage in that *it is the only list upon which a man may remain while simultaneously enjoying a position on the SDEL*. Hence, if a man wants to go ashore as soon as possible, and assuming that he is eligible, he would be wise to request shore duty as an instructor.

An additional advantage to Instructor Duty is that the tour is for three years, which is at least a year longer than the prescribed tours of shore duty for the majority of rates. Continuous sea duty requirements are the same as for Recruiting Duty and Bureau Shore Duty. Other eligibility requirements, which are subject to occasional change, are periodically announced in BuPers Instructions.

#### Fleet Shore Duty

Fleet Shore Duty assignments are made from lists maintained by the various Force and Type Commanders for shore duty under their respective administrative commands.

Fleet administered shore duty billets are located predominantly on the East and West Coasts. In many cases personnel who desire shore duty in the coastal areas will find that their chances of early shore duty would be greatly enhanced by requesting this type of duty rather than BuPers Shore Duty. Requests for Fleet Shore Duty are submitted to the Force or Type Commander concerned in accordance with directives promulgated by those Commanders.

Personnel may NOT be on both the *Fleet Shore Duty Eligibility List* and *BuPers Shore Duty Eligibility List* at the same time. An eligibility penalty may be assigned for personnel who violate this provision.

# HOW YOUR REQUEST FOR A NORMAL



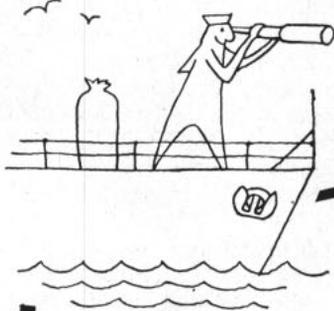
**1**

Have request card filled out at personnel office.



**2**

Commanding officer makes comment and forwards



**9**

You are transferred from ship with orders to your new shore duty station (with leave en route).

**8**

Exact duty station assignment is added to original orders and they are forwarded to your ship for execution.



**7**

Naval District Headquarters assigns you to your station within the Naval District. (Your specific choice whenever practical.)



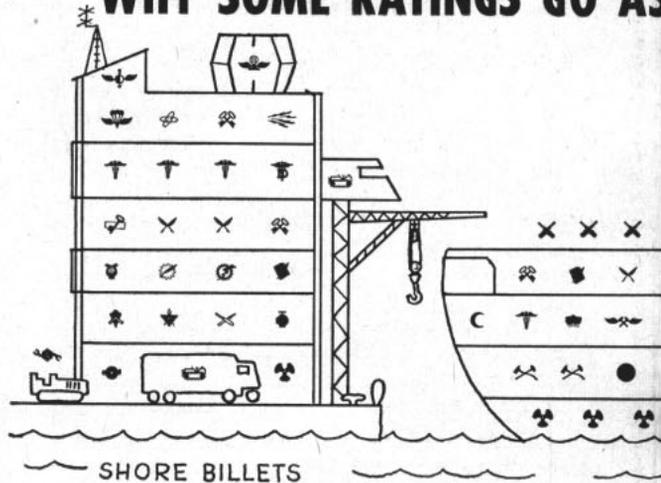
TO: U.S. NAVY  
ADV. CO. OF ORD. TO S.  
OF ORD. NAVAL HEAD.

## WHY SOME RATINGS GO AS

### "TOO MANY MEN REQUEST SOME NAVAL DISTRICTS . . ."

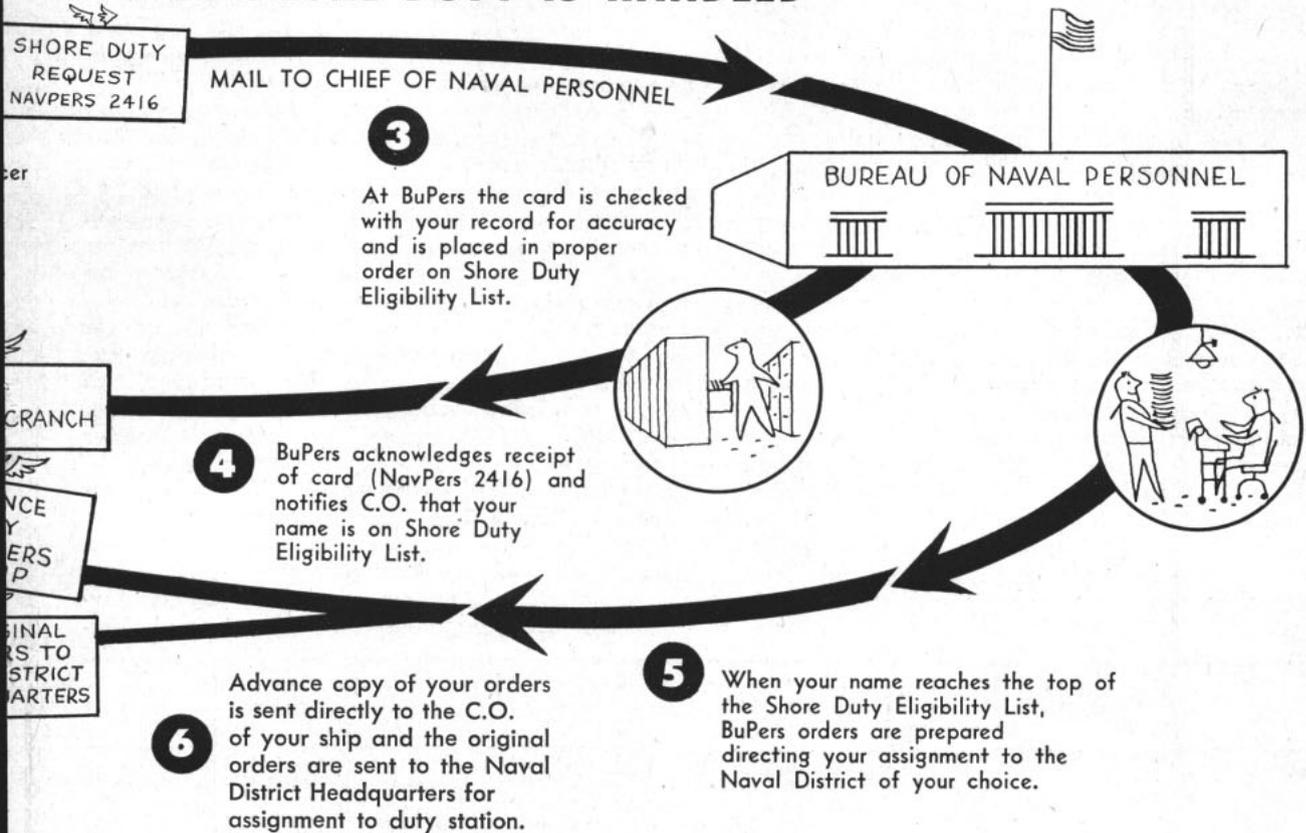
Some districts such as the Sixth, Eleventh and others have extra long waiting lists for most ratings.

For some ratings such as MM, BT, and SD it will take, under normal turnover, an estimated five years for the last man now on Shore Duty Eligibility List to get district requested.

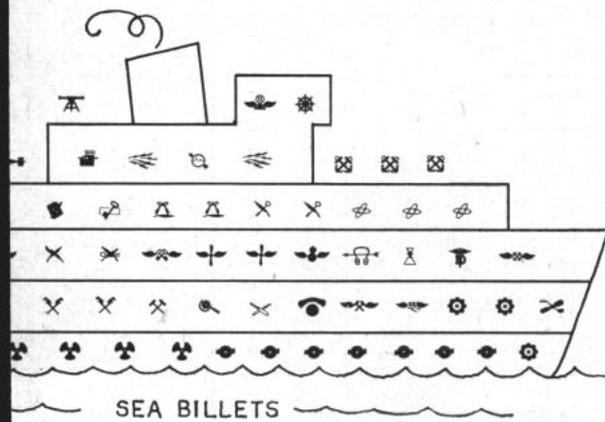


This chart illustrates why it is more popular to go to shore duty than others. The primary reason is the prime employment of personnel. Sometimes the personnel needs of the Shore Establishments and the allowances of all Shore Establishments are not met. The idea of creating more shore billets and man

# TOUR OF SHORE DUTY IS HANDLED



# FASTER THAN OTHERS



difficult for some ratings to get consideration is always proper the personnel needs of the Fleet Establishment are different. The ts are now under study with the for such ratings as BT, MM, RD, others.

## "... NOT ENOUGH MEN REQUEST OTHER NAVAL DISTRICTS"

Sometimes the personnel needs of a district cannot be met because not enough men of a needed rating have indicated that district as a duty preference, nor have they indicated "Anywhere U. S." on their request cards.



# Check Your Status by Rate and Location

If you have requested shore duty, this table of the latest status of the BuPers Shore Duty Eligibility List will give you a good idea of where you stand. ALL HANDS publishes an SDEL table with the latest available dates every six months.

Here's how to use this chart to figure out approximately where you are on the SDEL: Check down the list until you reach your rate . . . then read across to the column showing the location you have listed on your Shore Duty Request Card.

Under each naval district or other command listed are two different dates for each rating. For example, reading the "BMC" line across to the "Com 8" column, you see the figures "1-47/3-50."

The first date in this case (January 1947) is the date the top BMC on the list requesting Com 8 began his current tour of continuous sea duty.

The second date (March 1950) is the date the BMC fourth from the top of the list requesting Com 8 began his current tour of continuous sea duty.

Where only one date appears it means there are less than four men of that rate on the SDEL requesting that locality. If no date appears, no man of that rate has requested that district.

If "No Allow" appears, then there is no allowance for your rate in that district, and naturally you don't want to list that area as a duty choice, as there would be no chance of your being assigned to it.

To illustrate another use of this table, suppose you are a TM1 with continuous sea duty since October 1949. By checking this chart you can decide which district is your best bet before submitting your shore duty request.

Checking across the chart you can see that you would be somewhere between the first and fourth TM1s on the list for Com 1; below the first four for Com 3; second for Com 4; first for Com 5; between the first and fourth for Com 6; first for Com 8; somewhere after the fourth for Com 9; second for Com 11; somewhere after the first four for Com 12; second for Com 13; second for PRNC; SRNC has no allowance; somewhere after the first four for CNATRA; CNATE has no allowance; and first for "Anywhere U.S."

Your best bet in this case would obviously be to request either Com 5, Com 8, or "Anywhere U.S."

In all cases when submitting your shore duty request it is advisable for you to take into consideration the column indicating duty "Anywhere U.S." If you list "Anywhere U.S." on your request you will be given consider-

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
 Boatswain's Mate	BMC	36	9-48/5-50	2-51/4-51	11-46/4-50	1-41/11-46	11-46/1-51	9-45/9-50
	BM1	48	7-42/9-49	5-46/11-48	11-41/1-48	12-47/6-48	7-44/11-48	11-40/3-49
	BM2	48	12-44/6-48	7-46/2-48	6-44/12-47	10-44/12-47	10-47/7-48	12-46/11-48
	BM3	48	3-46/7-48	12-46/9-48	12-47/8-48	12-46/5-48	5-48/4-49	12-45/1-49
	BMSN/SA	48	10-44/8-48	10-44/3-49	10-44/10-48	6-48/11-48	10-49/--	9-50/1-52
 Quartermaster	QMC	48	4-49/10-49	4-49/8-49	6-49/--	12-48/6-50	4-49/12-49	2-49/1-50
	QM1	48	5-46/7-47	2-42/5-47	9-46/7-47	3-47/11-47	7-44/12-47	10-47/11-47
	QM2	36	2-48/2-48	6-46/5-48	6-46/2-48	10-46/1-48	3-47/10-48	2-48/6-48
	QM3	36	3-48/10-49	4-48/8-50	7-49/4-51	5-50/--	5-46/10-50	6/48/8-49
	QMSN/SA	36	10-51/--	10-51/--	4-48/3-52	10-51/--	--/--	--/--
 Radarman	RDC	18	11-47/11-50	4-52/--	11-50/--	9-48/3-52	1-48/--	2-49/--
	RD1	24	9-47/3-48	8-46/1-48	10-47/3-48	11-47/9-48	7-48/6-49	12-46/7-50
	RD2	24	12-47/10-48	1-49/4-49	9-48/5-49	9-48/4-49	4-49/2-51	10-48/2-49
	RD3	24	1-51/1-53	1-51/--	10-49/--	10-49/--	1-51/--	1-53/--
	RDSN/SA	24	--/--	--/--	8-52/--	12-51/--	--/--	--/--
 Sonarman	SOC	18	8-51/11-51	No allow.	1-49/--	3-52/--	8-51/--	9-51/7-52
	SO1	24	1-48/2-49	1-49/8-50	8-50/--	6-50/--	9-50/--	2-49/9-50
	SO2	24	2-51/7-51	2-49/2-51	12-49/4-51	3-51/3-53	10-51/--	No allow.
	SO3	24	5-51/--	--/--	5-51/--	1-43/--	--/--	8-49/--
	SOSN/SA	24	--/--	3-49/--	3-49/--	--/--	--/--	--/--
 Torpedoman's Mate	TMC	48	10-39/4-50	6-47/8-49	6-46/6-50	3-48/8-50	2-47/--	4-49/7-49
	TM1	48	8-50/--	3-43/8-50	5-44/1-48	9-49/--	12-49/12-50	6-42/8-50
	TM2	36	5-47/4-48	10-41/12-48	5-48/12-49	No allow.	10-47/--	12-47/6-50
	TM3	36	10-50/--	--/--	No allow.	--/--	10-50/--	7-50/--
	TMSN/SA	36	--/--	--/--	--/--	--/--	--/--	--/--
 Gunner's Mate	GMC	48	7-50/--	--/--	11-39/--	--/--	12-48/--	7-50/--
	GM1	48	9-46/5-47	1-41/10-43	3-44/5-46	4-43/3-44	9-43/1-48	9-46/10-47
	GM2	48	9-42/5-47	9-42/9-47	3-42/4-47	5-44/12-47	1-48/4-48	8-46/12-47
	GM3	36	12-47/3-48	3-47/10-48	1-48/7-48	5-48/7-48	3-48/12-48	12-47/4-48
	GMSN/SA	36	5-47/11-48	11-48/--	--/--	9-51/--	3-48/--	3-48/11-51
 Fire Control Technician and Fire Controlman	FTC/FCC	18	12-49/3-50	No allow.	7-51/--	No allow.	11-40/--	6-43/--
	FT1/FC1	18	7-46/10-46	11-42/9-47	10-46/4-48	7-44/9-47	4-46/4-48	8-46/8-50
	FT2/FC2	36	5-46/11-47	No allow.	No allow.	No allow.	7-48/1-51	2-46/3-49
	FT3/FC3	36	12-47/5-48	No allow.	7-48/--	No allow.	5-49/--	12-47/5-49
	FTSN/SA } FCSN/SA }	36	10-49/--	10-47/--	--/--	--/--	10-49/--	1-50/--
 Mineman	MNC	18	--/--	--/--	--/--	No allow.	--/--	11-40/--
	MN1	18	--/--	--/--	6-49/--	--/--	6-49/--	8-46/8-50
	MN2	18	5-31/--	--/--	5-53/--	No allow.	5-53/--	7-53/--
	MN3	18	--/--	--/--	--/--	--/--	--/--	--/--
	MNSN/SA	18	--/--	9-52/--	9-52/--	--/--	11-52/--	11-52/--

# on Latest BuPers Shore Duty Eligibility List

ation for assignment to any district for which you have more sea duty than the top man on the list who has requested that district only.

Finally, here are several things you must remember when studying this table:

- The Bureau's Shore Duty Eligibility List is subject to frequent change as new requests are received. Although you might be No. 3 man this month, you could drop to No. 6 or No. 7 by next month if other men of your rate submit requests for the district you have chosen and if these men have more sea duty than you.

- This table shows your standing on the Bureau's SDEL only. It contains no information for men who have put in requests for Fleet Shore Duty Eligibility Lists or for Recruiting or Instructor duty lists.

- Personnel who fall under either of the following categories are not included in the table below:

1. Men serving on overseas duty OR in non-rotated ships whose dependents are overseas with them and who have not completed a full tour of duty at that station.

2. Men serving on overseas duty or non-rotated ships whose dependents are not with them, but who have completed less than twelve months of a normal tour of duty in that location.

- Certain ratings, such as MU, MA, CT, TD and AG, are not included because they are subject to special detailing.

\* \* \*

NOTE—In some cases the dates listed in the tables on this and the following pages would indicate that you are included within the top two or three men in the district for which you have requested duty.

If you still haven't received your orders, this may be the reason:

Although you may be among the top men in your district, you may have less sea duty than one or more men in your rate who request "Anywhere, U. S." Such men receive first consideration for assignment to ANY naval district if they have more continuous sea duty than the men who have requested duty in a specific district.

Therefore, when you check your standing on the SDEL, be sure to take a look at the first column, "Anywhere, U. S."

If the person in your rate in that column has more continuous sea duty than you, there may be a delay in your orders until you finally have more sea duty than all those in your rate who request "Anywhere, U. S."

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
1-47/3-50 3-44/12-48 10-48/11-48 6-44/2-48 10-48/3-51	10-49/5-51 7-42/12-48 11-41/12-47 12-45/7-48 4-44/3-48	3-45/3-48 3-47/6-49 12-44/2-48 11-47/7-48 7-48/4-49	10-42/12-47 10-44/10-49 7-42/7-48 7-42/6-48 7-48/3-49 10-48/12-50	7-46/1-48 5-41/7-45 7-42/6-48 6-48/3-49 7-48/—	4-50/11-51 7-50/2-51 3-48/9-48 7-48/1-49 3-51/—	12-50/— 2-50/11-50 6-49/3-50 11-48/9-49 —	1-49/9-50 3-46/8-48 12-45/12-47 3-46/3-49 4-44/3-49	No allow. No allow. No allow. No allow. No allow.	BMC BM1 BM2 BM3 BMSN/SA
1-38/11-50 3-43/12-46 10-47/7-48 7-48/8-50 5-48/—	6-49/12-49 10-46/10-47 4-45/1-48 12-47/11-48 —	10-41/1-48 3-43/11-46 4-41/2-48 5-48/7-50 2-48/—	1-42/6-49 11-46/8-47 12-47/3-48 1-49/8-50 10-50/—	9-48/6-49 9-46/2-48 2-48/12-48 10-48/3-51 —	10-49/— 10-47/5-48 12-48/11-49 5-46/4-49 —	1-50/— 3-47/6-48 1-48/— No allow. —	4-49/7-50 11-47/6-48 3-48/10-48 8-49/3-51 —	No allow. 6-48/— 7-48/9-50 No allow. No allow.	QMC QM1 QM2 QM3 QMSN/SA
2-49/— 3-47/2-48 No allow. — 7-51/—	11-47/— 11-47/7-48 4-48/3-49 6-47/1-53 —	12-47/9-51 2-48/3-48 10-47/6-50 8-52/— —	12-47/9-51 8-46/3-48 10-47/6-50 4-52/3-53 —	4-41/— 10-47/8-49 2-49/10-49 No allow. 12-51/—	11-50/4-53 4-48/8-50 1-49/— — —	No allow. No allow. 10-50/— No allow. —	11-50/— 9-47/2-48 4-48/1-50 9-52/— 7-51/—	No allow. No allow. No allow. No allow. No allow.	RDC RD1 RD2 RD3 RDSN/SA
8-51/— No allow. No allow. No allow.	8-51/4-52 12-48/6-50 10-50/— 10-50/—	10-49/7-52 1-49/5-49 4-49/— —	1-52/— 1-49/5-49 7-51/— 10-52/—	12-51/— 10-51/— 4-48/3-52 — —	— 5-52/— — — —	No allow. 5-52/— No allow. No allow. —	No allow. No allow. No allow. No allow. —	No allow. 12-48/1-51 1-51/— No allow. No allow.	SOC SO1 SO2 SO3 SOSN/SA
No allow. 12-50/— 11-45/12-50 No allow.	10-39/6-50 2-43/9-49 5-43/4-48 6-49/9-51	3-38/6-49 6-48/— 5-47/3-51 6-52/—	11-39/— 1-42/1-49 8-43/1-49 —	4-37/8-46 1-49/— 12-50/— 9-51/—	2-47/— 1-48/— — No allow.	No allow. No allow. No allow. No allow.	6-48/— 8-37/3-48 9-48/8-51 No allow.	No allow. No allow. No allow. No allow.	TMC TM1 TM2 TM3 TMSN/SA
3-43/7-50 3-44/7-47 4-44/10-47 3-48/7-48 12-47/7-51	3-43/4-50 2-45/11-47 4-43/11-47 5-48/7-48 9-50/7-51	8-37/9-49 5-44/9-45 4-44/6-47 3-48/8-48 5-47/4-51	8-46/8-48 6-45/11-46 4-43/11-47 3-48/9-48 5-47/—	7-37/8-49 6-45/11-46 5-47/2-48 12-47/7-50 —	— 9-46/11-47 4-44/1-48 5-48/6-49 4-51/—	10-50/— No allow. 2-48/10-48 7-48/— —	— 5-47-11-47 11-47/2-48 12-47/10-48 12-47/8-50	No allow. No allow. No allow. No allow. No allow.	GMC GM1 GM2 GM3 GMSN/SA
11-49/2-53 8-48/1-50 4-45/4-48 2-48/2-49 —	6-35/— 7-46/6-48 6-45/1-48 No allow. 10-47/—	6-42/10-48 12-45/11-47 7-47/3-50 12-47/5-49 —	3-50/7-53 12-45/6-49 10-47/10-50 12-47/3-50 —	3-50/3-53 No allow. No allow. No allow. 3-48/—	4-48/— 10-46/4-48 2-46/2-48 No allow. 10-49/—	— 7-48/— — 5-48/— —	No allow. No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow. No allow.	FTC/FCC FT1/FC1 FT2/FC2 FT3/FC3 FTSN/SA FCSN/SA
No allow. — No allow. No allow.	— 2-53/— No allow. No allow.	No allow. No allow. 7-48/— —	4-53/— 6-49/— — —	7-50/— 6-49/— — —	— — — —	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	MNC MN1 MN2 MN3 MNSN/SA

# BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6		
<b>Electronics Technician</b> 	ETC	18	9-47/3-53	4-50/--	--/--	--/--	8-52/--	7-47/--		
	ET1	18	3-48/4-50	7-47/7-48	1-48/11-48	--/--	--/--	7-48/--		
	ET2	24	--/--	--/--	--/--	--/--	--/--	--/--		
	ET3	24	--/--	--/--	4-52/--	2-52/11-52	--/--	9-52/--		
	ETSN/SA	24	--/--	--/--	--/--	--/--	--/--	4-49/--		
<b>Instrumentman</b> 	IMC	36	--/--	No allow.	No allow.	No allow.	--/--	--/--		
	IM1	36	--/--	--/--	No allow.	No allow.	--/--	7-50/--		
	IM2	24	9-48/--	No allow.	No allow.	No allow.	--/--	No allow.		
	IM3	24	7-48/--	No allow.	No allow.	No allow.	--/--	--/--		
	IMSN/SA	24	--/--	--/--	--/--	--/--	--/--	--/--		
<b>Opticalman</b> 	OMC	36	--/--	--/--	No allow.	No allow.	No allow.	No allow.		
	OM1	36	8-48/--	No allow.	7-51/--	No allow.	No allow.	No allow.		
	OM2	24	7-48/--	No allow.	12-48/--	No allow.	No allow.	No allow.		
	OM3	24	--/--	No allow.	No allow.	--/--	No allow.	No allow.		
	OMSN/SA	24	--/--	--/--	--/--	--/--	--/--	--/--		
<b>Teleman</b> 	TEC	18	2-51/4-53	--/--	6-52/--	6-52/--	6-52/--	9-51/--		
	TE1	18	9-48/7-52	2-48/--	2-48/8-50	7-50/9-52	8-51/12-52	2-52/--		
	TE2	24	12-51/--	12-46/3-52	12-46/5-52	12-46/--	1-47/--	4-52/--		
	TE3	24	8-51/4-52	9-52/--	6-52/--	3-52/--	--/--	11-51/4-52		
	TESN/SA	24	--/--	--/--	--/--	--/--	--/--	--/--		
<b>Radioman</b> 	RMC	36	6-46/4-50	8-42/6-49	5-50/10-50	2-50/7-51	7-50/7-51	9-50/11-50		
	RM1	36	6-48/5-49	10-46/12-48	8-45/1-47	4-42/6-47	4-42/3-49	11-48/5-50		
	RM2	36	5-46/9-49	4-48/12-48	2-48/8-48	4-48/11-49	6-50/8-50	12-48/8-50		
	RM3	24	9-51/9-52	9-51/--	5-52/8-52	4-52/8-52	9-52/--	4-52/9-52		
	RMSN/SA	24	8-52/--	11-52/--	8-52/--	8-52/--	--/--	3-52/--		
<b>Yeoman</b> 	YNC	18	5-45/--	10-50/4-53	--/--	3-53/--	3-53/--	1-53/--		
	YN1	18	1-49/9-51	2-51/4-52	8-49/2-52	8-49/12-50	8-52/--	7-47/7-50		
	YN2	18	11-45/--	2-51/6-53	11-45/8-52	12-50/8-52	--/--	7-48/5-52		
	YN3	18	6-52/9-52	12-51/4-53	12-51/7-52	8-51/6-52	9-52/--	4-51/6-52		
	YNSN/SA	18	5-52/8-52	6-52/10-52	8-52/11-52	7-52/3-53	12-52/3-53	5-51/12-52		
<b>Personnel Man</b> 	PNC	18	--/--	--/--	7-53/--	--/--	4-52/--	--/--		
	PN1	18	9-52/--	2-52/--	2-52/--	7-51/9-52	11-52/--	1-52/--		
	PN2	18	9-52/--	5-53/--	10-51/--	8-51/--	--/--	9-52/--		
	PN3	18	5-52/9-52	10-52/--	3-52/--	5-53/--	10-52/--	5-52/6-53		
	PNSN/SA	18	8-52/1-53	1-53/--	2-53/--	--/--	12-52/--	7-52/--		
<b>Storekeeper</b> 	SKC	24	8-50/11-51	3-52/7-52	2-51/4-52	8-50/5-52	2-52/10-52	8-50/2-52		
	SK1	24	3-49/9-51	7-49/9-51	4-51/9-51	3-49/9-51	3-49/10-51	5-50/9-51		
	SK2	18	10-51/9-52	5-51/7-53	6-52/6-53	11-51/6-52	10-51/5-53	10-47/5-53		
	SK3	18	1-50/4-52	1-50/9-52	3-52/8-52	1-50/6-52	7-52/12-52	3-48/7-52		
	SKSN/SA	18	6-48/5-52	3-52/--	1-52/9-52	1-52/7-52	9-52/9-52	12-51/9-52		
<b>Disbursing Clerk</b> 	DKC	18	11-52/6-53	6-53/--	6-52/--	11-52/--	--/--	4-52/--		
	DK1	18	2-51/10-52	1-49/--	5-52/--	1-49/10-52	5-52/--	4-51/10-52		
	DK2	18	3-51/3-53	9-52/--	6-48/7-51	10-51/3-53	8-52/--	--/--		
	DK3	18	7-52/3-53	3-53/--	--/--	--/--	--/--	7-52/7-53		
	DKSN/SA	18	--/--	6-52/2-53	5-49/2-53	5-49/--	--/--	--/--		
<b>Commissaryman</b> 	CSC	36	2-50/7-51	6-48/11-50	6-48/3-51	8-50/7-51	9-50/7-51	5-44/9-50		
	Cook	CS1	24	9-51/3-52	9-50/8-51	1-46/5-47	12-46/6-50	2-52/8-52	9-50/8-51	
		CS2	24	1-51/6-51	7-48/10-51	6-50/3-51	12-49/10-50	9-52/11-52	1-51/3-51	
		CS3	24	2-48/10-52	--/--	10-49/11-50	9-48/12-50	1-53/--	2-51/6-52	
	Butcher	CSSN	24	5-52/--	12-50/--	3-51/5-52	12-50/--	--/--	2-52/--	
		CS1	24	3-52/--	3-52/--	3-52/--	--/--	--/--	6-52/--	
		CS2	24	10-52/--	10-52/--	2-47/--	3-51/--	10-52/--	9-51/--	
	Baker	CS3	24	--/--	--/--	8-52/--	--/--	--/--	--/--	
		CSSN	24	7-46/9-51	9-48/11-51	10-47/10-50	9-48/9-51	9-48/8-52	7-46/10-51	
		CS1	24	10-50/1-52	7-49/10-50	3-50/3-51	7-49/3-51	5-51/10-52	5-51/--	
	<b>Ship's Serviceman</b> 	NJC 3001	24	3-48/9-52	5-51/--	2-47/5-51	3-47/9-50	10-52/--	3-48/1-53	
		CS1	24	11-49/8-50	11-49/7-52	10-51/--	5-45/10-51	5-45/9-51	6-50/9-51	
		Store	SHC	48	11-45/7-46	8-46/12-48	8-46/7-48	8-46/12-48	2-47/4-50	4-46/10-47
			SH1	48	4-48/7-50	8-50/--	2-48/8-50	2-48/--	4-48/--	8-50/3-51
			SH2	36	8-47/12-49	8-47/11-51	8-47/--	--/--	2-52/--	7-50/11-51
Cobbler		SH3	48	10-50/--	--/--	--/--	--/--	--/--	10-50/--	
		SH1	48	9-48/--	--/--	--/--	--/--	--/--	9-48/--	
		SH2	36	--/--	--/--	--/--	11-47/--	--/--	--/--	
Barber		SH3	48	12-49/--	3-48/--	3-48/--	--/--	3-48/--	11-48/--	
		SH1	48	4-49/11-50	--/--	12-47/--	11-47/--	11-50/--	8-50/11-50	
		SH2	36	7-48/4-51	--/--	4-51/--	3-51/--	7-48/--	5-50/--	
Tailor		SH3	48	9-46/--	7-50/--	7-50/--	--/--	9-48/--	3-48/--	
		SH1	48	--/--	4-47/--	4-47/--	--/--	--/--	3-48/--	
		SH2	36	12-46/2-52	7-51/--	9-51/--	9-51/--	--/--	7-51/--	
Laundry		SH3	48	5-41/4-46	4-46/9-46	8-46/12-46	9-46/12-46	6-46/4-47	11-44/9-46	
	SH1	48	1-42/3-47	10-46/9-47	10-46/9-47	12-46/3-47	4-46/3-47	1-42/5-47		
	SH2	36	6-47/3-48	1-48/5-48	2-48/6-48	2-48/6-48	8-47/3-48	11-44/9-47		
SHSN	36	2-46/5-48	2-48/--	2-46/--	1-51/--	10-48/4-51	3-48/10-50			
<b>Journalist</b> 	JOC	18	12-51/--	--/--	--/--	--/--	12-51/--	--/--		
	JO1	18	--/--	--/--	--/--	No allow.	--/--	--/--		
	JO2	18	3-53/--	--/--	2-53/--	--/--	--/--	--/--		

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
6-48/4-49	9-47/- 4-50/- 9-49/- No allow.	7-47/11-51 3-48/8-49	5-46/- 3-48/-	12-52/- 4-48/-	3-53/-		1-49/- 9-49/-		ETC ET1 ET2 ET3 ETSN/SA
No allow. No allow. No allow. No allow.	No allow. No allow.	8-44/- 4-49/- 12-51/-	No allow. 7-52/- 1-52/-	No allow. No allow. No allow.	9-48/- 11-51/-	No allow. No allow. No allow.	No allow. 7-48/-	No allow. No allow. No allow.	IMC IM1 IM2 IM3 IMSN/SA
No allow. No allow. No allow. No allow.	7-51/-	No allow. No allow. No allow.	No allow. 7-48/- No allow.	No allow. No allow. No allow.	No allow.	No allow. No allow. No allow.	No allow. No allow. No allow.	No allow. No allow. No allow.	OMC OM1 OM2 OM3 OMSN/SA
12-51/- 5-52/- 3-52/12-52	9-48/9-49 12-51/- 8-51/4-52 5-52/-	2-51/- 8-50/12-52	5-42/3-52 7-52/7-53 6-48/- 5-52/-	1-53/- 10-51/3-53 11-52/- 9-52/-	3-53/- 7-50/- 2-52/- 4-52/-	1-51/- No allow.	5-51/4-53 6-49/7-52 11-51/- 8-51/9-52	12-52/-	TEC TE1 TE2 TE3 TESN/SA
12-49/7-50 11-47/7-49 12-48/7-49 7-50/2-52 1-53/-	2-47/11-50 11-47/10-48 9-47/11-49 5-47/4-52	9-41/2-49 6-48/7-49 9-49/11-50 12-51/- 6-52/-	4-39/5-49 3-49/8-49 5-46/9-49 9-51/- 8-52/-	12-48/12-49 7-48/2-50 2-50/11-50 8-51/2-53	4-50/7-50 5-49/7-49 6-50/10-50 11-51/-	No allow. No allow. 6-50/10-51 No allow.	2-47/7-50 10-48/1-50 12-48/1-51 12-51/4-52 9-52/-	1-49/- 9-51/- 7-50/- 4-52/-	RMC RM1 RM2 RM3 RMSN/SA
8-52/- 7-47/8-50 11-45/6-51 6-52/4-53 9-52/11-52	3-53/- 2-49/11-50 1-51/7-53 4-52/7-52 2-52/12-52	5-45/6-53 4-46/8-51 3-46/- 7-52/3-53 5-52/2-53	5-45/9-51 12-45/6-51 3-46/- 9-52/4-53 11-51/3-53	10-50/- 10-50/6-52 2-51/- 2-52/9-52 2-49/12-51	12-50/- 11-50/8-51 7-53/- 5-53/- 3-53/-	4-52/- 8-52/-	8-52/- 4-50/5-51 10-48/3-52 4-52/7-52 7-52/12-52	2-53/-	YNC YN1 YN2 YN3 YNSN/SA
7-53/- 5-51/6-52 7-52/-	9-52/- 4-52/7-52	3-52/- 7-52/- 5-53/-	6-53/- 1-52/- 1-51/12-52 2-53/-	4-52/- 11-51/9-52 8-52/-	7-52/- 9-53/- 3-52/5-53 8-52/-		10-52/- 8-51/- 5-51/8-52 9-52/-	No allow. 7-52/- 4-53/- 2-53/-	PNC PN1 PN2 PN3 PNSN/SA
8-51/- 3-51/11-51 6-52/- 5-51/7-52 12-51/7-52	6-52/- 7-49/8-51 7-50/8-52 10-51/7-52 1-52/5-52	7-50/11-51 7-50/9-51 5-53/- 6-46/7-52 5-52/7-52	7-50/1-51 1-51/9-51 2-46/9-52 6-46/4-52 5-52/7-52	7-50/7-52 5-50/10-51 10-51/- 1-52/9-52 4-52/-	1-52/- 9-51/11-51 2-52/9-52 7-52/- 10-52/-	10-51/-	12-51/5-52 4-51/10-51 11-51/5-52 8-52/9-52 6-48/6-52	10-51/10-52 7-52/- 6-53/-	SKC SK1 SK2 SK3 SKSN/SA
4-51/- 5-52/-	2-50/3-52 6-48/3-53 5-52/10-52	2-52/- 10-50/5-53 3-51/-	11-52/- 2-51/- 6-48/- 10-51/5-53	3-53/- 2-52/- 6-48/- 10-51/-	8-52/- 11-51/- 10-52/-		7-50/- 11-52/- 12-51/- 6-52/- 7-53/-		DKC DK1 DK2 DK3 DKSN/SA
7-50/6-51 9-51/7-52 12-50/5-51 2-48/7-52 11-51/10-52 6-52/-	9-51/1-52 5-48/2-52 9-51/3-52 2-48/- 12-52/- 8-51/-	6-46/8-49 9-51/1-52 1-51/9-51 6-52/2-53 6-51/- 9-51/11-52 9-48/-	12-48/7-50 6-49/7-51 9-51/1-52 8-48/7-52 8-52/- 1-53/-	6-46/7-50 10-44/1-51 10-50/2-51 8-48/- 1-49/11-52	2-51/1-52 8-50/3-52 12-50/9-52 6-52/-	7-51/4-52 7-50/9-52 9-52/- 5-51/-	2-51/9-51 3-51/7-51 9-48/12-50 8-51/7-52 12-51/6-52 8-51/- 3-51/10-52	2-50/- 5-47/- 6-50/- 5-52/-	CSC CS1 CS2 CS3 CSSN CS1 CS2 CS3 CSSN CS1 CS2 CS3 CSSN
7-46/7-50 3-51/6-52 1-51/8-52	10-47/6-52 6-52/9-52 5-51/7-52 6-52/-	9-51/1-52 1-48/8-49 10-51/4-52 8-50/-	7-51/1-52 12-48/9-51 10-51/11-52 8-50/-	7-51/- 2-52/- 1-51/- 3-52/-	9-51/5-52 5-52/8-52 12-45/6-52 10-52/-	3-52/- 5-52/-	1-47/9-51 3-51/6-52 11-51/- 4-52/-	11-52/- 11-50/- 12-45/-	
4-52/- 8-51/9-52 4-46/8-47 5-47/- 2-49/- 1-48/- 11-50/- 7-48/- 2-52/- 5-41/1-47 4-46/3-47 11-44/9-49 6-48/11-51	9-52/2-53 11-49/6-52 3-47/11-49 5-48/8-50 10-50/- 8-48/- 8-50/- 1-51/- 2-48/- 6-46/5-47 7-46/11-47 5-48/7-48 1-48/3-51	12-45/11-51 7-47/11-49 11-45/7-48 7-50/- 12-49/11-51 5-48/- 1-48/- 11-47/- 7-47/- 4-49/- 10-50/- 12-46/- 4-46/8-46 9-47/2-48 5-48/8-48 3-48/11-51	6-52/- 3-50/1-51 11-45/10-49 5-48/- 3-48/- 10-50/- 9-46/- 12-46/- 11-44/12-46 7-45/2-48 9-48/2-50 6-48/10-50	9-51/- 12-50/- 6-49/- 8-50/- 10-49/- 8-48/- 4-51/- 9-46/- 9-49/- 6-47/- 5-41/4-49 8-47/7-48 6-47/11-50 10-48/-	5-51/- 3-52/- 2-47/6-50 8-50/- 8-50/- 1-52/- 9-48/- 9-49/- 6-47/- 4-46/4-47 11-46/1-48 8-48/8-50 11-50/-	8-51/- 6-51/- 7-47/- 4-48/- 10-49/- 1-52/- 1-52/- 3-48/- 5-51/- 7-46/7-47 11-46/11-48 8-49/- 1-51/-	6-52/12-52 5-51/8-52 1-48/8-50 12-48/- 2-49/12-50 12-49/- 8-50/- 3-48/- 5-47/- 7-46/7-47 5-45/4-48 6-48/9-48 12-47/10-50	No allow. No allow.	NJC 3001 CS1 SHC SH1 SH2 SH3 SH1 SH2 SH3 SH1 SH2 SH3 SH1 SH2 SH3 SHSN
No allow.	2-52/-	11-52/-		12-51/- 3-53/-	2-52/-	No allow. No allow.	2-52/- 8-50/-	No allow.	JOC JO1 JO2

# BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
<b>Journalist (cont.)</b>	J03 JOSN/SA	18 18	11-51/-- 1-53/--	11-51/-- 11-52/--	11-51/-- 1-53/--	No allow. -- -- --	-- -- -- -- -- --	-- -- -- -- -- --
<b>Lithographer &amp; Printer</b> 	LIC PIC L11 P11 L12 P12 L13 P13 LISN/SA PISN/SA	24 24 24 24 24	-- -- -- 9-51/-- 4-51/-- 8-51/-- 10-50/5-52	-- -- -- 8-52/-- -- -- -- No allow. 8-52/--	No allow. No allow. No allow. No allow. 4-52/--	-- -- -- No allow. 9-50/-- 8-51/-- 4-52/--	-- -- -- No allow. -- -- -- 8-51/-- 6-52/--	No allow. No allow. No allow. No allow. 10-50/--
<b>Draftsman</b> 	DMC DM1 DM2 DM3 DMSN/SA	18 18 18 18 18	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --	No allow. -- -- -- -- -- -- No allow. -- -- --	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --	No allow. -- -- -- -- -- -- -- -- -- -- -- --	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --	No allow. -- -- -- -- -- -- -- -- -- -- -- --
<b>Machinist's Mate</b> 	MMC MM1 MM2 MM3 MMFN/FA	48 48 48 36 36	12-40/8-45 2-43/9-45 1-47/10-47 3-49/10-49 -- -- --	2-44/2-47 10-42/3-46 10-47/11-47 10-49/8-50 -- -- --	11-44/11-46 9-45/3-46 1-47/10-47 3-45/8-48 -- -- --	12-40/1-47 2-43/5-44 1-47/10-47 2-48/8-48 -- -- --	12-40/1-47 1-46/2-46 11-47/3-48 11-49/10-50 -- -- --	11-44/10-47 7-45/2-46 2-46/11-47 6-48/7-50 -- -- --
<b>Engineman</b> 	ENC EN1 EN2 EN3 ENFN/FA	48 48 36 36 36	6-38/-- 7-44/9-48 10-47/2-49 8-48/-- 10-48/--	5-49/-- 6-46/9-48 1-43/6-48 5-50/12-51 10-48/--	1-50/-- 10-47/3-48 3-47/12-48 10-48/5-50 10-48/--	7-50/-- 10-41/4-48 7-42/6-48 7-48/5-50 -- -- --	8-47/3-49 9-51/-- 9-49/-- 10-48/-- -- -- --	6-38/4-49 6-48/-- 12-47/5-48 7-46/11-51 10-48/--
<b>Machinery Repairman</b> 	MRC MR1 MR2 MR3 MRFN/FA	48 48 36 36 36	12-45/-- 5-49/-- 1-47/9-50 1-51/-- -- -- --	No allow. 9-48/-- 1-50/-- -- -- -- -- -- --	No allow. 11-48/-- No allow. -- -- -- -- -- --	-- -- -- 4-46/-- No allow. No allow. -- -- --	-- -- -- 1-50/-- -- -- -- -- -- -- -- -- --	5-46/-- 2-43/1-49 2-46/12-49 -- -- -- -- -- --
<b>Boilerman</b> 	BTC BT1 BT2 BT3 BTFN/FA	48 48 48 48 48	9-39/8-48 12-39/8-44 2-44/9-47 11-47/2-48 4-48/2-51	5-38/7-48 3-43/2-45 11-40/1-47 1-47/1-48 -- -- --	6-46/7-48 4-41/8-42 11-40/8-46 10-47/5-48 4-48/--	5-38/8-50 12-39/7-42 1-46/9-47 12-47/5-48 4-48/--	2-38/3-45 5-41/5-43 2-47/11-47 12-47/11-48 3-40/--	8-37/11-46 12-39/2-45 8-44/11-47 2-48/4-48 2-51/--
<b>Electrician's Mate</b> 	EMC EM1 EM2 EM3 EMFN/FA	48 48 36 36 36	1-40/8-50 7-47/12-47 7-45/4-50 3-48/-- -- -- --	12-46/-- 12-47/3-48 5-51/10-51 4-50/11-51 -- -- --	12-46/10-50 2-44/2-48 7-45/8-51 4-50/6-50 -- -- --	3-49/-- 6-47/1-48 7-45/12-50 4-50/-- -- -- --	10-47/4-50 11-47/12-47 5-46/12-50 -- -- -- -- -- --	9-46/10-50 12-47/2-48 5-46/-- 3-48/-- -- -- --
<b>I. C. Electrician</b> 	ICC IC1 IC2 IC3 ICFN/FA	48 48 36 36 36	-- -- -- 11-49/-- 4-46/10-50 -- -- -- -- -- --	No allow. 7-43/-- 3-49/-- -- -- -- -- -- --	No allow. 12-46/-- 3-49/-- No allow. 4-51/--	10-45/-- No allow. 10-48/-- -- -- -- 4-51/--	No allow. 3-50/-- -- -- -- -- -- -- -- -- --	9-50/-- 12-46/-- No allow. No allow. -- -- --
<b>Metalsmith</b> 	MEC ME1 ME2 ME3 MFN/FA	48 48 36 36 36	3-47/5-50 1-46/3-47 2-48/6-48 8-48/3-51 -- -- --	4-47/-- 9-46/3-47 6-48/7-50 8-50/4-51 -- -- --	4-50/-- 1-46/6-47 4-48/7-50 No allow. -- -- --	8-40/-- 1-46/3-48 2-48/2-49 No allow. -- -- --	2-49/-- 1-46/5-48 10-48/-- 1-51/-- -- -- --	2-47/10-50 12-46/12-47 9-48/12-48 6-50/9-51 -- -- --
<b>Pipe Fitter</b> 	FPC FP1 FP2 FP3 FPFN/FA	48 48 36 24 24	1-50/-- 7-47/12-47 9-50/11-50 10-48/5-52 9-52/--	1-50/-- 2-46/4-48 -- -- -- No allow. -- -- --	12-47/-- 1-47/2-48 No allow. 4-48/9-52 9-52/--	12-47/-- 3-47/12-47 12-44/10-50 No allow. 10-52/--	10-49/-- 11-44/12-47 10-50/-- 5-52/-- 6-52/--	3-47/12-49 11-44/11-47 11-50/5-51 10-50/7-52 -- -- --
<b>Damage Controlman</b> 	DCC DC1 DC2 DC3 DCFN/FA	36 36 36 24 24	2-49/-- 9-49/7-50 8-46/9-50 1-52/-- 2-52/6-52	-- -- -- 5-48/3-49 8-46/2-51 3-49/11-52 6-52/--	9-48/-- 9-49/5-51 7-47/10-51 11-52/-- 2-52/--	-- -- -- 12-45/3-50 12-48/2-51 3-49/4-52 7-52/--	6-48/-- 12-45/7-51 2-50/-- 5-52/-- 12-52/--	-- -- -- 4-50/9-50 9-51/-- 5-52/-- 4-52/--
<b>Patternmaker</b> 	PMC PM1 PM2 PM3 PMFN/FA	48 48 36 36 36	-- -- -- -- -- -- -- -- -- -- -- -- -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. -- -- -- No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --
<b>Molder</b> 	MLC ML1 ML2 ML3 MLFN/FA	48 48 36 36 36	-- -- -- 3-50/-- -- -- -- -- -- -- -- -- --	No allow. 3-50/-- -- -- -- No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. -- -- --
<b>Surveyor</b> 	SVC SV1 SV2 SV3 SVCN/CP	18 18 18 18 18	12-50/-- -- -- -- -- -- -- -- -- -- -- -- --	No allow. -- -- -- -- -- -- -- -- -- -- -- --	No allow. No allow. No allow. No allow. -- -- --	No allow. No allow. No allow. No allow. 6-53/--	12-50/-- -- -- -- -- -- -- -- -- -- -- -- --	No allow. -- -- -- -- -- -- 7-52/-- -- -- --

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
No allow. ----- -----	4-52/-- 11-52/--	4-53/-- 1-53/--	5-52/-- -----	----- -----	12-52/-- -----	----- -----	4-52/-- -----	No allow. ----- -----	JO3 JOSN/SA
No allow. No allow. No allow. No allow. 12-51/--	----- No allow. ----- No allow. 10-52/--	No allow. ----- No allow. No allow. -----	----- No allow. 3-49/-- 12-47/-- 7-52/--	No allow. No allow. No allow. No allow. 7-52/--	----- 8-48/8-52 ----- 2-53/-- 6-52/--	No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. 10-50/--	No allow. No allow. No allow. No allow. -----	LIC PIC L11 P11 L12 P12 L13 P13 L1SN/SA P1SN/SA
----- No allow. ----- -----	No allow. ----- -----	----- ----- -----	No allow. ----- -----	----- No allow. No allow. No allow.	----- ----- ----- -----	No allow. ----- No allow. No allow.	----- ----- ----- -----	No allow. No allow. No allow. No allow.	DMC DM1 DM2 DM3 DMSN/SA
3-41/1-44 1-46/4-46 2-46/2-48 5-48/-- 3-48/--	12-40/9-46 2-43/7-45 4-47/1-48 3-49/2-51	7-38/9-46 8-38/11-45 12-47/1-48 3-49/5-51 3-49/9-51	12-38/7-46 10-42/1-46 12-47/1-48 1-51/9-51 7-50/--	6-45/10-46 3-44/4-46 11-47/1-48 ----- -----	2-44/8-49 2-43/5-46 9-47/5-46 11-49/6-51	6-41/7-49 5-45/5-46 9-47/5-48 No allow.	8-45/4-48 3-43/3-46 11-47/2-48 10-48/-- 3-48/--	No allow. No allow. No allow. No allow. -----	MMC MM1 MM2 MM3 MMFN/FA
10-43/-- 5-47/12-47 12-48/4-49 8-48/--	----- 7-44/1-47 3-45/8-48 No allow.	1-48/4-49 10-43/11-46 4-46/6-48 3-49/9-51	----- 11-46/9-48 2-49/-- -----	11-35/7-50 9-44/7-48 4-48/-- 3-49/9-51	----- 8-47/3-49 7-47/11-51 -----	----- 1-49/5-50 9-51/-- -----	1-50/6-50 12-42/2-47 10-47/12-48 4-49/1-51	No allow. ----- 3-51/-- No allow.	ENC EN1 EN2 EN3 ENFN/FA
----- No allow. No allow. No allow.	4-48/-- 8-48/-- -----	9-46/-- 1-47/6-48 -----	4-50/-- 1-47/-- -----	No allow. No allow. 12-47/-- No allow.	----- ----- ----- -----	No allow. ----- No allow. No allow.	No allow. ----- 6-48/3-49 1-51/--	No allow. No allow. No allow. No allow.	MRC MR1 MR2 MR3 MRFN/FA
2-49/9-50 3-43/2-46 10-46/12-47 No allow. -----	6-47/6-50 10-40/7-45 10-46/10-47 1-47/10-48 7-50/--	2-39/11-47 3-43/4-44 12-47/1-48 9-50/-- 11-47/--	9-39/6-47 2-41/11-44 11-47/12-47 12-40/10-50 11-47/--	9-39/9-49 2-41/6-44 2-45/12-47 7-46/4-49 -----	9-49/-- 4-46/12-46 11-47/1-48 11-48/10-50 -----	10-49/-- 5-43/12-46 No allow. No allow. 5-48/--	12-47/-- 1-44/12-45 2-44/11-47 3-48/6-49 -----	No allow. 1-46/12-47 No allow. No allow. No allow.	BTC BT1 BT2 BT3 BTFN/FA
1-40/11-49 6-46/11-47 1-43/1-49 No allow.	8-48/7-50 12-47/5-48 4-50/10-50 9-51/--	3-35/6-43 4-45/12-47 4-50/7-51 11-48/--	3-35/1-50 8-47/2-48 4-52/-- 11-48/--	6-39/-- 7-47/1-48 ----- -----	3-49/-- 1-48/5-48 ----- -----	10-47/2-51 1-48/12-48 8-51/-- -----	9-50/-- 8-46/6-48 4-51/-- 10-49/12-51	No allow. No allow. No allow. No allow.	EMC EM1 EM2 EM3 EMFN/FA
3-50/-- ----- -----	----- 10-48/11-51 -----	1-49/-- 1-48/-- -----	11-41/2-50 4-46/-- No allow.	11-49/-- 4-46/-- No allow.	No allow. ----- 4-49/-- No allow.	No allow. ----- No allow. No allow.	----- ----- ----- -----	No allow. No allow. No allow. No allow.	ICC IC1 IC2 IC3 ICFN/FA
3-47/10-50 8-44/3-47 6-48/1-49 No allow.	3-47/-- 7-47/3-48 11-43/10-48 1-49/--	5-45/2-49 3-47/10-47 6-48/10-48 8-49/--	5-45/-- 3-47/7-48 5-48/6-49 8-48/--	12-49/10-50 2-46/12-47 6-48/9-50 No allow.	8-40/-- 1-46/3-48 6-50/-- -----	10-50/-- 6-43/9-48 No allow. No allow.	10-50/-- 12-46/11-47 12-47/7-48 3-51/--	No allow. No allow. No allow. No allow.	MEC ME1 ME2 ME3 MEFN/FA
1-50/-- 7-47/3-49 7-48/7-51 No allow. -----	9-48/-- 12-47/2-49 9-50/10-51 2-52/7-52 -----	9-48/3-50 7-47/12-47 12-50/-- 10-48/-- 9-52/--	3-50/-- 9-47/2-48 8-50/-- 8-52/-- 9-52/--	No allow. 6-50/-- No allow. No allow.	----- 4-48/3-50 8-50/5-51 No allow.	No allow. 4-48/-- 12-50/-- 9-51/--	No allow. 12-47/5-50 No allow. 5-52/--	No allow. No allow. No allow. No allow.	FPC FP1 FP2 FP3 FPFN/FA
No allow. 4-50/-- 7-48/-- No allow. 6-52/--	----- 10-46/12-49 8-46/-- 6-51/9-52 4-52/6-52	1-50/12-51 6-44/2-50 7-47/1-51 3-52/5-52 8-52/10-52	----- 6-50/2-51 7-47/-- 8-51/4-52 8-52/--	----- 2-50/12-51 1-51/-- 8-51/-- 3-48/--	2-49/-- 8-51/-- 7-47/10-51 -----	----- 8-51/-- 8-50/-- -----	----- 7-50/-- 1-49/-- -----	No allow. No allow. No allow. No allow.	DCC DC1 DC2 DC3 DCFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. -----	2-50/-- ----- 9-51/-- -----	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow.	PMC PM1 PM2 PM3 PMFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. -----	7-42/-- ----- 7-48/-- -----	----- ----- ----- -----	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow.	MLC ML1 ML2 ML3 MLFN/FA
No allow. No allow. No allow. No allow.	No allow. No allow. No allow. -----	No allow. ----- ----- -----	No allow. No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	12-50/-- No allow. No allow. No allow.	No allow. No allow. No allow. No allow.	No allow. No allow. ----- -----	No allow. No allow. No allow. No allow.	SVC SV1 SV2 SV3 SVCN/CP

# BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
<b>Construction Electrician's Mate</b> 	CEC	18	---	---	No allow.	No allow.	---	No allow.
	CE1	18	3-53/--	---	No allow.	No allow.	6-51/--	---
	CE2	18	---	---	---	No allow.	---	---
	CE3	18	8-52/3-53	1-53/--	No allow.	No allow.	10-52/--	6-52/--
	CECN/CP	18	---	---	---	10-51/--	---	---
<b>Driver</b> 	CDC	24	9-51/1-52	7-52/--	No allow.	1-49/--	11-51/--	1-49/1-52
	CD1	24	3-51/7-51	9-52/--	No allow.	6-51/--	3-51/11-51	3-51/6-51
	CD2	24	1-51/11-51	1-51/10-52	5-52/--	1-52/--	3-51/--	9-50/2-52
	CD3	24	9-47/6-52	9-52/10-52	No allow.	4-52/--	4-52/12-52	1-51/4-52
	CDCN/CP	24	5-52/10-52	10-52/--	---	2-52/10-52	---	5-52/12-52
<b>Mechanic</b> 	CMC	24	1-52/--	---	No allow.	No allow.	---	---
	CM1	24	6-52/--	11-50/9-52	No allow.	No allow.	3-51/--	12-50/--
	CM2	24	8-52/--	8-51/--	No allow.	No allow.	8-52/--	10-52/--
	CM3	24	6-52/8-52	12-52/--	No allow.	No allow.	12-51/--	10-50/11-52
	CMCN/CP	24	4-52/--	9-52/--	---	---	11-52/--	---
<b>Builder</b> 	BUC	24	8-50/4-51	3-51/10-52	No allow.	No allow.	6-51/10-52	8-50/5-51
	BU1	24	3-48/4-52	8-50/--	No allow.	No allow.	3-48/8-52	9-48/8-52
	BU2	24	9-50/6-52	2-51/10-52	No allow.	No allow.	---	No allow.
	BU3	24	7-52/12-52	---	No allow.	No allow.	---	No allow.
	BUCN/CP	24	8-52/2-53	3-50/--	3-50/--	6-52/--	8-52/--	8-52/--
<b>Steelworker</b> 	SWC	24	9-39/9-51	---	No allow.	No allow.	No allow.	No allow.
	SW1	24	1-49/6-51	---	No allow.	No allow.	5-48/9-49	No allow.
	SW2	24	1-50/6-52	---	No allow.	No allow.	---	No allow.
	SW3	24	10-52/12-52	12-52/--	No allow.	No allow.	3-52/--	No allow.
	SWCN/CP	24	9-52/--	9-52/--	---	---	9-52/--	9-52/--
<b>Utilities Man</b> 	UTC	18	7-37/--	7-37/--	No allow.	No allow.	---	7-37/--
	UT1	18	7-48/--	7-48/--	No allow.	No allow.	---	---
	UT2	18	---	---	No allow.	No allow.	---	---
	UT3	18	3-53/6-53	7-52/--	No allow.	No allow.	---	---
	UTCN/CP	18	5-53/--	6-53/--	---	---	---	---
<b>Steward</b> 	SDC	36	12-27/--	---	3-49/--	8-51/8-51	12-34/--	---
	SD1	36	6-42/1-50	7-42/5-50	12-43/8-48	10-43/6-47	1-41/12-49	7-42/2-51
	SD2	36	12-42/10-50	5-46/9-50	10-42/1-46	12-42/8-46	4-47/8-49	11-46/11-50
	SD3	36	3-45/8-50	3-44/4-48	3-44/11-45	9-46/11-46	9-46/8-50	1-47/7-51
	TN/TA	24	7-52/--	9-46/--	11-45/3-51	1-51/11-51	11-45/3-49	---
<b>Aviation Machinist's Mate</b> 	ADC	24	1-51/6-51	9-47/4-48	9-48/1-51	1-43/10-48	10-47/6-49	5-47/5-48
	AD1	24	8-49/8-51	10-42/11-47	11-49/8-50	3-46/7-50	10-47/12-48	9-47/8-49
	AD2	24	6-50/3-51	10-46/6-48	6-48/8-51	7-49/4-50	5-47/9-51	1-48/8-49
	AD3	18	1-51/10-51	12-51/10-52	5-51/4-53	8-52/3-53	4-52/4-53	9-48/10-50
	ADAN/AA	18	4-52/2-53	---	---	---	---	4-53/--
	---	---	---	---	---	---	---	---
<b>Aviation Electronics Technician &amp; Aviation Electronicsman</b> 	ALC	24	8-47/9-51	5-47/3-51	---	7-50/2-52	7-47/7-52	5-47/3-50
	ATC							
	AL1	24	8-49/5-50	3-47/4-48	1-49/8-50	3-48/5-50	12-48/10-50	12-49/8-50
	AT1							
	AL2	18	8-52/--	8-47/--	4-46/--	4-46/6-53	11-52/--	8-47/--
	AT2							
AL3	18	5-51/11-52	11-52/3-53	7-52/--	7-52/3-53	3-53/--	4-53/--	
AT3								
ALAN/AA	18	---	---	---	---	---	---	
ATAN/AA								
---	---	---	---	---	---	---	---	
<b>Aviation Ordnanceman</b> 	AOC	24	4-50/2-52	7-48/5-49	7-48/--	5-50/8-51	2-48/5-50	9-52/--
	AO1	24	3-49/6-50	4-43/4-47	3-47/9-50	2-42/11-47	4-47/5-50	4-47/8-50
	AO2	24	3-47/7-50	3-48/12-48	12-46/--	12-46/11-48	11-47/3-52	8-49/1-51
	AO3	18	9-46/9-52	3-48/11-50	8-52/7-53	4-48/7-52	4-53/--	1-51/12-51
	AOAN/AA	18	2-53/5-53	3-53/--	3-53/--	4-53/5-53	3-53/--	12-52/--
<b>Air Controlman</b> 	ACC	18	---	---	---	---	4-53/--	---
	AC1	18	---	---	---	---	---	---
	AC2	18	---	---	---	---	---	---
	AC3	18	---	---	---	---	---	---
	ACAN/AA	18	---	---	---	---	---	---
<b>Aviation Boatswain's Mate</b> 	ABC	24	1-51/11-52	8-51/--	8-51/--	9-51/10-52	1-52/--	---
	AB1	24	7-50/1-51	3-47/12-50	No allow.	8-50/5-51	2-48/5-52	5-51/6-52
	AB2	24	4-48/5-51	5-46/9-48	5-46/1-51	9-48/7-51	4-47/--	5-51/--
	AB3	18	4-49/1-52	5-51/10-52	No allow.	11-47/1-52	4-48/8-53	5-51/1-52
	ABAN/AA	18	4-52/3-53	4-52/--	3-53/4-53	12-52/3-53	---	3-53/--
<b>Aviation Electrician's Mate</b> 	AEC	24	9-49/12-52	7-46/12-52	7-46/--	4-49/6-49	10-51/--	---
	AE1	24	2-47/--	10-50/10-51	2-50/--	8-51/--	1-52/--	2-50/--
	AE2	18	1-53/--	9-48/--	10-51/--	9-45/--	7-52/--	9-48/--
	AE3	18	8-51/2-53	11-47/--	No allow.	4-48/12-52	3-53/--	9-52/--
	AEAN/AA	18	---	10-50/--	9-52/--	---	---	---
<b>Aviation Structural Mechanic</b> 	AMC	24	---	---	---	---	5-52/--	---
	AM1	24	8-52/--	9-48/9-51	7-50/5-52	7-47/7-51	12-49/9-52	---
	AM2	18	12-46/--	12-46/7-52	---	12-46/--	---	---
	AM3	18	11-52/3-53	6-51/--	---	3-53/--	1-51	---
	AMAN/AA	18	12-52/4-53	4-53/--	3-53/--	3-53/--	---	5-52/--
<b>Parachute Rigger</b> 	PRC	24	---	---	---	---	---	---
	PR1	24	---	3-51/--	10-48/--	10-48/6-52	1-52/--	11-52/--

COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
No allow. No allow. No allow. No allow. ---	No allow. No allow. No allow. No allow. ---	3-53/-- ----- ----- ----- -----	----- No allow. 11-52/-- ----- -----	No allow. No allow. No allow. ----- -----	----- No allow. No allow. No allow. -----	No allow. No allow. No allow. ----- -----	----- 10-53/-- ----- 10-52/-- 10-51/--	No allow. No allow. No allow. No allow. -----	CEC CE1 CE2 CE3 CECN/CP
No allow. No allow. No allow. No allow. 10-52/--	1-51/-- 7-51/10-52 1-52/8-52 6-52/10-52 11-52/2-53	8-50/4-52 1-50/6-51 8-48/12-52 8-48/10-52 8-52/11-52	2-51/-- 9-51/-- 8-48/-- 11-52/-- 11-52/--	2-51/-- ----- 3-50/5-52 ----- 11-52/--	----- 11-51/10-52 5-51/6-52 9-52/-- -----	No allow. No allow. No allow. No allow. -----	12-51/-- 6-51/12-51 5-52/-- 9-47/4-52 -----	No allow. No allow. No allow. No allow. -----	CDC CD1 CD2 CD3 CDCN/CP
No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	1-52/-- ----- 11-53/-- 8-52/-- -----	No allow. ----- ----- 11-52/-- -----	No allow. ----- No allow. 9-52/-- 10-52/--	No allow. No allow. No allow. No allow. 6-52/--	No allow. ----- ----- 5-51/-- 6-52/--	----- 11-50/-- 10-52/-- 2-51/3-53 -----	No allow. No allow. No allow. No allow. -----	CMC CM1 CM2 CM3 CMCN/CP
No allow. No allow. No allow. No allow. -----	7-51/-- 1-51/-- ----- 7-52/-- 6-52/--	12-50/7-52 4-51/1-52 9-50/-- 6-52/12-52 11-52/--	8-50/4-52 1-52/-- ----- ----- -----	1-53/-- ----- No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	3-51/-- 3-48/-- ----- 12-49/12-52 12-52/--	No allow. No allow. No allow. No allow. -----	BUC BU1 BU2 BU3 BUCN/CP
No allow. No allow. No allow. No allow. 1-53/--	No allow. 8-48/-- 11-51/-- ----- -----	3-47/9-52 2-51/-- 1-50/-- 12-52/3-53 -----	5-51/-- No allow. ----- No allow. -----	No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	9-39/1-52 1-49/12-50 9-51/6-52 3-52/12-52 -----	No allow. No allow. No allow. No allow. -----	SWC SW1 SW2 SW3 SWCN/CP
No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. 5-53/--	3-51/-- 6-52/-- ----- 6-53/-- 6-53/--	3-51/-- ----- 9-48/-- ----- -----	No allow. No allow. No allow. ----- -----	No allow. No allow. No allow. No allow. -----	No allow. No allow. No allow. No allow. -----	----- 2-53/-- ----- 4-53/-- -----	No allow. No allow. No allow. No allow. -----	UTC UT1 UT2 UT3 UTCN/CP
11-46/5-51 9-49/-- 3-51/-- -----	12-43/5-50 2-46/9-49 8-50/-- -----	12-27/6-48 9-38/11-47 7-49/9-50 3-45/9-48 2-51/1-53	12-27/8-48 6-42/4-47 11-45/6-46 10-44/6-45 2-51/--	1-51/-- 9-38/12-51 11-45/9-50 3-45/9-50 -----	----- 10-50/5-51 4-47/12-50 8-51/-- 11-51/--	----- 10-50/-- 11-50/-- 8-49/-- -----	----- 6-51/1-52 11-48/11-50 7-49/12-50 2-51/5-51	----- 10-46/6-51 12-42/12-51 8-46/9-51 -----	SDC SD1 SD2 SD3 TN/TA
10-47/6-50 3-49/5-52 11-51/3-52 9-49/2-52 -----	1-51/8-51 8-47/5-52 2-51/8-52 1-51/6-52 -----	8-47/7-48 4-46/4-48 2-47/8-49 9-50/6-51 4-52/--	7-37/12-46 9-44/12-48 1-46/4-48 1-50/8-51 9-50/8-53	7-37/12-46 11-47/3-50 1-46/1-50 10-48/12-50 10-48/--	2-44/8-51 4-47/2-51 10-50/9-51 1-51/8-52 4-53/--	2-44/7-51 2-48/6-51 12-48/7-52 7-53/-- -----	7-34/4-43 10-42/1-48 10-46/8-50 10-48/10-50 9-48/7-52	2-52/-- 9-49/5-52 7-50/1-51 3-53/7-53 -----	ADC AD1 AD2 AD3 ADAN/AA
----- 1-49/-- ----- -----	3-45/9-47 9-48/-- 7-52/-- -----	2-43/8-48 3-48/9-49 8-48/8-52 ----- 2-53/-- 7-48/--	3-43/1-47 8-43/12-47 8-44/9-48 ----- 2-53/-- 5-53/--	7-48/11-48 6-44/1-48 10-50/-- ----- 8-50/-- 3-49/--	8-51/-- 6-49/10-50 5-51/-- ----- ----- -----	8-51/-- 6-49/3-51 ----- ----- ----- -----	1-47/5-47 9-47/12-48 8-50/8-52 ----- 8-50/-- 7-48/2-53	8-46/8-47 10-49/8-51 ----- ----- 6-53/-- -----	{ALC ATC {AL1 AT1 {AL2 AT2 {AL3 AT3 {ALAN/AA ATAN/AA
5-50/-- 2-50/8-51 1-51/9-51 3-48/10-52 4-53/--	8-49/-- 11-44/6-48 7-48/1-51 4-48/1-52 6-51/1-53	6-40/7-47 7-44/4-48 11-47/1-52 1-49/8-52 3-53/--	9-37/2-49 7-44/11-47 11-47/3-51 1-46/9-52 11-52/--	9-41/7-48 9-41/3-48 2-48/12-48 3-51/3-53 10-52/--	1-51/-- 2-42/8-50 2-48/12-48 4-48/9-52 6-52/--	No allow. No allow. No allow. 6-53/-- -----	5-46/4-48 9-41/9-45 3-47/3-48 9-46/5-49 12-51/9-52	1-49/-- 1-49/3-51 10-48/-- 4-48/8-52 5-53/--	AOC AO1 AO2 AO3 AOAN/AA
----- ----- ----- -----	----- ----- ----- -----	1-51/-- ----- 8-48/-- -----	----- 8-52/-- 10-52/-- -----	----- 8-51/-- 3-53/-- -----	----- ----- ----- -----	----- ----- ----- -----	4-53/-- ----- 2-53/-- 8-48/--	----- ----- ----- -----	ACC AC1 AC2 AC3 ACAN/AA
2-51/12-51 5-51/-- -----	5-48/-- 11-50/-- ----- 3-46/--	1-51/9-52 5-47/3-51 2-51/8-52 11-49/3-51 -----	10-51/-- 6-49/7-51 8-52/1-53 4-48/2-51 4-53/--	No allow. 5-47/1-51 No allow. No allow. 4-53/--	3-52/-- 3-47/8-51 3-50/-- 9-51/8-52 10-52/--	----- No allow. 11-50/-- 8-53/-- -----	9-51/10-51 10-50/1-51 5-48/10-50 4-49/7-51 4-52/7-53	9-51/-- 8-52/-- 11-52/-- 9-52/2-53 3-53/--	ABC AB1 AB2 AB3 ABAN/AA
----- 2-50/-- ----- 4-53/--	9-52/-- ----- 2-53/-- -----	1-52/8-52 12-49/7-51 ----- 8-52/2-53 4-53/--	12-49/7-51 11-49/2-51 ----- 8-52/3-53 -----	No allow. 3-51/7-52 No allow. 8-52/-- -----	9-49/12-52 1-52/-- 5-53/-- 8-51/4-53 -----	----- ----- ----- ----- -----	11-48/1-52 8-46/4-49 9-45/9-48 4-48/9-51 9-52/--	4-49/-- ----- 12-50/-- ----- -----	AEC AE1 AE2 AE3 AEAN/AA
----- ----- 11-52/-- -----	12-47/-- ----- ----- 12-52/--	1-41/12-50 9-48/5-51 11-48/3-51 4-52/-- -----	1-41/12-47 9-48/8-50 11-48/8-52 3-51/-- -----	5-49/9-50 9-38/1-51 12-48/-- -----	10-48/7-51 8-48/-- 1-51/-- -----	----- 9-52/-- ----- -----	1-41/2-51 7-47/9-48 3-49/9-50 6-51/10-52 5-52/--	----- 10-48/-- ----- 2-53/-- -----	AMC AM1 AM2 AM3 AMAN/AA
----- -----	----- -----	8-46/-- 11-49/--	9-51/-- 2-52/6-52	9-51/-- No allow.	----- 11-52/--	----- No allow.	9-52/-- 10-50/5-52	----- No allow.	PRC PR1

## BuPers Shore Duty Eligibility List (cont.)

	RATE	CONTINUOUS SEA DUTY TO APPLY FOR SDEL	ANYWHERE U. S.	COM-1	COM-3	COM-4	COM-5	COM-6
Parachute Rigger (cont.) 	PR2	18	9-51/--	1-50/--	----	No allow.	----	----
	PR3	18	1-52/--	11-48/--	----	3-48/--	----	----
	PRAN/AA	18	----	----	----	7-53/--	----	----
Aviation Storekeeper 	AKC	24	----	----	----	----	9-52/--	----
	AK1	24	7-48/--	----	----	9-51/--	10-52/--	8-52/--
	AK2	18	7-50/--	7-52/--	6-47/--	----	----	----
	AK3	18	3-46/5-53	----	5-52/--	7-53/--	2-53/--	2-53/--
	AKAN/AA	18	----	4-53/--	----	3-53/7-53	----	----
Photographer's Mate 	PHC	24	----	7-49/--	No allow.	----	----	4-50/--
	PH1	24	8-51/--	3-51/--	9-48/--	4-49/--	7-52/--	8-50/--
	PH2	18	----	8-48/--	6-50/--	----	3-53/--	7-51/--
	PH3	18	10-52/2-53	5-53/--	4-53/--	4-53/--	----	9-49/--
	PHAN/AA	18	1-53/--	8-52/--	8-52/--	----	----	----
Airman	AN/AA	24	12-47/3-49	6-51/9-52	6-51/--	9-52/9-52	3-49/9-52	11-48/8-52

### Examinations for Advancement to First, Second and Third Class PO Rates Will Be Held in August

Service-wide examinations for advancement to pay grades E-4, E-5 and E-6 will be conducted in August for all ratings except FC, PI and AL. Announcement has been made also that examinations for advancement to pay grades E-4, E-5, E-6 and E-7 will be conducted for all ratings in February 1956.

It is pointed out, however, that it will be necessary to apply quota restrictions to some rates due to:

- 1) The total number of a particular rate or rating on board exceeding the Navy's requirements;
- 2) The total number of a pay grade on board exceeding the Navy's requirements;
- 3) The limitation of the total number of petty officers that may be on board.

The August examinations are scheduled as follows:

- Tuesday, 9 August: Pay Grade E-4 (Third Class Petty Officer).
- Tuesday, 16 August: Pay Grade E-5 (Second Class Petty Officer).
- Tuesday, 23 August: Pay Grade E-6 (First Class Petty Officer).

Examinations are not being given for the FC, PI and AL ratings since these ratings are being consolidated with other ratings. All men now holding FC ratings must take a special exam to change their rates to the same pay grade in FT. These qualifying examinations will be held on the same date as servicewide competitive exams for the same pay grade.

The August examinations will be used for the following purposes:

- Advancement of USN and USNR personnel on active duty.
- Advancement of Naval Reserve personnel in training and administra-

tive billets with the Naval Reserve (TAR).

- Change in rating from FC to FT (as mentioned above).

- Change in rating from AL to AT in accordance with the provisions of BuPers Inst. 1440.10.

- Change in rating from PI to LI in accordance with the provisions of BuPers Inst. 1440.15.

- Change in rating to GS, GF and AQ in accordance with the provisions of BuPers Inst. 1440.14.

- Combinations of advancement and change in rating as provided for in BuPers Inst. 1418.7A (for instance, a PI2 may take the LI2 examination for change in rating and may also take the LI1 examination for advancement and concurrent change in rating).

- SNs attached to a command having an allowance for PHs may participate in the examination for PH3 if they are fully qualified.

BuPers Notice 1418 of 25 Mar 1955, which gives details of the advancement program, also waives the stenographic performance tests required for personnel in the YN rating, although stenographic tests will be required for the YNS rating. In addition, the CAA certificate requirement for advancement to all pay grades in

the Air Controlman rating is waived for ACs who are not assigned to control tower duties. The notice also points out that electric typewriters may be used by candidates participating in typing performance tests.

The deadline for requesting exams and dates for computing eligibility for promotion are set forth in BuPers Inst. 1418.7A. It should be noted, however, that personnel cannot be recommended for participation in advancement exams until they have been assigned a Navy Enlisted Classification Code showing qualifications equal to or greater than those required for the pay grade level for which the candidate is being examined.

### DIRECTIVES IN BRIEF

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

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

#### Alnavs

No. 11—Announced the convening of selection boards to consider staff corps officers of the Regular Navy, men in the Naval Reserve and Naval Reserve Nurse Corps on active duty for temporary promotion to lieutenant.

No. 12—Offered best wishes to SeaBees on their 13th birthday.



COM-8	COM-9	COM-11	COM-12	COM-13	PRNC	SRNC	CNATRA	CNATE	RATE
---	---	11-50/3-53 5-51/-- 1-53/--	9-50/9-51 1-52/-- 3-52/--	No allow. ---	9-51/-- 5-52/-- ---	4-49/-- 5-52/-- ---	3-51/10-52 1-52/-- 7-53/--	No allow. 10-52/-- ---	PR2 PR3 PRAN/AA
---	1-52/-- 8-51/-- 3-53/--	1-52/-- 7-48/7-52 2-52/-- 9-52/-- 9-52/--	1-52/-- 9-46/3-49 10-46/7-50 3-46/11-52 ---	7-44/-- 9-48/2-52 2-52/-- 9-52/-- 10-51/--	---	8-52/-- ---	7-44/2-53 1-49/1-52 6-48/4-52 7-52/3-53 9-52/4-53	---	AKC AK1 AK2 AK3 AKAN/AA
5-52/-- ---	---	10-47/8-50 6-50/--	10-47/12-51 2-49/--	No allow. 4-51/2-52 ---	---	---	9-51/-- 10-49/9-51	---	PHC PH1 PH2 PH3 PHAN/AA
8-51/-- ---	10-52/-- 1-53/--	5-52/-- 3-53/--	8-50/-- 7-52/--	2-53/-- 1-53/--	9-52/-- 6-49/-- 2-53/--	1-51/-- 2-53/--	9-49/5-52 7-52/--	---	---
3-49/10-52	3-49/9-52	11-48/1-52	11-48/2-52	3-49/10-51	9-51/12-52	---	12-47/3-49	10-52/--	AN/AA

No. 13—Announced approval by the President of the reports of line selection boards which recommended officers for promotion to the grade of lieutenant.

#### BuPers Instructions

No. 1530.23B — Constitutes authority for all commands to nominate enlisted men to participate in the Navy-wide preliminary examination for assignment to the U. S. Naval Preparatory School.

No. 1306.25A — Provides duty assignment options for reenlistees and promulgates instructions for the disposition and assignment to duty of enlisted personnel who reenlist with continuous service in the Regular Navy.

#### BuPers Notices

No. 1120 (23 Feb 1955)—Announced change to BuPers Inst. 1120.11A, which refers to selection of qualified naval personnel for officer candidate school indoctrination and appointment.

No. 1120 (24 Feb 1955)—Invited applications from permanently commissioned officers of the line (Regular Navy), not above the grade of lieutenant, for Engineering Duty, Aeronautical Engineering Duty and Special Duty.

No. 1418 (25 Mar 1955)—Invites attention to the August schedule of servicewide competitive examinations for enlisted personnel, provides current information on the forthcoming series of examinations, and stresses certain administrative procedures connected with the examination system.

No. 1421 (4 Mar 1955) — Announces the selection of outstanding warrant officers and enlisted men and women of the Regular Navy for training leading to a commission in the Regular Navy.

No. 1421 (16 Mar 1955) — An-

nounced the selection of enlisted personnel who were recommended for temporary appointment to Warrant Officer, W-1.

No. 1530 (3 Mar 1955)—Promulgated the list of active duty personnel who were provisionally selected for enrollment in the NROTC.

No. 1620 (25 Feb 1955) — Requests statistical data concerning the non-medical use of narcotics by naval personnel.

No. 1640 (21 Mar 1955) — Announced Change No. 2 to BuPers Inst. 1640.3, which concerns designation of places of confinement for courts-martial prisoners.

No. 1650 (21 Mar 1955) — Promulgates the names of ships and units awarded PUC for outstanding performance in support of military operations against enemy aggressor forces in Korea during periods designated.

No. 1710 (8 Mar 1955) — Announced Change No. 1 to BuPers Inst. 1710.1B, which is concerned with the Navy Sports Program.

### Here Are More Candidates for Title of All-Navy Family

If an "All-Navy Family" were ever selected, you can bet that Michael Ullom, HM3, usn, of uss *Vulcan* (AR 5) would have his family name among the competitors. Michael shipped over last January for six more years to keep alive the USN-Ullom connection that began many years ago.

All this naval service began with Michael's grandfathers. His paternal grandfather, also named Michael, put in his "20" in the Marine Corps while his grandfather on his mother's side retired as a Navy Chief.

Besides his grandfathers, Michael's father, his two uncles, and his father-in-law are all retired Navy career men. In addition, his older brother is a veteran of eight years' Naval Service, his younger brother has completed eight months of a four-year cruise, his brother-in-law has three years of naval service and his sister used to work at the Portsmouth, Va., Naval Hospital.

Michael's father, Edward R., Sr., spent his Navy career as a water-tender. Ships he served in include *West Virginia*, *Dewey* and *Mississippi*. Now retired, the senior Ullom is still connected with the Navy—as an engineman working at the Portsmouth Naval Hospital.

Even in marriage, Michael Ullom furthered his connections with the Navy. His wife, the former Joann Lemoine, is the daughter of a retired Chief Boatswain. Michael's brothers on active duty are both stationed at the radar school in Portsmouth. The elder is an instructor while the other is a student.

In the Ullom family, the question regarding shipping over is not "if" but "when."



"Hmmm, what shall I wear today?"  
C. W. Keiningham, SK3, USN

# THE BULLETIN BOARD

## Here Are the Changes in Pay and Allowances under New Law

**E**FFECTIVE 1 APRIL, pay checks for all hands from seaman recruits to admirals, as well as other military personnel, were substantially increased by provisions of Public Law 20, 84th Congress, Career Incentive Act of 1955. Details of the law as applicable to naval personnel, are being promulgated by official Navy Department directives.

As shown by the accompanying table, the pay raises range from 2.04 per cent to 25 per cent. The measure also:

- Increases submarine and flying pay rates for each grade and length of service. (See accompanying table.)

- Increases diving pay as follows: Master Diver—\$23; Diver 1st Class—\$18; Salvage Diver—\$15; Diver 2nd Class—\$13. This pay may not be paid concurrently with incentive pay for hazardous duty.

- Increases special diving pay from \$5 to \$5.50 per hour. The new \$5.50 hourly pay may be in addition to the hazardous duty pay mentioned below, provided the member qualifies for both.

- Increases hazardous duty pay, such as demolition, parachutist, submarine escape tank training and diving school, from \$100 for officers and \$50 for enlisted personnel, to \$110 and \$55, respectively.

- Qualifies three additional groups—low-pressure chamber inside observers, personnel who participate in tests of acceleration and deceleration, and divers who use helium-oxygen as a breathing mixture in deep-sea diving—for similar hazardous-duty pay.

- Provides a dislocation allowance equal to a month's quarters allowance for military personnel with dependents who move in connection with a permanent change of duty station. The dislocation allowance is not payable on orders from home to first duty station or from last duty station to home.

- Provides a mileage allowance in lieu of the transportation of baggage and household effects for members who transport a house trailer or mo-



bile dwelling within the continental United States for use as a residence. This allowance may not exceed \$.20 per mile. The member may elect to receive dislocation allowance in lieu of trailer allowance but will not be entitled to both.

- Increases maximum permissible per diem from \$9 to \$12 per day.

- Increases pay of students at Army, Navy, Coast Guard and Air Force academies from \$81.12 to \$111.15 per month.

- Increases pay for aviation cadets from \$109.20 per month to \$111.15, plus \$50 per month pay for those designated as crew members.

- Provides, for information purposes only, that any person now or hereafter entitled to retired pay, retirement pay, retainer pay, or equivalent pay (including persons entitled to temporary disability retirement pay) computed at the rates prescribed in the Career Compensation Act of 1949, shall have his pay computed at the rates prescribed by that Act as amended by the Career Incentive Act of 1955 except that an officer with less than three years' service for pay purposes, or a warrant officer or an enlisted member with less than two years' service for pay purposes, retired for physical disability or placed on the temporary disability retired list, shall have those rates increased by 6 per cent. Members and former members who are entitled to receive retired pay, retirement pay, retainer pay or equivalent pay under laws in effect

prior to 1 Oct 1949, shall be entitled to an increase of 6 per cent of such pay to which they are now entitled. The adjustment of retirement pay will be automatically performed by the Navy Finance Center and Headquarters Marine Corps. The law contains a "saved pay clause," which provides that no person, active or retired, will suffer by its enactment any reduction in basic or retired pay to which he was entitled upon the effective date of the Act.

- Provides an additional \$100 and \$200 monthly in basic pay for three- and four-star officers, respectively, over and above the sums for O-8s. However, this amount is not to be used in computing retired pay.

- The pay raises also increase Naval Reserve drill pay.

### Officer Candidate School at Newport Graduates 19th Class

There are 373 brand new ensigns scattered throughout the Navy as a result of the recent graduation of the 19th class of Reserve ensigns from the U. S. Naval Officer Candidate School, at Newport, R. I.

These new ensigns completed a four-month indoctrination course in seamanship, operations and tactics, naval weapons, navigation and various other courses of study in their quest for a commission in the Navy.

Many of the graduates will receive further training before reporting aboard their new duty stations. Nearly half have been ordered to one of the following schools: Navy Flight, Salvage, Submarine, Underwater Demolition and Explosive Ordnance Disposal Training. The remainder of the new ensigns reported directly to ships and stations.

The Honorable Albert Pratt, Assistant Secretary of the Navy for Personnel and Reserve Forces, was the principal speaker at the graduation ceremonies.

In his speech to the new officers, Secretary Pratt called upon his own shipboard experiences to point up career aspects.

# New Table of Active Duty Service Pay and Allowances

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
0-8 Admiral.....	\$1163.30	\$1163.30	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1221.80	\$1276.40
0-8 Vice Admiral.....	1063.30	1063.30	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1121.80	1176.40
0-8 (Rear Adm. [Up. Hif.]).....	963.30	963.30	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1021.80	1076.40
0-7 Rear Adm. (Low. Hif.).....	800.28	800.28	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	850.20	904.80
0-6 Captain.....	592.80	592.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	631.80	655.20	717.60	748.80	811.20
0-5 Commander.....	474.24	474.24	507.00	507.00	507.00	507.00	507.00	530.40	561.60	561.60	577.20	608.40	639.60	670.80
0-4 Lieutenant Commander.....	400.14	400.14	429.00	429.00	429.00	452.40	483.60	499.20	514.80	530.40	561.60	577.20	592.80	592.80
0-3 Lieutenant.....	326.04	326.04	351.00	374.40	405.60	421.20	436.80	452.40	468.00	483.60	499.20	514.80	514.80	514.80
0-2 Lieut. (jr. gr.).....	259.36	274.18	335.40	335.40	351.00	366.60	382.20	397.80	413.40	413.40	413.40	413.40	413.40	413.40
0-1 Ensign.....	222.30	237.12	296.40	296.40	312.00	327.60	343.20	358.80	374.40	374.40	374.40	374.40	374.40	374.40
W-4 (Chief W. Off.).....	\$ 332.90	\$ 354.90	\$ 354.90	\$ 354.90	\$ 370.50	\$ 386.10	\$ 401.70	\$ 421.20	\$ 452.40	\$ 468.00	\$ 483.60	\$ 499.20	\$ 514.80	\$ 530.40
W-3 (Chief W. Off.).....	302.64	323.70	323.70	323.70	331.50	339.30	347.10	358.80	374.40	382.20	405.60	428.00	443.60	459.20
W-2 (Chief W. Off.).....	264.82	280.80	280.80	280.80	288.60	304.20	319.80	335.40	350.00	357.80	373.40	389.00	404.60	420.20
W-1 (Warrant Officer).....	219.42	251.20	251.20	251.20	266.80	286.30	294.10	305.80	313.60	321.40	337.00	352.60	368.20	368.20
E-7 (Chief Petty Officer).....	\$ 206.39	\$ 222.30	\$ 222.30	\$ 230.10	\$ 237.90	\$ 253.50	\$ 261.30	\$ 273.00	\$ 280.80	\$ 288.60	\$ 304.20	\$ 319.80	\$ 335.40	\$ 335.40
E-6 (Petty Off. 1st Cl.).....	175.81	187.20	187.20	195.00	214.50	222.30	234.00	241.80	249.60	257.40	273.00	288.60	288.60	288.60
E-5 (Petty Off. 2nd Cl.).....	145.24	163.80	163.80	183.30	191.10	202.80	210.60	218.40	226.20	234.00	241.80	257.50	257.50	257.50
E-4 (Petty Off. 3rd Cl.).....	122.30	140.40	140.40	159.90	167.70	179.40	187.20	195.00	202.80	210.60	218.40	218.40	218.40	218.40
E-3 (SN, FN, AN, CN, TN, HN, DN).....	99.37	117.00	117.00	132.60	140.40	148.20	156.00	159.90	163.80	163.80	163.80	163.80	163.80	163.80
E-2 (SA, FA, AA, CP, TA, HA, DA).....	85.80	101.40	101.40	109.20	117.00	124.80	132.60	132.60	132.60	132.60	132.60	132.60	132.60	132.60
E-1 (Over 4 months) (SR) (Etc.).....	83.20	98.80	98.80	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60	106.60
E-1 (Under 4 months) (SR) (Etc.).....	78.00													

RANK OR PAY GRADE	HAZARDOUS DUTY PAY (AVIATION PAY FOR CREW MEMBERS AND SUBMARINE DUTY PAY)													
	Under 2 Yrs.	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
0-8 RADM (Upper Half) & above.....	\$ 155.00	\$ 155.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00
0-7 Rear Adm. (Low. Hif.).....	150.00	150.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00	160.00
0-6 Captain.....	200.00	200.00	215.00	215.00	215.00	215.00	215.00	215.00	215.00	220.00	245.00	245.00	245.00	245.00
0-5 Commander.....	190.00	190.00	205.00	205.00	205.00	205.00	205.00	210.00	225.00	230.00	245.00	245.00	245.00	245.00
0-4 (Lieut. Commander).....	170.00	170.00	185.00	185.00	185.00	195.00	210.00	215.00	220.00	230.00	240.00	240.00	240.00	240.00
0-3 Lieutenant.....	145.00	145.00	155.00	165.00	180.00	185.00	190.00	200.00	205.00	205.00	205.00	205.00	205.00	205.00
0-2 Lieutenant (jr. gr.).....	115.00	125.00	150.00	150.00	160.00	165.00	170.00	180.00	185.00	185.00	185.00	185.00	185.00	185.00
0-1 Ensign.....	100.00	105.00	135.00	135.00	140.00	145.00	155.00	160.00	170.00	170.00	170.00	170.00	170.00	170.00
W-4 (Chief W. Off.).....	\$ 115.00	\$ 115.00	\$ 115.00	\$ 115.00	\$ 120.00	\$ 125.00	\$ 135.00	\$ 145.00	\$ 155.00	\$ 160.00	\$ 165.00	\$ 165.00	\$ 165.00	\$ 165.00
W-3 (Chief W. Off.).....	110.00	115.00	115.00	115.00	120.00	120.00	125.00	135.00	140.00	140.00	140.00	140.00	140.00	140.00
W-2 (Chief W. Off.).....	105.00	110.00	110.00	110.00	115.00	120.00	125.00	130.00	135.00	135.00	135.00	135.00	135.00	135.00
W-1 (Warrant Officer).....	100.00	105.00	105.00	105.00	110.00	120.00	125.00	130.00	130.00	130.00	130.00	130.00	130.00	130.00
E-7 (Chief Petty Officer).....	\$ 80.00	\$ 85.00	\$ 85.00	\$ 85.00	\$ 90.00	\$ 95.00	\$ 100.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00	\$ 105.00
E-6 (Petty Off. 1st Cl.).....	70.00	75.00	75.00	80.00	85.00	90.00	95.00	95.00	100.00	100.00	100.00	100.00	100.00	100.00
E-5 (Petty Off. 2nd Cl.).....	60.00	70.00	70.00	80.00	80.00	85.00	90.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00
E-4 (Petty Off. 3rd Cl.).....	55.00	65.00	65.00	70.00	75.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00	80.00
E-3 (SN, FN, AN, CN, TN, HN, DN).....	55.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-2 (SA, FA, AA, CP, TA, HA, DA).....	50.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00
E-1 (Over 4 months) (SR) (Etc.).....	50.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00	55.00
E-1 (Under 4 months) (SR) (Etc.).....	50.00													
Aviation Cadets.....	50.00													

RANK OR PAY GRADE	OTHER SPECIAL DUTY PAY (PER MONTH)		SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)		QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS										
	Sea Pay or Foreign Duty	Other Hazardous Duty Pay		No Dependents	With Dependents	A			B			A+B=C				
						BASIC QUARTERS ALLOWANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S CONTRIBUTION FROM BASIC PAY			MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)				
						1 depend.	2 depend.	over 2 dep.	1 depend.	2 depend.	over 2 dep.	1 depend.	2 depend.	over 2 dep.		
0-8	Not eligible	\$110.00	\$47.88	\$136.80	\$171.00											
0-7				\$136.80	\$171.00											
0-6				\$119.70	\$136.80											
0-5				\$102.60	\$136.80											
0-4				\$94.20	\$119.70											
0-3				\$85.50	\$102.60											
0-2				\$77.10	\$94.20											
0-1	\$68.40	\$85.50														
W-4	Not eligible	\$110.00	\$47.88	\$94.20	\$119.70											
W-3				\$85.50	\$102.60											
W-2				\$77.10	\$94.20											
W-1				\$68.40	\$85.50											
E-7	\$22.50	\$55.00	A daily rate of \$2.57 when rations in kind are not available. When permission is granted to mess off the base commuted rations at \$1.10 per day. Leave rations \$1.10 per day are figured for each day of leave.	\$51.30 (authorized only when gov't quarters are not available)	See Explanation in columns at right	E-7(CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90			
E-6	20.00					E-6(PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90			
E-5	16.00					E-5(PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
E-4	13.00					E-4(PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90			
E-3	9.00	E-3(SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90							
E-2	8.00	E-2(SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90							
E-1	8.00	E-1(SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90							
E-1	8.00															

(This supersedes Pay table printed on page 72, March 1955 issue)

## If Bermuda Is Your Next Navy Destination, Take These Tips

Let's take a trip to Bermuda, as the song says, and take a check on the living conditions there for Navy-men and their dependents who may be heading that way in the near future.

The climate is generally mild but rather damp with the temperature seldom dropping below 50 degrees in the winter. Rain is frequent and considerable wind is present during the winter months.

**Dependents Transportation**—Before requesting permission to bring your dependents to Bermuda, you must assure the commanding officer that adequate housing will be available when they arrive.

Once housing has been arranged, a request is submitted to the commanding officer. Then you submit a request for transportation to BuPers. It usually takes about a month to complete these arrangements.

Before your dependents can join you they must show that they have had typhoid, tetanus and cowpox immunization shots.

**Housing**—Government housing on the base is limited. However, there are plenty of civilian houses which may be obtained ashore with little difficulty. Rents vary, but usually run about \$75 per month for a furnished two-bedroom home.

Unfurnished homes can be obtained for slightly less rental but they are completely unfurnished. It is advised that, in most cases, personnel slated for Bermuda duty plan on renting a furnished place.

Before being rented, all civilian housing must be inspected by the Housing Officer for adequacy, condition and rental. A list of available housing is maintained by the Housing Officer who will aid everyone upon their arrival.

A cost of living allowance is paid to married personnel with dependents. You will receive an additional allowance of \$30 per month for food and if not occupying government quarters, an additional \$15 per month for rent. This is in addition to the commuted rations drawn by enlisted personnel.

**Household Effects**—Upon receipt of orders directing your transfer to Bermuda, you may elect to store your household effects in permanent stor-



"Well, I don't remember it either!"

age at a government storage depot at no expense to you. However, if this election is made, you are not permitted to withdraw them during your entire tour of duty in Bermuda unless you pay the shipping costs involved.

It usually takes about six weeks for household effects to arrive in Bermuda from the U. S. During this period, the local supply department has odds and ends of home furnishing that you may borrow until your effects arrive. It is suggested that you ship your necessary small items via express.

**Clothing Needed**—Military personnel should bring a full bag of uniforms plus civilian sports clothes for wear on off-duty hours. Members of your family should bring a good supply of cool washable clothing and raincoats, plus suits or dresses for women during the cooler months. No extremely heavy clothes are needed. It is suggested that your family bring sufficient clothing with them as local products are at times more expensive than Stateside.

Many of the parties given in Bermuda are formal, which means that your wife will want long dinner or evening dresses with short evening or summer coats or wraps for winter. Items which are very practicable are bathing suits, good play clothes and play shoes. A light-weight raincoat is needed for the sudden short showers during the summer months.

**Automobiles**—There's only one U. S. automobile (the smallest made) that meets the strict requirements imposed by the Bermuda government, which limits size. The car

must be new, with less than 20 miles registered when it is entered. Second-hand cars may not be imported; however you can purchase a second-hand car from someone on the island. Many cars can be purchased in Bermuda for about \$1500.

Many people ride small motorcycles or bicycles and, in addition, there is a bus system with scheduled runs to all parts of the island. The Navy also operates boats, weather permitting, between the naval station and the city of Hamilton.

**Medical Facilities**—A complete up-to-date dispensary located at the station is available to naval personnel. Dependents are entitled to routine care, on an appointment-only system. Deliveries of babies are made at the AFB Hospital at Kindley Field.

**Education**—There are no public schools in Bermuda suitable for American children. Private school fees range from \$50 to \$150 per year, depending on the age and grade of the child and the school attended. The Navy pays the fees for tuition, textbooks and special necessary school supplies, registration, laboratory and library for certain authorized schools. In addition, the Navy furnishes transportation from the station to the schools.

There is also a station nursery school for children under school age, maintained on the base, which charges approximately \$10 per month per child.

**Recreation**—Recreation facilities are more than ample for personnel stationed in Bermuda. There are complete and well equipped officers', CPOs', and enlisted men's clubs as well as all types of athletic activity. Year-round sports include fishing, bowling, golf, tennis, badminton, hiking and bicycling. The station has a movie, outdoor in the summer and indoor in the winter.

**Religious Facilities**—There is a small chapel on the base which holds both Catholic and Protestant services each Sunday. There is a Sunday School for children up to 12 years of age and there are many churches located throughout the island.

**Commissary**—The commissary store has a complete line of food supplies and sundry items.

The ship's store stocks necessary

toilet articles, cameras and camera equipment and accessories, moderately priced costume jewelry, a small collection of ladies' and children's clothing and sundry items.

**Suggestions**—It is considered desirable that each family arrange to have at least a small deep freeze unit so that an adequate supply of perishable food items may be purchased in advance and stored. The furnished houses in Bermuda do not have these.

If at all possible the Navyman heading for duty in Bermuda should make a short visit there before reporting to duty. FASRon 111, which makes weekly flights to Norfolk, Va., will take such visitors whenever possible, provided they expect to be transferred there in the near future.

### Correspondence Courses On International Law, Electronics

Two new Officer Correspondence Courses, *International Law* (NavPers 10717-A), and *Electronics, Administration and Supply* (NavPers 10926), are now available at the Naval Correspondence Course Center.

*International Law*, based on a text of the same name by Charles G. Fenwick, covers the nature of international law, the organization of the community of nations, the substantive rules of international law, and international procedure for the settlement of conflicts of claims. The course consists of 12 assignments and is evaluated at 24 Naval Reserve promotion and retirement points.

Reserve officers who completed the earlier course in this subject based on the Wilson and Tucker text will receive additional credit for this course.

*Electronics, Administration and Supply*, covers the administrative responsibilities of electronics material officers and the organizations, procedures, and facilities developed by the Navy for supplying electronic material. The course consists of 4 assignments and is evaluated at 8 Naval Reserve promotion and retirement points.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

### Navy Recruiter's School Passes 1000 Mark in 3-Year Period

In less than three years, more than 1000 students have completed the tough six-week course of instruction at the U. S. Navy Recruiters' School at Bainbridge, Md. The course includes more than a dozen different subjects required to make a good recruiter.

The school was first established in July 1952 at Norfolk, Va., but was then shifted to its Bainbridge location early in 1953. Since 1952, a total of 1034 recruiters have graduated, with James E. Wimmermark, GMC, USN, receiving the distinction of being the 1000th student.

Students at the school are either first class or chief petty officers. During the six weeks they must learn a variety of skills, including typing, the many regulations concerning enlistment and how to fill out forms.

In addition, the recruiters must also have a working knowledge of publicity techniques involving public speaking, radio and television procedures and newspaper writing.

### Eligibility Requirements for Three Types of Scholarships Listed for Navy Children

Each year certain foundations award scholarship assistance to the children of naval personnel. Following are three types of these scholarships:

• *The Clausey Medal of Honor Scholarship Foundation*—This foundation provides a scholarship award to be used at or beyond the college level, for a child of an officer or enlisted man of the Navy or Marine Corps killed in action or who died as a result of wounds received in actual combat during World War II or the Korean conflict. The award is in the form of an outright grant made each year in an amount not to exceed \$500. This award may be given to one individual or divided between two or more at the discretion of the Selection Committee.

• *Navy Wives Clubs of America Scholarship Foundation*—This foundation makes scholarship awards to sons and daughters of enlisted men, to be used in obtaining college edu-

## WAY BACK WHEN

### Early Flame Throwers

Not only today, but in ancient times too, the possession of a secret weapon was important to victory or defeat.

In the years 671 to 677, 717, and 941, Constantinople was attacked by enemy fleets. The Navy of the Eastern Roman Empire destroyed these invaders by a substance called "Greek Fire."

The Roman ships were equipped with siphons or wooden tubes lined with metal from which the Greek Fire was produced. The ships had on their bows the heads of lions or other land animals made of brass or iron with the mouths opened and gilded over. The fire which was directed against the enemy came from their mouths.

The formula for the Greek Fire was so closely guarded as a state secret that it is unknown even today. Since it was also known as "sea fire," "wild fire," or "wet fire," which burst into flames upon contact with water, it may have been a mixture of sulphur, naphtha and quicklime.

The siphons, however, are less of a mystery. Probably a great quantity of the Greek Fire was placed in the tubes, ignited, and then ejected by means of a pump. The water could have been pumped

through a leather hose into the siphon and the pellets ejected and ignited.

Later, as explosives developed and saltpeter became more common, the use of the Greek Fire diminished, especially when it was determined that the mechanical impact of heavy shot was more effective than a light combustible projectile.

It is not improbable that from these fire-projecting siphons of the Eastern Roman Empire developed modern flame throwers.



cations, vocational, business or other training.

The applicant for this award must be the child, legally adopted child, or stepchild of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty, retired with pay or deceased. Awards are outright grants of at least \$250 per academic year. The number and value of the awards to be offered each year are determined by members of the foundation.

Choices are made, in each instance, by scholarship selection committees on the basis of need, scholastic achievement, leadership and character. An applicant must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next college year. Applicants already working at the college level automatically fulfill this requirement.

The application forms necessary for the above awards may be obtained from the Chief of Naval Personnel (Att: Pers G212). When submitting a request, the applicant should specify the scholarship for which he wishes to compete. Applicants for the Navy Wives Clubs of America Scholarship may also obtain application forms from the secretary of any Navy Wives Club or from Mrs. Genevieve

Harris, Secretary of the Scholarship Foundation at 3407 Meadowbridge Road, Richmond, Va.

All applications must be returned to the Bureau of Naval Personnel by 15 May at the latest.

Application for either of these two awards should not be considered as an application for admission to any school or college. Applicants should be approved for admission or be relatively sure that they will be able to gain admission to the school of their choice before making application for consideration for these scholarships.

- Scholarships of a different type are offered by the Valley Forge Military Academy at Wayne, Pa. Eight scholarships are made available each year to the sons of Regular officers of the armed forces. These boys must possess high academic standing and be interested in military life.

These scholarships are awarded for a three-year period in the amount of \$1015 per year—approximately half of the all-inclusive tuition rate.

Boys between the ages of 14 and 16 who are preparing to enter the 10th grade may apply to continue their education at Valley Forge and receive a secondary school diploma. Also, young men preparing to enter

the 12th grade may finish their education at the military academy and receive a secondary school diploma, and then continue on for two more years of junior college to receive a Junior College Associate in Arts diploma from the Academy.

Admission to the Academy is by written examination, preferably given at the Academy, but when that is impossible, may be given at a location more convenient to the candidate.

Applications should be directed to the Registrar, Valley Forge Military Academy, Wayne, Pa., by 15 June of the year in which the candidate plans to enter school. An official application form will then be forwarded to the candidate along with literature about the school.

Other scholarships bequeathed in the will of Admiral Nicoll Ludlow enable Navy children to attend St. Paul's School, Concord, N. H., and Emma Willard School at Troy, N. Y.

Further information concerning this and other scholarships may be obtained from the Chief of Naval Personnel (Attn: Pers G212), Washington 25, D. C.

## Ports of Call Listed for Summer Midshipmen Cruises

Advance information on the upcoming summer midshipmen cruises has been released with the announcement that this year's cruise will visit ports in Spain and England.

On the first cruise approximately 1740 Naval Academy midshipmen will cruise with 1375 NROTC midshipmen in some 21 ships of the Atlantic Fleet for their annual training cruise.

The midshipmen will join the ships participating in the cruise on 4 and 5 June and then head for the open sea.

During the period 20-27 June, ships of the squadron will be in their first ports of call. *uss Iowa* (BB 61), *uss Northampton* (CLC 1), *uss Siboney* (CVE 112), *uss W. C. Lawe* (DD 763), *uss Power* (DD 839), *uss Glennon* (DD 840), and *uss Warrington* (DD 743) will be at Barcelona, Spain.

*uss New Jersey* (BB 62), *uss Columbus* (CA 74), *uss R. L. Wilson* (DDE 874), *uss Basilone* (DDE 824), *uss Gwin* (DM 33), *uss H.*

## HOW DID IT START

### Neckerchiefs

Although tradition has it that sailors' black neckerchiefs were worn in mourning for British Admiral Lord Nelson, the neckerchief actually dates back to earlier times.

It seems that sailors had for many years adopted the custom of wearing their hair long, braided in pigtail fashion down the back of their necks. The pigtail was made stiff and held in position with grease or tar.

To protect their uniforms, the men first wore a piece of cloth around the neck which was eventually sewn to the uniform and became part of it. Then they used bandanas or large handkerchiefs to keep their clothing free from the grease.

During the early days of the U. S. Navy, black handkerchiefs, or neckerchiefs, were apparently prescribed. As the Navy developed, and rules of smartness and appearance were introduced, the seamen's hair was cut and the style of wearing pigtails eliminated.



The neckerchief then became a decorative item worn under the collar and secured with a square knot in front.

*F. Bauer* (DM 26) will spend the first liberty period in Valencia, Spain. *uss Des Moines* (CA 134), *uss Severn* (AO 61), *uss Fechteler* (DDR 870), *uss Benner* (DDR 807), *uss D. J. Buckley* (DDR 830) will stop in Malaga, Spain. At the same time one other ship, *uss Salamonie* (AO 26) will be visiting Sheerness, England.

The second port of call for the *Iowa* group will be Portsmouth, England, while *New Jersey*, *Salamonie*, *Wilson* and *Basilone* will be in Weymouth, England. The *Des Moines*, *Fechteler*, *Benner*, *D. J. Buckley* and *E. F. Larson* will be at Plymouth, England; and *Columbus*, *Gwin* and *H. F. Bauer* will be in Torquay, England. *Severn* will be at Sheerness, England.

Final stop for all the ships of Cruise Able will be Guantanamo Bay, Cuba, where the midshipmen will get their final gunnery exercise before returning to Norfolk.

Plans for other midshipmen training this coming summer, including two more cruises and aviation and amphibious training, have not been released.

## 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 January and February.

### QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 7

1. (c) Pelorus.
2. (a) Taking bearings.
3. (a) Binnacle.
4. (b) Housing compass and compass corrector equipment.
5. (c) Stadimeter.
6. (c) Measure the distance of objects of known height or length.

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

*The Black Dakotas* (206) (T): Western; Gary Merrill, Wanda Hendrix.

*The Atomic Kid* (207): Comedy Drama; Mickey Rooney, Elaine Davis, Robert Strauss.

*Shield for Murder* (208): Melodrama; Edmond O'Brien, Marla English.

*So This Is Paris* (209) (2): Musical Comedy; Tony Curtis, Gloria De Haven, Gene Nelson, Corinne Calvet.

*Apache* (210) (T): Western; Burt Lancaster, Jean Peters.

*Three Hours to Kill* (211) (T): Dana Andrews, Donna Reed.

*Trouble in the Glen* (212) (T): Adventure Romance in Scottish Highlands; Victor McLaglen, Margaret Lockwood, Orson Welles, Forrest Tucker.

*Hell's Outcast* (213): Melodrama; Rod Cameron, Joan Leslie, John Russell.

*Betrayed* (214) (T): Melodrama; Clark Gable, Lana Turner, Victor Mature.

*They Rode West* (215) (T): Philip Carey, Donna Reed, May Wynn, Robert Francis.

*Masterson of Kansas* (216) (T): Western; George Montgomery, Nancy Gates.

*Sign of the Pagan* (217) (T): Historical Adventure; Rita Gam, Jeff Chandler, Jack Palance.

*The Detective* (218): Comedy Drama; Alec Guinness, Joan Greenwood, Peter Finch.

*Silent Raiders* (219) (T): Action Drama; Richard Bartlett, Earle Lyon.

*Private Hell* 36 (220): Murder Drama; Ida Lupino, Howard Duff, Steve Cochran.

*The Bigamist* (221) (Re-issue): Drama; Joan Fontaine, Ida Lupino, Edmond O'Brien.

*Twist of Fate* (222): Melodrama;

Pearl Harbor was once held sacred by the native population and believed to be in the special favor of the gods. Today, it is very much in the favor of the United States Navy. Here is the hub of our Pacific operations and, surrounding the natural harbor, one of the most comprehensive shore establishments of the Naval service.

It was nearly 70 years ago and



before the annexation of Hawaii that the Navy was granted the right by King Kalakaua to establish a coaling and repair station in the "Pearl River." In a strategic location on the route to the East, over the years, Pearl became a gathering point for the various Pacific commands. Supporting installations of every kind gradually made their appearance.

Among the early establishments was a submarine base among whose



commanding officers were present Fleet Admiral Chester W. Nimitz, USN. Currently, ComServPac, CinCPac, and Headquarters for the Fourteenth Naval District and the Hawaiian Sea Frontier head the list of activities.

The volume of naval activity here is considerably greater than that of



the other armed forces and contributes substantially to the prosperity of the Islands, in particular, Oahu where most are situated. Through the Receiving Station at the Naval Base pass all officers and men on their way to and from duties in the Pacific.

Ginger Rogers, Jacques Bergerac.

*Seven Brides for Seven Brothers* (223) (T): Musical; Jane Powell, Howard Keel.

*The Black Knight* (224) (T): Adventure; Alan Ladd, Patricia Medina.

*Destry* (225) (T): Audie Murphy, Mari Blanchard, Lori Nelson, Thomas Mitchell.

*The High and the Mighty* (226) (T): Drama; John Wayne, Claire Trevor, Jan Sterling, Phil Harris, Robert Stack.

*Passion* (227) (T): Melodrama; Cornel Wilde, Yvonne DeCarlo.

*The Cowboy* (228): Western; Tex Ritter, Bill Conrad.

*Pfift* (229): Comedy; Judy Holliday, Jack Lemmon, Jack Carson, Kim Novak.

*King Richard and the Crusaders* (230) (T): Rex Harrison, Virginia Mayo, George Sanders.

*Operation Manhunt* (231): Melodrama; Harry Townes, Irja Jensen.

*Beau Brummell* (232) (T): Romantic Drama; Stewart Granger, Elizabeth Taylor.

## Early Discharge Program for Purpose of Four or Six Year Reenlistment Is Explained

If you are Regular Navy and have less than a year to serve on your present enlistment, and are planning to ship over for four or six years, you can do so immediately. Here are some explanatory details about the program as announced in BuPers Notice 1133 and published in *Alnav* 2 on 12 Jan 1955.

Under this program, discharges effected three months or less prior to normal expiration of enlistment will be for "expiration of enlistment." Discharges more than three months early will be for "the convenience of the government."

Also, if you've signed an agreement to extend your enlistment, you can reenlist up to one year before the date your extension would become effective.

An important item that you should check carefully is the matter of the amount of money to which you'll be entitled. If you are discharged *within*

three months of the normal expiration of your enlistment, you'll be entitled to receive payment for mileage and lump-sum payment for unused leave, plus reenlistment bonus or allowance.

If, however, you're to be discharged *more than* three months before the date of normal expiration of your enlistment, the only money you'll be entitled to will be reenlistment bonus or allowance. You will **NOT** be entitled to receive pay for unused leave or payment for mileage. You will not lose any leave credits, however, since all accrued leave will be credited to your new record, up to a maximum of 60 days.

Also, if you reenlisted or extended an enlistment on or after 26 Oct 1951 and received a reenlistment bonus, you'll have to pay back that portion of the bonus for the unexpired portion of the enlistment.

If you want this early discharge—which you can get only for purposes of reenlistment—you'll have to make a written request on page 13 of your service record. Also, if the date of your discharge will be more than three months before the normal expiration of your enlistment, you'll have to sign a statement to the effect that you understand that you will not be entitled to receive pay for unused leave or payment for mileage.

You will not be eligible for early discharge under this program if you do not want to ship over on your present duty station. In this case, you'll have to wait until the normal expiration of your enlistment.

## New Model in Marine Caps Is Undergoing Wear Test

The Marine Corps' present garrison cap may soon join leggings and the Sam Browne belt as relics of the "Old Corps."

A new model, curved to fit the head and designed to eliminate present fore and aft peaks, is now being tested at Camp Lejeune, N. C.

If results are favorable, they will probably be adopted this year.

The Marine Uniform Board suggested the new model after a study in which it examined several foreign garrison caps. It found that most of the foreign models were cut on a curve, rather than the straight lines of the present MC headgear.

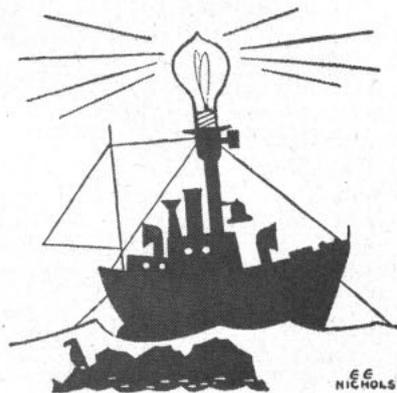
## WHAT'S IN A NAME

### Lightship

Since the earliest times of transoceanic travel mariners have felt the need for an aid to navigation which could be passed close aboard and would place the vessel in the channel to busy ports. The earliest forms of these aids were called light boats, which burned oil-soaked wicks lying in a bath of oil aboard over-sized row boats.

From this rudimentary beginning progress has been made in the methods of providing illumination for the lanterns or lights in what are now known as lightships.

Fish oil was used in 1820 and this was followed by sperm oil, colza oil, lard oil and kerosene. Then in 1892 the first U. S. lightship with electric lights appeared—the *Cornfield Point Lightship No. 51*. It was an 118-foot iron hull, sail-rigged and steam-propelled vessel with two 67-foot high light masts. Each mast was provided with four 100-candlepower electric lamps. In addition, for lighting the interior of the lightship, she was equipped with 20 16-candlepower electric lights. As a further aid to navigation, "No. 51" was equipped with a 12-inch steam fog whistle for "blasting a warning" in foul weather. Later in her career she was provided with submarine bells for warn-



ing those vessels equipped for that type of signal.

Progress in the development of lightships today is undiminished; some lightships have been replaced by large buoys which perform all the functions of their predecessors automatically through controls ashore. Other developments underway may allow lightships to become fully automatic in the future—providing full safety for less manpower.

# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## New 'Chute Has Rotor Blades

The rotochute, a device for supplying beachheads and other small combat areas from the air, is being developed by the Marine Corps. The rotochute consists of two rotor blades attached to a hub which, in turn, is attached to one end of a standard Military M2 supply container. It is released from the aircraft in the same manner as a bomb.

As soon as the rotochute is free of the aircraft, the rotor blades begin spinning automatically. The rate of descent is very slow.

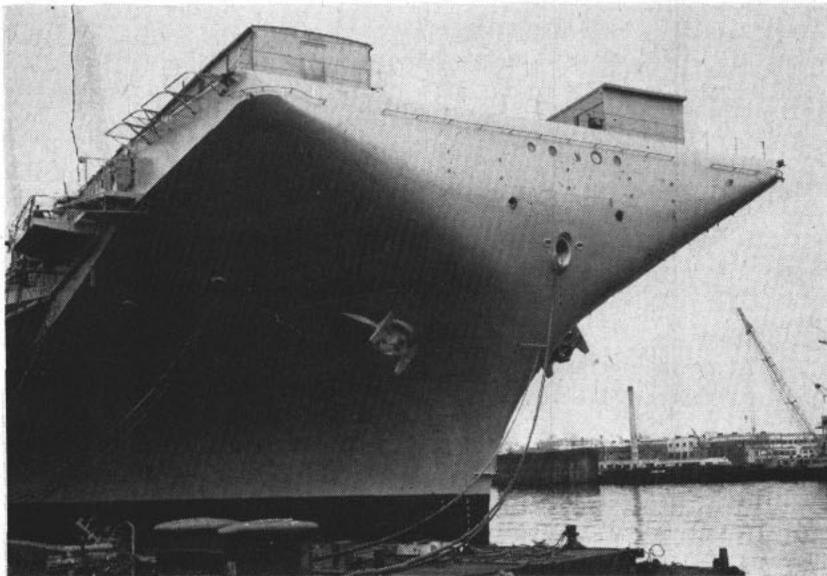
The device will permit supply aircraft to drop equipment and supplies from lower altitudes at higher speeds and with greater accuracy than is possible with a parachute. The present parachute must be dropped from relatively high altitudes and is subject to wind drift, making pinpoint landings difficult.

The high-speed, low-altitude drops by rotochute will keep the supply aircraft below the effective range of large caliber anti-aircraft fire and greatly reduce the time the supply aircraft must spend over the drop area.

## Latest Fleet-Type Destroyer

The "new look" in destroyers is on its way following the recent launching of *uss Forrest Sherman* (DD 931), the first of the Navy's larger and more powerful fleet-type destroyers of post war design.

*Sherman* is the lead ship of the class that will eventually replace the familiar *Gearing* class of fleet type destroyers built during World War II. A total of 11 destroyers in this class are now under construction.



NEW LOOK for *USS Shangri-La*. Veteran of World War II will have many different features such as the all-weather-tight bow without the familiar gun tubs.

With a displacement of 3500 tons, measuring 418 feet long with a 45-foot beam, the *Sherman* class tin can will be larger but not markedly heavier than the older type since aluminum alloys have been used for much of the superstructure.

The crew of 22 officers and 315 men who will man this new type will find it is a far cry from the old type destroyers. The vessels will have complete air conditioning, the galleys have been arranged so the crews can get hot food and eat it on tables near the source of preparation. The mess compartment can be used as a recreational area, following the meal times, inasmuch as it is fitted out with four-man tables and individual seats.

Topside there are many improve-

ments as well, with the latest types of rapid fire, radar-controlled 5-in and 3-in guns. They also will have torpedo tubes designed to fire missiles with built-in homing devices and a variety of anti-submarine weapons.

## Kyes Gets Kyes

David M. Kyes, FA, USN, didn't write his own orders following his graduation from recruit training, but if he had they would have read just the same as those he received. They sent him to *uss James E. Kyes* (DD 787) the ship named after his father.

As told in an earlier issue of ALL HANDS (see Feb., 1955, p. 36) serving aboard the ship named after his father was the younger Kyes' biggest hope. When word of his background and wishes reached officials of the Pacific Fleet they took steps to see that Kyes got to serve in *Kyes*.

Once on board the destroyer David learned that the long arm of coincidence had entered the picture for the ship is the flagship of Captain P. R. Osborn, USN, Commander Destroyer Squadron Three, who commanded a destroyer serving in the same squadron as that of Commander Kyes in 1943.

## YESTERDAY'S NAVY



From 4 to 8 May 1942, the U. S. Navy fought the Battle of Coral Sea. This was the first major engagement in modern naval history in which surface ships did not exchange a single shot. Although the U. S. suffered damage to *Yorktown* and loss of *Lexington* (so badly damaged she was abandoned and sunk by U. S. destroyers), Japanese naval forces suffered severe damage and great loss. The Battle of Coral Sea effectively stopped the enemy in their advance to the southward.



'COCOONS' COVER gun mounts of USS Missouri as she joins mothball fleet after almost 11 years service.

### Accommodatin' Mo

"Mighty Mo" (BB 63) has finally been decommissioned (at Puget Sound Naval Shipyard) after almost 11 years of uninterrupted service to the Fleet. Decommissioning ceremonies were held 26 Feb 1955 in the 58,000-ton battleship's wardroom.

Although her commissioning pennant has been hauled down, *Missouri* will continue to serve the Navy. Her office spaces and living quarters will be used by the staff of the Commander, Bremerton Group, Pacific Reserve Fleet. In this "accommodation ship" duty, *Missouri* replaces *USS Indiana* (BB 58).

### Equipped with Radio

A tiny radio transmitter, capable of being fitted into the nose of a 20-millimeter projectile, has been developed by the U. S. Naval Ordnance Laboratory. Known as a "20mm spin sonde," the transmitter is so rugged that it will withstand acceleration shocks over 30,000 times the pull of gravity.

The spin sonde transmits a radio signal of uniform amplitude, which is picked up by a receiving antenna installed along the projectile's path. The signals are then carried to an oscilloscope, where they are transformed into a light pattern. Photographing these light patterns makes possible a study of the projectile.

The transmitter has already been put to work on the ballistics range in studies of projectiles, using fins as a means of providing rotation or "spin," which increases the accuracy of a projectile in flight.

### Winners in Fire Prevention Fight

The Naval Station, Seattle, Wash., has been judged the Navy grand prize winner for its outstanding fire prevention program during 1954.

Thirty other naval activities scattered throughout the world also received certificates of merit in this annual competition among all naval shore activities. The winners, picked from among 177 competing naval stations, were divided into three major categories; large (over 3500 personnel); medium (1500 to 3500 personnel); and small (under 1500 personnel).

The first three place winners, by categories, were:

*Large:* Naval Station, Seattle, Wash.; Naval Air Station, San Diego, Calif.; and Naval Supply Center, Oakland, Calif.

*Medium:* Naval Powder Factory, Indian Head, Md.; Naval Station, Argentia, Newfoundland; and Naval Ordnance Laboratory, White Oaks, Md.

*Small:* Naval Supply Depot, San Pedro, Calif.; Naval Station, New Orleans, La.; and Naval Air Rocket Test Station, Dover, N. J.

### For Good Skates

Another unique use of recreation funds was reported by NTC Bainbridge, Md., when it announced the opening of a new roller skating rink early this year. It is available to all hands and their dependents.

The roller rink, a converted mess hall, is open during liberty hours on week nights and weekends. Skates,

also purchased with recreation funds, are available at a small fee. Those having their own skates may use the rink free of charge.

Besides the rink itself, there is a refreshment stand operated by the Navy Exchange, and a lounge area, where skaters may have their refreshments and smoke.

### World's Busiest Flattop

The world's busiest aircraft carrier recently logged what is believed to be the highest total number of aircraft landings of any flattop in the business. *USS Monterey* (CVL 26) recorded the 100,000th aircraft landing on her deck while in the Gulf of Mexico off Pensacola, Fla.

Significantly, the landing was made by a Naval Aviation Cadet, N/C Don W. Dickinson, USNR, flying an SNJ "Texan" trainer. NavCad Dickinson was making the fourth of his six landings, required to qualify for his Navy wings, when he made the historic landing.

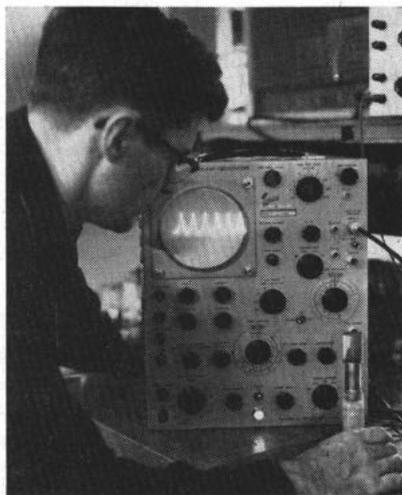
The landing set off a series of celebrations aboard *Monterey*. A huge cake, in the form of an aircraft carrier, was baked by the *Monterey* bakers Robert Shorten and Weldon Peoples. The miniature carrier's wooden form was built by Herbert Murphy, DC2, and H. R. Cruz, SN, painted the frame and tiny signal flags which spelled out "100,000 Landings."

The crew enjoyed a special steak dinner to honor the occasion and NavCad Dickinson presided at the cake-cutting ceremony. Dickinson was congratulated by Rear Admiral Dale Harris, USN, Chief of Naval Air Training, and Captain Harmon T. Utter, USN, commanding officer of *Monterey*.

Among the many honored guests who witnessed the landing was Rear Admiral Jose E. Rodrigues Calderon, Chief of Naval Operations of Cuba.

*USS Monterey*, recommissioned in January 1951, has aided more than 9000 basic and 3500 advance training pilots to qualify in carrier landings. Of her grand total of (now) more than 100,000 landings, all but 12,000 have occurred since *Monterey* was attached to the Naval Air Training Command in 1951.

*Monterey* also holds the Fleet records for the top number of landings in one day—779 on 25 May 1954—and in one week—1632 during 12-16 April 1954.



RADIO transmitter small enough to fit in nose of 20-millimeter shell is used to study the projectile's characteristics,

## ADGs Get Names for Numbers

"Dungaree Navy" sailors — or at least part of them—may now identify their craft by name. In a move to increase the Navyman's sense of identification with his ship, thereby adding to the dignity and satisfaction of a naval career, names have been chosen for degaussing vessels (ADG) and consideration is being given to the naming of LSTs, LSMRs, and PC types.

The names chosen for degaussing vessels are electrical terms having connotations peculiar to degaussing techniques. ADGs 8, 9 and 10—all former PCEs — have been named *Lodestone*, *Magnet* and *Deperm* respectively. ADG 11, a former AM, now bears the name *Ampere*.

Although they are not in the "Dungaree Navy" class, being converted from World War II "Liberty" ship hulls, the Navy has also announced names for the first four ocean station radar ships (YAGR). These names were chosen to indicate the type and duty of the vessels. For instance, YAGR 1 has been named *Guardian*.

"Monikers" chosen for other ships of this class are *Lookout* (YAGR 2), *Skywatcher* (YAGR 3) and *Searcher* (YAGR 4). The latter three are in various stages of conversion.

## Hamul's Crew Makes a Deposit

The crewmen of the destroyer tender *uss Hamul* (AD 20), left their dependents something in the bank before departing for duty in the Western Pacific. It wasn't money, although on occasion it is many times more valuable than money.

It's a blood bank that the men of *Hamul* established — in cooperation with the American Red Cross at the Long Beach Naval Station. To date, more than half of the officers and men have responded to the call for donations of blood.

According to the Field Director for the ARC unit at Long Beach, *uss Hamul* is the only Long Beach afloat unit to have this type of blood bank for dependents. One feature of the program: A dependent doesn't have to reside in the Los Angeles area to make use of it.

If blood is needed by a dependent of one of the crew, he (or she) may receive it from the Red Cross in their own city, after it has been determined that blood has been deposited with

the Long Beach unit. It works, too, because not long after the program began, the father of one of the crewmen became ill in Danville, Va., and required eight pints of blood, which was charged to the deposits at "*Hamul's* Blood Bank."

## It's NOTS China Lake

U. S. Naval activities centered at China Lake, Calif., have officially dropped "Inyokern" from the station's name.

With the approval of the Secre-

tary of the Navy, the new designation of "U. S. Naval Ordnance Test Station, China Lake, Calif." went into effect 15 Mar 1955.

NOTS received the designation of "Inyokern" in earlier years because its activities were based at Harvey Field at Inyokern. With the expansion of naval activities and the development of NOTS the communities of China Lake and Ridgecrest were born and "China Lake" became the synonym for the Ordnance Test Station.

## Pittsburgh Is Looking for a Modern Davy Crockett

Once every half hour, all hands on board *uss Pittsburgh* (CA 72) are reminded that their ship's bark is no longer worthy of its bite. Instead of the hearty, satisfying baritone of the vessel's original one-ton bell, suitable for a husky, 17,000-ton veteran of World War II, the passing of the hours is marked by the lightweight clank of the bell from Motor Launch Number One—a dinky little 30-foot job. The situation is mildly embarrassing for the entire ship's company.

*Pittsburgh's* commanding officer, Capt. W. G. Chapple, usn, would like to find a modern Davy Crockett to patch up the original ship's bell, or get rid of it quietly, but there are certain regulations concerning that. Besides, he's received unofficial word that the residents of Pittsburgh, Pa., would take a dim view of the latter action. Unfortunately, it takes departmental approval and a sizeable freight bill before he can turn over the trophy to one of the city's civic

organizations.

*Pittsburgh* is definitely not happy. Have you ever tried to rush through a requisition for a one-ton ship's bell?

*Pittsburgh's* PIO is uneasy because he's convinced he has a good yarn about the ship's newest sailor shattering with one blow the veteran of 11 years of hard service, but he isn't sure how it should be handled.

From here on in, no matter what happens to Jerry T. Shelton, SA, usn, during the rest of his naval career, he's going to be known as the guy that busted *Pittsburgh's* bell.

So what really happened? Nothing much. Shelton had the detail of sounding the ship's bell. He did so. The bell cracked. A bell from a motor launch is being used as a substitute. That's all.

It just goes to show that it's not always the size of the voice that counts but how well the story is tolled that makes the difference.



FRAMED BY TROPICAL SPLENDOR, *USS Pittsburgh* (CA 72) is moored at Pearl Harbor while on way to Japanese waters for first peace-time visit.

**New Colors for Navy Planes**

Navy aircraft are scheduled for "new look" paint jobs beginning 1 July, according to the Bureau of Aeronautics. Tests have shown that the new color schemes have better camouflage characteristics than the dark blue now in use.

- *Combat planes* in the future will be painted glossy white on the lower wing and fuselage surfaces and light "gull" gray on the upper wing, fuselage and horizontal tail surfaces. The upper portion of the wing control surfaces also will be white.

- *Trainees* — In addition to the new "white look" for combat planes, jet trainers (other than primary) and reciprocating multi-engine trainers will be painted a split orange and white color scheme. All primary trainers will retain the present overall orange-yellow color.

- *Helicopters* will be painted light gray.

- *Patrol aircraft*, including both land-based and seaplanes, will be painted a semi-gloss "seaplane" gray.

Planes now in service will be repainted at their next overhaul period following 1 Jul 1955, while production lines at aircraft plants will switch to the new colors as soon as economically practicable.

Marine Corps aircraft will also be repainted in the new colors.

**Navy Mother Patrol**

The Navy wives of Sigsbee Park in Key West, Fla., have joined forces to protect their school children from the continuous flow of automobile traffic in their community.

Sigsbee Park is a privately owned housing project provided mainly for the benefit of naval personnel.

Through the combined efforts of parents and the Sigsbee Park Community Council, they have organized a small working force of eleven resident mothers called the Sigsbee Park Mother's Patrol. The Patrol is comprised of officers' and enlisted men's wives and the work and time they donate is on a voluntary basis.

The Patrol has arranged for the children to be picked up by a school bus at a centrally located place, thus making it necessary to patrol only one intersection.

Each woman's wash day, shopping day, etc., is taken into consideration when arranging duty days.

**Midway Eyes Freak Hurricane**

The aircraft carrier *uss Midway* (CVA 41) looked a hurricane right in the eye, but escaped none the worse for wear, with only a few broken dishes counted as casualties. *Midway's* ever-watchful radar picked up the first hurricane of 1955 while the ship was steaming south-east, abeam of Haiti.

The hurricane was also the first January hurricane in the Caribbean Sea in 461 years of recorded meteorological history. *Midway* was headed to the Far East, via Capetown, South Africa, when it ran into the blow.

First indication that *Midway* might be headed into more than just a Caribbean squall came when a merchantman radioed that she was being tossed around by 50-knot winds. The following morning, *Midway's* CIC was tracking a suspicious weather area on radar. By early afternoon, however, *Midway* was plowing through heavy seas, with 40-knot relative winds and the barometer falling.

When the air search radar pictured a doughnut-shaped, full-blown hurricane 75 miles to the east, *Midway* radioed the information to Fleet Weather Central at Miami, Fla., and changed course to starboard to avoid Hurricane Alice.

The ship was 28 miles from the hurricane's "eye" at 2030—the closest she came to it. Hurricane Alice, with her 20-mile-diameter "eye" and 65-to-75 knot winds, howled past *Midway's* stern. The huge ship came through the storm safe after withstanding 47-knot winds and heavy seas that once generated a 22-degree roll by the 45,000-ton flattop.

**Ex-Football Pro Now Carries the Ball As Navy Chaplain**

Sports-minded recruits at U. S. Naval Training Center at Bainbridge, Md., have an additional reason to listen attentively to one of their chaplains — LT James S. Little, CHC, USN.

Not only does he pass the word on spiritual matters and character guidance to members of the 4th Regiment, but he is also a good man to have on your side in any form of physical activity.

Although convinced since his high school days at Portsmouth,

Ohio, that he wanted to follow the ministry, he also has had an active athletic career. In addition to participating in track he played football for three years during which time the Portsmouth team was undefeated.



This was followed by four years of college football, after which he went pro with the New York Giants until he was ready to go to Emory University near Atlanta, Ga. Here he received his Bachelor of Theology degree and, at the same time, was head football coach.

Before entering the Navy as chaplain in May 1952, he served Methodist churches in Kentucky and Tennessee. Since entering the Navy he has served as a circuit-riding chaplain with DesRon 30.

He is at present stationed at Bainbridge where he does the work of a chaplain and participates actively in the character education program for recruits.

In addition to track and football, he is interested in wrestling. At present, to maintain his muscular tone, he works out three times a week at weight-lifting, winding up each two-hour session with a 240-pound press.



CHAPLAIN James S. Little, LT, CHC, USN, who passes the spiritual word at Bainbridge, is an all-around athlete.

# Navy Hoop Circuit Chalks Up Big Year

An underdog team from the Atlantic Fleet Destroyer Force battled its way to the championships of the Eastern All-Navy only to lose out in the finals 108-85 to a sharp shooting squad from Pensacola, Fla.

The Naval Air Basic Training Command "Goslings" had no easy time either, as they came from behind to win the 6th ND title and their eligibility for further competition. Both Pensacola and DesLant came through to the finals in the Eastern All-Navy undefeated. In the first game of the finals of the double-elimination tourney, Pensacola upended the Destroyer team 103-84.

"After watching them (Destroyers) battle in Fleet tournaments, we know they are incapable of doing less than their best," stated Admiral Jerauld Wright, USN, CINCLANTFLT, in his dispatch congratulating both teams. "They were outgunned, not outfought by Pensacola. Congratulations to Pensacola on beating our best."

The other teams in the Eastern All-Navy tournament were NAS Quonset Point, R.I., representing the Northeastern Conference and NTC Bainbridge, Md., the best from the Central Conference. There was no Western All-Navy basketball tournament scheduled this year.

Although basketball was dropped this year on the All-Navy and Inter-Service levels of competition, more Navymen were able to participate in the game and more local tournaments were staged. And more spectator attendance was reported throughout the Navy.

Before shutting down on this year's season, here's a rundown of some of the other tournaments reported to ALL HANDS.

- The NABT Goslings won the 6th Naval District title defeating the Parris Island Marines 105-85 in the championship game at NAS Jacksonville, Fla. The Goslings came by the title the hard way—through the loser's bracket. After having defeated NAS Jacksonville and the NATTC Jacksonville Marines, the Florida squad lost to MCRD Parris Island 91-85.

This defeat forced the Goslings into the loser's bracket where they defeated Memphis Navy 84-74 in the semi-final round and then Parris Island Marines by the same score to

gain the finals against the same PI Marines.

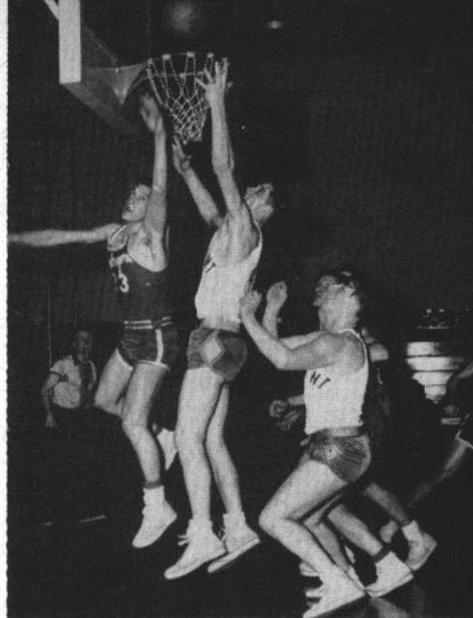
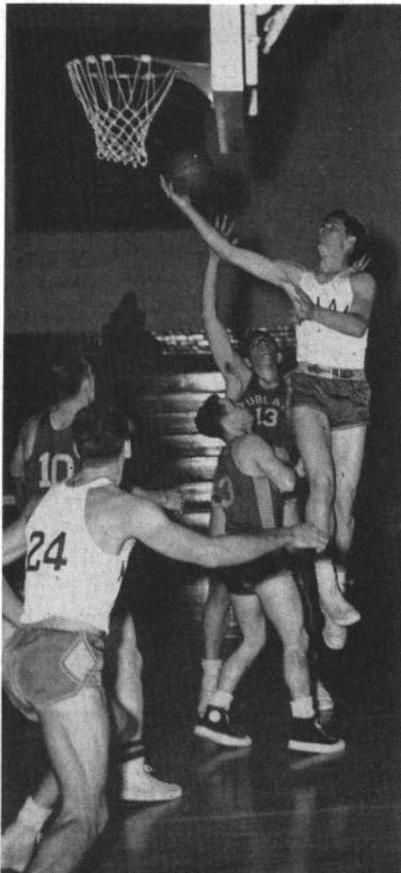
- In one of the many tournaments held this season at Norfolk, a fast and flashy five from the Destroyer Force ran through four games undefeated to annex the Atlantic Fleet championship.

The Fleet tourney drew teams from PhibLant, which finished second, MineLant, Fleet Marine Force, BatCruLant, AirLant, SubLant and ServLant.

The Destroyers, coached by Ensign Jake Donner, beat ServLant 81-77 in the opening round and followed up with victories over AirLant, 99-80, and PhibLant 83-60. The Amphib "Gators" came back through the losers bracket to face the DesLant squad in the finals of the tournament.

The Gators played the speedy Destroyer team on even terms through the regulation game and one overtime period. But then the tall, college-experienced Amphibs cracked under the pressure of the second overtime and lost to the youthful DesLant squad by the unlikely score of 94-75.

**SECOND HIGHEST** scorer in LanFt Tourney, Grover Wright, lays one up for AirLant in game against SubLant.



REBOUND ACTION during Atlantic Fleet tourney is pictured in game between Coral Sea's five and Deslant

In their eagerness to get the ball, the Gators were a bit too ambitious and incurred numerous fouls which the Destroyermen turned into points and victory. Stan Kernan, who scored 35 points against AirLant for high single game scoring honors, tallied 32 markers against the Gators in the final game.

- Up in Alaska, the Kodiak Naval Station retained the 17th Naval District championship they won last year as they defeated the Adak Naval Station "Seals" 51-40 and 67-63 in the best-of-three-games playoff.

In the first game, Kodiak opened to a 12-7 lead at the end of the first quarter and was never in too much trouble. Kodiak forward Phillips led his team in scoring with 13 points while Wilder and Allison from Adak also scored the same number of points.

The second night saw a much closer contest, but with Kelso of Kodiak tipping in 23 markers, Kodiak outlasted the Adak Seals 67-63. Wilder was again high scorer for the losers, this time with 17 points.

- The Commander Fleet Air Jacksonville basketball championship was won by the powerful NAS Sanford, Fla., Fleet Air Detachment. Paced by Ritchie Berg and former All-Navy hoopster Jim Castano, Sanford set a 98-point per-game average.

The "Sea-Fads" from Sanford gained the finals by eliminating teams from Fighter Squadron 32, 110-55, and Fighter Squadron 62, 96-37. In the finals against the Key

# SIDELINE STRATEGY

WHO DO YOU THINK rates mention with the top Navy sports personalities? This



Chief Willett

has been a standing question since it was asked in the May 1954 edition of ALL HANDS. One nomination received came from Chief Carpenter N. R. Stewart, USN, baseball coach at NTC Bainbridge. He casts his vote for a man who is not even an athlete. In fact, the man has never played on a team that won an All-Navy title.

"But my candidate," writes Stewart, "has contributed much to the success of the Navy's sports program with his behind-the-scenes work. As you know, every sports event must have good organization and competent officiating. This candidate has been working as a sports organizer and official for many years.

"Lloyd F. Willett, ADC, USN, is the man who gets my vote," states the Bainbridge mentor. And he has a lot of good facts to back up his choice. For instance, in June 1951, when Willett was stationed at NAS Norfolk, he organized the first Amateur Softball Umpires Board in the Armed Forces, an organization which is still operating, supplying the fleet with competent officials. As the Intramural Sports Director at the Norfolk air station, Willett revised the station's entire intramural pro-

gram, organizing, supervising and training athletic units, coaches, and officials.

"Early in 1952," continues Stewart, "the chief was sent TAD to ComFive, where he organized a softball umpires school for the district sports program. More than 70 men attended this school.

"Also during that year, Willett helped organize and supervise the first Forces Afloat Norfolk Area baseball and softball tournaments; Norfolk Navy Area Sports Program; helped revise the ComFive sports program; and helped to organize the first combined Atlantic Fleet-ComFive School for basketball coaches and referees."

Willett was transferred to NTC Bainbridge in early 1953 and his first assignment was that of manager for the Fifth Naval District, All-Navy and first annual Inter-Service boxing tournaments.

How well he did his job is probably best summed up in a letter to the Chief of Naval Personnel by Colonel Harvel L. Miller, USMC (Ret.), Executive Secretary of the NBA, who wrote:

"All the officials have worked in the various tournaments at various levels in boxing and all expressed the opinion that they had never attended a tournament that was so smoothly and efficiently conducted in all particulars as the one at NTC Bainbridge. The numerous details were all covered and all thought out in advance. This seldom happens."

—Rudy C. Garcia.



West-based Experimental Squadron One, Sanford coasted to a 87-59 victory with Berg chalking up 31 points.

• Up North, at NAS Quonset Point, R. I., Air Anti-Submarine Squadron 31 copped the Fleet Air basketball crown, going through the double elimination tourney undefeated. In their opening game, VS-31 stopped the team from uss *Leyte* (CVS 32) 65-49 and then squeaked past VC-4 by one point, 60-59.

The VC-4 hoopsters came back from their loss to eliminate the *Leyte* team 72-69, only to lose again to VS-31, 88-72, this time for the championship.

• In another Norfolk-hosted contest, the team from the carrier uss *Intrepid* (CVA 11) outlasted a field of 54 teams to win the first regular basketball crown in the Forces Afloat League. This league, organized to give the average sea-going sailor a chance to play basketball in a well-organized conference, lasted four months and included 472 games.

The carrier squad finished its season with an 11-1 record. The uss *Amphion* (AR 13) finished in second spot with a 13-2 slate, losing out for first position when defeated by *Intrepid* 61-58 late in the season. Everyone connected with the league rated it "excellent" this year.

"One of the reasons for the success of the Forces Afloat conference," stated one league official, "was the ability of the smaller ships to play the larger ones on fairly even terms. This can easily be seen, since such a variety of ships, from a carrier to an LSD to a destroyer, finished among the top four."

The top eight teams in the final standings were supposed to play in the post-season Forces Afloat tournament. However, the operating schedules made it impossible for third place uss *Lindenwald* (LSD 6) to enter. Operating schedules also prevented the ninth place uss *Orion* (AS 18) or uss *New Jersey* (BB 62) to replace *Lindenwald*.

The league champ, uss *Intrepid*, was a slight favorite to win the tournament title but the team from the "Happy Valley" uss *Valley Forge* (CVS 45) came through to win the crown. The *Valley Forge* hoopsters topped the team from uss *Saipan* (CVL 48) 66-59 in the championship game of the league tourney.

# DECORATIONS & CITATIONS



## NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

- ★ STORM, Wallace R., LCDR, USNR, (posthumously) for heroic conduct as pilot of a fighter plane in Composite Squadron 4, based aboard USS *Wasp* (CVA 18) on 23 January 1954. LCDR Storm maneuvered his plane toward the least obstructed area of the flight deck to avoid crashing into parked aircraft and personnel, averting a probable disaster.
- ★ YAGEL, Ross W., CD3, USN, (posthumously) for heroic conduct in attempting to rescue a fellow serviceman from drowning at Nimitz Beach, Guam, Marianas Islands, on 10 Sep 1954.



## BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

- ★ O'LEARY, Henry C., GM1, USN, for meritorious achievement in Korea on 24 Nov 1952. Combat "V" authorized.
- ★ SWEET, Arthur H., BOSN, USN, for meritorious achievement in Korea from 26 Jun 1952 to 1 May 1953. Combat "V" authorized.
- ★ THACHER, Robert A., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.
- ★ TIERNAN, Charles E., LT, USN, for meritorious service in Korea from 1 May to 21 Jul 1953. Combat "V" authorized.
- ★ TORAN, William P., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.
- ★ TRAXIER, Donald K., LCDR, USN, for meritorious service in Korea from 15 Mar to 16 May 1953. Combat "V" authorized.
- ★ TURNER, Charles W., Jr., LTJG, MC, USNR, for meritorious achievement in Korea from 10 Dec 1952 to 1 May 1953. Combat "V" authorized.
- ★ TYNG, Michael T., CDR, USN, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.
- ★ VELLIS, Demetrius J., CDR, USN, for meritorious service in Korea from

20 Nov 1952 to 16 May 1953. Combat "V" authorized.

- ★ VENNE, Antoine W., Jr., CDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.
- ★ WATKINS, Nelson P., CDR, USN, for meritorious service in Korea from 17 Jan to 8 Jun 1952. Combat "V" authorized.
- ★ WESSON, Joseph H., CDR, USN, for meritorious service in Korea from 16 Feb to 27 Jul 1953. Combat "V" authorized.
- ★ WESTHOFF, William E., CDR, USN, for meritorious service in Korea from 5 Aug to 28 Feb 1953. Combat "V" authorized.
- ★ WILSON, Roland O., ENC, USN, for meritorious service in Korea from 27 Jun 1950 to 27 Jul 1953. Combat "V" authorized.

### Gold star in lieu of second award:

- ★ CLAUSNER, Marlin B., CDR, USN, for meritorious service in Korea from 8 Apr to 27 Jul 1953. Combat "V" authorized.
- ★ DAKUTIS, Fred E., CDR, USN, for meritorious service in Korea from 31 Dec 1952 to 5 Jun 1953. Combat "V" authorized.
- ★ HANNA, Hugh A., CDR, USN, for meritorious service in Korea from 27 Feb to 27 Jul 1953. Combat "V" authorized.
- ★ HAWKINS, Gordon S., LCDR, USN, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.
- ★ HIRD, Louis R., CDR, USN, for meritorious service in Korea from 11 Sep 1952 to 27 Mar 1953. Combat "V" authorized.
- ★ HOLLYFIELD, Ernest E., Jr., LT, USN, for meritorious service in Korea from 18 Jun to 27 Jul 1953. Combat "V" authorized.
- ★ HOWELL, Willard Y., CDR, USN, for meritorious service in Korea from 26 Dec 1952 to 12 Jul 1953. Combat "V" authorized.
- ★ JARMAN, Edward B., CDR, USN, for meritorious service in Korea from 11 Apr to 12 Jun 1952. Combat "V" authorized.
- ★ RAIDEN, Percy W., Jr., LT, USN, for meritorious achievement in Korea on 13 and 14 Oct 1952. Combat "V" is authorized.
- ★ REDGRAVE, DeWitt C., III, LT, USN, for meritorious service in Korea from 26 Jan to 6 Dec 1952. Combat "V" authorized.
- ★ SANDERS, Herman J., LT, USN, for

meritorious service in Korea from 8 Aug to 1 Oct 1952 and from 15 Oct to 12 Mar 1953. Combat "V" is authorized.

- ★ SEIM, Harvey B., CDR, USN, for heroic achievement in Korea on 10 Aug 1952. Combat "V" is authorized.
- ★ SOBALLE, Verner J., CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.
- ★ SONNTAG, Frank M., LT, USN, for meritorious service in Korea from 18 Jun to 20 Oct 1952. Combat "V" authorized.
- ★ THEDE, William L., LT, USN, for meritorious achievement in Korea from 25 Mar to 25 June 1953. Combat "V" authorized.
- ★ TRENEER, George E., LCDR, USN, for meritorious service in Korea from 5 Mar to 27 Jul 1953. Combat "V" authorized.
- ★ WICKENS, Justin L., CAPT, USN, for meritorious service in Korea from 15 Jan to 27 Jul 1953. Combat "V" authorized.

### Gold star in lieu of third award:

- ★ DEFEST, Don C., LCDR, USN, for meritorious achievement in Korea from 1 to 22 Nov 1950. Combat "V" authorized.
- ★ DUDLEY, John A., LCDR, USN, for meritorious service in Korea from 28 Jul 1952 to 8 Feb 1953. Combat "V" authorized.
- ★ FLIGG, Claude M., CDR, USN, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.
- ★ HESS, Franklin G., CDR, USN, for meritorious service in Korea from 12 Mar to 1 Jul 1953. Combat "V" authorized.
- ★ PERRY, Joe R., LT, USN, for meritorious service in Korea from 29 Apr to 10 Jul 1951. Combat "V" authorized.
- ★ RAIDEN, Percy B., Jr., LT, USN, for meritorious service in Korea from 15 Oct 1952 to 13 Jun 1953. Combat "V" authorized.
- ★ SCHLACKS, William J., Jr., CDR, USN, for meritorious service in Korea from 15 Jun to 14 Oct 1952. Combat "V" authorized.

### Gold star in lieu of fourth award:

- ★ RATLIFF, William K., CDR, USN, for meritorious service in Korea from 1 to 17 Jul 1953. Combat "V" authorized.
- ★ THOMPSON, Harry L., Jr., CDR, USN, for meritorious service in Korea from 18 Sep 1952 to 1 Mar 1953. Combat "V" authorized.

# BOOKS: SALTY READING SCHEDULED IN THIS MONTH'S CHOICE

**D**URING WORLD WAR II, all types of ships had to be operated by men many of whom, a few short months earlier, had never stood on the bridge of a ship. On their judgment and good luck depended not merely ships but lives and battles.

Yet at the time there was no book which could be used to train them, no test devoted exclusively to the problems they would face, how these problems differed from ship to ship or even in the same ship in different waters. There was no book to show them how to make the ship do just what she was supposed to do.

**Naval Shiphandling** by CDR R. S. Crenshaw, Jr., USN, who was assisted by an impressive roster of Navymen and members of the Coast Guard

and Merchant Marine, would be a big help to a person facing this situation. It gives facts, in a businesslike and direct manner. It contains essential information that a Navyman concerned with shiphandling must know in order to handle any type of power craft afloat.

Shiphandling is only one aspect of the salty subjects, presented in fiction and non-fiction form, which has been chosen this month by the BUPers library staff for your information and reading pleasure.

Two first-rate sea stories, for example, have been selected. In **The Good Shepherd**, C. S. Forester has created a memorable character in the Bible-quoting, Annapolis graduate CDR George Krause. You are inescapably swept into his ordeal on the bridge and share every sleepless hour with him when, as CO of the U. S. Navy DD *Keeling*, he battles against almost (but not quite) overwhelming odds to fill his role of the good shepherd of the convoy. The author demonstrates that he can write of the modern-day Navy as skillfully as he can of Captain Horatio Hornblower who fought for Old England in the age of iron men and wooden ships.

Unlike many war novels, **Run Silent, Run Deep**, by CDR Edward L. Beach, USN, is a story that deals with war from the perspective of command. CDR Beach recreates with fidelity the anguish, agony and triumphs of command decisions. In his hero, CDR Richardson, he has created a character who embodies all that is the best—and human—in an excellent naval officer. The story is a monument to those men who rose to greatness under the sometimes unbearable tensions of action.

The recent tour of USS *ATKA* (AGB 3) is the latest attempt of man to discover Antarctica's most closely guarded secrets ever since it was first discovered in 1820 by the young Connecticut seal hunter, Nat Palmer. Over the last 135 years, many men have lost their lives to starvation, frostbite, disease, blindness, drowning and madness in their attempts to explore the largest unknown frontier of the world.

**The Silent Continent**, by William

H. Kearns, Jr., and Beverly Britton, tells the stories of more than 30 Antarctic explorations from 13 countries, each a true adventure story of the courage, heroism and fortitude which drive exceptional men to go where no man has dared go before. Here is the personal account of Scott's tragic retreat from the South Pole, having learned that he has been beaten to his goal by Amundsen; the story of Mawson's solitary month-long journey through the Antarctic winter, eating his sled dogs to survive; Byrd's first flight over the Pole, and many more tales of human strength, sacrifice and bravery in the gradual exploration of the Silent Continent.

The authors tell of a continent the size of the United States and Europe combined, covered with an ice sheet thousands of feet thick, studded with 13,000-foot peaks, ringed with icebergs the size of Rhode Island. It is a grim land, lashed by winds up to 200 miles an hour and paralyzed by temperatures of 70 degrees below zero.

**Coromandel!** is much different. It is that rare combination of a rousing good adventure yarn told by a master of his craft. In his fifth novel of India, John Masters tells of Jason Savage who, in the early 17th century, travelled from Wiltshire, England, to India and Coromandel where he hoped to find his fortune and where he found love, deceit and intrigue.

In another historical novel, **Captain Cut-Throat**, John Dickson Carr transports us to those desperate days when, like a lance pointed at the heart of England, Napoleon held his invading armies poised across the Channel. This is a highly fanciful account of one of the possible reasons why Napoleon did not invade England at this crucial moment, when England's fleet had been lured away and her coasts were defenseless.

On the local and contemporary scene, **Headquarters**, by Quentin Reynolds, ostensibly tells of Frank Phillips, most decorated active New York policeman, but he also tells of almost every kind of police work in every sort of neighborhood. Phillips is the hero, but he is also the representative of the twenty thousand New York policemen, as well as the other thousands throughout America. Through him is told the story of the men who guard our homes, our pocketbooks, our lives and our children.

## SONGS OF THE SEA



### The Rhyme of the Chivalrous Shark

Most chivalrous fish of the ocean  
To ladies forbearing and mild,  
Though his record be dark, is the man-eating  
shark,  
Who will eat neither woman nor child.

He dines upon seamen and skippers,  
And tourists his hunger assuage,  
And a fresh cabin boy will inspire him with  
joy  
If he's past the maturity age.

A doctor, a lawyer, a preacher,  
He'll gobble one any fine day,  
But the ladies, God bless 'em, he'll only  
address 'em  
Politely and go on his way.

ALL HANDS  
BOOK SUPPLEMENT

## MANILA AT BAY

The summer of 1899 was a crucial period of the Philippine campaign—a time when insurgents were most active against U. S. occupying forces. Described here is one little-known incident experienced by the crew of *Manila* during that period as they sailed the Sulu Sea.

Control of the Philippine Islands following the Spanish-American War was bitterly contested by Filipino insurgents under General Emilio Aguinaldo. The situation was exploited by local pirates who had traditionally raided coastal shipping and villages. That part of the U. S. Navy which remained in the Islands following the Spanish-American War, combined with Army and Marine Corps personnel, was assigned the responsibility of bringing peace and order, not only to the Philippine Islands proper, but also to the multitude of tiny islands of the archipelago.

One of these vessels was *Manila*. *Manila* was a tramp steamer which had been captured from Spain. Built in about 1885, she was steel-hulled, displaced 1750 tons, had a length of 210 feet, a beam of 31 feet, and a draft of 13 feet. Her engines were two-cylinder compound, with a single screw.

She had one smokestack and two

From *Sailing the Sulu Sea*, by David Potter, RADM, SC, USN, (Ret.). Copyright, 1949, by E. P. Dutton & Co., Inc., New York. Published with permission of copyright owner.

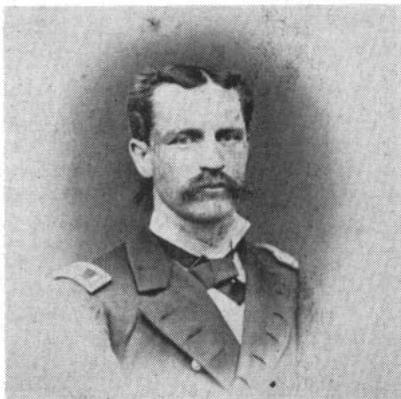
masts. The mainmast was rigged with a leg-of-mutton sail, occasionally hoisted. The foremast was used only for signaling and as a perch for the lookout.

She was armed with two 4.7 guns amidships, two rapid-fire guns aft, two six-pounders forward and a Colt's gun under the bridge. In spite of her armament and the title "converted gunboat," *Manila* still appeared to be the merchant ship she was originally designed to be.

In *Sailing the Sulu Sea*, LT. (later RADM) David Potter, SC, USN (Ret.), tells what befell the officers and enlisted personnel of *Manila* during their tour of duty in the Philippines.

**T**HE COMPLEMENT OF OUR GUNBOAT varied greatly with the needs of the service—that vague phrase! It ran from seventy-five men to three times that number. The commissioned officers never numbered more than nine.

Be it remembered this was before the time that seamen, or anyone else in a cruising ship of the Navy, were furnished cold-storage turkey and



Manila's Skipper Nazro

# MANILA AT BAY

canned asparagus tips plus ice cream and milk shakes. No! the dinner of our day was made up of salt beef pickled in brine, sauerkraut drenched in vinegar, hardtack toasted by way of a flourish, and coffee with sugar but without cream or milk; and for dessert there was the now almost forgotten plum duff which was a pudding composed of flour, dried currants, and molasses, boiled to a paste in a cheesecloth bag.

There were no power- and light-giving dynamos in *Manila*. Ordinarily she was lighted by kerosene lamps. Allowances of candles were regularly issued, and below decks, in rough weather, even lamps were foregone in favor of the non-explosive candles.

**THERE WAS NO COLD STORAGE** provided in any ship of the United States Navy, least of all in *Manila*. Hence we lived mostly on salt beef and salt pork, on tinned beef and tinned ham and tinned mutton, on tinned vegetables, and on hardtack in lieu of bread. As to the last-named item, we found it delicious when well toasted and dipped in hot, melted butter. All butter came from tins, and so did all milk. Both were mere pastes of none too fragrant odor. Not that there was a soul on board who bothered about odors.

Shower baths were unknown. The supply of fresh water for washing was sternly restricted. Each officer was allowed enough to sluice himself off in his room every morning—standing in a collapsible rubber tub.

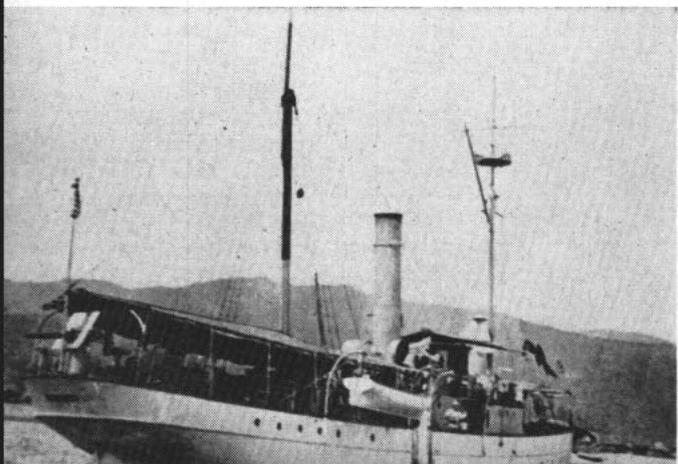
On account of the danger of fire, the vessel's interior being entirely of wood, smoking was prohibited except when the smoking-lamp—a name now almost forgotten—was authorized to be lighted. This permission ordinarily was granted for the crew's meal-hours and for holidays.

There was no ship's library, no crew's recreation room, and, of course, there was no motion picture machine, no phonograph, no radio. And naturally, the seamen did not feel the lack of what they had never known.

The wardroom was the very center of our ocean home—and an odd-looking home it was. For before we finished that cruise the wardroom had become a veritable museum, a compartment wherein was gathered souvenirs from a dozen islands charted and uncharted.

**THERE WERE COPPER SHELL-CASES** from the six-pounder shells we had fired at the battle of the Zapote River in Luzon; and Mauser cartridges from a skirmish at Paluan Bay in Mindoro. There were short swords and long spears from Balabac; and there was a small *lantaka*—

**CAPTURED GUNBOAT**, taken from the Spaniards, was converted for use by America in maintaining peace.



brass, muzzle-loading cannon—from Cotabato in Mindanao. Borneo gave us the wooden shields of the Dyak head-hunters, and the ugly knives whose handles were tasseled with human hair. Grass chairs, cane lounges, and gaily dyed mats, relieved the grim aspect of the weapons.

There were joints of bamboo for holding water—we had taken them from a war-canoe captured near the island of Cagayan Sulu. From Sulu itself we obtained coats of chain armor and breastplates made of carabao-horn. In shape, they were just such as Achilles or Alexander or Caesar might have clanked about in.

From some *Bajaus*—sea-roving gypsies of the Malayan stock—whom we had encountered along the coast of Tawi Tawi, we obtained half a dozen one-stringed fiddles. I think every one of us learned to scrape a wicked string.

*The incident described below is but one of a series encountered by Manila. Under the command of CDR (later RADM) Arthur P. Nazro, USN, Manila is lying in the harbor of Sandakan, capital of British North Borneo, and is visited by the governor, Sir Hugh Clifford, as the chapter opens.*

**WHEN A SMALL STEAMER** had put into Sandakan the captain reported to the governor that, as his vessel was passing through the Sibutu Strait, which connects the Celebes Sea with the Sulu Sea, he had noticed a junk lying close to Sibutu Island. The junk was being swarmed over by natives from *proas* and *bancas* alongside. The captain was certain that the junk had been seized and looted by pirates.

He had not tried to interfere with their activities, but, thinking that Sibutu belonged to the British, he had reported the facts to the governor.

Sibutu lies only five degrees north of the equator. Twenty miles eastward across Sibutu Passage lies Bongao, a small island at the extremity of the southern branch of the Philippines archipelago. The nearest part of Borneo is Labian Point, perhaps twenty-five miles northwestward of the northern end of Sibutu.

Thus in 1899 and for several years thereafter, the government of the United States and the government of Great Britain were not agreed as to which nation owned Sibutu Island and its auxiliary islets. Each advanced a claim which, eventually, was settled by a special treaty in favor of the United States.

But in September 1899, the governor of British North Borneo seemed to be certain where the sovereignty lay, for upon receipt of the skipper's report, the buck was deftly passed to us. This acknowledgment of American rights by Sir Hugh Clifford, and the steps taken by CDR Nazro in consequence of that acknowledgment, strengthened the hand of the United States when the government began to press its claim for the possession of Sibutu.

The afternoon following that of the governor's call, *Manila* left Sandakan bound for Sibutu and by 8:00 the next morning we headed into the southern end of the island.

**THE ISLAND LAY ABOUT** three miles to the west of us, a low-lying area of sand and palm trees, a poor thing, indeed, to eyes accustomed to the splendid highlands of Balabac. A few huts stood on slender pilings eight or ten feet above the beach of the little cove toward which *Manila* was now being conned.

Fairly alongside the huts the junk lay stranded. Her high stern and box-like shape gave her a quaint resemblance to a Spanish galleon of the time of Philip II. It had doubtless been plundered and her crew's throats cut.

In approaching Sibutu we were compelled to rely upon an ancient Spanish chart, no other being available. In addition, these were perilous waters and every possible precaution was taken. The captain, the executive officer, the navigator, and the officer of the deck, were on the bridge; two lookouts were in the foretop, and two more in the bows anxiously scanning the sea for shadows which might indicate shoaling water. A lead was being swung at each side of the ship. The engines were rung down until the single screw was revolving only just fast enough to hold steerageway.

But some effect of sun and cloud tricked eager lookouts, and deep water at every cast betrayed nothing to skillful leadsmen. For at a point where the Spanish chart showed a mile and a half of deep water ahead of us, we ran slap on a reef. It was just eight-twenty A.M.

THE BOW OF THE OLD *Manila* reared in the air with a jolt. Then with that long grinding sound so hideous in a seafarer's ears, she rode right up on the reef, straight ahead, for sixty feet of her length. I verily believe that if our navigator, Hough, [LT (later RADM) Henry Hughes Hough, USN] his eye catching a sinister play of shadow beneath the sunlit surface of the water, an instant before she struck, had not rung: "Full speed astern!" she would have flung her entire hull from stem to sternpost upon the coral.

As it was, she was in a bad fix. From a point near the bridge to the farthest point aft she floated, or rather hung, in water over twenty fathoms deep; but there was only half a fathom under the forefoot when the tide went down that day. And from the moment she grounded she was in a position where her own weight might break her back.

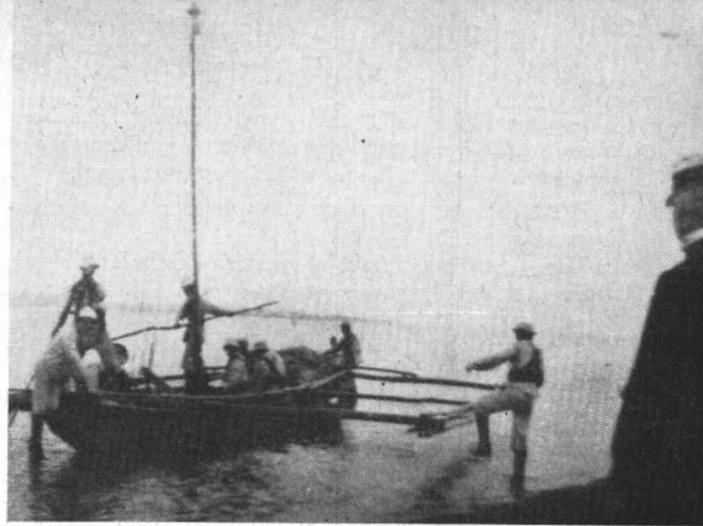
The conditions of wind and sea, actual and potential, made it imperative to win clear as soon as possible. The tides that rush through Sibutu Strait were notoriously strong—hence the wrench on *Manila*, which was resting at right angles to the tide, was constant. Furthermore, the change of monsoon was imminent, and that meant high winds and heavy seas, perhaps downright storms. And even a moderately brisk sea would speedily grind *Manila* to pieces against the reef.

BOTH BOWER ANCHORS were dropped at once in order that the ship might be lightened by just so much. All boats were lowered, with the same object. The guns were trained aft in order to gain the advantage of their weight as a counterpoise in the endeavor to slide the gunboat off the reef.

A kedge was rigged to the sailing-launch, carried out to a point astern of and to windward, that is to say, to northward, of the stranded vessel, and was there let go. Of course, a stout manila hawser had been bent onto the anchor before it was dropped. The hawser was wound on the steam-winch at the main-hatch, and a steady strain was set up.

None of these maneuvers seemed to avail in the slightest.

The screw had never ceased to churn at full speed astern. It so continued for the better part of an hour without intermission—and at frequent intervals there-



CAPTURED BANCA was one type boat used in raids on ships and villages in wake of Spanish-American War.

after—without its being able to withdraw our poor ship an inch.

Surging ship was next resorted to, a procedure which tends to wrack a hull but which is justified, indeed enjoined, in an emergency. Surging was accomplished by all hands lining up like racers along one rail of *Manila* and then, at the word, rushing across the deck until brought to against the opposite rail. The hope was that the shifting weight of fourscore men would cause the vessel to surge or rock in its bed, thus crumbling enough of the minor pinnacles of coral to loosen their grip on the *Manila's* keel and strakes.

This hope proved as vain as the others.

THE CAPTAIN NEXT GAVE ORDERS to break out the ballast from the fore hold and stow it aft—on the overhang, in the passageways outside his cabin and the wardroom, inside his cabin and in the wardroom. Accordingly the hoisting-windlasses were manned, slings were rigged, and tons of pig iron began to be moved.

But in the midst of these measures, another factor of hazard had to be faced and dealt with, one relatively slight for a man-of-war, to be sure, but which would have been serious enough if *Manila* had been the merchant vessel she appeared to be. Our gunboat lay on a reef in the very haunt of Malay pirates, of the "Soo-loo" whose *proas* have dashed alongside stranded or becalmed ships in many an account of voyages in East Indian waters. I knew that in one form or another Magellan had suffered from them, and that many other explorers had fought them. I had thrilled to vivid tales of battles with them. Now, I was to see some of them for myself.

AS I HAVE MENTIONED, *Manila* had grounded two miles from Sibutu Island, just as we were heading in toward the half-dozen huts where the plundered junk sagged on the beach. Just before we struck, my binoculars had picked out three or four figures standing about the hamlet. But the distance was too great to reveal whether or not they were excited by our approach.

But within an hour after the catastrophe, the Sibutuans gave ample evidence of their excitement or, at any rate, of their interest in anticipated loot.

From behind a clump of palm trees, which no doubt concealed the entrance to a creek or a lagoon, fifteen canoes emerged in swift succession, and paddled toward us. These craft were of the small *banca* type, that is, only large enough to carry five or six men each—eighty or

ninety men in all. But that number would have been overwhelming to the meager crew—ten or fifteen men at most—of a seventeen-hundred-ton merchant vessel.

**WE MADE INSTANT PREPARATION** to receive the visitors properly.

The *banças* came right at us over depths and shoals alike, for their draft was too shallow to oblige them to be wary of the coral-heads. As they drew near I noticed with admiration their deep chests, flat bellies, and lean, wire-strong arms. Their skins were dark brown, almost black—whether by nature or from lifelong exposure to sun and wind and sea.

As the warriors drew still closer, I could see their wild black eyes, and could descry the crimson of the betel-nut juice they spat over the gunwals of their canoes.

Then our captain, standing on the bridge, called down: "Now, then!"

At the command, a dozen of us—all that could be spared from the efforts to lighten the ship—rose from where we had been crouching on the forward part of the deck. We stepped to the rail, and stood with our rifles ready. There was consternation among the would-be pirates. The leading *banças* backed water frantically. Some of those behind crashed into the others. Several paddles were snapped. Shrill exclamations went up.

Then the welter straightened itself out—there are no better boatmen than the Moros—and the *banças* went paddling shoreward. They vanished behind the palm-screened point, and for a while we saw them no more.

**ALL THAT DAY** all hands and the cook—literally—toiled to work *Manila* clear. Some backed the engines from time to time; some kept a steady strain on the hawser that held the stream kedge; some ran the winches that whipped up the pig-iron ballast from the holds. But most were busy carrying from forward or from amidships to the after part of the ship not only the ballast but also whatever else was movable and had worth-while weight.

And still our gunboat's bow remained imbedded as solidly, apparently, as if it were only a strange form of

**MOROS** of the Philippines like the one pictured here were stern warriors, proud of their physical prowess.



coral destined to rest there until crumbled by the action of the elements.

The sea remained calm all day—if there was any increase in the strength of the swell I did not perceive it, nor did I hear others mention it. Toward the end of the afternoon the sky grew a little more hazy.

**ALL HANDS CONTINUED** to toil not only like coolies but like trolls. Except for the interlude when I had been in charge of the men who menaced our self-invited guests, I ran the steam hoisting-winch at the forehatch. Dr. Thompson did the same at the main.

After several hours of taking turns of a stout hawser about a whirling drum, and of thrusting a stiff throttle back and forth, I had many of the assorted aches in shoulders, ribs, hips, and small of the back, that I used to have after being tackled every few minutes throughout a hard game of football.

All that day and half that night the entire ship's company kept at it. At midnight, the captain ordered all hands, except of course a proper watch, to turn in, to get some sleep.

We slept on deck, our rifles beside us ready for a call to repel boarders. But our heavy slumbers were not disturbed by a fierce dash of *proas* filled with krised and betelnut-chewing pirates. As we guessed from what happened later, the eighty Moros we had rebuffed that morning were engaged during that night in calling for assistance throughout Sibu Island.

★ ★ ★

**WHEN I TOOK OVER** the morning watch there began another task of shifting, or trying to shift, the ship's balance in the hope of forcing her to slide stern first off the gripping corals, a task which made that of the day before seem relatively a jest.

To break out a clean iron pig, even when working in a dimly lighted hold, to whip it onto the upper deck in a single motion, and to bear it in one's arms from hatch to wardroom, was one thing; but to burrow mole-like in a smothering bunker, to shovel coal—all the dust and crumbs—into a gunnybag, and to drag it scatteringly along black passageways—that is quite another thing.

In a little while, so far as looks went, officers and men alike could have won instant employment as chimney sweeps. If we had resembled trolls before, we now looked like troglodytes.

The very attendants of the cabin and wardroom mess, in the intervals of preparing and serving food, voluntarily devoted themselves to dragging bags of coal.

**THE WORK HAD BEEN** resumed for barely a half-hour when the bugle sounded the call to "general quarters." I seized my rifle and ran to the forward deck.

By some freak of the weather, the mist had cleared away to the distance of a quarter-mile from *Manila*. And just in time, too! At the inner edge of the barrier reef was a whole fleet of canoes, some of them good-sized *proas*, but more of them of the smaller *banca* class. I counted forty craft in all, and in them nearly three hundred men.

This horde were all of the same half-naked, besworded sort as our callers of the day before. I thought I had never seen a more unpleasant-looking lot of cutthroats.

Whether it was because the piratical gentry had not thought the matter through or whether it was because there was a subtle sea-tactic involved, I do not know,

**ALL HANDS**

but their approach had been made at the very slack of the tide. By the time the foremost canoes reached the edge of the barrier reef, the water on it was too shoal to float the *proas* which, as has been explained elsewhere, are the largest of the Moro craft.

THE MOROS COULD HAVE LEFT the ten *proas* behind and have paddled the thirty *bancas* over the reef. However, after the experience of part of his force of the day before, doubtless the admiral commanding the Sibutuan fleet did not deem it wise to allow his light cruisers to engage in action without the close support of his battle-ships. He solved the problem by converting the crews of *proas* and *bancas* alike into infantry.

As each canoe reached the reef, the warriors sprang out into the water knee-deep. There they formed an irregular line in which long knives and spears could be seen tossing. In the middle of the array a broad flag fluttered from a bamboo staff borne by two men. The colors of the flag and the device upon it were indistinguishable to us, but probably it was the standard of the *datu*, or duke, of Sibutu.

From a platform in the bows of the largest *proa*, held against the reef's front, a tom-tom commenced to throb—the line of Moros began to splash forward toward *Manila*.

I SUPPOSE THE SIBUTUANS still believed our gunboat to be only a harmless merchant steamer. They must have assumed that the dozen or so riflemen they had seen on our deck the day before formed the steamer's entire crew. They expected that the assault which eighty men had not cared to attempt yesterday would be essayed, and successfully completed, by nearly four times that number today.

As the Moros drew nearer, some of them now beginning to yip a little with excitement, I could not but admire the complete self-control with which *Manila's* crew awaited the command to commence firing. Commander Nazro had called down from the bridge: "Don't fire until I give the word!" The command had been quietly repeated by officers and petty officers.

THE MOROS' CHARGING LINE, if a wading line can be said to charge, was now within easy earshot. At our captain's nod, our riflemen rose into view along the rail as we had done on the preceding day. At the same moment, he called out in Spanish to the Moros to halt. Undoubtedly their chiefs had a smattering of Spanish, and if the tribesmen had not, at least they understood the stern ring in our captain's voice and the warning of his outflung hand. Involuntarily they obeyed his command.

Addressing himself to the *datu* and the group about the standard, Commander Nazro demanded to know what was wanted. The *datu* shouted back some indistinguishable words, perhaps a defiance. Then the Sulus' line began to splash forward again.

They must be stopped now or never. And it seemed that this could only be done by opening fire upon them. I stood on the deck a trifle forward of the bridge, and I could see plainly the face of the captain. Reluctance to utter the lethal words: "Commence firing!" was shown there.

The only sizable guns carried by *Manila* were the two 4.7s, one on each side of the deck about amidships. These, along with the six-pounders and Nordenfeldts, within a few minutes after the ship's grounding, had been trained inboard and aft in order to throw their



PROAS, largest of the native crafts, were fast. They were used by the Moros during would-be raid on *USS Manila*.

weight astern of the grounding point of the vessel. A thick piece of canvas had been thrown loosely over each of the 4.7s to shield them from the rain. To the Moros' eyes, therefore, the guns must have loomed only as meaningless bulks.

NOW, IN THAT MOMENT of suspense, when the word that would bring death to several scores of Sibutuans and, perhaps, to some Americans, hung upon our captain's lips, Hough ran to the port 4.7. He dashed the concealing canvas from the gun and, almost with the same motion, he swung the gaping muzzle full upon the advancing tribesmen.

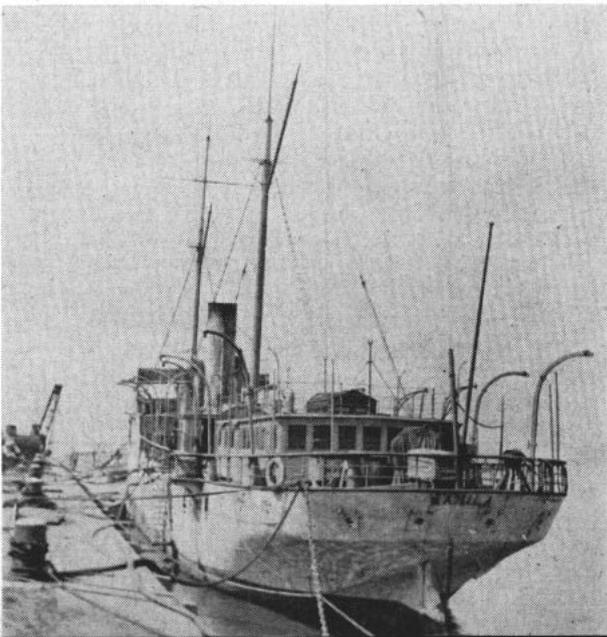
The effect was magical. For the first time, the Moros realized that the vessel they were expecting to board and loot was not a merchant steamer but was a duly provided man-of-war.

The line stumbled to a halt. There was a wild swaying back and forth. Shouts went up, shrill and uncertain.

Then the *datu's* battle flag began to move toward the rear. With it hurried the Sibutuans in a retreat.

They won to their canoes, and scrambled into them. In a few minutes, the whole fleet had sunk into the mists from which they had emerged.

*USS MANILA*, the captured Spanish tramp steamer, shown moored in Sandakan harbor, British North Borneo.



# TAFFRAIL TALK

THERE'S A MORAL to this story. While Sherman Leduc, FP2, formerly of *uss Hailey* (DD 556) was awaiting separation at Newport, R. I., he returned to his auto to discover it had a dead battery. Fortunately, he was parked on a slight hill, so it was easy to give the car a push to get it started.

When he tried to board the moving vehicle, he found that the door had locked. To prevent the car from crashing into other autos parked on either side of the street, Leduc ran 100 yards beside his car, kicking first the right wheel, then the left, to guide the, by now, thundering leviathan.

As it approached the street's dead end and a 50-foot drop down an embankment, the panting Leduc gave the nearest wheel a final kick, steering the car into a vacant playground where it tore an eight-foot gap in an iron fence.



The moral? Well, there's the old saying "Look before you leap," but Leduc has an addition, "Don't lock the car door before she starts rollin'."

★ ★ ★

NAS Whidbey Island has reason to feel proud of Patrol Squadron 29. Of the 34 CPOs attached to that squadron, 32 are entitled to wear gold rating badges and hash marks. This, they believe, is some kind of a record.

They're somewhat aggressive about it. They have issued a challenge to any other squadron or comparable group to equal this mark, percentage-wise, or to top the record of 558 cumulative years of service behind them.

(As most Navymen know, a gold insigne represents at least 12 years' service with continuous good conduct.)

★ ★ ★

Did you know that your ship weighs more in the daytime than at night? We can't vouch for the soundness of the theory, but we've been told that the gravity pull of the moon upon the ship is greater than the pull it exerts upon the water. Therefore, the ship's displacement is reduced.

We haven't yet figured out what can be done about it.

★ ★ ★

If you're not yet sufficiently confused, consider this: CDR James D. Wright has relieved CDR Wilson G. Wright III as Operations Officer of *uss Wright* (CVL 49), named in honor of the Wright brothers, Orville and Wilbur.

All Wright, had enough?

*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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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NBD" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: WHAT'S COOKING?  
RICE — that is A. T. Rice, CS3, USN,  
shown here with man-sized cooking pots for  
Navy-sized appetites.



# POWER FOR PEACE

ARMED FORCES DAY

21 MAY

