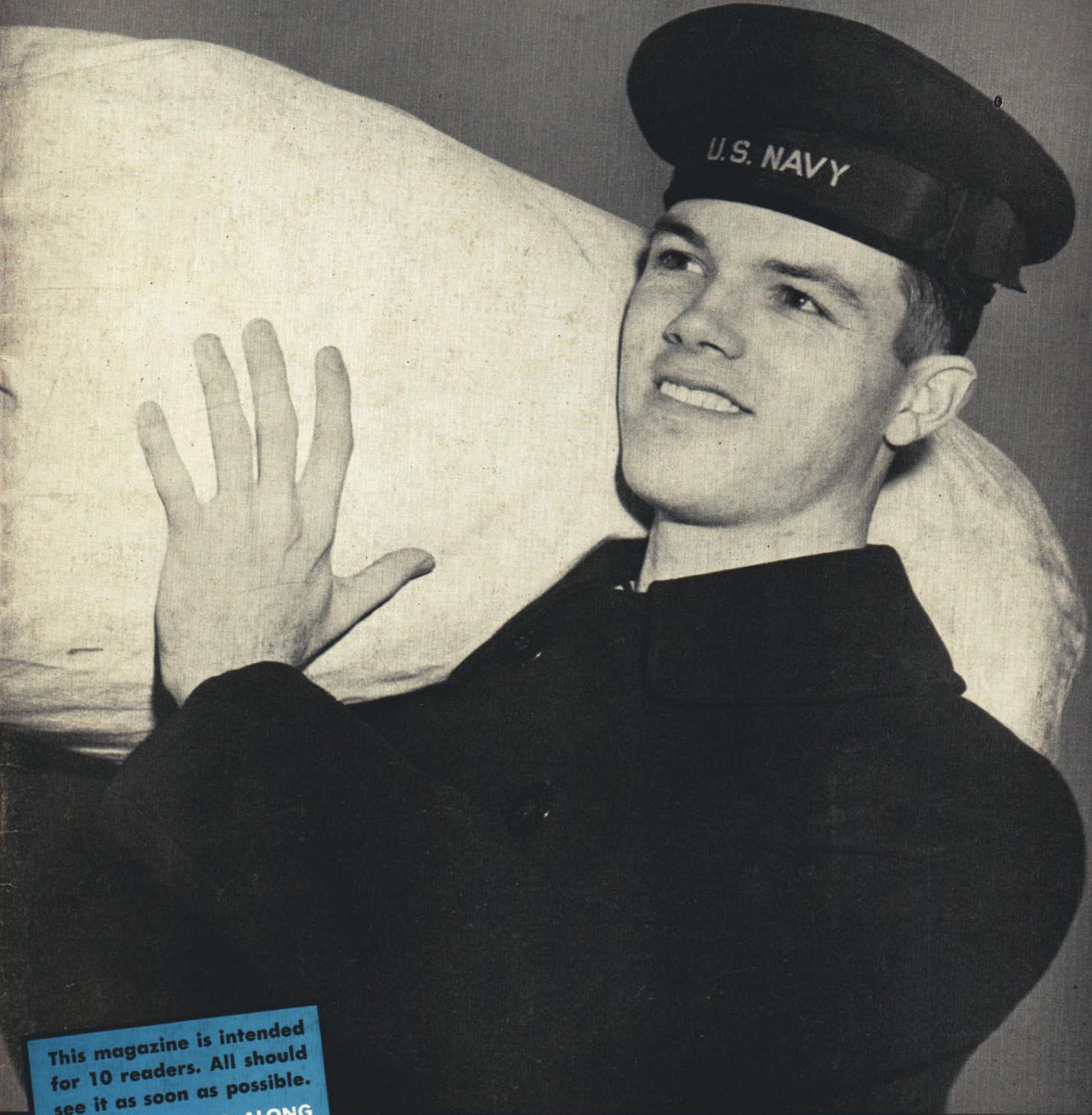


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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

MARCH 1950

October 1988

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**BOXER
PACKS
PUNCH**

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1950 Navpers-O NUMBER 397

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The Chief of Naval Personnel

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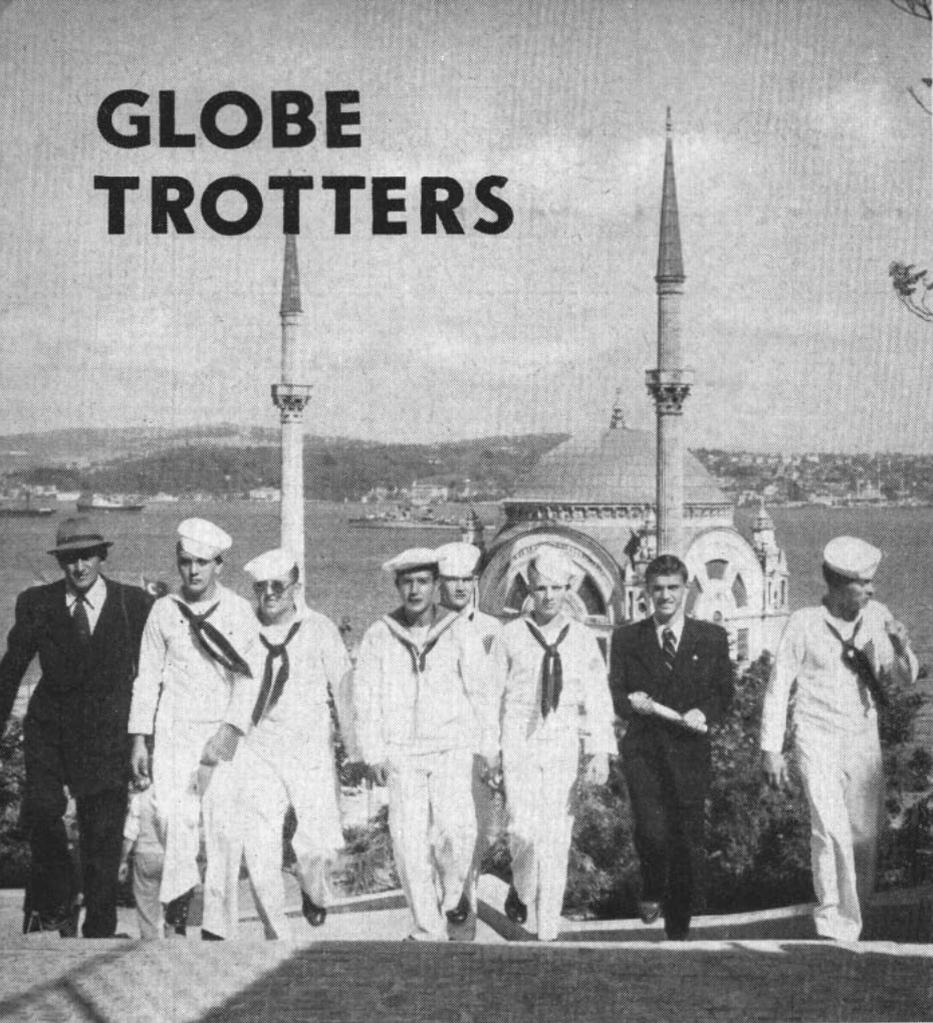
● FRONT COVER: With seabag shouldered, Billy A. Shelton, YN3, USN, of Combes, Texas, steps eagerly aboard to begin a new tour of duty.— *All Hands* Photo by Paul Begley, AFC, USN.

● AT LEFT: A giant crane swings an F8F Bearcat aboard USS *Boxer* (CV 21) at NAS Alameda as the 27,000-ton carrier prepares to sail to join the Seventh Fleet in Far Eastern waters. See pp. 18-19.

CREDITS: All photos published in ALL HANDS are official Department of Defense photos unless otherwise designated; inside front and lower right, p. 19, OAKLAND TRIBUNE; upper left, p. 18, SAN FRANCISCO CHRONICLE by Barney Peterson; remainder, pp. 18-19, OAKLAND POST-ENQUIRER; back cover, Navy Recruiting Service.



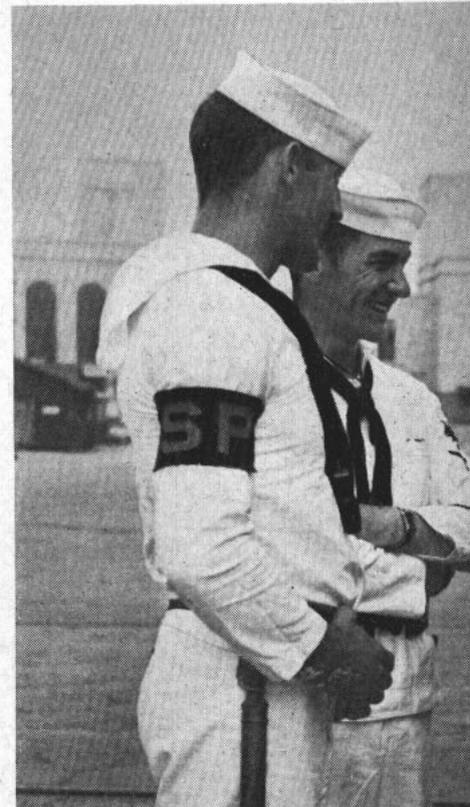
GLOBE TROTTERS



ISTANBUL—U. S. sailors are shown city's sights by Turkish hosts (above).
Below: Tin cans berth at Cebu Island during a tour of the Philippines.



EL FERROL—Natives of this Spanish town were almost as interested in the



NAPLES—Shore patrolmen make friends with the local police force. The world

ALL HANDS



uniforms of U. S. bluejackets as the sailors were in the senorita's balancing act.



HONG KONG—Sailors from USS *Salisbury Sound* (AV 13) inspect statues in the fabulous Tiger Balm Gardens in this historic British outpost.



over, Navy men serve their country as guardians and ambassadors of goodwill.



FAMAGUSTA, Cyprus—Men from *Leyte* and *Haynsworth* tour ancient city in style (above). Below: Souvenir seekers admire pottery in Athens, Greece.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NAVAL AVIATORS** — Qualified naval pilots ordered to non-flying duty in the aeronautical establishment or the general line of the Navy will not be entitled to "flight pay" nor will they be authorized to fly Navy planes.

This does not mean, however, that these pilots, many of whom will be ordered to non-flying duty because of the current reduction in flying billets, would not be entitled to these privileges should they be restored to flying duty.

Once returned to "duty involving flying," they will — unless, of course, that eligibility or authority has been revoked in the meantime. Moreover, should these pilots be released to inactive duty, or have their commissions terminated, or be separated from the Navy under honorable conditions, they will leave the service as authorized Navy pilots.

This information is contained in Alnav 5 (NDB, 15 Jan 1950). It states in part:

"Naval pilots detached from duty

involving flying and ordered to 'duty' as distinguished from 'duty involving flying' in the aeronautical organization or general line of the Navy in the current reduction of flying billets, will not by such orders be required to participate regularly and frequently in aerial flights, will not thereby become entitled to any hazardous duty incentive pay for aerial flights, and their authority to pilot Naval aircraft or to make flights for record purposes is hereby temporarily suspended."

• **CAREER OFFICERS** — Prospects for retention in the Regular Navy have been sharply curtailed for Regular and Reserve aviators on short-term contracts, BuPers Circ. Ltr. 16-50 (NDB, 31 Jan 1950) discloses.

"Reductions in the operating strength of the Navy, accompanied by lowered personnel ceilings and limitations on expenditures, require a substantially smaller naval organization in the immediate future than

Navy Strength 415,600 At the Start of 1950

Navy strength stood at 415,600 at the start of 1950. This represents a drop of about 5,000 from the previous month's total of 420,100.

During the month of December 1949, 8,137 men were recruited into the Navy. Of these 6,863 were former sailors who reenlisted immediately upon discharge, 670 were first enlistments and the remaining 604 were other enlistments.

The Marine Corps over the same period listed a total of 1,343 men recruited. Of this number, 735 were first enlistments, 472 were immediate reenlistments and the remaining 136 were other reenlistments.

Total strength of the Corps stood at 81,200 at the end of the year.

has heretofore been planned," the directive explains.

It is intended if practicable to select at least token numbers of officers from all aviation programs in which such selections are legally authorized. The limits within which applicants may reasonably expect retention as career officers are indicated in the following:

- Aviation Cadet program — not more than five per cent.
- Flight Midshipman program — not more than 10 per cent.

• **ARMED FORCES DAY** — Armed Forces Day, which replaced the former Navy, Army and Air Force Days, will be celebrated this year on 20 May 1950. Tentative plans for Navy participation in observance of this day indicate it will be along the same lines as previous Navy Day celebrations.

Over-all arrangement for the assignment of senior officers to speaking assignments and the use of ships, planes, and other facilities are being made by the Office of the Secretary of Defense.

Previous Navy Day celebrations included speeches by senior officers before civilian organizations, parades and "open house" on board many naval vessels and stations.

After 32 Years, Chief Decides on Naval Career

"I have finally decided to make the Navy a career," said the silver-haired chief, signing reenlistment papers in San Diego for another six-year hitch. Already nearing the mid-century mark in age, the chief had 32 years in the Navy behind him.



Chief Lorigan

Raymond A. Lorigan, CSC, USN, has no intention of retiring to a humdrum life in some too-snug harbor — at least, not for another six years. When the end of that time comes, he'll consider the problem again, and in the meantime he won't be worrying about it.

Now attached to the provost marshal's office of the San Diego Naval

Training Station, Chief Lorigan has seen service in both World Wars and varied types of sea and shore duty. His first ship was *uss Prometheus* (AR 3), built in 1910 and in service until 1946. Lorigan reported on board in June of 1918.

Other ships included *uss Dahlgren*, built as a destroyer in 1920 and later converted to a miscellaneous auxiliary (AG 91), *uss Solomons* (CVE 67) and *uss Yuma* (ATF 94). On shore duty Lorigan served at three receiving stations — Miami, Boston and Treasure Island of San Francisco.

In his present assignment to the provost marshal's office — mainly concerned with discipline — the chief is a model example in his own right. Throughout his 32 years in the Navy, he has maintained a steady 4.0 in conduct.

• **PHILIPPINE MEDALS** — Many inquiries have been received by BUPers regarding medals for Philippine Liberation Ribbons and Philippine Defense Ribbons. Here is the straight information as obtained and passed on by the Medals and Awards Division at this Bureau.

Official issuance of these medals, if made, will be by the Philippine government. It is understood that the Philippine government may provide these medals for issuance to eligible personnel at some future time. But at this time such medals have not been officially established or authorized by that government.

These medals have been tentatively approved and the designs have been furnished as a courtesy to certain manufacturers, however. These businesses are authorized to produce and sell them "at their own risk." There is no regulation requiring or prohibiting their purchase by Navy or Marine Corps personnel.

• **SHIP CORROSION** — A new technique for fighting the corrosion of ship bottoms has been suggested by the Maritime Commission.

By suspending pieces of magnesium of various sizes and shapes in the water around the sides of its merchant ships in reserve, the Commission maintains that it can effectively prevent corrosion from forming — and can save the taxpayer somewhere in the vicinity of \$50,000,000.

The magnesium metal acts as an anode and the bottom of the steel hull as the cathode, similar to an everyday "wet storage battery." Thus, a primary cell is formed and current flows from the magnesium to the hull plates.

The electric current produced causes a slight decomposition of the film of water in contact with the ship's hull, thus preventing corrosion. Although the new method, if adopted, would not prevent the usual barnacles from gathering, these barnacles could be easily scraped off during the short drydocking period that would still be necessary before the ship could be placed in active service.

Maintenance of the proposed anti-corrosion equipment would be relatively simple. The pieces would have to be changed only once every three years. The new technique is being tried out on several merchant marine ships.

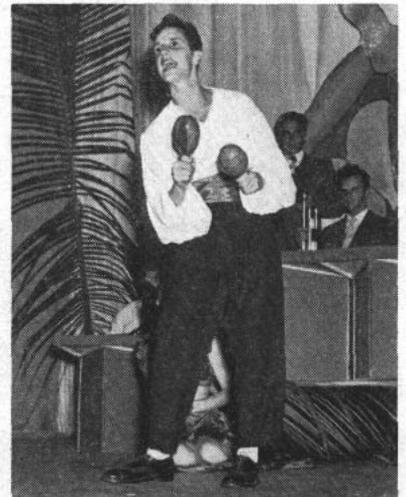


'Swingfield Follies'

Talented personnel of NOB Trinidad, B.W.I., produced a costumed, musical extravaganza entitled "The Swingfield Follies." Well-staged skits and production numbers, interspersed with clever *entracte* routines, provided a packed house with an evening of entertainment they'll not soon forget.



SOUTH AMERICAN sequence (above), one of the show's big hits, featured colorful dancers and singer (at right). Below: Trio filled in with hoe-down hillbilly music.



Diaper Run Is Unusual Duty for Ship

YES, MADAM, you may keep your baby's bottles in the wardroom icebox, and make up the formula in the pantry."

"Sir, the steward will keep your orchids in the reefer box if you desire. We also have space for the wild boar you shot on Kilauea."

"Gosh, skipper, what a rough night. You musta' passed right over Maui!"

John Paul Jones is no longer living so he cannot comment on the above conversations which occur weekly on one of the Hawaiian LSTs, but it would be interesting to see his face if he could hear them. No doubt the majority of present-day officers would also be surprised to learn that there is a Navy ship which permits women to take care of junior in the wardroom pantry as a matter of course and normally returns to its home port with her reefer space chock-a-block with flowers.

Before the last war the Army operated a recreation camp near Kilauea Volcano on the island of Hawaii. As originally conceived, the camp was open to all Army personnel and their dependents, offering an ideal place for a family outing of a week or 10 days. The altitude insured cool nights — a relief from Oahu — and ample recreational facilities were available. The customers were provided with transportation to Hilo on the small Army transport *R. T. Frank*



VACATION bound L. A. Miller, HMC, and his family are welcomed aboard LST 859 by LT L. Tinsley.

— making the overnight journey with a maximum of discomfort and a minimum of reliability.

When *Frank* was lost during the war, the feeling among the initiated was that the Japanese had done us a favor. After the war, when the camp was reopened, Navy personnel were made welcome with the understanding that the Navy would supply the transportation to replace the un-

mourned *Frank*. For the past two years, the Navy has been using the LSTs 857 and 859 for this purpose. The transportation has been reliable, but the far-famed LST quick roll has won many converts to air travel.

The distance from Pearl Harbor to Hilo is just over 200 miles, an overnight trip for a 10-knot LST. The return trip is usually several hours shorter (as well as considerably more comfortable) because the prevailing wind is from astern, and it frequently adds several knots to the speed.

Although the passengers are cautioned that they are not boarding a second *Lurline*, the quarters aboard the ship are adequate if the family comes aboard with a camper's back-to-nature attitude.

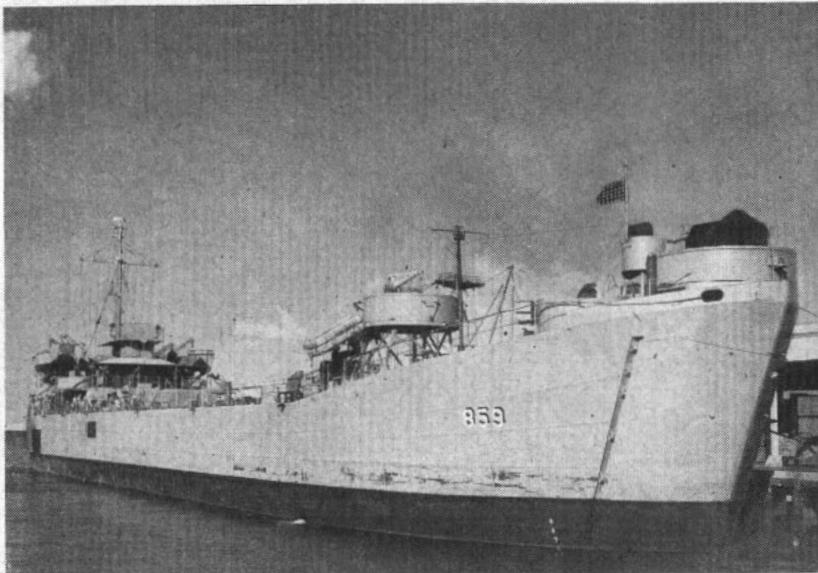
Probably the most appreciated feature of the LST — sometimes the only one — is that its roomy tank deck is used to store the customers' automobiles. Although a car is not necessary at Kilauea Military Camp, bringing your own improves the possibilities and comfort of sightseeing on Hawaii.

About one a month the "*Diaper Special*" is routed back to Pearl via Kahului, Maui, where occasionally there is Army cargo awaiting shipment. On those trips the ship stays in Maui all day, and excursions to Haleakala crater and the Parker Ranch are arranged.

Caring for overnight guests required additional personnel and some changes in the ship's organization.

To facilitate feeding the passengers, the ship's officers move into the captain's cabin for their meals, and the wardroom is completely turned over to the passengers. Normally, two sittings are ample, but during the crowded summer months three are required. All women, younger children, and girls eat in the wardroom. Normally officers are permitted to eat with their wives, but on crowded trips the more junior officers and service juniors are offered the choice of going through the mess line or eating in the mythical fourth sitting.

One recurrent problem is the assignment of staterooms. There are only five actual staterooms available in wardroom country. A sixth, ac-



NO LURLINER, the LST 859 nevertheless provides 'unforgettable' transportation for service personnel and families from Oahu to rec camp on Hawaii.

tually an office space, can be used in emergencies.

Since the passengers normally number upwards of 60 it can be seen that competition is keen even though the empty bunks in the ship's officer's staterooms are utilized. The majority of passengers who cannot be accommodated topside are assigned to the bunkrooms formerly used for troop passengers alongside the tank deck. CPO bunks with inner spring mattresses were installed in the starboard side bunkrooms which were turned over to women. The port side is assigned to men.

On less crowded trips it is frequently possible for whole families to be berthed together, but this is seldom the case when school is out. When honeymoon couples come aboard to spend their first week on Hawaii, they are normally berthed in the ship's office along with the commissary records and the storekeeper's favorite pin-ups.

The meals served on both the passenger LSTs are all "general mess" food as is the case on ships with five or less officers. No special menus are prepared for the passengers although an effort is made to serve food which would be as tempting as possible to an already queasy stomach. In brief, pork chops are not on the menu.

After reading a number of comment sheets it was discovered that the Navy breakfast of beans and cornbread did not have large following among dependents. As a concession to the passengers the ship waits

until later in the week after the passengers have departed before holding a bean morning.

On LST 859 the most important contribution to the success of the passenger carrying mission was made by Walter Beerle, HNC, USN. He met the passengers as they came aboard and gave their messing and berthing assignments. After the ship cleared Diamond Head, he dispensed seasick pills to the victims of the channel swells. Frequently he acted as sitter while the parents took naps or were otherwise indisposed. In this connection, he noted that normally young children did not become seasick even though their parents did.

On days when the ship stopped in Maui, Beerle organized the tours to Haleakala. On one occasion the grades and consequently the apparent seniority of two Army officers were inadvertently interchanged on the passenger list. The older officer's wife felt that the room to which she and her husband were assigned was not as desirable as some of the others and shortly her husband requested a change. Beerle satisfied all the customers and his own sense of humor by putting the colonel and his wife in the honeymoon cubby hole with all the pin-ups.

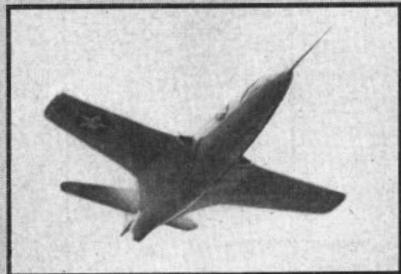
Comment sheets, providing an index of the passengers' opinions, frequently are a source of entertainment. One naval officer recommended that the Navy replace the LSTs with one of the many yachts which the Navy had acquired during the war. He apparently felt that a yacht would provide more niceties to which he was — or perhaps would like to be — accustomed.

Unfortunately, all these suggestions — constructive as they no doubt were — were made in the face of the carefully explained fact that there are no other ships available for the run and that the military characteristics of the LSTs could not be altered. As a result, no action was taken.

The present reduction of service personnel in the Hawaiian area has made the closing of Kilauea Military Camp and the consequent discontinuation of the LST service a possibility. If this occurs it will mean an end to one of the more unusual employments of a naval vessel. But it is a safe assumption that the Diaper Run will be remembered by the post war pineapple sailors for some time to come. — LTJG W. B. Hayler, USN.

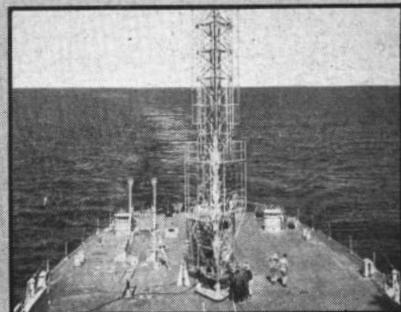
QUIZ AWEIGH

The old adage about there being nothing new under the sun is strictly hokum. The Navy is always coming up with something new. Have you been keeping pace with recent developments?



1. This needle-nosed nifty, obviously a jet fighter, is the (a) XF3R (b) F9F (c) F2H.

2. The official name for this excellent aircraft is (a) Hellfire (b) Banshee (c) Panther.



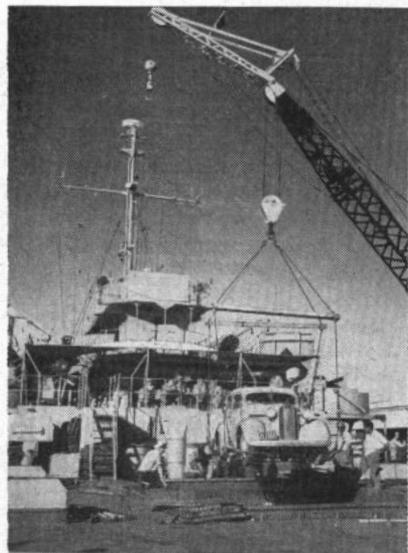
3. This weird looking rig is (a) new type radar antenna (b) shipboard television transmitter (c) rocket launcher.

4. It is located on the fantail of (a) USS Norton Sound (b) USS Salem (c) USS Burton Island.



5. One of the Navy's newest weapons, USS Robert A. Owens is designated (a) DDR (b) DDK (c) DDM.

6. Ships of this type are known as (a) high-speed destroyer mine layers (b) radar picket destroyers (c) hunter-killer destroyers.



AUTOMOBILES may be taken and improve the possibilities and comfort of sightseeing on Hawaii.

From Hands to Hydraulics,

ONE MORNING a long time ago a man climbed into his dugout canoe and set out to go fishing. As soon as his craft was under way, he put into operation that newfangled contraption called a sail. The breeze was fresh and the canoe bent on a goodly number of knots. There was only one thing wrong — the one-man crew was having a terrible time staying on his course.

When the canoe veered to port, he'd put his paddle over on the port side and claw water at a terrible rate, trying to make the port side catch up. If the craft yawed to starboard, he'd put on the same performance on that side. It wasn't long before he was sweating heartily and swearing in his odd, prehistoric language.

By the time he got half way across the lake, he said, "The heck with this. I'm not in such a ding-donged hurry anyhow." So he settled back and rested, letting his paddle trail in the water. Idly, he twisted the handle to right and left, and felt the blade describe a crooked path through the water. Perhaps at that moment an idea was born — the idea for the world's first rudder.

That idea has come a long way, and now we see 20-ton rudders nudged to right and left by electricity with an "iron mike" sending out the impulses. It has come a long way, but steadily — and seldom has an invention been so important to the human race.

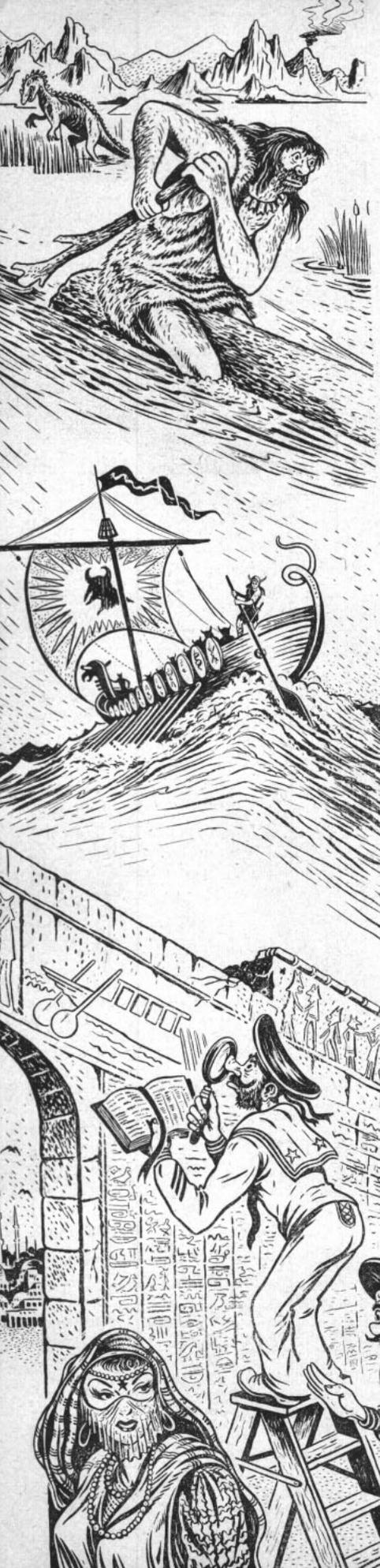
Our early-day fisherman was probably so happy about his discovery that he lived out the rest of his natural life without trying to improve it. But a few generations later somebody came along who was smarter — or lazier. He noticed that his arms got tired, taking the thrust to port and starboard as he twisted his paddle. He got busy and lashed a short spar

across the poop deck of his runabout. To this he fastened his paddle, letting the blade extend into the water off the starboard quarter as before. Now all he had to do was to swing the paddle, leaving him some muscular energy available for other important tasks.

Up until a hundred years or so ago, things in general moved rather slowly. Rudders were no exception. For many centuries they remained much the same as they were at the dawn of history. In the early 1900s someone noticed a picture of a boat carved in the stone quay wall at Utica, in what is now Tunisia. People who know about such things estimated that the picture was created at about the time of Saint Paul — approximately 30 A.D. It showed two rudders — one over each side of the stern. These were paddle-like affairs, and except for being larger, they were much like the implements which became the world's first rudders thousands of years earlier.

Side rudders were used right along, up until a hundred years or so before Columbus' ships were built. They — or steering oars — were used to guide Leif Ericson's Viking boats across the Atlantic not too long before. Even today, steering oars can be seen in use on moderate-sized craft in various parts of the world. For a long time, people thought that behind the stern of a ship was a bad place for a rudder to be. Perhaps they were right, too. Sterns weren't as well designed in those days as they are now, and turbulence was often bad in the under-counter area.

Before the days of steering wheels, sea-farers used to devise some very peculiar rigs for controlling rudders. Many of these were supposed to be improvements on the trusty tiller which usually extended forward from



Rudders Have Guided Ships

stern rudders or inboard from side rudders. One of these devices was the whip-staff.

The whip-staff consisted of a vertical lever, pivoted at the deck upon which the helmsman stood. Part of the lever extended below that deck and was attached to the end of tiller which was also below the deck. If the helmsman wanted to turn left, he would push the top of his whip-staff to the left. That would push the end of the tiller to the right and swing the rudder to the left. The advantage of the whip-staff over having an ordinary tiller aren't too apparent. For one thing, however, it would require less clear deck space. Also, it could provide more leverage — at the cost of some swinging range at the tiller.

Many ships of every age between dugout and dreadnaught were steered by ropes or cable attached directly to the rudder. These often were led up around the counter and aboard, outboard of everything else. These ropes were sometimes pulled by hand, independent of machinery, and sometimes they weren't. One of the most logical ideas was to hook a block and tackle onto each rudder-rope for assistance — especially in the case of larger ships.

Some arrangements don't seem logical to us today, but were used anyway. One was the steering system used in certain Red Sea "botellos." Visualize a pair of oars fastened in oarlocks — one at each quarter. Now saw the oars off about as far outboard of the rail as the hand-grips extend inboard. Next, tie a line from the end of each sawed-off oar and run it back to the rudder. Don't tie it to the rudder, but to the end of a tiller extending *aft* from the rudder. Another line should be secured to the inboard end of each oar and given a turn around the mast. This will keep the

whole affair fairly taut and prevent your rudder ropes from riding awash.

The best thing about this rig is that you can steer by instinct. If your ship swings to starboard, obviously the port side is going too fast. Just grab the inboard end of your port "oar" and hold back. That will stop the right turn and straighten out your course.

A ship seen on the Red Sea in 1795 had an elaboration of this scheme. Its steering timbers — compared to oars in the last paragraph — were fastened to the ends of a beam which was secured athwartships across the poop deck. These extended up-and-down instead of horizontally. The rudder-rope were attached to the lower ends of these beams. Other ropes were fastened to the upper ends and by these the steering was done by remote control.

That ship was used to ferry Mohammedan pilgrims toward Mecca. The high stern deck was used as a favorite seating place for upper-class pilgrims, and the ingenious steering gear was designed in order not to deprive them of any space.

The Venetians are given credit for introducing the first steering wheel for ships — in 1719. Before that — in 1705 — a British ship named *Victory* had a windlass installed to heave the tiller to right and left. Perhaps that is what gave the Venetians the idea. As the years went by, wheels grew very large at times — as well as very elaborate. Often more than one wheel was put on the same shaft so that in heavy weather several husky helmsmen could muster around without getting in each other's way. As many as four wheels were sometimes used. For largeness of steering wheels, it would be hard to beat the old Mississippi River steam boats. Some of these wheels were so big that only a small

segment of them extended up into the pilot house, and still the handles were as high as the helmsman's chest.

It's exciting to imagine the old-time seaman wrestling with the kicking wheel through a long mid-watch. But if anybody was sorry when steam steering came into vogue, it was seldom that seaman. If it was less thrilling merely to provide the brains and let machinery provide most of the muscle, it was also less tiring.

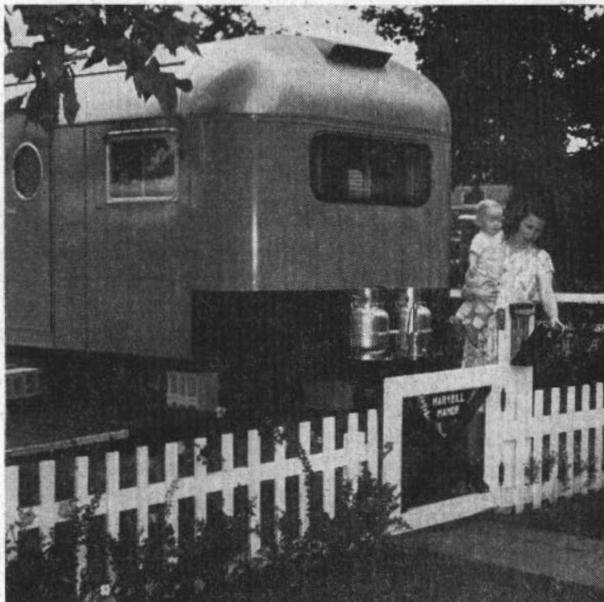
The first ship on record equipped with steam steering was the coastwise steamer *Augusta*, which plied between Savannah, Ga., and Fernandina, Fla., between 1858 and 1860. In 1866 a British ship named *Great Eastern* was so equipped. A couple of years later, a British warship named *Northumberland* was outfitted with steam steering, too. That is the first known case of a warship being steered other than by muscle power. *Northumberland's* steering engine had a wooden drum upon which leather steering ropes were wound.

The first balanced rudder is said to have been designed in 1870. But if the paddle held by that fisherman we talked about was held *vertically*, it too was a balanced rudder! Of course when rudders began to be hung by pintles and gudgeons attached to the front edge, they became unbalanced. Most of them still are, except in warships.

Power steering has branched out into several forms — steam, hydraulic, electric, and combinations thereof. Most sailors are familiar with them to some extent. To go into the subject to a greater extent would put ALL HANDS into the field of scientific and mechanical magazines — which isn't its field.

If you ever stand a wheel watch, though, stop and remember that you're dealing with about the most historical thing on the ship — except maybe the anchor. (See ALL HANDS, May 1949, pp. 22 and 23.) — H. O. Austin, JOC, USN.





DEVOTEES of trailer living—Chief and his family have lived in trailers for ten years. Right: Mail is delivered daily.

Sailors Make Land-Yachts Their Homes

SIXTY-TWO Navy families at the Naval Training Center, Great Lakes, Ill., have found a solution to the housing shortage in that area. They are living in their own house trailers at the Center's modern trailer park.

The park was originally the idea of a group of Great Lakes men. They submitted a request to the CO of the Training Center that a trailer park be set up. After the plan was approved, the park was built by the Center's Public Works Department in the recruit training area. This was in 1947.

The new trailer park consisted of 62 lots, each ready to receive a mobile home. Connections for water, electricity and sewage disposal were at hand on each lot, and in the center of the park stood a utility building. In this, a complete automatic laundry was provided, including washers, extractors, a drier and several deep sinks — plus lavatories and showers for trailerites not having such bathroom facilities in their homes.

Soon the 62 lots had 62 trailers berthed upon them, ranging from 18-foot tourist models to "land yachts" crowding the 40-foot mark. Green lawns, flower beds and picket fences sprouted up, and television antennas blossomed in the tree tops. The board walks between the lots were soon humming with pedal-car traffic and

gingham was flapping on the clothes lines.

Care and upkeep of each parking area is the responsibility of that lot's inhabitants. The residents are provided with communal lawnmowers, lawn rollers, wheelbarrows and other equipment of that type, and are free to use their imagination in landscaping their small yards. The individual picket fences, each supporting a mailbox, give the park a comfortable suburban appearance. This is enhanced by the various arrangements of awnings and porches on the trailers and by the pleasant lawns and flower beds.

Civic prides and a spirit of cooperation are evident throughout the park. One recent improvement was the planting of a hedge along the front of the park grounds. This was suggested by a group of trailerites known as the improvement committee. The hedge was planted by volunteers among the residents who obtained the shrubs and planted them in one afternoon. When grown, the hedge will shut the park off from the street.

**Solution to Housing Shortage
Offers Many Advantages
As Havens for Sea-Faring Men**

Families become aware of this cooperative attitude among the park residents as soon as they arrive. The sight of a new trailer moving into the park is the signal for all hands to muster around. Trailers are "docked" by hand to locate them more carefully than auto power would permit. The attitude of mutual assistance follows most families when they leave, and many maintain contact with the park — sending back information about trailer facilities and travel conditions throughout the country.

While most of the park's residents bought their first trailer only because no other housing was available, many are now vigorous advocates of trailer life. The selling point most frequently mentioned is the convenience when transferring to a new duty station. A seasoned trailer team, consisting of two members — man and wife — can "secure for sea" and get underway in an hour or less. While the feminine deck force gets things ship-shape in the living area, the one-man engineering gang unhooks lights, water and drainage connections and backs the family car in for connecting. He doesn't have to worry about getting up a head of steam, however. On the contrary, he may remove the hood from his motor compartment to help keep boiler temperatures down.

Most trailers in the park are designed for use as permanent or semi-

permanent homes rather than for vacation travel. With one of this type in tow, a family usually plans to cover only about 350 miles a day. Also, they like to avoid holiday travel and steep grades whenever possible. Towing a large house trailer presents its problems and isn't cut out for the strictly intellectual sailor who never could manage a pair of pliers.

For the normally self-reliant, however, its inconveniences are outweighed by advantages, and one of them is this: the problem of looking for overnight quarters while en route disappears. Most good-sized towns have a trailer park where one can stop for the night at the cost of a dollar, and hook up his lights and water besides. Or, if he has a kerosene lamp and some water of his own along, a person can stop in a country churchyard or school grounds till breakfast time is over. Country deacons and school teachers will seldom (if ever) object as long as one leaves the premises before morning assembly time and leaves them in as good condition as before.

If the highway has an extremely wide shoulder, some have been known to simply pull off and anchor there for the night. In this maneuver, like in any other maneuver off the hard road surface, the wise skipper proceeds with caution. A two-ton cottage on wheels is well-nigh immovable if it ever gets hard aground in soft ground. To moor within 20 feet of the pavement isn't the thing for the faint-hearted, however. The great thundering freighters of the highway set up a terrific bow-wave as they sail past, and can set a land yacht to rocking on its rubber-and-spring foundation. While there is no danger of cap-



APPROVED sign is installed. High standards of the trailer park community, with its surrounding green lawns and flower beds, earned it this award.

sizing, un-nautical members of the family sometimes find the motion frightening and disturbing.

To get back to Great Lakes, trailers berthed there — as almost everywhere, are set up on foundations of concrete blocks or cinder blocks. This saves tires, and provides steadiness like that of a house. On most of the trailers, roofing material is fitted between the sides and the ground. This conceals piping and foundation blocks, and conserves fuel in cold weather by keeping a quantity of "dead air" imprisoned between the floor and the ground. Except for lightweight "camp trailers," modern house trailers are well heated and thoroughly insulated, making them completely comfortable.

Children living in the Great Lakes

trailer park go to school in nearby Farnsworth or at Camp Robert Smalls. School busses convey them to and from school. More than 50 children live in the park, with as many as three in one family. Families of five insist that they can live comfortably in their mobile homes. The wife of a chief boatswain's mate said, "We have a separate room in one end of the trailer, fixed up for the children. We put in triple-deck bunks to save floor space. We don't waste any space, and as long as we keep everything in its place we get along fine."

The park has a playground for children, and plans are being made to improve it next spring. Improvements are also being planned for the park's two picnic areas which are located on grassy sites to the rear of



MODERN trailer park at NTC Great Lakes offers 62 Navy families a solution to the housing problem in that area.



ENJOYING their new club, CPOs at NTC San Diego pause for conversation and refreshments at the completely equipped and stocked fountain.

Hard Work Builds 4.0 San Diego CPO Club

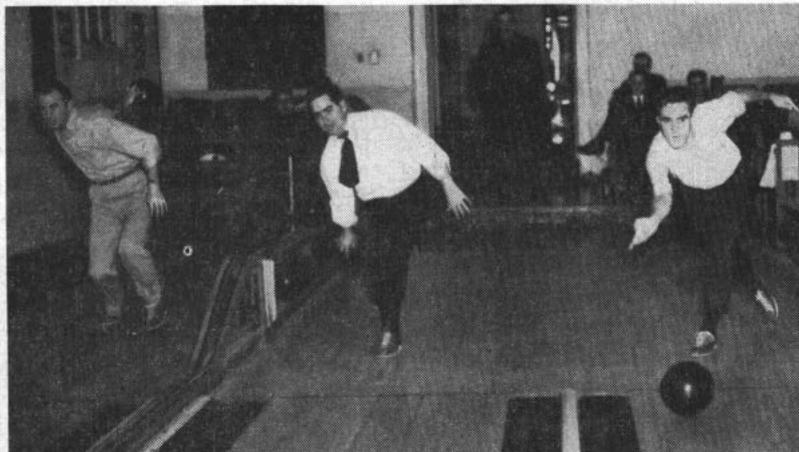


HI HO SILVER!—Small fry enjoy the new television set in a corner of the spacious CPO club lounge.

A lotta work and a little dough accomplished great things in the way of a new CPO club at the Naval Training Center, San Diego. The club is now open — going full blast.

Among the club's most popular features are the four bowling alleys and a big, well-stocked fountain, completely equipped. Two party rooms with facilities for dancing, the pool and snooker tables and the spacious lounge with its huge new TV set for the video fans (among whom are numbered the CPOs' young'uns) also get a large play.

With know-how and elbow grease volunteered by the chiefs, the club was built without a dime being spent for labor.



VARIETY in bowling technique, including both form and ability, is on display nightly at the four bowling alleys of the new CPO Mess (open).

the park. Other recreational facilities, including movies, public swimming pools and tennis courts on the Center, are easily reached via the Great Lakes busses which stop in front of the park.

Residents of the trailer park have many interests in common, aside from improving their surroundings. "Bull sessions" about past trips and technical matters pertaining to trailer travel and trailer living are frequent, with experienced trailer hands passing along sage advice to the greenhorns. Conversations concerning overload springs, trailer hitches and the pulling qualities of various cars may give the newcomer a feeling of abysmal ignorance. But the park is full of people with wide knowledge of such matters, and they are always glad to pass on the straight dope.

Increasing popularity of trailer life among Navy families is proven by the list of applicants living in civilian-owned parks while waiting for space at Great Lakes. Work was started in September 1949 to build a second park at Camp Robert Smalls which will make room for 40 of the families on the waiting list. The new park was scheduled for completion in December.

Navy men, accustomed to living in limited space, take adjustment to trailer life in their stride. Wives and children soon learn the old seagoing adage, "A place for everything and everything in its place" — and learn its value. Most take a lot of pride in their little homes and are highly contented in them.

One of the real "old hands" at the Great Lakes park is Henry W. Englebrecht, GMC, who is a veteran of more than 10 years of home life on wheels. He is probably the park's most ardent devotee of trailer living, and has owned five of the modern covered wagons in his time. These he has towed approximately 10,000 miles, altogether. He will assure you that in all those miles his wife never cooked a meal or baked a cake in the trailer while traveling down the road — like they do in the movies and funny papers. Also, he doubts seriously that anyone else has done so.

This CPO who has been in the Navy for more than 19 years plans to continue living in a trailer after transfer to the Fleet Reserve. "It's the ideal arrangement for a small family," he says. "No more house hunting for me!"

Harnessing the Atom to Save Lives

THE Navy Medical Corps is now training some of its top-notch enlisted men in a brand-new, exciting field of medical science — radioactive isotopes.

Radioactive isotopes, or as they are sometimes known, "radio isotopes," are a by-product of the splitting of the atom (atomic fission) and of the development of the atomic bomb.

The discovery of these magical isotopes will mean big changes in the science of medicine just as the development of the bomb will mean big changes in the art of warfare. While the atomic bomb can be used to snuff out thousands of human lives, radio isotopes are being used by doctors every day to improve human health and even to save lives which otherwise might be lost.

To keep its hospital corpsmen in step with these great steps that are being taken by medical science in the Atomic Age, the Navy has begun a six-month course of instruction in the handling and application of radio isotopes at the Naval Medical School, Naval Medical Center, Bethesda, Md.

Here, in a gleaming white skyscraper medical center surrounded by emerald green lawns and interlaced with tidy, white-curbed roads, youthful medical technicians are seeing modern-day miracles of medicine performed before their eyes.

For not only do these men learn their theory in the classroom, they also learn in the laboratory and in the clinic. In order to be a qualified technician in this fast moving field of radio isotopes, a man must work right alongside the doctors who are every day finding new uses for these radioactive life-savers.

Basically, an isotope is a form of an *element*. There are 96 of these elements known to man today — such familiar substances as silver and lead (solids) and hydrogen and helium (gases) are elements.

An isotope is one of these 96 elements that has been made either a little lighter or a little heavier by adding to it or subtracting from it by a complicated atomic process. An isotope might be called a "sister" of its related element.

An isotope that is *radioactive* is one that is unstable. It is ever changing at a constant rate into a less complex form with an accompanying release

of energy in the forms of radiations which we call *rays* or *particles*.

Scientists, while working long hours to develop the atomic bomb, found that they could take a tiny unit of one of these elements, make a radioactive isotope of it and introduce it into a person's bloodstream. Then they found that they could trace the path of this tiny unit as it moved through the body. To do this they used a special sensitive instrument to pick up these rays or particles as they escaped from the body through the surface of the skin.

The well-known Geiger counter (actually the Geiger-Muller Counter) turned out to be just the instrument for these studies of radioactive isotopes. Geiger counters and isotopes, used in this fashion, have given doctors some startling "cures" in patients who before the day of the atom would have been given up as hopelessly ill.

Radioactive iodine has proved to be one of the best of these amazing isotopes. By introducing radioactive

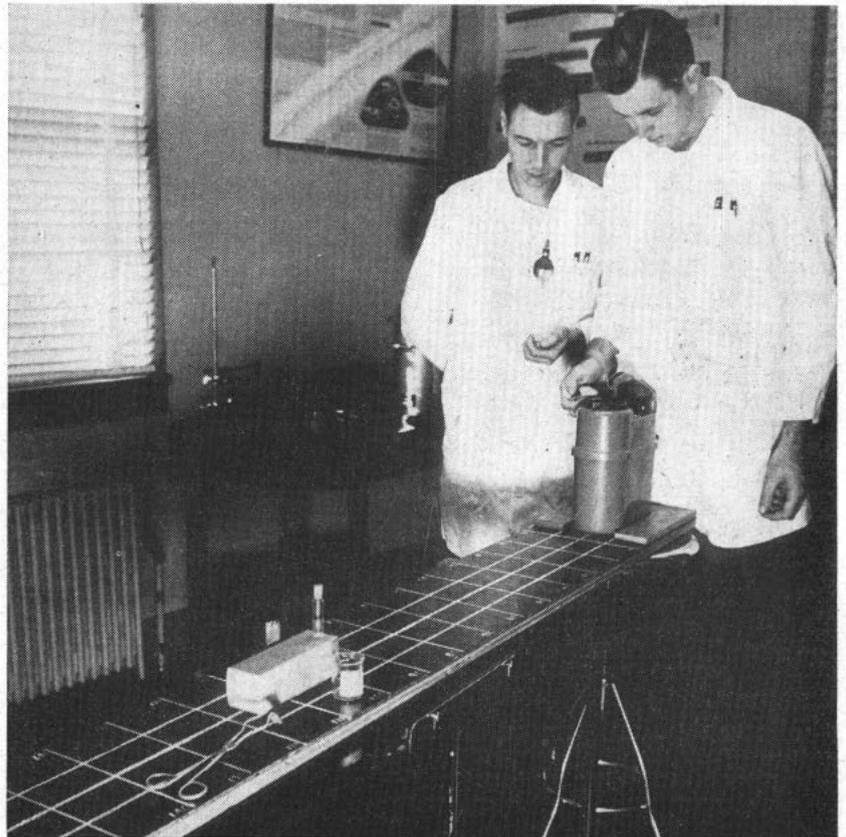
iodine into the bloodstream of a patient with an overactive thyroid gland, for example, a doctor can now effectively destroy the guilty thyroid cells without causing any great damage to other body tissues.

Long before they started to use isotopes, doctors had known that certain forms of radiation, like x-rays, could knock off a bad thyroid. The only trouble was that they couldn't reach the thyroid with their x-rays as effectively or readily as they wished.

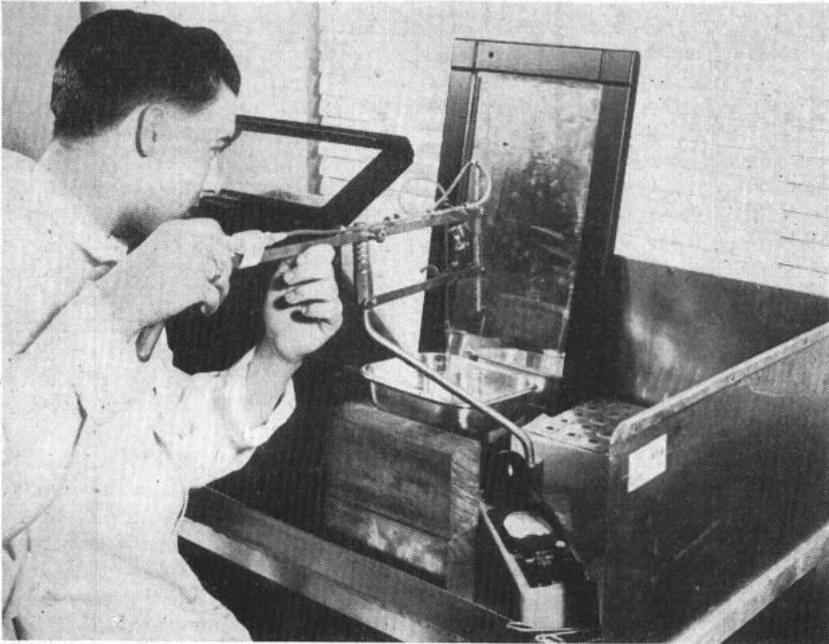
Back in those days they knew something else too — that iodine, when put into the body, will head directly for the thyroid like a liberty-bound sailor heads for his pay.

The discovery of radioactive iodine has enabled the medicos to link these two ideas together. The radioactive iodine is itself a miniature x-ray machine, and what is more, it can go right to the scene of the trouble — the diseased thyroid — and knock it for a loop.

This has given the doctors a new and potent weapon for fighting an



CALIBRATION of prepared dose of isotope trace is done by comparing amount of radiation given off with amount given off by known, standard dose.



RADIOACTIVE material is measured out by use of a remote control pipette on a radium loading bench. Technician is protected by a heavy lead shield.

overactive thyroid — a weapon which can and probably has saved lives.

Take the case, for example, of a middle aged veteran who came to the isotope clinic at the Naval Medical Center for treatment. We'll call him Bates.

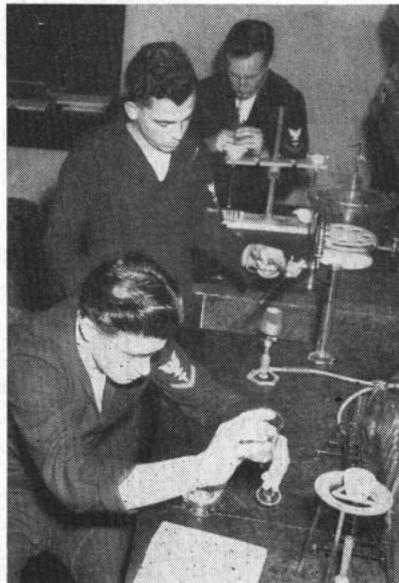
Bates came into the clinic in a wheelchair, so disabled by an overactive thyroid that he couldn't even summon the strength to move his own wheelchair. He had been too exhausted to work at a job for the previous 12 years because his thyroid, manufacturing an excess of the stimulant "thyroxin," was flooding his body with the stimulant. This flood was causing his heart to pump at many times its normal rate and had left Bates continually worn to a frazzle.

This constant thumping of the heart was extremely painful. In addition, Bates suffered from frequent fainting spells. Oddly, enough, he had undergone almost 20 years before an operation which was intended to remove most of the abnormal thyroid. If successful, this would have brought Bates's thyroid secretion once more back to normal — but it wasn't.

Once in the clinic, Bates was given a complete reexamination by the doctors and was recommended for "tracer study" with radioactive iodine. In a tracer study, the patient takes only enough of the radioactive isotope to enable Geiger counters to "trace" the path of the dose. Taking

this dose was the easiest thing in the world — Bates just drank it down like a glass of water.

As a matter of fact, the dose is very much like a glass of water. A carefully measured amount of radio iodine (in this case) is mixed with pure distilled water. The dose even tastes like water. But it works medical wonders. Corpsmen irreverently call a dose an "atomic cocktail" or "hot shot."



TRAINEES at the school test theories about radiation learned in class in the institute's excellent laboratories.

After Bates had drunk his "atomic cocktail," he was wheeled into the laboratory several times each day to be checked. Corpsmen went over the region of his neck (where the thyroid lies) with a special Geiger counter, computing the amount of radioactive iodine that had found its way to the thyroid area.

The patient's progress was carefully charted on huge wall graph. The amount of iodine absorbed by Bates was compared with the amount that should be absorbed by a normal thyroid. Doctors concluded that the surgeon had not removed enough of Bates's overactive thyroid in the previous operation and that two fragments of it still remained in his neck to plague him.

This determined, it was decided to give Bates another dose, this one many times more powerful than the first — a dose which this time would act as a cure rather than simply as a tracer. The corpsman again mixed an atomic cocktail. He put in a larger amount of radio iodine (actually still very small). Again Bates gulped his drink.

Soon an amazing change began to occur. Bates's heart slowed down. The pain in his body began to subside. His breathing became easier. For the first time in many years, he began to enjoy life. What had happened was that the radioactive iodine had found its way to the two bits of thyroid tissue that remained in his neck and had destroyed them without a trace.

Exactly two weeks after he first entered the isotope clinic, wracked with pain and too feeble to move, Bates walked out, carrying his own luggage, happily holding a new lease on life. As far as the doctors can tell, he is cured of his thyroid overactivity.

Navy doctors are constantly impressed with the results of cases similar to that of Bates. A New York veteran was "cured" at least temporarily of a persistent cancer of the thyroid, a cancer which had broken off and spread to other parts of his body, causing him to be bedridden with pain. Another man, who had so many red corpuscles in his blood that he appeared to have an extremely bad case of sunburn, had his red corpuscles count reduced to normal. All this thanks to radioactive iodine.

It is to train medical technicians to administer an atomic cocktail to patients such as these and to judge the

results that the Navy has opened its school in radioactive isotopes.

Not only is there a great need today within the Navy for isotope technicians to work in isotope clinics such as the one at the Bethesda Naval Medical Center, there is also a great demand for corpsmen qualified to assist Navy medical research men as they work out new methods of treating persons with radio isotopes.

For this important clinical and research work, the Navy takes only the best. Top graduates of the Navy's Class C school in x-ray technique alone are eligible to apply for training at the isotope school.

The basic idea behind the new school is for each student-corpsman to participate in practical clinical treatments while he is learning the theory behind these miracle isotopes in the classroom. As a result, half of each day of instruction is spent in the clinic, helping and learning.

In the classroom sessions, the student is given a general review of mathematics with special emphasis on the slide rule and other computing instruments that he must use to figure doses; an outline of radiation which includes such subjects as x-ray physics, photodosimetry, natural radioactivity and artificial radioactivity; and an outline of administrative procedures he must follow to receive, prepare and dispose of radio isotopes.

Classroom sessions are held each morning, five days a week, at the skyscraper medical school. Classes start promptly at 0830 and continue until 1130. Some homework is assigned for courses in these morning sessions. After the morning's work, the student-corpsman gets an hour and a half for lunch followed by an afternoon of practical work.

This practical, on-the-spot training in the clinic lasts from 1300 to 1600 each day. During the six-month period the course runs, students learn the following subjects: Radio Chemistry, including such practical topics as standardization of isotopes after they are received, safety precautions necessary in handling, preparation of radioactive solutions, measurements of the patient, collection of urine samples, handling and storage of specimens, administration of doses, preparation of clinical data charts and the disposal of decaying radio isotopes.

The last phase of this work in the clinic — Laboratory Procedures, Clinical — calls for the student-corpsman



CHECK for radioactivity is made before lab equipment is put away following use. Radiation count must be at a very low level or equipment is washed again.

to work alongside experienced corpsmen and doctors as they treat patients brought into the clinic.

Each student is carefully taught each step in the procedure by which the Navy treats its patients with radio isotopes. It is these same procedural steps that he will use when he completes his training at the medical school and is assigned to a naval hospital or research lab.

The clinic at Bethesda receives a

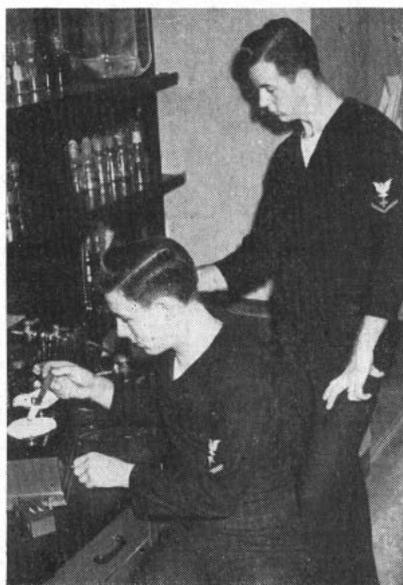
fresh shipment of radioactive isotopes every two weeks. The isotopes come from the atomic energy plant at Oak Ridge, Tenn. They arrive at the clinic carefully sealed in a glass container which in turn fits snugly into a special lead or concrete receptacle.

The student learns to take proper care in removing the glass container and in measuring out samples. To do this — and be fully protected at the same time — he uses a long-handled "pipette," a long, slender glass tube. This pipette enables him to stay behind a lead shield and manipulate the "hot stuff" from a safe distance.

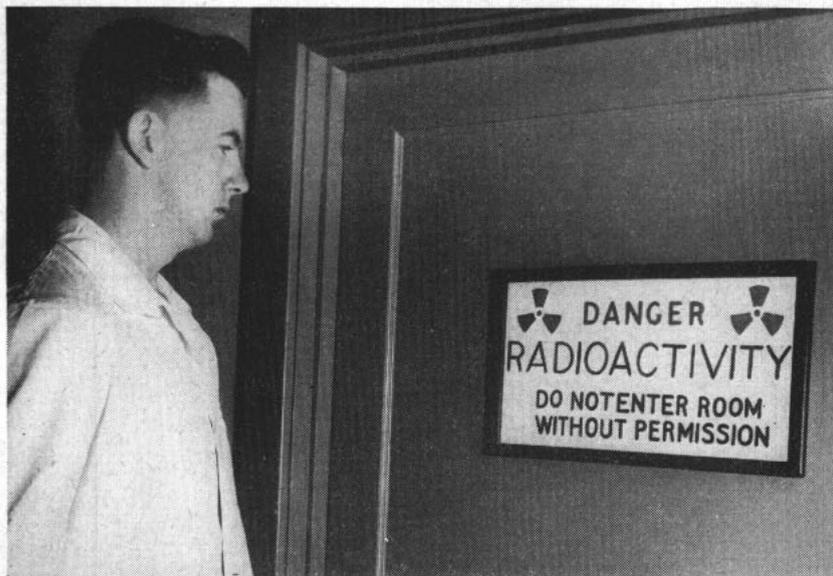
He measures out a small amount of the isotope to be used, then checks it with a laboratory counter to determine how "hot" it is. This is important. The doctor must know exactly how radioactive an isotope is in order to recommend the correct dose.

When the doctor decides how much the patient is to have, the dose is prepared and then double-checked against a standard dose. This double-checking is done on a long board which is scaled off in squares representing units of radiation. An ionization meter (a cousin of the Geiger counter) is placed at one end of the board and the two doses a specified distance down the board. From the reading he gets from the meter, a corpsman can tell whether the prepared dose is the correct one.

After the patient takes his dose,



FUNDAMENTAL knowledge of chemistry is one of the prerequisites to becoming a radiation specialist.



SAFETY FIRST is the watchword around the school's laboratories. Symbols in the upper corners of the sign are international symbols for radioactivity.

the tracing begins. The doctor marks a pattern of red dots in crayon on the skin over the area to be studied. The student must learn to take his Geiger counter, place it on these dots and take his readings.

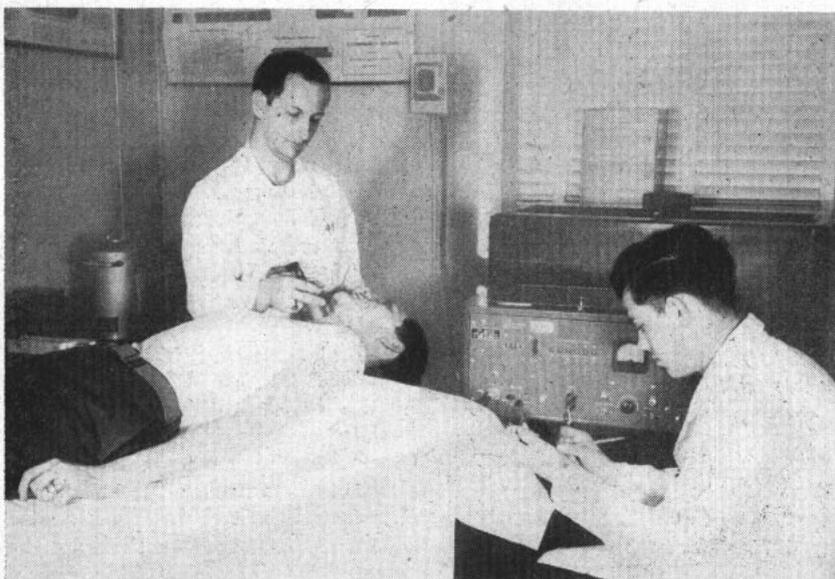
These readings are then tabulated and placed on a specially prepared wall graph which tells the attending physician at a glance whether the patient is reacting to the radioactive dose in a normal or in an abnormal fashion.

In the case of Bates, for instance, these red dots were marked on his

throat where the trouble was thought to lie. When the technician placed his counter over two of these dots, the Geiger started to chatter like popcorn on a hot griddle.

It was these two spots on the patient's throat that later proved to be the exact location of the two fragments of thyroid gland tissue which had not been completely removed and which were poisoning the patient's entire system.

As might be expected in highly delicate work such as this, "safety first" is an important slogan in every



SURFACE COUNT is taken following treatment of a patient's diseased thyroid. Special Geiger counter determines effectiveness of 'atomic cocktail.'

step in the clinical process. Instructors emphasize that radioactive isotopes are dangerous — certainly they are. But, they say, they need not be dangerous if they are properly handled.

Mack Bullock, HMI, USN, one of the instructors at the school and himself a radiation specialist, likes to tell his class that "radiation is only as dangerous as the man using it."

That feeling is echoed by all the instructors right down the line. It is drilled into the student corpsman until he can't forget it.

Although they don't say much about it, medical authorities at the school realize the fact that in the event of an atom bomb burst these men being trained at Bethesda would form part of the first line of defense against radiation disease, a group capable of working hand in hand with doctors in the field.

Their familiarity with the treatment of disease with radiation and with the methods and instruments being used by the Navy to detect radiation in humans make these isotope technicians very valuable men to have around and the Navy knows it.

Men assigned to the Naval Medical School for the course in radio isotopes say that it is "good duty." One look at the facilities available to them should be enough to show you why they think so.

Single students live in Barracks 140, a light, airy building constructed for good living. Married men are permitted commuted rations and live with their wives and families off the station.

Athletic facilities, too, are of the best. A gymnasium, swimming pool and recreation hall are available for the using. Two movies nightly and occasional dances help the men fill in evenings not occupied with homework. There is a television set in the barracks and an automatic washing machine available for keeping uniforms smart and snappy.

As you could guess, these men get the best in medical care for themselves and their families. Bethesda is the hub of naval medical activities.

The Naval Medical Center is the natural place to have the first Navy school in radio isotopes. Here, in the midst of some of the best equipment known to man and some of the best medical brains in the land, Navy corpsmen are learning to harness atomic energy to save lives.



Atom Chasers Will Get Better Ray Counters

"Geiger boys"—the men who carry radiation detectors into potentially dangerous areas to warn of the presence of harmful radiation from an atom bomb burst—will soon have themselves a new and better instrument.

This new radiation detector, called a "scintillation counter," may soon replace the well-known Geiger counter for many purposes.

Anyone who has read in the newspapers about the atom bomb tests that were held at Bikini atoll or who was out at Bikini at the time the bombs went off know how valuable these ingenious Geiger counters proved to be.

When Bomb No. 2 was exploded underwater, tons and tons of radioactive salt water shot in giant spumes over the target ships and cascaded down upon them in great mountains of brine and spray.

In the atomic sense of the word, these ships were in "hot" water. How "hot," it was up to the Geiger boys to find out. As a result these atom chasers were the first ones to venture into the radioactive area, swinging their Geiger counters back and forth to pick up the tell-tale rays.

By listening to the number of clicks the counters made when they were exposed to the invisible, high-speed pulses of radiation energy that we know as "radioactivity," the alert Geiger boys were able to warn inspecting parties when the target ships were too hot to handle.

The big drawback to using the Geiger counter, however, was that it couldn't tell the eager scientists

everything they wanted to know about a radioactive ship. A Geiger counter, for example, can register only so many clicks per second. When the radiation is heavy, the Geiger misses much of it.

Not the new scintillation counter, however. This new atomic sleuth can cope with just about any amount of radiation the human body can endure. And it is roughly 1,000 times "faster" than the Geiger counter.

The reason you can see the hands of your watch (if you have a radium-dial watch) on even the blackest of nights is that special coating which contains a pinch of radium has been painted on the watch hands.

The wee bit of radium in this coating continually gives off high-speed particles of radiation. When this radiation hits the other particles in the paint, it causes these other particles to light up like a lot of little neon signs.

The scintillation counter works in much the same way. It too has a special surface which glows when hit by these particles, the same particles that shoot off at tremendous speeds in all directions when an atom bomb disintegrates. The surface that is hit by these fast-traveling particles is called the "phosphor surface."

A particle, which hits this phosphor surface of the scintillation counter at a high speed, causes the surface to sparkle or "scintillate" just like the hands of your watch. The light produced by this sparkle is in turn picked up by a wonderful little unit called the "photomultiplier tube."

"Photomultiplier" means, roughly, "multiplies light" and that is just what this ingenious little gadget does. It takes the bit of light that comes to it from the phosphor surface and multiplies its effect as much as a million times, mixes it up and shoots it out the other end as an electrical "signal."

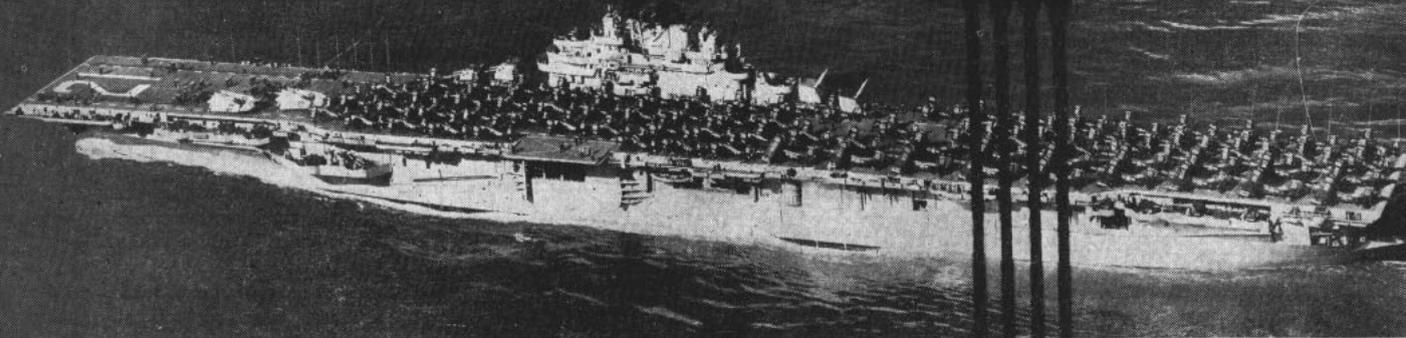
This signal is enough to send a needle flying across a dial. By taking a reading on the dial of his scintillation counter, a Geiger boy will be able to tell how many of these atomic rays are hitting his instrument every second or every fraction of a second.

The scintillation counter has one big advantage over today's Geiger counter. Whereas it takes four or five different kinds of Geigers or other detectors to detect and measure the wide range of particles that are generated by an atomic explosion, scientists hope that one scintillation counter will be able to do the job.

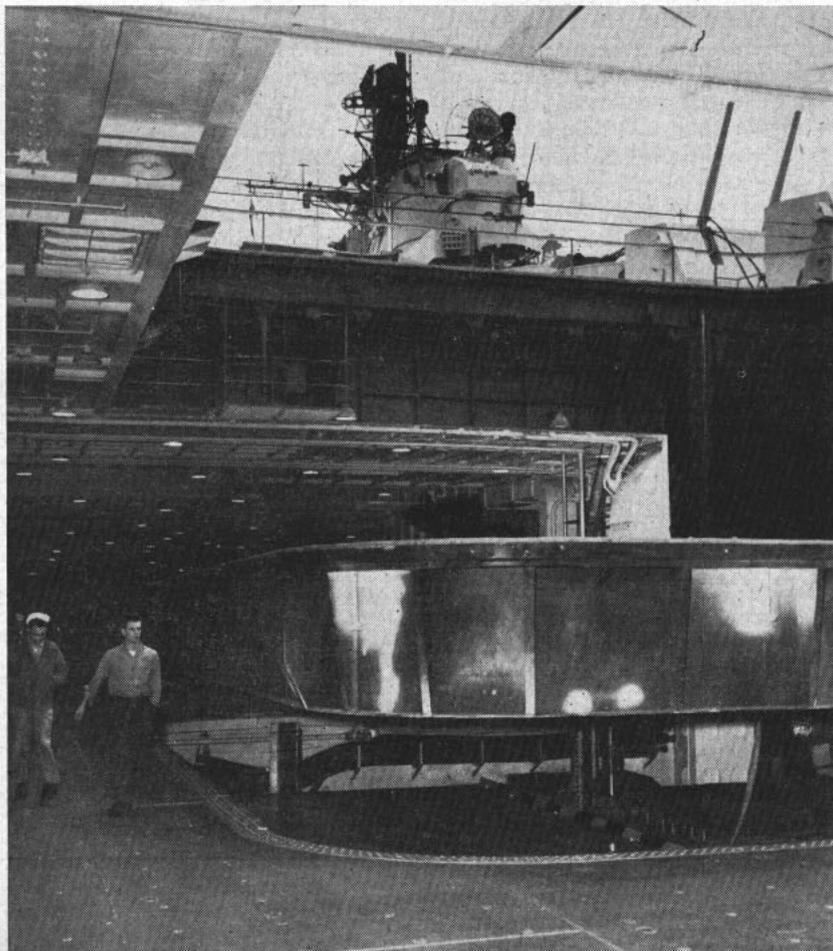
Of course, to be any good to the Navy an instrument such as the scintillation counter must be able to take the wear and tear of combat. Many types of Geigers have thus far been successfully adapted as "radiac" instruments for Navy use ("radiac" stands for Radio-Activity Detection, Identification and Computation).

That means a rough and ready piece of equipment. The men who have spent long hours dreaming up and developing the new radiation counter say that it can be built to pass the severe qualification tests with flying colors.

Bound For The Far East



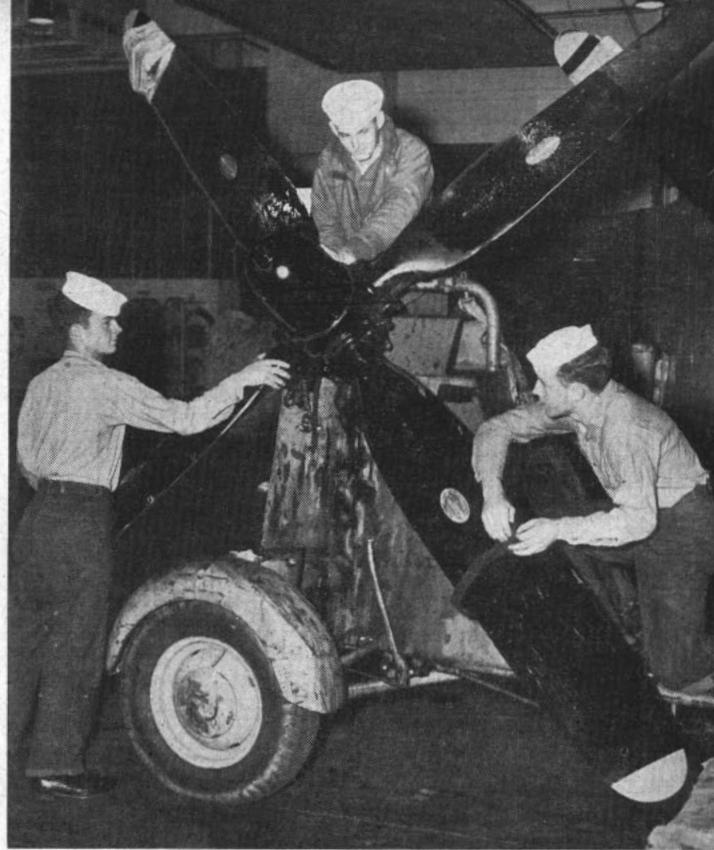
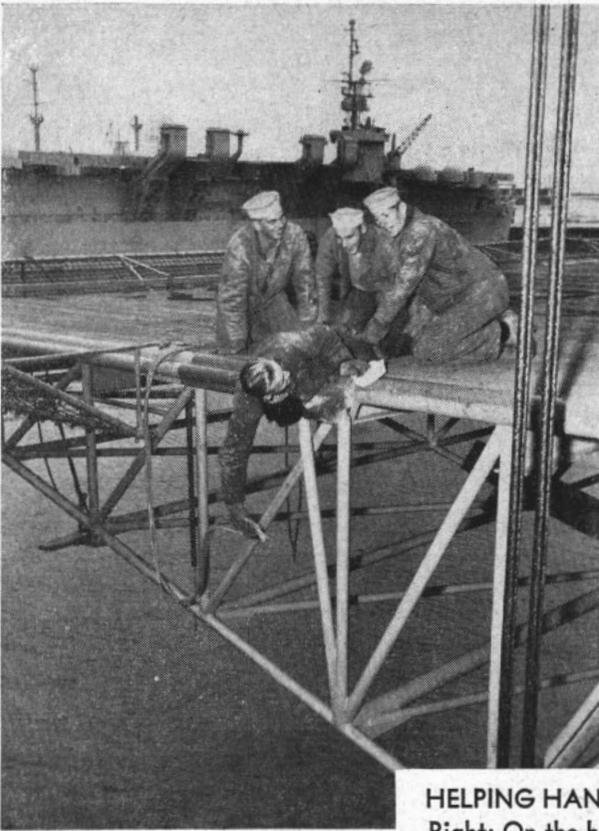
OUTWARD BOUND—USS *Boxer* passes under the Golden Gate Bridge on her way to join the 7th Fleet (above). Below: Giant elevators are tested.



REINFORCEMENTS have been sent the U. S. Navy's Seventh Fleet. Constituting a mobile force readily available to support national policy in the Far East, the roving Seventh has been bolstered by the addition of the mighty carrier *uss Boxer* (CV 21) and the destroyers *uss Buck* (DD 761) and *uss John W.*



CREW members of CAG 19 clear out their lockers and get squared away for



HELPING HAND is given a sailor painting *Boxer's* deck edge elevator (left). Right: On the hangar deck, spare prop is removed from a dolly for storage.

Thomason (DD 760). The addition of these ships brings the total combatant strength of the U. S. Seventh Fleet to one carrier, one heavy cruiser, six destroyers and one submarine.

The carrier and her escorting destroyers will serve as a stabilizing influence in the Western Pacific, the Navy said.



voyage (above). Right: F8F *Bearcat* is hoisted to flight deck of USS *Boxer*.



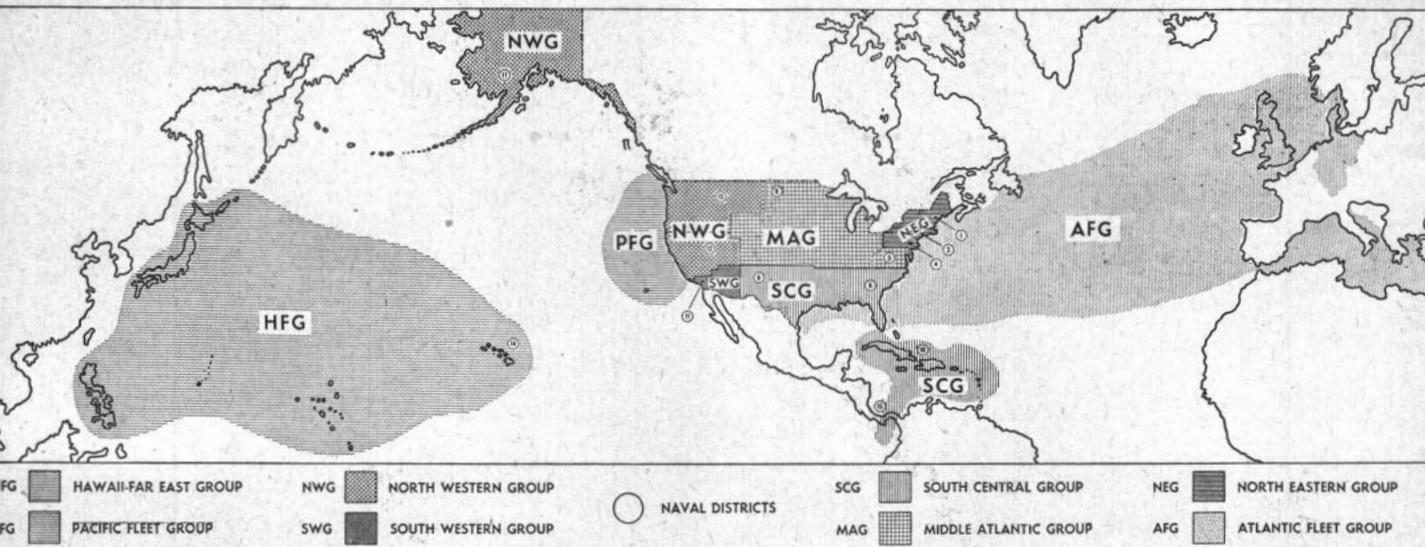


Chart of Areas of All-Navy Sports Groups

Published above is a chart of the world, showing the geographical areas covered by the Navy's revised eight sports groups.

Generally, this chart includes within one of the shaded areas all those portions of the world in which sizeable groups of naval personnel are stationed. Personnel stationed in areas not included in any of the depicted sports groups are eligible for competition in the sports group located geographically nearest.

For many of the All-Navy competitions, these eight sports groups are split into two areas (Atlantic and

Pacific), and a series of elimination tournaments are held to produce one winner in each of the two areas. These two winners meet for the All-Navy title tournament. The Pacific area includes the Hawaii-Far East Group, Pacific Fleet Group, Northwestern Group, and Southwestern Group. The Atlantic area consists of the Atlantic Fleet Group, Northeastern Group, Middle Atlantic Group and South Central Group.

Here are the eight revised sports groups:

- *Hawaii-Far East Group* — Includes all Navy and Marine Corps activities ashore and afloat in the Hawaiian and Far Eastern areas.

- *Pacific Fleet Group* — Includes all Pacific Fleet units (ashore and afloat) on the West Coast of the United States.

- *Northwestern Group* — Includes all Navy and Marine Corps activities located within the 12th, 13th and 17th naval districts.

- *Southwestern Group* — Includes all Navy and Marine Corps activities located within the 11th Naval District.

- *Atlantic Fleet Group* — Includes all Atlantic Fleet units (ashore and afloat) plus those units operating under CinC Naval Forces, Eastern Atlantic and Mediterranean.

- *Middle Atlantic Group* — Includes all Navy and Marine Corps activities located within the 9th and 5th naval districts, Potomac and Severn River Naval Commands.

- *Northeastern Group* — Includes all Navy and Marine Corps activities

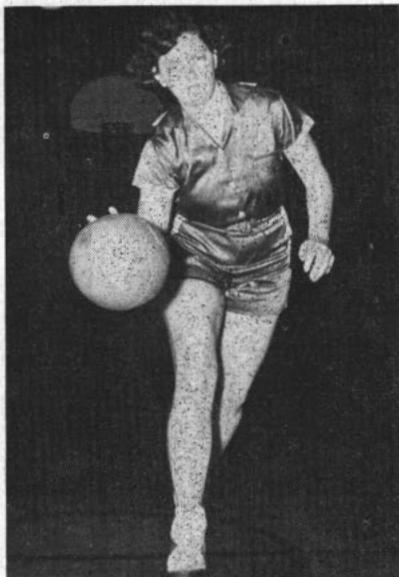
located within the 1st, 3rd and 4th naval districts.

- *South Central Group* — Includes all Navy and Marine Corps activities located within the 6th, 8th, 10th and 15th naval districts.

Regional Pistol Matches

An invitation has been extended to Navy personnel to participate in the National Rifle Association regional pistol matches.

Competition in these matches is open to all members of the NRA, or to non-members who are firing in



STAR and manager of Treasure Island's Wave cagers, Shirley Brooke, SN, is also a Navy swimming champ.



TROPHY symbolic of 14thND football championship is presented C. Schumann by RADM J. H. Brown, Jr.

their first competition. Local Navy commanders have authority from BuPers to reimburse from recreation funds those personnel granted permission to enter the matches. However, BuPers points out that in the interest of economy, participation in the regional matches should be limited to those personnel who, by their past records, are known to be outstanding pistol shots.

Navy personnel participating in the regionals will represent the Navy, and participating Coast Guard personnel will represent the Coast Guard. The tournament registration fee is \$1 per competitor, and the individual match entry fee is \$1 per match.

A requirement for eligibility to participate in the National Pistol Tournament, which is being held at San Francisco during the last week of September 1950, is previously firing in a regional match. The top 20 per cent of the competitors in each Regional Championship Match are eligible to fire in the National Tournament.

Here are the NRA Regional Tournament Matches taking place this year, with places and dates:

- *South Pacific States* — Calexico, Calif.; 5, 6, 7 May 1950. California and Nevada.

- *Middle Atlantic States* — Quantico, Va.; 30 June to 2 July 1950. Virginia, Maryland, Delaware, District of Columbia, Pennsylvania, New Jersey, West Virginia.

- *Rocky Mountain* — Denver, Colo.; 1, 2 July 1950. Colorado, Wyoming, Utah.

- *Southwestern* — Shreveport, La.; 2, 3, 4 July 1950. Louisiana, Texas, Oklahoma, Arkansas.

- *Far Southwestern* — Prescott, Ariz.; 4, 5, 6 Aug 1950. Arizona, New Mexico.

- *Northwestern* — Anaconda, Mont.; 5, 6 Aug 1950. Montana, Idaho.

- *Northeastern* — Albany, N. Y.; 8, 9 July 1950. New York, Vermont, New Hampshire, Maine, Massachusetts, Connecticut, Rhode Island.

- *Southeastern* — Jacksonville, Fla.; 25, 26, 27 Aug 1950. Florida, Mississippi, Alabama, Georgia, South Carolina, Tennessee, North Carolina.

- *North Central* — Flint, Mich.; 26, 27 Aug 1950. Michigan, Indiana, Ohio, Kentucky.

- *North Pacific States* — Raymond, Wash.; 2, 3, 4 Sept 1950. Washington, Oregon.

- *Midwestern* — Des Moines, Iowa; 3, 4 Sept 1950. Iowa, Missouri, Kansas, Nebraska, South Dakota, North Dakota, Minnesota, Wisconsin, Illinois.



HOOPSTERS—Members of the Wave basketball team at Norfolk Naval Base are (L to R) Grebell, Fortner, Kebrek, Mathews, Meyer and Claypool.

NAS Takes Bowling Tourney

For the first time in the history of this meet, a single activity won both the first and second place awards in the 11th Naval District Bowling Championship Tournament.

Two teams from NAS San Diego, Calif., entered the tournament and proceeded to roll up the highest team scores, competing only between them-

selves for top honors. The number one NAS team won the trophy with a score of 2731. The number two NAS team came in second with a score of 2601.

Lieutenant S. D. Kamar, USN, of NAS's number one team also won the all events title with a score of 1805. It was the third time in postwar competition that NAS San Diego captured the district bowling title.

CWO Kills Jaguar from Hood of Jeep

A few miles outside of Navy bases in the Panama Canal Zone is a vast region of dense tropical jungle which abounds in wild life. Sailors stationed in the area can go big game hunting in a matter of minutes.

One of the Navy men who take advantage of this hunter's paradise is Chief Warrant Officer Robert A. Findley, HC, USN, stationed at Coco Solo Naval Hospital. Although on duty in the area only a few months, Findley has already bagged enough game to fill a good-sized trophy room.

Findley's latest kill is a 150-pound male jaguar. The big spotted cat has two-inch fangs and claws one inch long.

Riding home on the hood of his jeep after a lobster hunt, Findley spotted the big cat as it darted across the road in front of him. He cut loose a quick shot with the 12-

gauge shotgun he was carrying just as the jaguar was disappearing in the jungle. When the jeep stopped the jaguar was dead.



JAGUAR was killed by CWOHC R. A. Findley in dense jungles surrounding Coco Solo, Canal Zone.

SIDELINE STRATEGY

John Aguilar, AM2, USN, hard-punching lightweight from NAS Alameda, Calif., who won the 1948 All-Navy fistic crown, has taken off his gloves but is still in the ring. Aguilar has switched to wrestling, and reports indicate he is doing all right.

Spectators held their breath after John B. "Red" Lindquist, AKC, USN, of the Naval Supply Center, Pearl Harbor, T. H., mowed down the pins for his 11th consecutive strike. The chief whipped the ball down the alley for the 12th and final roll, and again the pins scattered. However, the number four pin waltzed around, teetered back and forth and finally stopped — still upright. Lindquist had to settle for a score of 299. The ace bowler of the 14th ND SubBase team will have to struggle along on his record of having bowled only three perfect 300 games.

One of the best ways a boxer can keep his legs in shape, according to Edward Bergeson, FN, USN, of USS *Southerland* (DDR 743) is to do his roadwork on a unicycle.

Bergeson, a light-heavyweight with 98 bouts behind him, often breaks out his trusty one-wheeler and glides through the streets of San Francisco, while pedestrians stare goggle-eyed. When going home on leave (some 400 miles distant) transportation presents no problems to him.

He merely heads his "half-a-bicycle" in that direction and applies the muscle power. "I average about 35 miles a day without pressing too much," says Bergeson.

Commands are being sounded out by the Navy Department on the idea of developing volley ball as an All-Navy sport. Some 5,000 volley balls, nets and other equipment have been obtained by the Navy and are being distributed to naval activities for intra-mural competition this season. If interest runs high enough, volleyball may replace swimming next year on the All-Navy sports calendar. Officials think there is too little spectator interest in swimming.

Speaking of new sports, an increasing number of letters are being received by the Navy Department, suggesting that judo be added to All-Navy competition. Exhibitions given at various activities around the Navy indicate it would prove popular with sailor sports fans. At present, however, officials think it would be impracticable to place judo on an All-Navy basis because there are too few trained coaches available to teach the sport. Also, the required reduction in travel by Navy personnel rules out increasing the number of All-Navy sports — for the present, anyway. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



Navy Boxers in Big Tourney

Boxers from the Naval Training Center, Great Lakes, Ill., and from other activities of the 9th Naval District participated in Chicago's Tournament of Champions as a team for the first time this year.

Sluggers from all activities in the district met first at Great Lakes to battle for the district championship titles. The eight title winners represented the 9th Naval District in the Chicago tournament.

Clay Pigeons Available

Sailor game hunters may soon get an opportunity to sharpen their shooting on clay pigeons provided by their ship or station's welfare and recreation department.

The Bureau of Ordnance is making available for cash sale to welfare and recreation departments of naval activities a large number of clay pigeons and 12-gauge shotgun shells, containing number eight chilled shot. BuOrd-BuSandA joint letter of 13 Dec 1949 (NDB, 31 Dec 1949) contains a list of activities from which commands may requisition material.

BuOrd points out that Bureau of Ordnance skeet-type shotguns are solely for the use of pilots and air crewmen, and the use of these guns for other than skeet training is not authorized.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

Basketball

Week of 12 Mar 1950
Norfolk, Va.



Wrestling

Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing

Week of 14 May 1950
NTC San Diego, Cal.



Tennis

Week of 16 July 1950
USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
NAS Glenview, Ill.



Softball

Week of 10 Sept 1950
Treasure Island, Calif.



Baseball

Week of 17 Sept 1950
Pensacola, Fla.





TECHNIQUES for handling electro-mechanical guardians of our harbors are now taught Harbor Defense Reservists.

Learning How to Defend Our Harbors

IN THE fog-en-shrouded darkness of a U. S. harbor and naval fleet anchorage, on an unspecified date in a time of emergency, ships and small craft are hesitatingly groping their way to their various destinations.

The human eye cannot penetrate the darkness and fog to discern whether the incoming vessels are friend or foe.

A small army of mechanical eyes and electrical ears, however, buried on the ocean floor or scanning the surface and the air, insure that unfriendly or unidentified ships, submarines and low-flying aircraft will not pass unchallenged.

One of the nation's first and most vital targets, if it is attacked, is its harbors.

The newly developed weapons of the atomic age, which pack terrific destructive potential into a relatively small space, now point to dangers of a major catastrophe if even one "sneak" craft should penetrate a strategic harbor.

So important does the Navy consider this job that it has established in the civilian Naval Reserve a Volunteer Harbor Defense Program, to build up a force of officers and men capable of taking the highly technical mobilization assignments.

The duties of harbor defense in any future emergency will be assigned to a large extent to Reservists, as they have been in the past. Under the newly authorized program the Harbor Defense Units of the Volunteer Reserve will be activated in 28 major coast cities from Portland, Me., to Port Hueneme, Calif., and in other locations where sufficient Reserve personnel can be enrolled.

Off to a good start the new Harbor Defense Reserve is incorporating five units already established by en-

thusiastic specialists in the cities of San Francisco, San Diego and San Pedro on the west coast, and Richmond, Va., and Philadelphia, Pa., in the east.

Open to both officers and enlisted personnel (including those who would not qualify for sea duty) the membership qualifications call for either (1) World War II experience in harbor defense components or (2), educational training or related experience which will provide a suitable background for the performance of duties in connection with the installation, operation and management of continental and advanced base harbor defenses.

The following enlisted ratings are eligible: boatswain's mates, quartermasters, radiomen, sonarmen, harbor defensemen (SOH), radarmen, minemen, electronics technicians, and electrician's mates.

Seamen technicians are called for in this fascinating but highly specialized field. The operator of the

**Volunteer Reserve Units
Now Being Activated
In 28 U. S. Coastal Cities**



WAR GAMES will teach Reserves methods of harbor defense. Left: Control post.

herald sea unit, for example, has to be able to identify the various types of target contacts, which might be fish, the ocean floor, rocks, sneak craft, steel ships or submarines. He must distinguish them by the distinctive echo each gives over a crystal type sea unit.

He must understand Doppler effect, and how to identify a moving target from a stationary one, as well as determine its course beneath the surface. He must have technical ability to adjust equipment to give maximum results under prevailing sea conditions.

The job of the herald operator is just one of the many to be filled in a wartime Harbor Entrance Control Post.

Known by its abbreviation, the HECP, is a joint operation of Army and Navy, each of which furnishes separate defense components, designed for specific purposes. The functions of the Harbor Defense Command, whose headquarters are in the HECP, are to:

- Challenge all ships approaching the harbor entrance and to prevent the entry of any unidentified vessel on the assumption that it may be enemy.

- Control the movement of vessels in the harbor entrance in the interests of mutual safety.

- Receive information from port directors, harbor detection stations, and surface radar and to pass to patrol vessels and aircraft all pertinent information on targets.

- Arm defensive minefields, maintain nets and booms, and close or open net gates.

- Order appropriate action of hunter-killer teams, recommend fleet action in the preservation of a secure harbor, and order coastal batteries to fire.

There are two major methods of surprise harbor attack, either from the sea, via submarines, or the air, via torpedo planes or bombers. The harbor must also be defended against fast small craft such as PT boats, against swimmers and demolition teams, and offensive mines.

In order to thwart any kind of "sneak attack" the Harbor Defense Command has seven major "lines of detection." These are:

Air and Surface radar, conducting long range searches from a shore base.

Air patrol, covering the outlying approaches to a harbor.

Off shore patrol, usually by destroyer escorts equipped with radar and sonar, and *inshore patrol* conducted by PCEs.

Magnetic indicator loops.

Hydrophones or sono-radio buoys.

Echo-ranging heralds.

Even with the most extensive air patrols, both surface craft and submarines are able on occasion to sneak through the outermost line of defense. In the later days of the battle for Guadalcanal, the "Tokyo Express" continuously broke through this barrier, bringing supplies or evacuating personnel, despite the most careful

air searches. The Japanese surface ships utilized camouflage by day and the cover of darkness by night to approach within a relatively short distance of their objective.

If the enemy gets by the air and surface patrols, the radar component, acting as long range "eyes" may still detect surface vessels or low-flying planes well outside the harbor approaches. The inshore patrol vessels



SPLICING of submarine cable which will connect mines to control station on the



Center: Cut-away model of a 'herald.'
Right: Detection equipment is explained.

also make the going tough for the enemy, but are by no means infallible.

A series of nets, held up in the water by buoys, keep the entrance of the harbor closed to torpedoes and submarines. Net gates are maintained, to keep the entire area enclosed if necessary.

Now we come to the various methods of harbor underwater detec-



beach is taught students at the school. Reserves will learn these same techniques.



tion. The first is the magnetic indicator loop. It lends itself to use for first warning, because it is less dependent on the human element for its warning efficiency.

The loop is a wire cable laid on the ocean's bottom, which records any distortion of the earth's magnetic field caused by the crossing of an iron body over it. The effect on the earth's magnetic field by a vessel passing over the loop is recorded on chart paper and the record mechanism in the detection station sounds an alarm.

Underwater listening devices and echo-ranging equipment are then used to provide precise tracking information. Cable-connected hydrophones detect sound generated by a vessel's propulsion machinery and transmit the resultant electrical impulses to a shore station by means of a submarine cable. Sono-radio buoys do the same but send the underwater sounds ashore by means of radio instead of through a cable. They are used when water depths are excessive, or as quickly-installed temporary equipment.

Finally there is the herald, a supersonic echo-ranging and listening device able to transmit a short powerful signal and then receive the reflected echo from an underwater target in such a manner that its distance and bearing are known. Heralds are used in the last "line of detection" since

they give the information making it possible to pick out the exact spot where a submarine or underwater target is located.

As the information is gathered from all these sources, it is evaluated and coordinated by the Harbor Entrance Command which can then direct attacking surface and air craft in for the "kill."

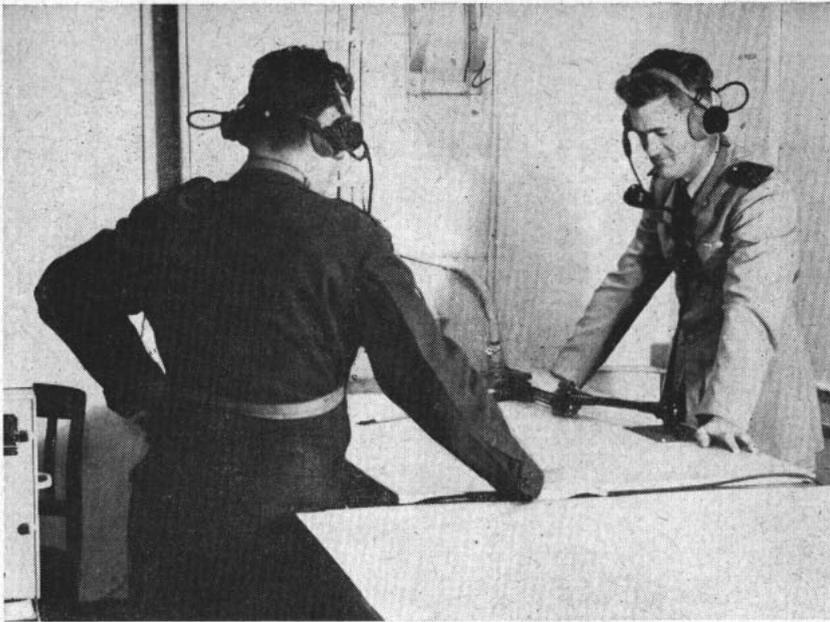
The job of learning how each of these devices operates, and what use the information it offers can be put to, is the task assigned to the members of the Naval Reserve's new harbor defense component.

Last summer a new training program was initiated at the Naval School, Harbor Defense, Fort Winfield Scott, San Francisco, Calif. Reserve officers who specialized in harbor defense were selected as representatives of each of the naval districts for a concentrated course.

A manual has been prepared by the Navy covering a four-year period of training for Reservists in HDUs. The new manual gives instruction on re-activation problems during the formative stages of a unit, and then outlines an interesting curriculum, as follows:

- *Organization* — Familiarization with the objectives of the Harbor Defense Reserve (6 to 9 drills).

- *Basic Training* — Indoctrination in the various jobs of each component of a harbor defense activity, ranging



ENEMY TACTICS are plotted in the problem room. A course at the school helps Reservists in setting up harbor defense units in their own districts.

from the "Listening Post" and underwater detection devices, to coordinated action with coast artillery and air patrol units (27 drills).

- *Specialty Component Training*— Each person studies in his own field of specialization, learning his particular job thoroughly (approximately 20 drills or one year's study).

- *Unified Group Training*— When specialty groups have become proficient, they must be coordinated into

a smoothly working unit. When this stage of training is completed, the unit should be prepared to take over a Harbor Entrance Control Post.

At San Francisco's Harbor Defense School the prototype of the ideal harbor entrance command post has been constructed. It is an elaborate underground structure, with massive walls of concrete, situated on a bluff overlooking the harbor.

At this school a "mock control station" is in operation, using either the

normal traffic in San Francisco's harbor, or synthetic problems. After they have completed their classroom training (in the 12-week course for Regular Navy personnel) students are trained at each station of the mock control post, and have an opportunity to fill each job, from the listening post to that of the officer-in-charge.

While the training course at Naval School, Harbor Defense, is an extended one, it also provides two week's annual training, both basic and advanced for eligible members of the Naval Reserve.

With a minimum of equipment it may be possible to bring to Reserve training units synthetic war game problems, based on the devices now in operation at the San Francisco school.

At the present time, however, the volunteer drilling program will be limited to classroom instruction, lectures and films. A total of 71 films on all aspects of harbor defense is now available to units.

Specialty training for Reservists may also be obtained in naval schools providing instruction in sonar, mine warfare, nets and booms, COC, radiological defense, damage control, chemical warfare, radar and radio.

Interested personnel are invited to write to their naval district commandants (Attn: District Director of Training) for information on the Volunteer Naval Reserve Harbor Defense Program.



OVERLOOKING approaches to San Francisco harbor, NavScol, Harbor Defense, is located at Fort Winfield Scott.

LETTERS TO THE EDITOR

Cash Clothing Allowance

SIR: I was advanced to the rate of SD3 in 1925 and SDC in 1943. However, during all this time, I have never received clothing allowance. Is there a provision which entitles me to receive this allowance? — F. S., SDC, USN.

• No, you are not entitled to a clothing allowance since the system of paying cash to enlisted men for the purchase of required uniforms became effective on 1 June 1942.

The regulations in effect at the time of your advancement to SDC in 1943 did not authorize any cash clothing allowance upon advancement to SDC. — Ed.

Benefits Under GI Bill

SIR: I enlisted in the Navy on 22 July 1949. I would like to know whether I am entitled to any education or other benefits from the GI Bill. Also, I'd like to find out if I'm entitled to \$300 mustering-out pay or any part of it.—R. E. P., FN, USN.

• You're not entitled to any benefits under the GI Bill of Rights nor to mustering-out pay. Persons who entered upon an original period of active service after 25 July 1947 are not entitled to the benefits of the GI Bill. Those who entered upon active service or enlisted after 30 June 1947 are not eligible for mustering-out pay. — Ed.

Requesting Overseas Duty

SIR: (1) How does an enlisted man go about requesting duty on a ship that is at present located at an overseas station? (2) Are there any billets for engine men at shore or base facilities in England or Germany? — H. W. W., EN1, USN.

• (1) Any request for transfer to a ship in the same Fleet as yours is in should be made through the chain of command and directed to the Service Force Commander of that Fleet. For example, the assignment and distribution of all enlisted personnel of the U. S. Atlantic Fleet is the responsibility of Commander Service Force, U. S. Atlantic Fleet. If, on the other hand, you were in the Atlantic Fleet and were requesting duty on a ship in the Pacific Fleet — or vice versa — your request would have to go to BuPers. Article C-5023, BuPers Manual, will tell you more about this.

(2) There are a few billets for engine man in Germany, but not in England. These billets are filled by Commander Service Force, U. S. Atlantic Fleet. Your ship's office should have a copy of the latest directive on this duty as promulgated by ComServLant. — 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 letters to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Returning Shipping-Over Money

SIR: A man has 18 years continuous service to his credit at the end of his current enlistment. He reenlists for four years with the intention of transferring to the Fleet Reserve at the end of 22 years of service. If he changes his mind and desires to do only 20 years of service, may he do so without having to forfeit all, or part of his reenlistment allowance which has already been paid to him? — R. S. P., AOC, USN.

• Yes. If there is no evidence to prove that a member intended to serve less than four years, he may retain the reenlistment bonus paid. Refer to Comptroller General's Decision B-54210 (25 CompGen 700) and B-69746 of 4 Apr 1948. — Ed.

Lights on Oregon City

SIR: Would you tell us where the masthead light and range lights are located on the Oregon City type cruiser? — O. G., SN, USN.

• When placed in commission USS Oregon City (CA 122) was provided with an experimental installation with masthead and range lights in several different locations in an effort to determine the best locations for the running lights on this class of vessel.

This class vessel now has or will have when an alteration is accomplished, these lights located as follows: Range Light — Mounted on top of the forward end of the forward main battery fire control station. Masthead Light — Mounted on forward edge of the radar platform on the foremast. — Ed.



USS OREGON CITY—Best locations for running lights determined by experimentation.

MOP and Shipping-Over Pay

SIR: I intend to ship over in March 1950 and would like to know if I am entitled to mustering-out pay. If so entitled, will I receive both, i.e., full shipping-over pay and mustering-out pay in March when I reenlist? I enlisted in the Navy 14 Jan 1947. — H. R., CT3, USN.

• To be specific we'd need your full name and service number. However, the Mustering Out Pay Act of 1944 is still in effect so if otherwise entitled you will receive MOP and Reenlistment Bonus upon discharge and reenlistment within three months from date of separation. — Ed.

More on Temporary Officers

SIR: Many temporary officers have been waiting for the answer to the question, "Can a temporary officer be retired with 20 years' service, 10 of which have been as a temporary officer?"

Your article "Temporary Officers' Status" in the December issue answers that question, however I am still not convinced. Public Law 351 (81st Congress) defines the term "commissioned officer" to be "a member of the uniformed services having rank or grade of second lieutenant, ensign, or junior assistant grade, or above, either permanent or temporary, in any of the uniformed services."

BuPers Circ. Ltr. 245-48 (NDB, 31 Dec 1948) which contains information on retirement, does not contain the words "permanent officer status." — W. E. R., LT (T), USN.

• Public Law 351 (81st Congress) defines the term commissioned officer just as you say, but the preface to all definitions in section 102 starts off as follows "For the purposes of this Act." Therefore, we must conclude that the definition of commissioned officer set forth in section 102 of Public Law 351 (81st Congress) does not apply to other acts and specifically does not apply to section 6 of Public Law 305 (20-year retirements). — Ed.

Clothing Allowance

SIR: When last discharged from the U. S. Navy, I held the rate of SK1. I later enlisted in the Naval Reserve (Organized Surface Division) at the same rate as above. On 22 June 1949, I was advanced to the rate of SKC and was given clothing allowance as chief petty officer.

My four-year enlistment in the Reserve will expire 18 May 1950. Will I, upon reenlistment, be entitled to another clothing allowance for the next four-year period? — M. E. B., SKC, USN.

• Yes, you will be entitled to another clothing allowance for the next four-year period. Sec. A-7(a), of the Secretary of Defense Clothing Regulation effective 1 July 1949 states in part that . . . "Enlisted men shall be entitled to clothing in kind or payment of cash allowances in lieu thereof as follows: Enlisted men of Naval Reserve (inactive) when attached to or associated with organizations of the Organized or Volunteer Reserve during any one period of enlistment or extensions of enlistment for four years' duration. (a) Chief petty officers . . . and other enlisted men upon advancement to these ratings . . . a cash allowance not to exceed \$160.00 in value. . . ." — Ed.

Warrant Distribution

SIR: Would you clarify for me my status as a commissioned warrant officer under the Career Compensation Act?

I was appointed a permanent commissioned warrant officer 26 Feb 1943. At that time I was serving under a temporary appointment as a lieutenant junior grade. I reverted to permanent commissioned warrant 1 July 1948. Will the new distribution of warrant officers be based on my 1943 date for service? — J. W. B., CHGUN, USN.

• Yes. According to the provisions of Alnav 97 (NDB 15 Oct 1949), which announces the Navy's policy toward warrant and commissioned warrant officers, you have roughly 6½ years' creditable service as a commissioned warrant officer.

For further dope on where you stand in the new initial distribution of warrant grades, see p. 47, February 1950. Also Alnav 97-49 (NDB 15 Oct 1949) and BuPers Circ. Ltr. 192-49 (NDB 15 Nov 1949). — Ed.

Less Than 20 Years

SIR: Under the new retirement act, what benefits might accrue to a Reservist who would complete 15 or 16 years of satisfactory service and then become physically disqualified for further military service? — J. T. P.

• Under the new retirement act — Title III of Public Law 810 — an individual must complete 20 years of satisfactory service in order to become entitled to retirement benefits. No benefits are accrued for fewer years of service. — Ed.

FRs and the New Pay Bill

SIR: I will soon be eligible for transfer to the Fleet Reserve, and would appreciate answers to the following questions:

(1) Under the new pay bill, may I transfer to the Fleet Reserve after 19 years, six months and one day of service?

(2) If so, would my retainer pay on 19-and-six be equivalent to that for 20 years, as was the case under the old pay bill?

(3) What, actually, would my retainer pay amount to under 19-and-six, if permitted? — T. R. S., BTC, USN.

• (1) and (2) — Yes. Section 204 of the Naval Reserve Act of 1938 as amended by the Act of August 10, 1946 was not repealed by the Career Compensation Act of 1949. (3) If you are transferred to Class F-6 after completing active service totaling 19 years and six months, retainer pay would be 50 per cent of base pay prescribed for your pay grade at the "over 18 years' service" level. This is assuming that you had no other Federal service to your credit. This would be \$132.30 for a person in the seventh pay grade — for a CPO, that is. — Ed.

Antarctic Expedition Award

SIR: I was on USS Henderson (DD 785) which was on the Antarctic Expedition from December 1946 to April 1947. I would like to know if there has been any ribbon authorized for this expedition. — W. K. L., YN2, USN.

• The Navy Department has not authorized a medal for the Antarctic Expedition of 1946-47. — Ed.

Yeoman Training Courses

SIR: We have aboard this station Yeoman second class training courses published in 1945. Is this the latest edition to be published by the Government Printing Office, or is there a later edition in the offing? If so, when and how may it be obtained? — J. R. R., YN3, USN.

• Yes, a new manuscript for Yeoman second and third has been prepared, but will not be printed for at least six months. Yeoman second (NavPers 10403), 1945 edition, is the latest Navy Training Course for Yeomen second class. Additional publications which will be of service to a Yeoman third class preparing for advancement to Yeoman second are listed in BuPers Circular Letter 187-49 (NDB 15 Nov 1949). — Ed.

Clarification of New Pay Bill

SIR: We would appreciate a little clarification on the new pay bill. We are both third class petty officers with less than seven years service. We are both married, have two children each, and have been accustomed to drawing flight pay.

(1) Are we entitled to draw \$45 quarters allowance and \$31.50 subsistence under the new pay bill? If not, just who is entitled to draw the \$45 for quarters and the \$31.50 subsistence?

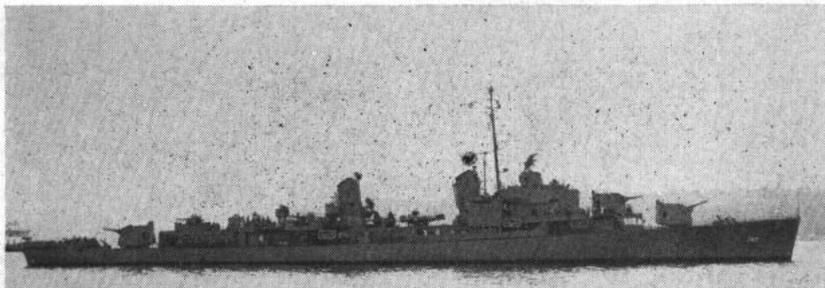
(2) By staying under the old pay bill, which our disbursing office advises us to do, are we entitled to draw flight pay and sea pay?

(3) Would we be entitled to both flight pay and family allowance under the old pay bill or flight pay and quarters allowance under the new pay bill? — M. C. F., AL3, USN, and E. F. W., AL3, USN.

• (1) No. Members in pay grade E-4 (less than seven years service) and below are not entitled to MAQ for dependents. Entitlement to BAQ for such members is for determination under current regulations governing entitlement to station subsistence and quarters allowances. If you are not entitled to "saved pay" and if you are entitled to station quarters and subsistence allowance under current regulations, you are entitled to receive \$45 BAQ and \$37.50 BAS. The rate of \$31.50 under the new law is payable to those who are authorized to subsist separately — that is, commutation of rations.

(2) Yes, if you were receiving flight pay and sea pay on 30 Sept 1949 and have subsequently not lost entitlement to them. If you lose this entitlement, your compensation computed under the provisions of the new law may be greater, in which case you would receive flight pay and sea pay at the new rates if you are otherwise entitled.

(3) Provisions of law in effect as of 30 Sept 1949 and provisions of the Career Compensation Act cannot be combined in determining a service member's compensation. — Ed.



USS Henderson (DD 785)—This destroyer participated in Antarctic Expedition of 1946-1947.

No Sea Duty for Promotion

SIR: Please advise me if line lieutenants (temporary) must acquire the necessary sea duty required for permanents in order to qualify for promotion to lieutenant commander. — E. D. W., LT, USN.

• *There are no sea service requirements for the promotion of lieutenants and above (temporary) whose permanent status is that of commissioned warrant officer, warrant officer, or enlisted.* — Ed.

Reserve CPOs Shipping-Over

SIR: This letter concerns clothing allowance for CPOs in the Organized Reserve on reenlisting or extending present enlistment for four years.

(1) My enlistment expires in August 1950. If I extend my enlistment for four years, will I be entitled to clothing allowance after being in the Organized Surface Division four years, or after attending 13 drills in my new enlistment?

(2) Is there any advantage or disadvantage so far as clothing allowance is concerned for a CPO in an extension of present enlistment or a new enlistment? — H. S. B., YNTC, USN.

• *If you extend for four years or reenlist for that same length of time, you will be entitled to a clothing allowance. However, as far as clothing allowance for a CPO is concerned, there's no particular advantage or disadvantage either in extending or reenlisting.* — Ed.

Well Done to VMR 352

SIR: In your December issue of ALL HANDS you mentioned about the return of Navy squadrons VR-6 and VR-8 to their MATS duties from duty on the Berlin Airlift. But you didn't mention the job that Marine Transport Squadron 352 (VMR 352) did when it replaced the Navy squadrons when they left for Berlin.

According to my dope, VMR 352 flew its planes 24 hours a day and maintained 98 per cent readiness throughout its tour of duty with MATS. Our pilots averaged 140 hours in the air monthly. — H. J. R., TSgt, USMC.

• *ALL HANDS intended no slight to VMR 352 which capably replaced VR-6 and VR-8 while those squadrons flew the Berlin airlift.*

With only 15 transport planes instead of the 24 available to VR-6 and VR-8 when they flew the Pacific route for MATS, VMR 352 flew 81,000,000 passenger-miles, evacuated 3,500 patients by air and accumulated more than 25,000 hours flying time in the year that it flew the Pacific MATS run for the Navy squadrons. To VR 352 goes a well deserved pat on the back. — Ed.

Changing Rate Symbols

SIR: I graduated from a Class A machinist's mate school 13 months ago. Upon reporting aboard ship, I was put into the engine room. Due to a shortage of shipfitters I requested and was granted a transfer. However, being a Class A machinist's mate school graduate, is it possible for me to advance in rating to FP3? — C. L. M., FN, USN.

• *Changes in rate symbols are authorized only in exceptional cases. (See paragraphs 6 and 10 of BuPers Circ. Ltr. 153-48 (NDB, 15 Aug 1948).*

You may submit a request for change in rate symbol from MMFN to FFFN, via your commanding officer, to your force or type commander. If this request is approved you will become eligible for advancement to FP3 as soon as the change in rate symbol has been effected and provided you are in all other respects qualified. — Ed.

Shipping-Over Money

SIR: Under the Career Compensation Act of 1949, the payment of shipping-over money to USN personnel is paid according to the number of years you reenlist for at the time of reenlistment at a set rate.

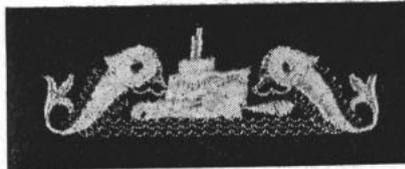
Would a person completing a four-year enlistment in 1950 and reenlisting for a six-year period be eligible for payment for the hitch he has just completed and for the one he is reenlisting?

A point in case is where one of the USN personnel at this command just shipped over and was paid only for the period he shipped over and not for the period completed. — R. L. C., ADI, USN.

• *No, he is not eligible for both. A person completing a four-year enlistment in 1950 and reenlisting for a six-year period within three months of date of discharge would be entitled only to a reenlistment bonus based on the six-year period for which he reenlisted in 1950.*

The Career Compensation Act does not authorize payment of enlistment allowance based on the years served in enlistment from which discharged in addition to reenlistment bonus based on years to be served in new enlistment. On and after 1 Oct 1949 a member who reenlists within three months after being discharged from the enlistment entered into prior to 1 Oct 1949 is entitled to either enlistment allowance based on years served in enlistment from which discharged or reenlistment bonus based on years to be served in new enlistment whichever amount is greater. However, the amount of enlistment allowance payable in this case cannot exceed \$300.

In the case you present, the amount of the reenlistment bonus would be \$360 which is greater than the \$200 enlistment allowance based on four years served in the enlistment from which discharged. Therefore, the person would receive the reenlistment bonus. — Ed.



Submarine Insigne (Embroidered)

Wearing Submarine Insigne

SIR: Is it permissible for a former enlisted man who was a qualified submarine sailor to wear the qualification insignie after receiving an ensign's commission in the Naval Reserve? — H. C., ENS, USNR.

• *U. S. Navy Uniform Regulations authorize enlisted personnel who have qualified in submarines and who are subsequently advanced to officer status to wear the enlisted-type silk embroidered submarine insignie until they qualify as submarine officers. Upon qualification, this insignie is replaced by the officers' submarine insignie.* — Ed.

How Transfer Affects Advancement

SIR: While serving under a Pacific area command, I was transferred on a quota to the Atlantic Coast before my advancement in rating to SK1 could become effective. What bearing, if any, will such transfer have on my promotion status? — H. P. J., SK2, USN.

• *Enclosure (C) to BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948) provides that, if you are transferred from the Pacific Fleet, your name will be removed from the Pacific Fleet waiting list. It also provides that upon such transfer a notation of your status in regard to advancement will be entered on page 9 of your service record and that a certified copy of your form NavPers 624 (report of exam) will be placed in your service record.*

Upon arrival at your permanent duty station your new commanding officer should request that your name be added to the bottom of the waiting list maintained by the appropriate district commandant or other commander. Your advancement would then depend on the number of men on the list ahead of you and the size of the quota assigned that commander. — Ed.

No Exams for CWO

SIR: Would a CPO be eligible to take examinations for permanent appointment to chief warrant officer, having served satisfactorily as a temporary chief warrant officer during World War II? — L. N. F., DCC, USN.

• *There are no exams given for permanent appointment to CWO. Original appointment is currently made only to the rank of warrant officer.* — Ed.

Command Pennants

SIR: We quartermasters on board USS LSMR 517 are in disagreement on the following points:

(1) Are the broad and burgee command pennants still flown at the starboard yardarm for officers in temporary command of a squadron or division?

(2) Is the SOPA pennant still used to indicate the SOPA?

(3) Where is the Battle Efficiency pennant to be flown on a single masted ship (not a flagship) when the ship is dressed or full dressed?—QM Gang, USS LSMR 517.

• (1) *The broad or burgee command pennant is the personal command pennant of an officer of the Navy, not a flag officer, commanding a unit of ships or aircraft. The broad command pennant indicates command of: (a) A division of battleships, aircraft carriers, or cruisers. (b) A force, flotilla, or squadron of ships or craft of any type. (c) An aircraft wing.*

The burgee command pennant indicates command of: (a) A division of ships or craft other than battleships, aircraft carriers, or cruisers. (b) A major subdivision of an aircraft wing. (Also, see Art. 2175 U. S. Navy Regulations 1948.)

(2) *Sopis is no longer used to indicate the location of senior officer present when no distinctive flag or pennant is flying but will continue to be used in signalling. See p. 31, ALL HANDS July 1948.*

(3) *The Battle Efficiency pennant shall be flown as prescribed, at the foretruck from sunrise to sunset, while at anchor.*

When a guard flag, ready duty flag, or Presidential Unit Citation pennant is displayed at the foretruck with the Battle Efficiency pennant, the latter shall be flown below such other flag.

The Battle Efficiency pennant shall be hauled down while Baker is being displayed at the foretruck. According to the Bluejackets Manual, 1943, special flags such as guard flags, or the Battle Efficiency pennant shall be dipped clear of an entrance or personal flag flown at the fore.—Ed.

Ship Reunions

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

• A reunion of all former crew members of USS LST 957 is being planned and is tentatively scheduled for New York City on 1 and 2 July. Interested persons may write P. K. McKnight, P. O. Box 549, Augusta, Ga.

Plastic Surgery for EMs

SIR: Does the Navy perform plastic surgery for its enlisted personnel?—A. D. R., SN, USNR.

• *Yes, the Navy Medical Department does perform plastic surgery, but no particulars can be given as each case is acted upon according to its own individual merits.—Ed.*

Service Type Code Numbers

SIR: A discussion has arisen concerning the two digit service type code number that follows the Navy Job Code, as shown in the Manual of Enlisted Navy Job Classifications. Article C-3205(6)e, BuPers Manual indicates that the service type code will be assigned to identify the activity at which Navy skills are acquired.

The first contention being that hospital corpsmen may only rate either service type code (75) or (76). The other that a hospital corpsman may have any of the classifications from (01) to (99).

When are these affixed to the Navy Job Classification numbers and when are they changed? Please advise which is correct and what bearing this service type code would have on future assignments.—J. R. S., HMC, USN; L. M. D., HM3, USN.

• *A hospital corpsman may be assigned any of the service type codes from 01 to 99. The function of service type codes is to identify the type of activity in which each man acquired the Navy skills indicated by the job title and code assigned him. A Navy job classification code is not complete without a service type code; therefore, both codes must be assigned simultaneously.*

A service type code should not be changed unless a person substantially increases his knowledge in the job which the Navy job classification code represents at a different type of activity, or unless he acquires new skills at a different type of activity and is assigned a new job classification code. A service type code does not necessarily have any effect upon duty assignments during peacetime.—Ed.

No Warrants in CEC

SIR: (1) On the basis of the information contained in the 1948 Navy Regulations, would you say that a warrant or chief warrant officer of the Civil Engineer Corps is an officer of the line or staff?

(2) In the ALL HANDS issue of March 1948, page 55, you listed the warrant structure which was to become effective 2 Apr 1948, for Group VIII and indicated that the enlisted personnel of this group would advance to warrant carpenters, electricians, and machinists. Has this warrant structure been placed into effect?

(3) If so, what is the insignia to be

worn by this group of warrants?—F. J. E., CHCARP, USNR.

• (1) *There are no warrant or commissioned warrant officers of the Civil Engineer Corps. All warrant and commissioned warrant officers of the Navy are classed as of the line with the exception of warrant and commissioned warrant officers of the Hospital Corps and chief pay clerks, pay clerks and acting pay clerks who are classed as of the staff corps. (See U. S. Naval Regulations 1948, Chapter 13, Section 1, paragraphs 1301(4) and (5), page 183.)*

(2) *The warrant structure was placed into effect on 2 Apr 1948, at the same time as the postwar enlisted rating structure. (See Alnav 230, AS&SL July-December 1947, 47-1002, page 146.)*

(3) *The insignia for chief carpenter and carpenter is a carpenter's square; for chief electrician and electrician a globe; and for chief machinist and machinist a three-bladed propeller. (For more complete information, see U. S. Navy Regulations 1947, NavPers 15665, page 3-8 and 3-9.)—Ed.*

Must Brig Time Be Made Up?

SIR: (1) What is counted time lost due to misconduct? (2) Must time served in the brig be made up before transferring to the Fleet Reserve?—A. M., BTC, USN.

• (1) *As defined in BuPers Manual, time lost due to misconduct means the period an individual is hospitalized because of injury, sickness or disease resulting from intemperate use of drugs or alcoholic liquors, or other misconduct. It is required by law that such lost time be made good before an enlistment is complete; therefore, it must be deducted in computing active service.*

(2) *No, not if the confinement is spent in the ordinary brig of your ship or station. To be deducted from your service, confinement time must be spent in a naval prison or in a place designated as a naval prison. (Current designations, for example, are Retraining Commands and Disciplinary Barracks.)*

NPDI ("non-performance of duty because of imprisonment," lost time which must be made up) falls under these categories: (a) Absence while under civil arrest resulting in conviction and while serving the sentence of the court, and (b) Absence while under arrest resulting in a court-martial sentence and while serving such sentence in a naval prison (or at a place designated as a naval prison).

NPDI does not include: (a) Time under arrest before a court martial trial in which acquittal is awarded, or (b) Time spent in confinement after trial by court martial or deck courts where the punishment involves only restriction within the limits of an activity or confinement in the ship or station brig.—Ed.

Advancement to HM Rating

SIR: In your July 1949 issue you have an article entitled "Graduation from Schools Required for Advancement in Certain Rates." Referring to BuPers Circ. Ltr. 81-49 (NDB 15 May 1949) you stated that school is not required for advancement to pay grade 4 if one's commanding officer feels that the man is a qualified potential PO.

I would appreciate it very much if you



HOSPITAL
CORPSMAN

would clarify this situation. Can one go from SN to HM3 without having attended a Class A basic Hospital Corps school if the CO feels that a waiver of this school should be granted? —R. E. P., SN, USN.

● A seaman is not eligible for advancement to the hospital corpsman rating. To become eligible he must have his rate changed to hospitalman. Before a commanding officer can change a seaman's rate to hospitalman, in accordance with Art. C-7213, BuPers Manual, either the man must be a graduate of a Class A Hospital Corps School, OR approval for the change must be obtained from the Chief of Naval Personnel.

There are two possibilities for you — complete the school or submit request for change in rate in accordance with Article C-7213, BuPers Manual. Such request for change should be forwarded to BuPers via your CO and BuMed and should be accompanied by a Form NavPers 624 (Report of Examination for Advancement or Change in Rating).

If change of rate is authorized without your having completed a Class "A" HC School and your CO considers you well qualified for advancement to HM3, he may so recommend you. In this latter case, entry must be made on page 9 of your service record stating the reason for waiver of the school requirement in accordance with paragraph 3 of BuPers CircLet 81-49. — Ed.

Inactive Reserve Time Counts

SIR: My record shows a total of over 23 years active service which includes four years in the Organized Reserve from 1926-1930.

When I retire in 1951, will my retainer pay (in accordance with the Career Compensation Act of 1949) be computed on the basis of \$264.60 for over 18 years or will I get credit for the Reserve time and have it computed on the basis of \$279.30 for over 22 years service? — J. I. M., GMC, USN.

● You may count inactive time in the Naval Reserve for determining basic pay and if you transfer to the Fleet Reserve in 1951 in your present rating, you will be entitled to retainer pay computed on basic pay of \$279.30 per month. — Ed.

Reserve Officer Would Like to Get in Regular Navy for Career

Following is a letter from a Naval Reserve officer to a Navy admiral pointing out his desire to return to active duty and a Regular Navy career. It was forwarded to ALL HANDS for reproduction.

Dear Admiral:

Thank you for your prompt reply to my previous letter. It seems the position I referred to with the government in connection with the Navy is one of those intangible things; no one seems to have any definite idea as to when and how it will materialize. Strange as it seems, I am not particularly disappointed as I have come to the realization, while working this out, that what I was actually trying to do was once again find myself associated with the Navy. Ludicrous as it may seem, making a good living and having a nice home, believe it or not, do not compensate for that part of me which I left in the Navy. In observing world events, I am convinced that the peace we are trying to attain will require further strenuous efforts eventually. With that thought in mind I am convinced that my civilian efforts are useless and that my background and previous experi-

ence would be of greater value in service to the Navy. Therefore, after long and careful deliberation, and with the complete accord of my family, I am writing all this to you in the sincere hope that you will advise me as to how I might get back into the Regular Navy and make it my career.

It is odd sometimes how an individual can deliberately deceive himself into thinking he is doing the thing he wants most to do, knowing all the time his heart is not in it. I haven't forgotten for a moment the opportunity you extended me to remain in the service when we returned home. However, I must honestly admit, like so many others, I was so mentally, spiritually, and physically exhausted that the old normal life, or what I thought was normal, seemed necessary then. I have since found out how mistaken one can be. Looking back on it now, I sometimes wonder if you didn't know me better than I knew myself.

Thanking you for your interest in me and awaiting any ideas or suggestions you can give me, I am

Yours very sincerely,

(Name withheld)

Retirement for Temporaries

SIR: (1) In reading articles on retirement for temporary officers whose permanent status is enlisted some will state, "the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment on or prior to 30 June 1946," while others say, "at the highest grade held, whether temporary or permanent, at any time." So I am confused as to what rank those temporary officers still on active duty may be able to retire after completion of 30 years service and would appreciate a clarification of this.

(2) In my case I was appointed to lieutenant (junior grade), temporary, in May 1945 and lieutenant, temporary, in January 1949. Would I be held to the deadline date of 30 June 1946 and retire as lieutenant (junior grade) or could I retire at my present grade of lieutenant, after 30 years active and Fleet Reserve time? — H. B. T., LT, USN.

(1) The Career Compensation Act of 1949 provides that personnel retired on or before 1 Oct 1949 shall be entitled to retired pay based on the highest federally recognized rank satisfactorily held as determined by the Secretary of the Navy. The Act does not provide such entitlement for personnel retired subsequent to 1 Oct 1949.

(2) Enlisted personnel appointed to officer rank under authority of Public Law 188, 77th Congress, (Temporary Promotion Law) and who are retired

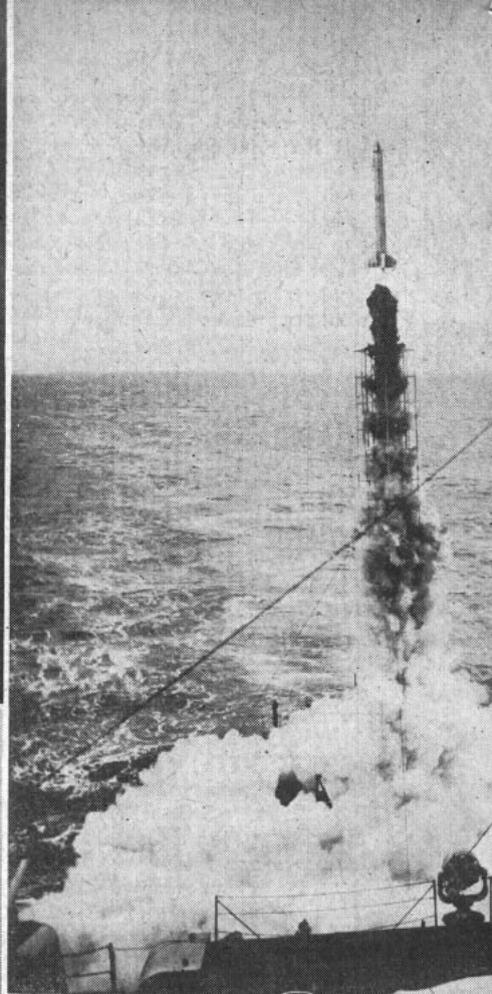
subsequent to 1 Oct 1949 are under existing legislation (Public Law 305, 79th Congress) entitled to retired pay based on the highest temporary rank in which they served on or prior to 30 June 1946, provided service in such rank was satisfactory as determined by the Secretary of the Navy.

BuPers is aware of the adverse effect of the Career Compensation Act of 1949 as it applies to officers in your category. It is expected that such inconsistency will be remedied as a result of studies coordinated by the Office of the Secretary of Defense for the revision of retirement legislation. — Ed.

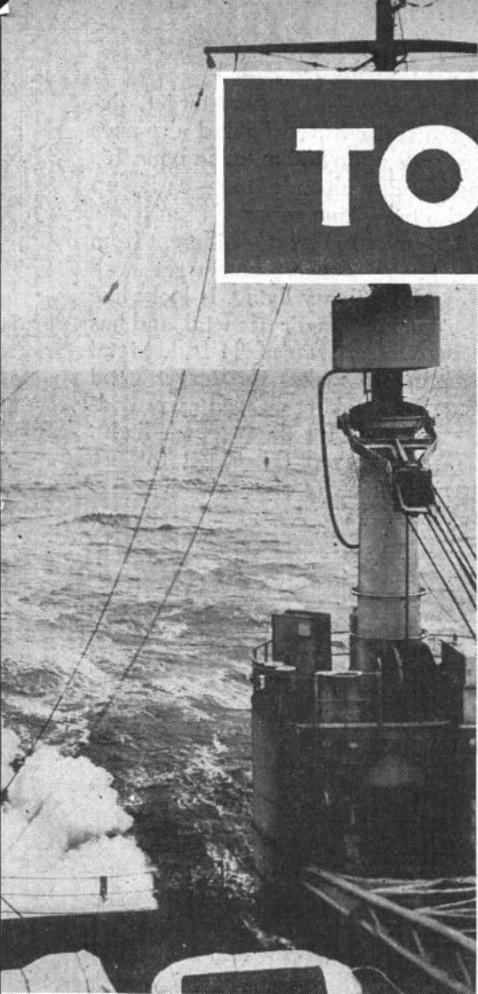
Advancement and Reenlistment

SIR: (1) What is the requirement for time in pay grade 1A as a Naval Reserve shipkeeper before being recommended for advancement to pay grade 1? (2) Are there any reenlistment allowances for Naval Reservists on active duty as shipkeepers? — A. D. A., EMCA, USN.

● (1) Two years. The year immediately preceding change in status to pay grade 1 must be served on active duty under Appropriation "Naval Reserve." Other naval service including inactive service may be credited to meet the full two years' service requirements. (2) There are no reenlistment allowances for personnel in the Naval Reserve. — Ed.



TODAY'S NAVY



Results Studied After Two More Rockets Are Fired from Deck of Norton Sound

Results are now being tabulated after the completion of two more firings of the sounding rocket "Aerobee" from the deck of *uss Norton Sound* (AV 11).

In cold-weather tests in the Gulf of Alaska and off the coast of Washington state, the sleek "Aerobee" zoomed 50 miles into the upper atmosphere.

A heavy load of instruments in the nose of the Navy rocket prevented it from approaching the "Aerobee" altitude record of 78 miles set in a firing at White Sands, N. M., proving grounds in 1948. Two other "Aerobees" have reached an altitude of 65 miles in shipboard firings from the experimental guided missile ship *Norton Sound* off the coast of South America a year ago.

"The tests in the Pacific were a

complete success from both the experimental and operational standpoint," a spokesman for the Bureau of Ordnance said.

The two new firings of the Navy rocket brought to a total of 13 the number of "live" "Aerobees" that have been fired for experimental purposes at White Sands and aboard *Norton Sound*. Three dummies also have been fired. This was the first time, however, that the rockets had been fired in cold weather.

The scientific purpose of the firings was to gather more data on the powerful cosmic rays that are known to pelt the earth's atmosphere at very high altitudes.

The Gulf of Alaska was selected for the launching of Aerobee No. 12 because in this locality there are believed to be important relationships between the earth's magnetic field and the activity of these cosmic ray particles.

From this latest series of firings at sea, the Navy also gained valuable operational data on how to launch and how to guide its missiles. For example, it was found that by keeping the rocket below decks in a warm place until just before firing time, the effects of cold weather upon its operation could be partially offset.

The new tests were part of a "tactical evaluation" phase which is necessary before any new weapon such as a guided missile can be put into use in the fleet.



← The Navy in Pictures

AEROBEE roars aloft from guided missile ship *USS Norton Sound* (top right). Top left: R. W. Witt, EMI; greets wife and children on arrival in Pearl Harbor. Left center: Following tradition, POs Weaver, Young and Bachand (L to R) present ship's colors to CAPT P. H. Ross, CO of decommissioned *USS Adirondack*. Bottom left: CAPT E. J. Stelter, MC, who signed L. R. Reeves' transfer orders to Fleet Reserve, also made first entry in Reeves' medical record—21 years ago. Lower right: Wreath and commemorative plaque are dropped from the *Constitution* in memory of 689 men who were lost in sinking of the cruiser *Juneau*.

YESTERDAY'S NAVY



Naval aviation saw first battle action for 43 consecutive days during American occupation of Vera Cruz in 1914. First Navy plane to be hit by enemy fire during the action was on a scouting flight in April 1914.

APRIL 1950

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						



SNOWMAN created in the heat of Roosevelt Roads, Puerto Rico, proves that Seabees have lost none of their war-famed ability to do the impossible.

Swedish Cruiser Visits U. S.

Over long decades of friendly relationship with Sweden, many U. S. fighting ships have dropped anchor at Stockholm, capital of the Scandinavian country. Late in January the 4,750-ton anti-aircraft cruiser *Gotland* returned the calls. It was the first Swedish warship ever to visit Washington, D. C.

The 437-foot ship carries a regular

complement of 450 officers and men. Launched in 1933 as an airplane cruiser, it was converted to an anti-aircraft cruiser during World War II.

During its stay, the Severn River Naval Command and the U. S. Naval Academy acted as official hosts to the ship's crew as well as to the Swedish ambassador and naval attache.

Early in February *Gotland* departed for Port Hamilton, Bermuda.

High Speed Target

The Navy has a new target, designed to be towed behind airplanes at speeds up to 450 miles an hour. It's good at any altitude, too — as far up as the tow-plane can go.

This target is greatly different from the fabric sleeve-type target well known in military flying. It looks like an airplane, is made of metal, and has wings with a span of 24 feet. Metal construction makes the target good for radar tracking as well as providing strength for high-speed flight.

BuAer okayed the target for use after three years of experimentation and tests. Since the original contract was awarded in 1946, 45 units have been flight tested and evaluated at the Naval Air Test Center, Patuxent River, Md. The winged targets have been towed through the atmosphere at more than 450 miles an hour and at altitudes above 35,000 feet.

The target can be taken into flight by normal drag take-off or by "snatch pickup." Sufficient strength is built into the device to sustain the shock of a snatch pickup. A parachute is carried in the target's tail. This is released when the flying target touches the runway upon landing, and brings the target to a stop within 200 feet.

Films Win International Award

Two dental training films produced by BuAer under direction of the U. S. Naval Dental Corps received awards from the Venice Film Festival. The winning films are "Endodontia" and "Periodontia."

In everyday English, the word "Endodontia" would be "root canal therapy." This picture was awarded a silver medal for first prize. "Periodontia" — a surgical treatment for gingival disorders — won the honorable mention scroll in the category "Medical Films — Medical Natural Sciences."

The Venice Film Festival is an annual event sponsored by the Biennale of Venice and is held under the auspices of the Italian government. Cultural and scientific films submitted from all over the world are reviewed at the festival. Awards are made on the basis of excellence of quality and imaginative treatment of the film submitted.

Awards for the winning American films were made at a ceremony in the main conference room of the State Department building in Washington, D. C.

Navy Chief Sparkles Among 29 Star Servicemen

Chief Quartermaster Edward A. Mallon, USN, of *uss Sea Lion* (SSP 315), may not be very big in size but he knows most of the answers.

The diminutive chief was one of 29 top servicemen from the eastern part of the U. S. awarded an expense-free trip to Washington, D. C. Each man was picked on the basis of leadership, conduct, bearing and initiative.

The trip to the nation's capitol included recreational events as well as visits to the offices of top defense officials. When the group was ushered into the office of General Omar Bradley, the Chairman of the Joint Chiefs of Staff, the general noticed that Chief Mallon was dwarfed by his fellow servicemen.



Chief Mallon

"Are all the men on submarines as short as you, Chief?" the general asked.

"No, sir," quickly replied with a twinkle in his eye. "Most of them aren't that short when they first come aboard. They just grow that way."

The Navy men and marines who made the trip to Washington and the units from which they were chosen: Harvel W. Green, CSC, USN, *uss Taconic* (AGC 17); Edward A. Mallon, QMC(SS), USN, *uss Sea Lion* (SSP 315); Jack A. Metcalf, GM1, USN, *uss Strong* (DD 758); William L. Stull, GMC, USN, *uss Missouri* (BB63); Donald J. Sailers, AB1, USN, *uss Coral Sea* (CVB 43); Horace A. Payne, EN1, USN, ComServLant; Pfc William A. Eysenbach, USMC; MSgt Thomas R. Mitchell, USMC; TSgt Ralph A. Graef, USMC; MSgt J. T. Langley, USMC; all from MCS Quantico.

Antique Anchors Discovered

Two old anchors whose discovery brings back fond memories of the days of whaling ships have been found in a Pacific fleet anchorage.

Hand-forged with great care and in an excellent state of preservation, the two-old-fashioned anchors were dragged up from the bottom of Maui anchorage in the Hawaiian Islands by Navy divers who were clearing the place of concrete mooring blocks sunk there during World War II.

A couple of Maui's veteran, grizzled residents say that the anchors were probably lost in the harbor by whaling ships that used Maui as a port of call in the days of the Pacific whaling expeditions.

The Navy undertook to clear the anchorage of underwater obstacles to enable Maui's fishermen to ply their trade without fear of getting their nets entangled.

Their Morale Gets a Boost

Sailors in the Bremerton Group, Pacific Reserve Fleet, are honored in morale-boosting ceremonies or by personal letters to themselves or their families upon reaching certain milestones in their careers.

Assurance that they are valued and appreciated by the Navy comes to Navymen about as soon as they report to the Bremerton reserve group. Shortly after arriving for duty, the man will probably learn that a letter has been received by his next of kin. Responsible for this token of good will is Captain James R. Dudley, USN, and Captain Thomas D. Wilson, USN, who adopted the Atlantic Fleet policy which had been in effect for some time.

In addition, Captain Wilson writes a personal letter to a man's next of kin when the man is advanced in rating or reenlists or reaches the age of 21 years. Also, the man himself receives a personal letter from the captain and a new I. D. card when he reaches the age of 21.

Another pleasing gesture is the "ceremonial muster" held once a month in honor of awards and advancements to PO ratings. At these musters, the captain announces over a public address system the names of the men honored and the nature of the honor. The ceremony does much to impress new POs with the nature and added responsibilities.

A married PO of the Reserve Group is selected each month to rep-



OUTSTANDING heroism in repelling boarders and ultimately sinking the German submarine U-66, earned USS *Buckley* Navy Unit Commendation.

Hand-to-Hand Battle Wins Buckley NUC

Shades of old-time, hand-to-hand sea combat by boarding parties — standard practice in centuries past but rarely heard of in the present age — come to light in the citation for a Navy Unit Commendation awarded to USS *Buckley* (DE 51).

"Battling with guns, fists and even with coffee cups" to repulse a last-ditch boarding attempt by German crewmen of the submarine U-66, men of the U. S. destroyer escort sent the Germans reeling back over the side, repulsed the assault, sank the submarine and captured a number of her crew.

The action occurred on the night of 5-6 May 1944 while *Buckley* cruised in the sea-lane approaches to the Mediterranean. The citation tells the story:

"Ordered to investigate a surface contact reported by search aircraft, USS *Buckley* proceeded to the rendezvous at high speed and approached the target up the path of the moon. With the enemy clearly silhouetted against the light, *Buckley* was maneuvering to attack when a torpedo wake was sighted aft.

"Taken under machine gun fire, the destroyer escort quickly countered, scoring a direct hit on the

enemy's forecastle and rapidly closing range while raking the submarine from bow to stern with withering machine gun and 3-inch fire. Alongside the U-66, *Buckley* gave a hard right rudder and rode up on the target.

"As enemy boarders swarmed over the side, the *Buckley* crew battled with guns, fists, and even with coffee cups to rout the Germans. Suffering no casualties in this sharp encounter, the destroyer escort backed off to prevent further boarding.

"Striking a glancing blow as the two ships came abreast, the U-66, her bow riding under *Buckley's* after engine room, slowly rolled to a 60 degree angle and took a hand grenade in her flaming conning tower.

"After 16 minutes of desperate action, the enemy went down, her interior ablaze, her hatches open and 36 of her men captured.

"*Buckley's* success in repelling and capturing enemy boarders, an operation patterned on traditional naval practices of more than 100 years ago, was the direct result of her own combat readiness, and reflects the highest credit upon the United States Naval Service."

resent the Pacific Reserve Fleet at each of two local clubs. The Navy representative at these clubs is invited to speak and is the guest of honor. While the meetings are weekly, the Navy representative is changed once a month. Men who are residing with their families in the Bremerton area are chosen for this honor.

In sending a representative to take part in local affairs, the Navy has done much toward introducing Reserve Fleet personnel into the activities of Bremerton. The other friendly courtesies of the command tend to keep morale high, both among the Navy personnel and their home folks. — J. R. Samuelson, JO1, USN.



ENTIRE CREW stands by as Leo Slivinski, BMC, USN, salutes and marches down the gangway for the last time. He retired after 30 years service.

Rarely Ashore, Chief Retires After 30

A salty veteran of 30 years' active service, Leo Slivinski, BMC, USN, will go down to the sea in ships no more.

Chief Slivinski, who has only rarely done duty ashore during his long naval career and who has served in 15 ships in all, has retired from the Navy.

The chief figures that he has got a pretty good over-all picture of how the Navy works from his variety of sea duty. At one time or another, he has served in a battleship, a cruiser, a destroyer, a minesweeper, a fleet tug, a repair ship, a store ship, a seaplane tender and a yard oiler.

His two short tours of duty ashore were spent at Naval Training Center, San Diego, Calif., and at the Naval Air Station, also at San Diego.

Before being piped over the side as he left his ship for the last time, the veteran chief was granted the privilege of reviewing the crew with his commanding officer.

With the men of his deck gang and the other bluejacketed divisions drawn up stiffly on the deck of *uss Ajax* (AR 6), a serious-faced Chief Slivinski strode down the straight lines of blue and white to give the boys his final once-over before his retirement became official.

The inspection completed, the chief shook hands all around, watched two seamen carry his seabag over the side and then marched across the gangway himself between two rows of sideboys as the entire crew stood by.

His only regret — "You know, I've never served in a submarine."

Chief Tops His Class

It's a cinch that Robert Chatfield, BMC, USN, will be a good man on a shore patrol beat.

Chief Boatswain's Mate Chatfield — who was the only Navy man enrolled in the last class at the Military Police School at the Army's Camp Gordon, Ga. — graduated tops in a class that numbered 62.

The Navy man was assigned to an Army school because the Navy maintains no special school to instruct its shore patrolmen while at Camp Gor-

don the Army gives an inclusive course on the subject.

He finished the six-week course with an academic rating of 93 and was so outnumbered by his Army fellow-students that he was called "sergeant" instead of "chief."

While at the school, a Navy man learns everything from judo to military law and is qualified for permanent or temporary shore patrol duty when he graduates. Men are normally assigned to Camp Gordon on a returnable quota.

How Far Can You Go?

A collection of characters such as *uss Fargo* (CL 106) had for her seven months cruise in the Mediterranean is rarely to be had on any ship.

According to a plush "cruise book" turned out for crew members attached to the cruiser while it visited such ports as Athens, Trieste, Venice, Genoa, Villefranche, Oran, Gibraltar, Naples, Istanbul, Salonika and points east, "this cruise was such an unforgettable one that it demands some memento more lasting than personal reminiscence."

So to aid their memories in the dim future, a superb 115-page, leather-bound book entitled the *Cruise Log* was turned out. It has pictures of all divisions and many candid shots, with snappy copy to match. Selected excerpts from the written material point either to a colorful crew or a colorful editor — probably both:

- One of the older men of *Fargo's* First Division "is alleged to have acted as mess cook at the Boston Tea Party."

- "Into CR Division passes probably the greatest amount of coffee per man afloat. It is the lifeblood which feeds their mechanical brains which, if analyzed, would be found to be a cross between a coffeebean and a light bulb."

- "Qualifications for King Division are a high I.Q., love of work, and just enough marbles to make you like radar."

- Fourth Division: "This is reputed to be the most artistic division on board, showing a great predilection for painting everything in sight as often as possible. The fact that it is easier to paint over rather than scrub down, has nothing to do with their love for art and color."

- Instead of a leading petty officer in the Fifth Division, *Fargo* had a "leading character" for the men.

- Eighth Division (Marines): "Since the shores of Tripoli, the Mediterranean has seen the U. S. Marines, but we doubt if it ever saw a better looking, smarter drilled outfit than the 41 men of the Eighth Division. To them belong the 20-mm guns, and they lay claim to more drones and sleeves knocked down than all other divisions combined. To them belongs the distinction of having the only 'jumping gun' aboard ship. They have expended more gun barrels than ammunition."

- Able Division: "If there are no

accidental fires, 'A' Division starts 'em just for practice. Ensign Shrunk is often seen sneaking about some inaccessible part of the ship armed with a smoke bomb."

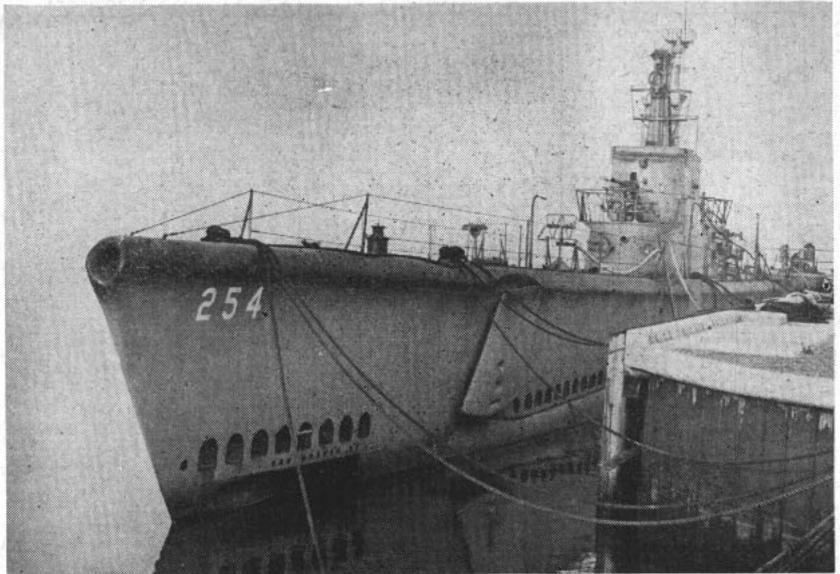
• Radarmen of Tare Division: "So aloof are they that they have their own division barber. . . . It is rumored that if the ship's barber attempts the job, he receives a charge of radioactivity."

• S-1 Division: "Like a Rothschild banking firm, S-1 spends part of each day negotiating dollars, drachmas, lire, francs, rupees and kuru." (Even Webster's 3,206-page unabridged dictionary can't tell you what a kuru is.)

NR Communications System

The Naval Reserve Communication System now operates 820 radio stations in the U. S., Alaska, Hawaii and the Canal Zone. This is more than half the number of stations planned for use in training approximately 37,000 persons in communications and technical electronics.

Stations are located at Naval Reserve training centers and other facilities throughout the U. S. and in the possessions mentioned. Should fires, floods or other disasters strike, the stations and their personnel would provide assistance in furnishing communications and electric power. In more widely spread emergencies, these Naval Reserve activities would provide similar service to the regular Naval Communication Service.



LOOMING out of the San Francisco fog, USS *Gurnard* (SS 254) awaits tow to Pearl Harbor where she is now utilized for the instruction of Reservists.

Survey of Continental Shelf

The net tender *uss Mulberry* (AN 27) has been made available to scientists under contract to the Office of Naval Research for their third survey of the continental shelf off west coast of the United States.

A "continental shelf" is that underwater area of land where the continent gradually slopes downward toward the ocean floor. Studies of submarine geology of the continental shelf off the coast of California, which extends as far westward as the Farallone Islands, have been in prog-

ress for several months. Investigations were conducted during late 1949 of marine life, geology, seismology and ocean currents in the region.

Samples of green mud obtained by dredging from *Mulberry* down to a depth of 2,000 fathoms are still being examined chemically and biologically for an explanation of the conditions under which sediment is being deposited.

Possibilities that the survey might help explain earthquakes was indicated by the scientists.

Marine Sergeant Dreams Up a Tricky Canned Milk Opener

Awakening in the night, Marine Sergeant Russell L. Stoecker decided the can opener-milk dispenser he had dreamed about was too good not to be true. He hopped out of bed and drew a sketch of the gadget while the idea was still fresh in his mind.

Technical Sergeant Stoecker, who is stationed at MCAS El Toro, Calif., applied for a patent on his brainchild and had a working model constructed. He is now considering offers from several large milk companies to market his invention.

Sergeant Stoecker's new dispenser is shaped somewhat like a conventional cream pitcher. It opens at the bottom, where an unopened large-size can of condensed milk is inserted and pushed in. The bottom of the dispenser is then replaced.

Two tubular knives open the can when it is inserted in the attractive heavy gauge aluminum container, and rubber seals protect the openings from dirt and germs. A slide arrangement that operates like a syrup pitcher top allows pouring of the milk.

In addition to preventing bacteria from entering an opened container of milk, the dispenser prevents spoilage and does away with jagged edges and unsightly opened cans of milk on the table. Best of all, children can tip it over and never spill a drop of milk. When manufactured, the dispenser will probably be offered to the public for about one dollar. Stoecker states that developing the dispenser and obtaining a patent has cost him about \$1,000 thus far.



SACK TIME inventor, TSGT R. L. Stoecker demonstrates the milk can opener he literally dreamed up.



SEA SCOUTS and approximately 100 women from local feminine organizations took a short cruise across Puget Sound in USS *Robert F. Keller*.

Civilians Take Short Cruise with Reserves

Getting under way from Everett, Wash., a short distance north of Seattle, the destroyer-escort *uss Keller* (DE 419) had aboard an unusual and interesting company of passengers.

Probably most interested and excited themselves were 185 Sea Scouts from the area neighboring the city of Everett. Also getting a big kick out of the cruise were approximately 100 ladies from the Navy Mothers Club, American War Mothers, the Volunteer Naval Reserve Waves, and other feminine organizations. The DE itself was

manned entirely by Naval Reserve personnel.

The journey wasn't very long — just across part of Puget Sound to the Naval Air Station on Whidbey Island. There the passengers disembarked, and the Scouts were taken by Navy transportation to the 4-H Club camp near Deception Pass. After staying overnight at the camp, the Scouts were returned to the air station for the noon meal in the Navy messhall. After chow, the boys were given a tour of the station and a DE ride back across the Sound to Everett.

Chaplains Hold Conference

Addresses by top Navy officials and round-table panel discussions featured the second postwar conference of naval fleet and district chaplains held this year in Washington, D. C.

Servicemen's marriage problems, the spiritual life of the chaplain, and emphasis on the Christian way of life for servicemen were among subjects discussed at sessions directed by Rear Admiral Stanton W. Salisbury, ChC, USN, Chief of Chaplains.

The concluding meeting of the four-day conference, attended by chiefs of Navy bureaus and chaplain representatives of the armed forces, was addressed by Rear Admiral Forrest P. Sherman, USN, Chief of Naval Operations, and Secretary of the Navy Francis P. Matthews.

A memorial program for chaplains who lost their lives in service was conducted at the Arlington Cemetery grave of Captain John Frazier, ChC, USN, the first Chief of Navy Chaplains, appointed in 1917.

Attending the conference were naval chaplains from the Atlantic and Pacific fleets, and from the various naval districts of the United States, Alaska, Hawaii, Panama Canal Zone, and the Caribbean area.

Flag Rank Orders

Flag rank orders for last month: Admiral Louis E. Denfeld, USN, retired 1 Mar 1950.

Vice Admiral William M. Fechter, USN, Deputy Chief of Naval Operations (Personnel), ordered as Commander in Chief, Atlantic Fleet to rank as Admiral from 1 Feb 1950.

Vice Admiral Robert B. Carney,

Sub-Fighting Seaplane

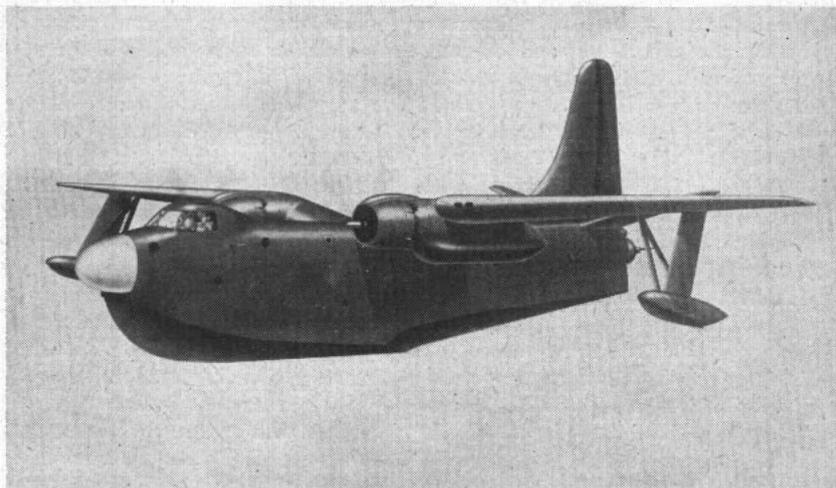
The Navy will have a new type of seaplane in operation soon, a plane designed especially for fighting submarines and for improved landing and take-off ability on rough water.

An initial production contract for the still unnamed plane has been awarded. The plane, now designated the P5M-1, was designed to succeed the PBM *Mariner* of World War II fame.

Featured on the new flying boat are an unusually long "afterbody" in the lower portion of the hull, the latest electronic equipment, and a large bow radar scanner. The long-afterbody hull is incorporated in the plane's design to provide good handling qualities on rough water. Wing-tip floats are included as an added aid to stability. Arrival at the present design followed a long series of tests employing models in a towing tank.

The new gull-wing plane will be powered by two 3,350-horsepower engines. It will carry one rudder at-

tached to a single tall vertical stabilizer, instead of the twin rudders carried by the *Mariner*. All structural parts of the craft will be unusually strong to fit the plane for rugged service.



RUGGED new flying boat, the P5M-1 features long afterbody for improved performance in heavy seas, is primarily intended for anti-submarine warfare.

Wave Parachute Rigger Jumps to Successful Conclusion

Graduation is one final plunge for Waves and male personnel attending the Parachute Riggers School at NAS Lakehurst, N. J. The plunge is either successful, in which case you graduate, or unsuccessful, in which case all details are unmentionable. School officials believe that the hop from a plane some thousands of feet up teaches students the proper appreciation of the art of lavishing loving care on the parachutes they rig.

Mary L. Redfern, PRAN (for parachute rigger striker, airman), USN(w), is the first Wave to make the parachute jump as a requisite for graduation from the 15-week course, and she says the jump-master's warning, "Coming on the range!" is more scary than anything that comes later. By the time he gets around to yelling "Go!" you're much too busy to think about anything else.

It was a brisk, wintry day when Airman Redfern made her pioneering jump above the circle on the station's hard-crustured turf. At the jump-master's word she was out in the crisp air, watching the ground come up fast until the first violent jerk brought her upright, and she knew everything was going to be all right.

The Wave was only one of more than 50 students and instructors making parachute jumps from a transport plane that day. Jumping number four in the second flight of the day, she had only one mar on an otherwise flawless hop: she had neglected to hold onto the rip-cord all the way down after opening the



FIRST WAVE to make the jump required for completion of parachute riggers course at NAS Lakehurst, Mary L. Redfern, PRAN, comes up grinning.

'chute with it. She felt better about that when she learned that another student — a male — had done the same thing, and both of them had to pay the traditional penalty the following night of treating the other class members during the graduation dinner.

The jump-master, Lieutenant Harry Ritter, USN, has been at the school since the summer of 1947 and his students never have suffered serious injury or fatality in the more than 30 mass 'chute jumps held in that time. They are well padded and protected, with paratroop boots, football helmets, and double 'chutes.

Airman Redfern ranks as the first Wave parachute rigger to complete the course with the free fall parachute jump as the final requirement for graduation. During the war many Waves, Spars and women Marines graduated from the school, but then a parachute jump was not required.

The 21-year-old Detroit girl is the first Regular Navy Wave to volunteer for the course and is the first Regular Navy Wave PRAN. Roberta J. Clevenger, AA, USN(w) joined Airman Redfern at the air station, and the two of them were the only females among 113 students in the course at the opening of the year.

USN, Deputy Chief of Naval Operations (Logistics), ordered as Commander, Second Task Fleet.

Vice Admiral Francis S. Low, USN, Special Adviser for Undersea Warfare, Naval Operations, ordered as Deputy Chief of Naval Operations (Logistics).

Vice Admiral Calvin T. Durgin, USN, Deputy Chief of Naval Operations (Air), ordered as Commander, First Task Fleet.

Rear Admiral John H. Cassady, USN, Commander, Fleet Air, Jacksonville, Fla., ordered as Deputy Chief of Naval Operations (Air) to rank as

vice admiral from 15 Jan 1950.

Vice Admiral Gerald F. Bogan, USN, retired 1 Feb 1950.

Rear Admiral George H. Fort, USN, President, Naval Retiring Review Board, ordered as Member, General Board.

Rear Admiral Arthur G. Robinson, USN, ordered as Senior Member, Naval Sentence Review and Clemency Board.

Rear Admiral Evander W. Sylvester, USN, Commander Puget Sound Naval Shipyard, Bremerton, Wash., ordered to Bureau of Ships for duty.

Rear Admiral Thomas G. W.

Settle, USN, ordered as Vice Chief of Naval Material.

Rear Admiral John W. Roper, USN, Chief of Naval Personnel, ordered to additional duty as Deputy Chief of Naval Operations (Personnel).

Rear Admiral Frank C. Dunham, SC, USN, Assistant Chief of Bureau of Supplies and Accounts, ordered as Chief, Field Branch, Cleveland, Ohio.

Rear Admiral Lewis N. Moeller, CEC, USN, will relieve Rear Admiral Carl A. Trexel, CEC, as Director, Pacific and Alaskan Division, Bureau of Yards and Docks.

Brief news items about other branches of the armed services.

* * *

DIVERS from the Army Transportation Corps School, diving in the York River near Yorktown, Va., discovered part of the hull of a British war vessel sunk during the siege of 1781.

The vessel was determined to be one of a British fleet of approximately 50 ships known to be in the area during the siege of Yorktown that year. A number of these vessels were set afire by French and American shore batteries and went down in flames. Most of the ships were sunk on the Yorktown side of the river, but one or two, notably the frigates *Guadaloupe* and *Sharon*, were reportedly sunk while trying to escape to the Gloucester side of the river.

The wrecks on the Yorktown side of the river have been exploited in salvage for the past 50 years, but the Army's discovery is the first evidence to verify the existence of vessels sunken on the Gloucester side of the river.

The discovery was made during practice dives by Army personnel undergoing training.

* * *

"AIRBORNE TROOPS will play a major part in any possible future war," says the Army. Consequently, the Paratrooper Training Center at Fort Benning, Ga., is buzzing with activity even in these days of peace.

Two hundred men of varying background, ranging from recruits to battle-tested veterans, officers and enlisted men, graduate each week in the five-weeks' course. Officers and men take the same course and are assigned to the same company.

Since the opening of paratroop training nine years ago, more than 124,000 men have qualified as airborne soldiers.

The Army points out that in this modern age, the primary mission of the infantryman — "to close with the enemy and destroy him by fire, movement and shock action" — is still the same, but the method of entry into combat has changed through the years. Assault via the airways is one of the latest refinements.



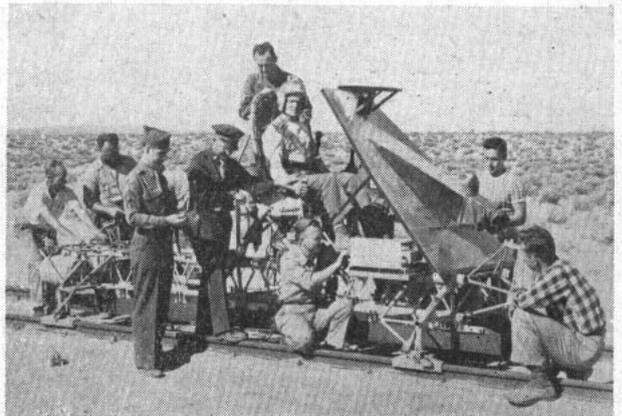
PRACTICE tower gives paratrooper trainees confidence when the time comes to make that first real drop.

How would you like to travel 240 miles an hour on a sled — without any snow?

At Edwards Air Force Base, Muroc, Calif., there's a sled that can go that fast under rocket power. As far as we know, nobody has ridden it at full speed, however. It travels along steel rails on its short, rapid journey.

The brakes are the thing, though. They can drop the sled's speed from 150 miles an hour down to 75 mph in one-fifth of a second. That would be the same as bringing an automobile to a standstill from a speed of 75 miles per hour in a distance of nine feet.

The idea of all this is to find out how much momentum-



TESTS conducted on this rocket-propelled 'human decelerator' will lead to greater safety for future flyers.

created force the human body can stand without damage. Volunteer riders on the Air Force sled have proven that it can stand a lot if properly supported. One way to support the body for the rapid slow-down tests is to have the seats facing aft. That way, the seat's back keeps the volunteer from being flung against the sled's structural work. Another method is the use of quite an elaborate harness. With either type of support, AF volunteers have endured a deceleration force of 35 G's. That is, the force exerted by momentum was 35 times the volunteer's weight.

Greater safety in the event of air crashes is the goal. The sled tests are providing valuable information.

* * *

A PILOT EJECTION SEAT that can toss a jet pilot free of his plane at supersonic speeds is now being tested by the Air Force by means of the fastest little trolley car in the world.

The "trolley car" is actually not a trolley car at all but a streamlined sled on wheels. It can hurtle down a narrow-gauge railway track at speeds up to 1,100 miles per hour. As the sled speeds down the track, an ejection seat with a dummy pilot strapped in it is exploded into the air and clear of the track.

By analyzing how the dummy and the seat withstand this punishment, Air Force engineers hope to predict how satisfactory the pilot ejection seat will prove if installed in one of tomorrow's supersonic jet planes.

Actual tests with volunteer airmen have already proved that the ejection seat is practicable for a bail-out

at speeds up to 555 miles per hour. Present indications are that the seat will also prove safe for bail-outs up to 700 miles per hour — that's barely over the supersonic range under certain conditions.

* * *

TELEVISION is now replacing the Army instructor in the classroom.

In a series of eight experimental television broadcasts, the Army is making its first venture into television as a medium. The eight programs, broadcast over a regular commercial television network, outline the operations of an infantry division as it maneuvers in a simulated combat operation.

Films of actual combat operations in World War II are pictured to show the students the set-up. Then, Army instructors take over to point out how the problem shown might be solved with the forces at hand.

The telecasts are intended for Army Reservists and National Guardsmen. Reservists may view each "lesson" either from their own homes or from designated meeting places where television receivers have been installed.

These telecasts are produced at the Navy Special Devices Center, Port Washington, Long Island, N. Y., where the Navy has long been conducting its own television programs (see ALL HANDS, November 1948, p. 2-4).



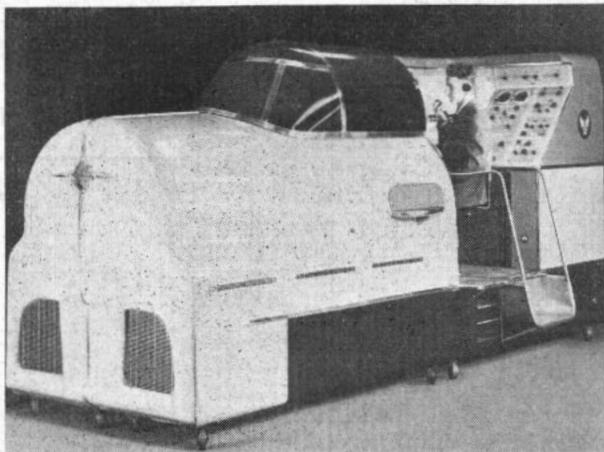
MOCK-UP of navigational computer is used to teach Air Force cadets how to find their way around the sky.

DEHYDRATED food is back again on the Army's menu — items like dehydrated potatoes, eggs, onions, apples, cranberries, cabbage, carrots, beets and soups.

In order to get its men used to eating good dehydrated food and to encourage civilian food concerns to continue to experiment with dehydrated food items, the Army has announced that it has resumed a limited use of these foods.

Although during World War II dehydrated foods never got a full vote of confidence from the fighting men, the items the Army will now place on the doughboy's mess tray have all been proved acceptable by taste test.

Dehydrated foods are important, says the Army, because during wartime shipping space must be conserved. As a result, there is less room for bulky fresh food. Dehydrated foods must be used to fill the gap.



JET TRAINER developed for the USAF simulates problems encountered in flying scoop and whoosh aircraft.

A NEW LINK JET instrument trainer, designed to simulate all of the problems and flight conditions encountered by pilots flying high-speed jet aircraft, has been approved for use by the Air Force.

With a cockpit closely resembling that of a jet fighter, the new trainer contains all of the controls, instruments and indications of a high speed aircraft with rates of roll, climb and acceleration duplicated. It differs from previously used trainers in that it does not move on its fixed base. Earlier Link trainers tipped, banked and turned on a single pivot base.

By use of a series of emergency controls, the instructor can produce a variety of conditions in the trainer such as might be encountered in actual flight. Weather and light conditions, icing, rough air and wind can be introduced. The trainer contains equipment which makes it possible to get instruction in the latest radio and navigation procedures.

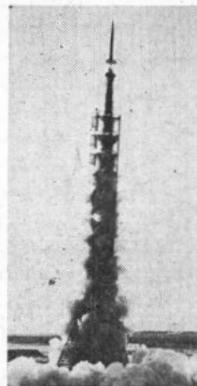
The trainer is 14 feet long and weighs 3,750 pounds.

* * *

LEAVING behind a long billowing trail of smoke, a thin pencil-like object mounted into the sky at Holloman Air Force Base, Alamogordo, N.M. An upper-atmosphere research test, employing the famed *Aerobee* designed for the Navy two years ago, was under way.

A rocket motor burning liquid fuel can shove the *Aerobee* into the 3,000 mile per hour speed zone and send it darting to 75-mile altitudes. Within its slender body (slightly more than a foot in diameter), the 20-foot rocket can enclose 150 to 200 pounds of electronic instruments besides its engine and fuel. Three fins on the *Aerobee's* tail provide stability.

Sixty *Aerobee* units will be launched at the Air Force's New Mexico installation in a two-year research program. Data collected by the rocket's instruments will be used in atmospheric, solar and guided missile research.



THE BULLETIN BOARD

Advancement Based on Service-Wide Competitive Exams

Service-wide competitive examinations are now the basis for advancement to all petty officer rates, in accordance with the provisions of BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950).

Formerly, only advancement to CPOA required that all applicants for the same rate must take the same exam throughout the service. Examinations for advancement to first, second and third class petty officer rates were prepared and given by the separate area and force commands — with the result that 17 different exams, some varying widely, were given for the same rate.

Now, the new system of a single, service-wide competitive examination for advancement to each of the petty officer rates places all applicants on an equal basis. For example, a boatswain's mate striker in San Juan, Puerto Rico, will take an examination identical to that taken by another man striking for the same rate in, say, New York City — and on the same day.

Another directive, BuPers Circ. Ltr. 13-50 (NDB, 31 Jan 1950) gives the dates on which the first service-



"Some dirty rat named Joe sent me."

wide competitive examinations for advancement to PO3, PO2 and PO1 throughout the naval services, as follows:

- Petty officer, third class — Monday, 10 July 1950.
- Petty officer, second class — Monday, 17 July 1950.
- Petty officer, first class — Monday, 24 July 1950.

Preparation and grading of the thousands of examinations is the function of the Naval Examining Center, Norfolk, Va., whose recent establishment makes possible the new

Survival Training Switches from Hot to Cold

"Brother, it's cold outside," said the Navy pilot to himself as he lighted a candle in his snow cave. It was cold inside, too, but would be warmer as soon as the candle and the flier's own body warmth had taken the chill off the air.

This was part of a seven-day cold weather course designed to teach pilots how to survive if forced down in frigid regions. Nearby on the Alaskan plain were seven other fliers, each tucked away in his own little cave — and doing nicely, thank you. They all thought they were doing more nicely than on the first day, when they had camped on the barren beach. Yes, a snowbank did provide more comfort as a shelter than did stray driftwood and discarded parachute material.

The eight Navy pilots had come

up from San Diego for the week's course. Ordinarily the first 24 hours would have been spent on the ice floes of the Bering Sea, but the sea wasn't frozen as yet this winter. In fact, the weather was uncooperative throughout for really effective training. It was only about 12° below zero most of the time.

The survival students wore only the clothing they would have been wearing if actually forced down in the area.

The eight members of VF-52 spent 48 continuous hours exposed to the arctic weather, and breezed through the experience without difficulty. Earlier phases of the course included lectures and movies on polar survival. The unified course was conducted at Marks Field, an Air Force base near Nome.

system. (See ALL HANDS, January 1950, p. 12.)

The directive asked commanding officers to insure that all personnel eligible and recommended for advancement by 16 Oct 1950 also may be nominated by COs. The directive also pointed out that if advancement authorizations have not been received for personnel who competed in past fleet or area-wide examinations, meanwhile maintaining their eligibility for advancement to these pay grades, they should be nominated for the July exams.

All fleet, district and other waiting lists for advancement to the various petty officer rates will be cancelled and terminated on 1 July 1950. Personnel who are on these waiting lists and who are not advanced on or before 30 June 1950, must compete for advancement in the service-wide competitive examinations.

The new system centrally controls the advancements to all petty officer rates and permits advancements to be made for enlisted personnel who stand highest in the competition regardless of geographic location or duty assignment.

Form NavPers 624 "Report of Examination for Advancement or Change in Rate or Rating," newly revised in January 1950, will be available for distribution to commands in March 1950. This form, containing information on each candidate, will be filled out by the commands and turned over to the examining boards. In the interests of accuracy and fairness to personnel, the Bureau of Naval Personnel has asked the commands to allow the applicants to review all information in this form as taken from their service records.

Another directive, BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) eases sea duty requirements for advancement in rating, bringing them on a par with those required for officer promotion.

In addition to the present types of sea duty, the following are now considered sea duty for promotion purposes under provisions of the new directive:

• Military Sea Transportation Service.

• Reserve Fleet.

• Naval district vessels and surface craft. (Previously, these vessels had to be at sea 50 per cent of the time for their personnel to be considered as serving on sea duty for promotion purposes. This requirement is now removed and attachment to the vessel is regarded as sea duty for promotion purposes without regard to time actually spent at sea.)

• Fleet amphibious warfare units. (Underwater demolition teams, beach groups, amphibious training units.)

• Fleet training units. (Underway training units, fleet training groups, amphibious training units, Fleet Sonar School.)

• Fleet, Force and Type administrative commands of the sea-going forces. (Such as staffs of CinCLant, ComCruPac, ComServForLant, and so forth.)

The re-definition of sea duty for the above types of service applies only for advancement purposes — not for pay or duty rotation purposes. The directive states that, "Nothing in the foregoing is to be construed as a change in regulation or policy regarding sea and shore duty rotation and foreign service duty for pay purposes, but applies only in connection with advancements in rating and changes in status to permanent appointment."

Besides the above changes, BuPers Circ. Ltr. 12-50 emphasizes the following points:

• Since all CPOs are now included in pay grade E-7 under the new pay bill without regard to acting or permanent appointment, the use of the term "Appointment to Pay Grade 1" is discontinued and the term "permanent appointment" is restored to use.

• Permanent appointment is signified by dropping the "A" as in the following examples: (1) Chief Boatswain's Mate, Acting Appointment — BMCA. (2) Chief Boatswain's Mate, Permanent Appointment — BMC.

• The directive makes an obvious point of calling attention to "Chief Boatswain's Mate" as being the correct way to write and say it. BuPers has received correspondence referring to "Boatswain's Mate, Chief" — which is incorrect whether spoken or written in full.



How Many Feet Are There in a Nautical Mile?

A navigator in the U. S. Navy and a navigator in the Icelandic "Navy" will not see eye to eye on how many feet there are in a nautical mile.

The Icelander will say that his nautical mile is several feet longer than the U. S. nautical mile. It's not because in Iceland they need a longer mile in order to sail around all those icebergs, either, he says. It's because Iceland simply uses a different measurement for its nautical mile.

Every seaman knows that "one nautical mile is equal to one minute of latitude." That's all very well and one minute of latitude is a good enough rough measurement of distance over the sea and a handy rule of thumb.

But when you need to be very accurate and try to pin down the nautical mile to its exact number of feet, you run into a peck of trouble since one minute of latitude at the North Pole and the same minute of latitude at the Equator are two different things. The one up at the Pole is a few feet more in length than the one down at the Equator.

It's not, as you might think, because the nautical mile can't stand the heat at the Equator and finds it must shed a few of its feet. No, it's because our earth is pushed in at both ends (the Poles) like a toy balloon which is pressed between your

palms. As a result, the experts tell us, we live on a "spheroid" rather than on a perfect "sphere."

Moreover, the plain fact is that the experts aren't exactly sure how far this spheroid is pushed in at either end. The U. S. uses for its measurements a spheroid as figured out by a fellow named Clarke. Iceland, on the other hand, uses somebody else's spheroid. The result: two different measurements.

Don't think that Iceland is the only country that uses a different nautical mile from the U. S. The British, French and German "nautical miles" vary from ours too, by as little as two inches and by as much as two feet.

For example, the U. S. nautical mile contains 6,080.20 feet; the British nautical mile contains 6,079.98 feet; the French and German nautical miles contain 6,076.10 feet; while the Iceland nautical mile contains 6,085.95 feet.

So if you and your buddy from Iceland get into an argument over how many miles (nautical, that is) there are around the earth at the Equator, don't hold it against him if he swears that there are 21,605 and you know for sure that there are 21,624.

You are both right. He's just using those quick-frozen, king size Icelandic miles, that's all.

Navy Disciplinary Barracks Closed on the West Coast

The Navy has closed down one of its two disciplinary barracks for general courts-martial prisoners.

Prisoners to be sent to a West Coast disciplinary barracks will hereafter be assigned to the Army branch disciplinary barracks at Camp Cooke, Lompoc, Calif., instead of to the Navy disciplinary barracks at San

Pedro, Calif., which has been closed.

This move affects prisoners from the 11th, 12th, 13th, 14th, and 17th Naval Districts, and Pacific Ocean areas.

In general, disciplinary barracks are for those GCM prisoners who are not recommended for eventual restoration to duty in the Navy; re-training commands are for those who are considered restorable.

Charts Show, Step by Step, How EMs Advance in Navy Ratings

Listed on these pages is a chart showing how enlisted personnel may advance by stages into any of 62 Navy ratings. It shows, progressively, how a person starts out as a recruit in the Navy in one of the seven general apprenticeships — seaman, fireman, construction man, airman, hospitalman, dentalman or stewardman — advances into one of the 12 occupational groups and then upward into one of the job fields (ratings) that are classified under that particular occupational group.

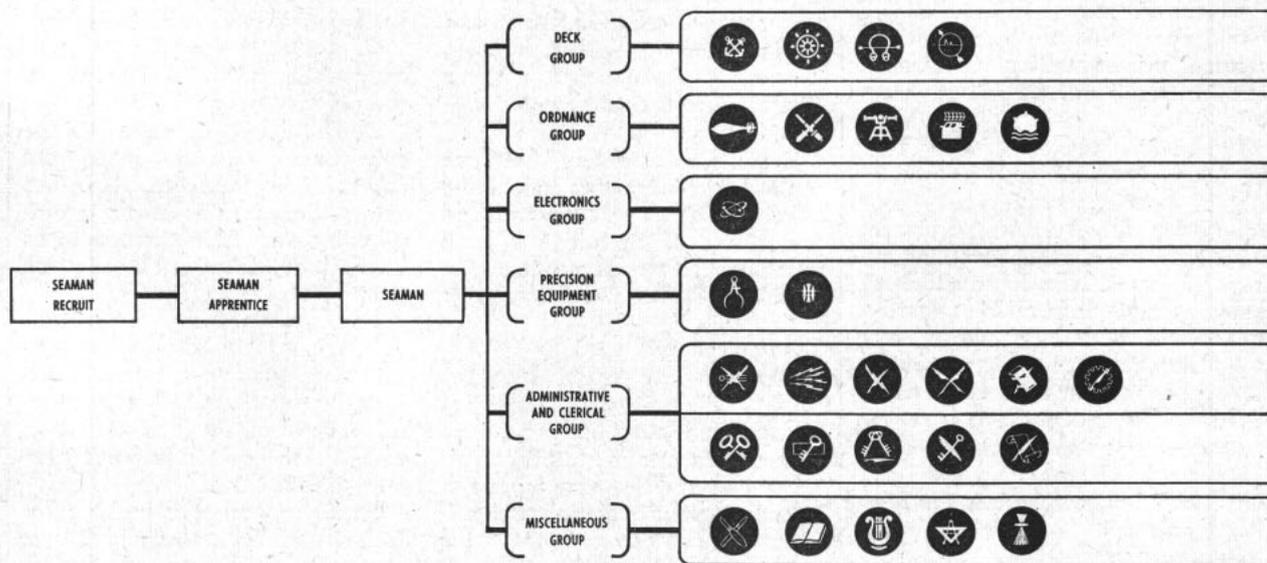
For example, a person may enlist in the Navy as an airman recruit, be subsequently promoted to airman apprentice and airman. His next advancement moves him out of "general apprenticeship" status and into a particular rating. This airman can advance to petty officer third class status in any of the 13 ratings of the aviation group for which he qualifies.

The "general apprenticeship" state of a person's naval

career is during the period he is a non-rated man, occupying pay grades 1, 2 and 3. Example: seaman recruit (PG1); seaman apprentice (PG2); seaman (PG3). When he is advanced to pay grade 4 (third class petty officer) he moves into an occupational group and a particular job field (rating). His subsequent progress up to chief petty officer (pay grade 4 upward to pay grade 7) will be made in that job field (rating).

On the charts below, the column to the left lists the general apprenticeships. The middle column lists the occupational groups, and the right-hand column lists the job fields (ratings) within that particular occupational group.

By publication of these charts, ALL HANDS hopes that a greater number of people will familiarize themselves with the rating symbols of the 62 ratings and gain general knowledge of the duties of personnel of each rating.



Deck Group

Boatswain's Mate (BM) — Perform almost any task connected with the operation of small boats, general seamanship, cargo handling and care of the ship. Act as members of gun crews. Boatswain's mates are the master seamen of the Navy.

Quartermaster (QM) — Perform ship control, navigation and bridge-watch duties. Correct charts and maintain navigation aids. Maintain visual communication by means of flashing light, semaphore and flag hoist. Stand watches as assistant to the officer of the deck and navigator. Act as supervisor of helmsmen and lookouts.

Sonarman (SO) — Operate and perform operational maintenance on sonar and electronic and magnetic harbor defense equipment. Obtain and interpret equipment information for solution of

practical problems of navigation, maneuvering, search and rescue. Operate underwater sound equipment to detect the presence, direction and range of underwater craft.

Radarman (RD) — Operate and perform upkeep on search radar, electronic recognition and identification, controlled approach, electronic aids to navigation and radar countermeasures equipment. Responsible for interpretation of information supplied by this electronic equipment.

Ordnance Group

Torpedoman's Mate (TM) — Check, maintain, test, repair and overhaul underwater ordnance such as torpedoes, depth bombs, depth charges and ordnance detectors used on vessels and aircraft. Maintain and repair torpedo firing equipment and depth charge releases.

Gunner's Mate (GM) — Operate, main-

tain and repair small arms, rocket launchers, guns and turrets. Repair electrical, mechanical and hydraulic systems in guns, turrets hoists and associated systems. Supervise handling of powder, projectiles, rockets, bombs and pyrotechnics. Inspect magazines and test powder.

Fire Controlman (FC) — Operate rangefinders, computers, fire control radars, directors, switchboards and associated units aboard vessels. Conduct operational tests and alignment checks. Perform routine shipboard maintenance and repair work to fire control equipment. Make minor optical repairs to optical rangefinders.

Fire Control Technician (FT) — Highly skilled technicians who make detailed casualty analysis, major repairs and overhauls to fire control systems, including fire control radar.

Mtneman (MN) — Check, maintain,

test and overhaul underwater ordnance such as mines, depth charges and ordnance detectors used on naval vessels and aircraft. Maintain and repair mine laying equipment and depth charge release equipment.

Electronics Group

Electronics Technician (ET)—Maintain and repair all electronic equipment such as radio, radar, sonar, and other types of communications, detection and ranging equipment employing electronic circuits. Disassemble electronic equipment and replace defective parts. Calibrate, tune and adjust equipment.

Precision Equipment Group

Instrumentman (IM)—Install, test, calibrate, overhaul and repair mechanical instruments such as meters, gages, office machines, watches and clocks. Work from blueprints and schematic drawings; recondition instruments and select and set jewels in instruments, watches and clocks. Repair mechanical parts of electrical instruments.

Opticalman (OM)—Overhaul, repair and adjust optical equipment such as binoculars, octants, sextants, telescopes, periscopes, rangefinders, lead computing sights, optical gun sights and infra-red equipment.

Administrative and Clerical Group

Telemen (TE)—Act as communications yeoman and registered publications clerks. Receive and transmit radio messages on voice circuits, using specified voice procedure. Operate voice radios, teletypewriters and similar equipment. Perform cryptoboard duties when designated. Operate Navy post offices as authorized by the Chief of Naval Operations.

Radioman (RM)—Operate radios, radio direction finders, teletypewriters and voice radio equipment. Transmit and receive messages by International Morse Code and type incoming messages. Make operational adjustments to and perform upkeep on equipment.

Communications Technician (CT)—Perform specialized duties in connection with communications research and engineering, under the cognizance of the Chief of Naval Operations (CNC).

Yeoman (YN)—Perform clerical and secretarial duties of all kinds at ships and stations, including typing, filing, operation of duplicating equipment and general office work. Handle correspondence, prepare reports and maintain records and official publications. Personnel in higher pay grades qualify as stenographers.

Personnel Man (PN)—Perform personnel technical duties. Prepare and maintain officer and enlisted records, personnel accounting reports, classification, recruiting, training and educational guidance, personal counseling, welfare and recreation, separation and civil re-

adjustment; screen and recommend enlisted personnel for job and school assignments.

Machine Accountant (MA)—Operate key punching and key verifying equipment that records statistical data on tabulating cards. Are thoroughly familiar with the Navy's mechanical accounting systems.

Storekeeper (SK)—Order, receive, inspect, stow, preserve, package, ship and issue materials and cargo, and account for property, equipage, supplies and materials (exclusive of aviation equipage, supplies, etc.) belonging to the Navy.

Disbursing Clerk (DK)—Open, maintain and close military pay records, prepare pay roll certification sheets and money lists; prepare public vouchers, transportation requests and meal tickets; register allotments, allowances, and savings deposits; prepare returns covering receipts and expenditures of public monies.

Commissaryman (CS)—Serve as cooks and bakers for the general mess on ships and shore stations; serve as butchers on large ships and stations. Prepare menus, keep cost accounts, assist in ordering provisions, check deliveries for quantity and quality. Responsible for proper storage of all food products and for care of galleys, bake shops, refrigerated spaces and provision issue rooms.

Ship's Serviceman (SH)—Manage ship's service and ship's store activities afloat and ashore and may perform clerical, sales and managerial functions in naval commissary stores. Lower pay grades specialize as barbers, beauty

operators, cobblers, laundrymen, tailors or store clerks.

Journalist (JO)—Manage and edit ship and station newspapers and serve on other Navy publications; write news stories from personal interviews, examination of dispatches and witnessing events; edit copy and art, write picture captions and prepare page layouts. Prepare radio scripts, feature articles and histories of ships. Operate typewriter and teletype machines in connection with their work.

Miscellaneous Group

Lithographer (LI)—Perform all functions of offset-lithographic work. Lower grades specialize either as pressmen or cameramen and platemakers. Pressmen set up, ink, adjust and run offset presses; clean, lubricate and maintain pressroom equipment. Cameramen and platemakers operate process cameras; develop, opaque and process negatives; layout and assemble copy; make plates; clean, lubricate and maintain photographic and platemaking equipment.

Printer (PI)—Operate letterpress printing equipment at shore stations and aboard ships and perform duties which include copy preparation, composition, presswork and binding. Operate linotype machines, small automatic presses, hand operated cutters and binding equipment.

Musician (MU)—Members of Navy bands and orchestras which provide music for military ceremonies, religious services, concerts and various recreational functions. Play one or more brass, keyboard, percussion or woodwind instruments (may double in stringed in-

HOW DID IT START

Rostrum

To the man giving a speech, the rostrum is simply the platform from which he can hold forth. But were he to probe into the origin of the term, he would find that "rostrum" is a very old word borrowed from the sea.

The early war vessels of the Mediterranean, long before the birth of Christ, had a bronze beak or ram at the prow. Many of them were highly ornamental. The Latins called these beaks *rostra*.

In one of Rome's great sea battles about 300 B.C., the Latins came out with flying colors. They captured the enemy fleet and definitely established themselves as a potent sea power. The battle was fought at a place now called Anzio, where our troops established a hard-fought beachhead in World War II.

In celebration of the victory the rostra of some of the captured vessels were taken to



Rome and set up as trophies in front of the speakers' stage at the Forum. As time went on, the entire stage became known as the rostra, which in more recent times has been changed to the singular, rostrum.

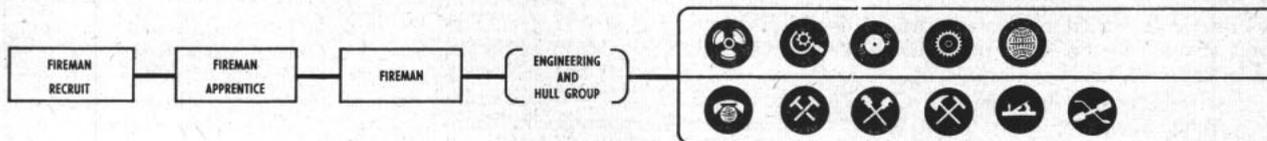
strument). Properly handle, care for and make minor adjustments to instruments played. Plan, conduct, or perform various types of musical and recreational entertainments. Arrange and copy special music for band and orchestra.

Draftsman (DM) — Prepare, alter, file and check topographical, hydrographical, architectural, structural, mechanical, electrical, and statistical drawings,

plans, sketches, tracings, illustrations, maps and charts from rough or detailed sketches, notes and instructions, using pencil, ink, colors, or lithographic greases. Prepare specifications, material estimates and bills of materials. Make, file and correct blueprints. Operate blueprint machines or other printing machines used to reproduce drawings.

Photographer's Mate (PH) — Trained

in all phases of photography except aerial photography. Make pictorial records of historical and newsworthy events aboard ship and at shore stations. Operate, maintain and make necessary adjustments of various types of ground motion picture and still cameras. Develop and print photographs. Perform microfilm, photostat, copying and news photography.



Engineering and Hull Group

Machinist's Mates (MM) — Install, operate, maintain and make repairs to ship propulsion and auxiliary equipment, such as steam propulsion machinery, shafts, propellers, evaporators, compressors, pumps, valves and reduction gears. Maintain and make repairs to outside machinery such as steering engines, anchor windlass, cranes, etc. Operate and maintain refrigeration and air conditioning equipment.

Machinery Repairman (MR) — Perform all types of shop work requiring the skillful use of lathes, milling machines, boring mills, grinders, power hacksaws, drill presses and other machine tools, plus all hand tools and measuring instruments used in a machine shop. Operate, maintain and repair auxiliary machinery such as pumps, winches, compressors, evaporators, etc. Operate main propulsion machinery as required in standing engine room watches.

Boilerman (BT) — Operate all types of marine boilers and fireroom machinery. Transfer, test and take inventory of fuels and water. Maintain and repair boilers, pumps and associated machinery.

Engineman (EN) — Operate, maintain and repair internal combustion engines.

Operate and maintain auxiliary engine room, refrigeration and air conditioning equipment on diesel-driven ships.

Electrician's Mate (EM) — Stand watches on motors, generators and switchboards. Operate searchlights and other electrical equipment. Maintain and repair power and lighting circuits, fixtures, motors, generators, distribution switchboards, etc. Administer and perform electrical shop work and maintain storage batteries.

Interior Communication Electrician (IC) — Stand interior communications and gyrocompass watches. Maintain and repair I.C. systems, including synchro units, gyrocompass systems, and related equipment.

Metalsmith (ME) — Lay out, fabricate, and repair metal structures (light and heavy gage). Make repairs involving welding, brazing, riveting and calking to decks, structures and hulls. Lay out, cut, shape, rivet and tin plate sheet metal. Act as members of damage control parties; calk or patch leaks in the hull, tanks or bulkheads; check watertight integrity of ship.

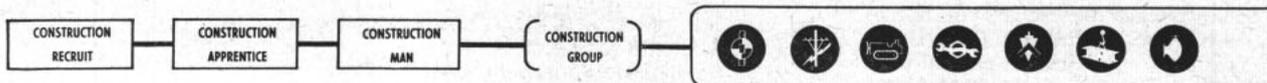
Pipefitter (FP) — Lay out, assemble, fabricate and repair shipboard machinery and hull piping and plumbing.

Install, maintain and repair all valves and piping and plumbing system fixtures and fittings. Weld, braze, solder, roll, bend and form pipes and tubing. Lag and cover pipes.

Damage Controlman (DC) — Specialists fully qualified in the knowledge, theory, techniques, skills and equipment of fire fighting, chemical warfare, carpentry, painting and damage control. Instruct and coordinate damage control parties; are responsible for maintaining and repairing damage control equipment.

Patternmaker (PM) — Make wooden or metal patterns, core boxes and flasks used by molders in a Navy foundry. Mount patterns on molding board for producing molding. Make master patterns and core boxes for casting aluminum and brass patterns. Finish metal patterns. Make full scale layouts of wooden patterns, core boxes and templates.

Molder (ML) — Operate foundries aboard ship and at shore stations. Make molds and cores, rig flasks, prepare heats and pour casting of ferrous, nonferrous, and alloy metals. Shotblast or sandblast cooled castings and flasks. Make castings for various naval equipment.



Construction Group

Surveyor (SV) — Make reconnaissance, preliminary and final location surveys for roads, airfields, pipe lines, ditches, buildings, drainage structures, and waterfront construction. Operate, adjust, clean, and maintain transits, levels, alidades and other equipment. Make hydrographic, topographic and triangulation surveys, maps and profiles. Compute cuts and fills.

Construction Electrician's Mate (CE) —

Install, operate, maintain and repair electrical generating equipment, distribution systems, transformers, switchboards, distribution panels, motors, inside wiring in buildings and lighting fixtures. Erect poles, attach insulators, string wires and lay cable for high tension power lines and communication lines. Maintain and repair all types of electrical equipment found at advanced bases.

Driver (CD) — Check, operate, main-

tain and repair automotive and heavy construction equipment (trucks, tractors, Tournapulls, bulldozers, shovels, cranes, carryalls, pile drivers, graders, etc.) Rig cable assemblies and change attachments for special equipment. Follow engineer's direction in excavation and construction operation.

Mechanic (CM) — Check, test, maintain, repair and overhaul automotive and heavy construction equipment. Work on both Diesel and gasoline internal-com-

bustion engines. Operate special garage equipment.

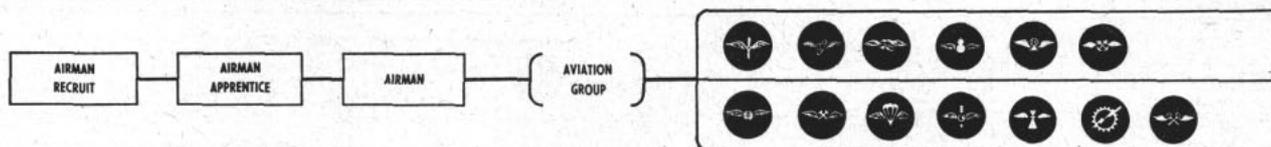
Builder (BU) — Construct, maintain and repair frame, timber and concrete structures such as warehouses, hospitals, barracks, bridges, tanks, buildings, wharves, etc. Operate sawmills and cabinet and carpenter shops. Build concrete forms, place reinforcing steel and mix and place concrete in all types of structures, including underwater installations.

Direct logging operations when required.

Steelworker (SW) — Rig and erect "A" frames, gin poles, derricks, hoists, booms and special tackle to move or hoist heavy equipment, structural shapes, and materials. Splice ropes and steel cables; fabricate nets and slings. Erect or dismantle steel bridges, buildings, tanks, docks and pontoons. Place, cut, fit, weld, bolt and rivet steel shapes, plates and built-up sections in the construction of advanced

base facilities. Build aircraft hangars.

Utilities Man (UT) — Install, operate, maintain and repair high-pressure and low-pressure boilers, evaporators and equipment for distillation of water; perform plumbing and pipefitting work required in the maintenance of the above equipment. Make chemical tests of water for potability. Maintain and operate water supply and sewage disposal plants or installations.



Aviation Group

Aviation Machinist's Mate (AD) — Maintain, repair, test, inspect, adjust and install aircraft engines (reciprocating and turbine) and accessories, including propellers, pumps, etc. Operate engines and auxiliary power plants for operational or test purposes.

Aviation Electronics Technician (AT) — Maintain, adjust, test, install and repair all airborne electronic equipment in naval aircraft including radio, radar, Loran, IFF, RCM, radio altimeter and electronic fire control equipment.

Aviation Electronicsman (AL) — Operate, adjust, test and perform routine maintenance checks and minor repairs to electronics equipment (less fire control equipment). Are familiar with operating procedures and communication instructions applicable to aircraft, and their function as the electronics member of operational flight crews.

Aviation Ordnanceman (AO) — Maintain, repair, install, operate, service and handle aviation ordnance equipment. Operate and perform routine servicing and checking of aviation fire control equipment and fire control electronic equipment.

Air Controlman (AC) — Perform duties involved in the control of aircraft traffic at airdromes, seadromes and on board ship by means of radio, radar, flashing light and flag hoists. Are familiar with the operation of radars, with principles of controlled approach and with operating procedures of Navy control towers and air operations offices.

Aviation Boatswain's Mate (AB) — Operate, maintain and repair aircraft catapults, arresting gear and barriers and handling machinery or equipment. Operate and maintain gasoline and oil transfer systems; handle aircraft on carriers and seaplane ramps, in seaplane anchorages and in hangers. Handle small boats and perform deck seamanship, fire fighting and crash detail duties.

Aviation Electrician's Mate (AE) — Perform line and shop maintenance to repair, adjust and install aircraft electrical equipment and aircraft instruments. Are familiar with all electrical equipment used in naval aviation, including accessories, gun turrets, bomb release systems, amplydne drive systems and light and power systems. Repair, calibrate and maintain aircraft instruments.

Aviation Structural Mechanic (AM) — Maintain and repair aircraft surfaces, structures and hydraulic systems. Align structural parts, such as wings, elevators, ailerons, rudders and fuselage structures. Prepare, paint or dope aircraft surfaces. Repair rudder, plastic, fabric and wooden structures used in aircraft.

Parachute Rigger (PR) — Service, maintain and repair aviation survival equipment and flight clothing. They are

DD Visits Folks Whose Savings Helped Build It

After more than five years, a destroyer with a war record has come back to the town where folks once saved up pennies and dimes to help build it.

USS *Ingraham* (DD 694) returned recently to Charleston, S. C., so the townsfolk could get a good look at what they bought during the war with war bonds and stamps. They were pleased and impressed with what they saw.

Ingraham, third in a line of fighting tin cans to bear that well-known Charleston name, joined the Pacific fast carrier striking forces soon after she was commissioned in 1944 and ran smack into the thick of the war.

After successfully weathering sweeps past Formosa and the Philippine Islands, anti-submarine duty in Surigao Strait, amphibious landings at Mindoro, Lingayen Gulf and Iwo Jima, *Ingraham* ran temporarily out of luck and was hit by a bullet-riddled kamikaze, the last of five suicide planes to go after her while she was on radar picket duty off Okinawa.

Although two ships close by were sunk, *Ingraham* survived the vicious

attack and limped back into port. All hands were subsequently awarded the Navy Unit Commendation for "outstanding heroism against Japanese aerial forces."

Charleston folks were rightly anxious to see this gallant destroyer toward which they had contributed their savings. A special war bond campaign to finance construction of the ship was conducted in Charleston when the second *Ingraham* (DD 444) sank following a collision in the fog while escorting an Atlantic convoy.

The first *Ingraham*, (DD 111), a World War I destroyer, was named for Captain Duncan Nathaniel Ingraham, a versatile officer of the days of the infant American Navy. Captain (then Commander) Ingraham was awarded a special medal by Congress in 1852 for his "gallant and judicious" action in freeing an American citizen held a prisoner on an Austrian brig near Italy during the Hungarian War for Independence.

All three *Ingrahams* were christened by descendants of Captain Ingraham.

skilled in the operation of sewing machines and in the procedures for maintaining as well as instructing in the use of parachutes, life rafts, life jackets, survival provisions oxygen breathing apparatus and air-sea rescue equipment.

Aerographer's Mate (AG) — Collect, record and analyze aerological data for military purposes. Make visual and instrumental weather observations, interpret weather codes and enter data on charts; forecast weather from observa-

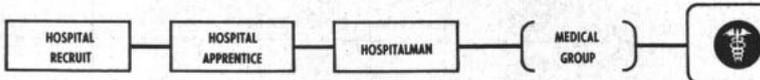
tions to furnish advice concerning probable changes in the weather.

Aviation Photographer's Mate (AF) — Install, operate and maintain standard types of cameras and accessories required for aerial oblique and vertical photography. Perform photographic laboratory functions required to process film, make prints, and assemble prints unto uncontrolled mosaic maps.

Tradesman (TD) — Operate, maintain, repair and install training devices;

teach personnel by means of lectures, movies and individual instruction, in addition to using devices to simulate the operational conditions to be learned by the students.

Aviation Storekeepers (AK) — Procure, receive, identify, check, stow, preserve and issue all types of naval aircraft and aeronautical equipment and accessories. Prepare and type all records pertaining to the procurement, stock control and issuance of such equipment.

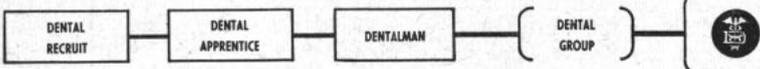


Medical Group

Hospital Corpsman (HM) — Perform medical and clerical duties in the Hospital Corps such as nursing, first aid,

ward and operating room duties. Many corpsmen are technicians in specialized fields such as X-ray, clinical laboratory, pharmacy, epidemiology, sanitation, fever

therapy and embalming. Some higher ratings serve independently on small ships, treating all injuries and sickness exclusive of major surgery.

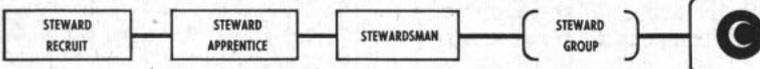


Dental Group

Dental Technician (DT) — Perform dental clinical and administrative duties, assisting dental officers in treatment of patients, preparing and carrying on den-

tal department administrative assignments, and giving oral prophylactic treatment under supervision. Many technicians are qualified in dental prosthetic technique, maintenance and re-

pair of dental equipment, dental x-ray technique, clinical laboratory procedures and various other dental technical specialties which contribute to the health and well being of naval personnel.



Steward Group

Steward (SD) — Serve as cooks and bakers for the officers' mess on ships and at shore stations. Are responsible for the

care of the officers' quarters. Prepare menus and assisting in ordering provisions; properly stow all food products and are responsible for the care of re-

frigerated spaces and provision issue room. Estimate quantities and kinds of foodstuffs in preparing for cruises under all conditions.

Information Listed About Veterans' Rights, Benefits

Civil Readjustment information of officers and others concerned with providing information for naval personnel returning to civil life may benefit by a new helpful directive.

BuPers Circ. Ltr. 208-49 (NDB, 15 Dec 1949) outlines the use and distribution of all current informational material concerning veterans' rights and benefits which has been prepared for civil readjustment officers. It also prescribes the printed material to be distributed to all sepratates.

The circular letter is of especial interest to district civil readjustment officers, civil readjustment officers at

activities separating personnel and civil readjustment officers at ships and stations.

All Officers Will Spend Two Years with Reserves

Naval officers — like officers in the other branches of the defense organization — will spend a two-year tour of duty with the Reserve, according to a SecDefense directive.

The innovation will make two years with the civilian components a normal chapter in almost every officer's career. In announcing the new move, Secretary of Defense Louis Johnson pointed out that our Reservists need the skilled guidance and supervision that only professional

military men can give. Even more important, in time of emergency, a Regular Navy officer must be fully familiar with the problems, state of training and psychological outlook of the Reservists.

The plan for ordering officers to a tour of duty with the civilian components was first recommended by the Civilian Components Policy Board of the Department of Defense. SecDefense's outline of principles regarding such assignment states that such tour of duty should not be the officer's last assignment before retirement. Officers selected for this duty should provide the most complete range of grades, military education, experience and training, the directive states.

Certain Officers Now Eligible For BS Degrees for Attending Naval Postgraduate School

Since receiving notice of accreditation of certain courses by the Engineers Council for Professional Development, the Naval Postgraduate School has been reviewing its records to uncover the names of officers who may have qualified for a bachelor of science degree through studies at the Annapolis, Md., institution.

Previously, a bachelor of science degree could not be awarded by the Naval Postgraduate School. Under terms of Public Law 303 of the 80th Congress and the accreditation approval by the engineering educational group, that degree may now be bestowed on certain qualified officers in the fields of Aeronautical Engineering, Electrical Engineering (including an option in Electronics), and Mechanical Engineering.

The accreditation, awarded last fall, means that:

- The Naval Postgraduate School may award a bachelor of science degree to officers attending the school who had not previously received any undergraduate degree due to war service or other reasons.

- A number of the former students thus become qualified as candidates for higher degrees at certain universities where they could not have qualified earlier because of lacking a bachelor's degree.

- Considerable prestige is gained for the school in engineering fields, since the accreditation is recognized by state boards for licensing professional engineers.

To qualify for the bachelor of science degree, the candidate must have successfully completed a minimum of 52 semester hours in undergraduate studies in the fields of Mathematics, Chemistry, Physics, Mechanics, English and the Humanities, Drawing and Descriptive Geometry.

Accreditation for the bachelor of science degree and authorization for its award are not retroactive but are applicable to students who were enrolled on or subsequent to 31 July 1947 (the date of passage of Public Law 303), and who attain an acceptable standard in the required courses of the curricula approved by the Engineers' Council for Profes-



"I thought the uniform was undress today."

sional Development. It will not be awarded to students holding a degree of master of science.

The Engineers' Council for Professional Development, representing eight different engineering societies or groups, is the single accrediting agency which acts for all its individual organizations.

Navy Plays Host to National Model Airplane Meet at Dallas

As host to the National Model Airplane Meet in July at NAS Dallas, Tex., the Navy has rigged up two unique competitive events that will test the skill of model makers to the utmost.

In one of the Navy-sponsored events, model planes will be catapulted from a simulated carrier deck. Contestants will be expected to guide their models after the launching and then land their craft on the carrier deck.

The other Navy-sponsored event calls for the radio-controlled planes to drop "bombs" on a small target.

Thousands of spectators and model enthusiasts are expected to flock to the naval air station for the meet, which begins on 25 July and ends on 30 July. The Navy will provide quarters and meals at cost for the contestants.

Last year's meet, with the Navy as host at NAS Olathe, Kan., drew 1,200 model makers from all parts of the United States, Alaska and Hawaii. The meet is a tremendous drawing card, and last year some 80,000 people watched the events.

Prizes are awarded the winners by aircraft manufacturers, model aircraft magazines, and the Navy.

Procedures Are Clarified For Permanent Transfer Of Hospitalized Officers

Officers requiring hospitalization can be permanently transferred from their ship or station only by orders from the Bureau of Naval Personnel, a directive points out in clarifying procedures for detachment of hospitalized commissioned and warrant officers.

While an officer can be ordered to a naval hospital for treatment by his CO, his permanent duty assignment will be with his original ship or station until he is detached by BuPers orders, states BuPers Circ. Ltr. 11-50 (NDB, 31 Jan 1950).

To enable the Bureau of Naval Personnel to determine the necessity of issuing detachment orders and the need of a replacement, COs were asked to submit information on form Pers 3-30, the Officer Hospitalization Report, since the data contained on orders issued to officers for hospitalization is insufficient. Among items necessary to report on this form are the probable duration of treatment, recommendation as to detachment from permanent duty, and recommendation on the necessity of a relief.

The hospitalization report is submitted under these circumstances:

- When it appears probable, or is definitely determined, that the officer will require hospitalization extending beyond one month.

- When the loss of the officer's services creates a positive or probable need for replacement.

- When prospective movements of the ship to which the officer is permanently attached indicate the vessel will leave the immediate area where the officer is hospitalized.

- Under any circumstances where the CO believes permanent detachment is advisable.

Two New Training Courses Now Available to Fleet

The following new Navy training courses have been published by BuPers and are available to the Fleet:

Aviation Electrician's Mate Handbook for Aircraft Electrical Systems—NavPers 10319

Aviation Electrician's Mate Handbook for Aircraft Engine Electrical Systems—NavPers 10320

**Instructions Revised
On Issuing TAD Orders
To Enlisted Personnel**

Instructions on issuing temporary additional duty orders to enlisted personnel have been revised by BuPers. In addition to naming a number of new commands authorized to issue TAD orders, frequently arising questions regarding travel and proceed time, methods of travel which may be used and the maximum length of TAD have been clarified.

Listed in BuPers Circ. Ltr. 4-50 (NDB, 15 Jan 1950) is a list of naval commanders authorized to issue TAD orders to enlisted naval personnel. The directive specifies that TAD orders must be signed by the commanders named, or in their absence, officers serving as "deputy," or "acting" who have the same authority.

BuPers points out that orders will involve only single round trip journeys. No orders will be issued to enlisted personnel involving repeated travel. An individual on TAD should complete such duty and return to his permanent station as expeditiously as possible. Travel time must be limited to actual time required to complete the duty, and must not exceed, in any case, the travel time authorized for rail travel (720 miles per day). No proceed time is author-

**Marines Withdraw from Guam;
Leave Only Security Forces**

Guam will be almost uninhabited by U. S. Marines as soon as 2,000 of them who were there at the beginning of the year are shipped back to California. The only ones remaining will be those of the security forces.

An infantry battalion and an air unit are involved in the transfer. The 3rd Infantry Battalion, 5th Regiment, will go back to its parent organization, the 1st Marine Division, at Camp Pendleton, Calif. Marine Fighter Squadron 218 will join the 1st Marine Aircraft Wing at El Toro, Calif.

In addition, the 5th Base Depot, Fleet Marine Force, will leave Guam for Camp Barstow, Calif. This group has completed post war roll-up activities.

The move is being made for economy reasons.



"What makes you think it's mine?"

ized in connection with temporary additional duty.

When TAD orders are issued to enlisted personnel by authorized commands, BuPers states that these commands have authority to direct the mode of travel and assign priorities when traveling by government aircraft, according to current transportation directives. Except for commands holding authority to issue Class One priority, priorities will be limited to Class Two, Three or Four. Priorities lower than Class Two will be issued whenever practicable.

Approval of the Chief of Naval Personnel must be obtained before orders may be issued in the following cases:

- When the duration of TAD away from permanent duty station will exceed 30 days. This time limit does not apply when enlisted personnel are ordered to temporary additional duty under instruction in accordance with BuPers and Fleet quotas and directives.
- When enlisted women are required to travel outside the United States on TAD.
- When enlisted personnel are required to proceed on TAD to attend conventions. Such orders require approval of the Secretary of the Navy. Attendance at meetings of organizations are generally classed as conventions.

When naval enlisted personnel are attached to Marine Corps activities, application for TAD orders should be made to the commandant of the naval district in which the Marine Corps activity is geographically located.

When Marine Corps personnel are attached to naval activities, requests

for TAD orders should be made to the appropriate Marine Corps Area Commander in which the naval activity is located.

Commanding officers of ships and stations are authorized to issue temporary additional duty orders to naval enlisted personnel *only* when no expense to the government is involved, such as attendance at athletic events.

BuPers has emphasized to all commands that issuance of TAD orders must be kept to a minimum to prevent unwarranted expenditures of government funds. Drastically reduced appropriations for travel expenses make it necessary that government transportation (including government air), quarters and messing be utilized to the fullest extent possible.

**Men With Tattoos Wishing
Now They Didn't Have 'em**

In an informal survey taken among 152 transients at the Naval Receiving Station, Charleston, S. C., 67 enlisted personnel were found to have tattoos. Of these 67 tattooed men, 62 expressed the desire to have the tattoos removed.

BuMed points out that removal of tattoos is a painful process, requiring expensive and highly skilled surgery, with no guarantee of success. (Navy doctors are not required to perform surgery for removal of tattoos). The general opinion of many older Navy personnel who were tattooed early in their careers is that:

- Tattoos are generally degrading.
- Tattoos are embarrassing to the individual, his family, and his children.
- Tattoos serve no useful purpose.
- Cost of having tattoos removed by civilian doctors is generally beyond the means of the average sailor, and usually requires confinement and loss of work.

Says a former enlisted man (now a lieutenant) who went through having several tattoos removed from his arms: "Navy men have plenty to lose and nothing to gain by disfiguring their skin with tattoos."

Census Procedures Outlined; All Sailors and Marines Stand By to Be Counted

You're about to be counted. Everyone in the U. S. or attached thereto is to be tabulated as of 1 Apr 1950, and most sailors and Marines will be given a form to fill out and return before 15 April in connection with this business.

A SecNav Letter of 22 Dec 1949 (NDB, 30 Dec 1949) to all ships and stations points out the ways in which the Navy will assist in the 1950 census. Much of the directive concerns administrative matters to be conducted by COs and members of the U. S. Census Bureau. Items of interest to most members of the Navy and Marine Corps are presented here:

Part (a) of the letter concerns naval personnel in the continental limits of the U. S. and in Hawaii, Alaska, Puerto Rico, the Virgin Islands, the Panama Canal Zone, Guam and American Samoa. All military personnel living in barracks or BOQs in these areas will be required to fill out individual census report forms. These will be provided by COs, who in turn will have received them from representatives of the Census Bureau. Military personnel traveling under orders other than TAD orders on 1 Apr 1950 will be given the form as soon as they reach their new duty station.

The procedure will be different for personnel living with their dependents in quarters on the station. These, military and civilian alike, will be enumerated by regular census enumerators. Personnel living off stations will be enumerated by regular census enumerators also, at the place where they usually live.

COs of "restricted installations" will arrange for the complete enumeration of all personnel, including dependents, living on the installation. Enumeration will be done by means of individual census report forms provided by the local Census Bureau representative.

All personnel attached to shore activities at places not mentioned under Part (a) who are U. S. citizens will be required to fill out individual forms. For those who are on leave or absent on TAD orders, the CO will prepare as much of the form as practicable. Personnel attached to embassies and legations will be enumer-

Duty in Navy Complicated for Duty in Navy

For a man with a name like "Duty," duty in the Navy has its complications.

Witness one evening at the Atlantic Fleet Mine Force Headquarters, Charleston, N. C. It was 2200 on a slow watch, and outside the rain beat a sleep-inspiring rhythm on the roof.

The phone rang and the yeoman answered, "Flag secretary's office."

"Who is the duty driver?" asked a firm voice at the other end.

"Duty, sir," the yeoman replied.

Short pause, then: "Yes, that's it.

Who has the duty?"

Again the yeoman answered, "Duty, sir."

"Son," blasted the voice, "this is the skipper speaking. Knock off the funny business and tell me who is the duty driver."

The yeoman sat up straight in his chair. "Like I told you, sir, Duty has the duty. Seaman Herbert E. Duty, USN."

After a moment of crushed silence, the voice said, softly, "That's all right, son, I'll call a taxi."

And he did.

ated by the State Department Enumeration System.

If you're attached to a ship — even an MSTC ship — you'll also have to fill out a census form, unless you're on leave or TAD orders at the time. Your CO's office force will take care of getting the forms, and mailing them in after you have filled them out.

Persons who are passengers aboard vessels and aircraft on 1 Apr 1950 will be enumerated at their destination.

Enlisted Waves Now on Duty With Activities in 14th ND

Approximately 85 enlisted Waves are now on duty at activities of the 14th Naval District in Pearl Harbor, T. H.

The new group of enlisted women are the first to be permanently assigned to duty in Hawaii since August 1946, when the last Waves on duty there returned to the United States. The first Waves were assigned to Hawaii in 1944, and during the following two years more than 4,000 were assigned to duty at naval activities on Oahu.

Prior to the assignment of this group of Waves to Hawaii, only 12 enlisted women were serving outside of the continental U. S. — all of these being stationed at London, England.

Commander Bess A. Dunn, USN, former Assistant Director for Women's Division in the Bureau of Naval Personnel, has been assigned to the staff of Com 14 to assist in working out policy matters, housing and utilization of women personnel in the 14th Naval District.

42,000 Reservists Will Train This Year Afloat and Ashore

Eighteen scheduled cruises and more than 75 schools will provide training for some 42,000 Naval Reservists this year.

The cruises are slated for sailing from New Orleans at intervals varying from a week to a month, until 12 November. All the cruises will be aboard destroyers of DesRon 12. Members of the Organized Reserve in the Sixth, Eighth and Ninth Naval Districts may take these training cruises in a pay status. While members of the Volunteer Reserve in those districts are also eligible within authorized quotas, they will receive no pay for the period. Applications should be made to district commanders.

A sufficient number of ships to provide accommodation for 13,000 enlisted men and 850 officers are scheduled.

Twenty-two schools, offering 31 different courses are available to Naval Reserve officers this year, and 69 schools are offering 73 courses for enlisted men. Only members of the Organized Reserve are eligible to apply at present. Training periods will begin on the first and third Mondays in November.

Most of the instruction will take place in classrooms, but some, such as that of the fleet sonar schools at Key West, Fla., and San Diego, Calif., will be given aboard ship at sea.

Members of the Organized Reserve will receive full pay and allowances of active duty personnel while attending school.

Unified System of Military Police Operates Successfully

In Washington, D. C., and throughout the Potomac River Naval Command — and also in Honolulu and surrounding areas — there's something new and pretty effectual in operation these days. It's the unified system of military police, consisting of personnel from the Navy, Army and Air Force.

The Washington-area force, called the Armed Services Police Detachment, is something fresh out of the box as far as inhabitants of the region are concerned. It was just about due to hit the street for the first time when this was written. Actually, that organization was established on 31 Oct 1949, but slightly more than two months were spent in getting it in running order.

The Hawaiian Armed Services Patrol, known as HASP, has been on the job for something more than a year, now. Already, HASP officials

estimate that their joint organization has saved Uncle Sam almost \$100,000. The secret, of course, is in avoiding duplication. The greatest savings are made in the operation of equipment and vehicles. A reduction of 18 in automobiles alone was made.

Over a period of three months, prior to unification, shore patrol cars covered 69,326 miles and military police vehicles traveled 98,171 miles, for a total of 167,497 miles. HASP's total mileage was 112,504 miles for a similar length of time — a saving of almost 55,000 miles. This economy in mileage meant an estimated saving of 9,059 gallons of gasoline and 977 quarts of oil.

HASP headquarters are in the old naval station in downtown Honolulu. This at various times has been the Fourteenth Naval District Headquarters, Navy dependents' dispensary, Navy swap shop, a Hydro-

graphic Office, and Navy shore patrol headquarters.

Under the HASP set-up, the Navy pays for maintenance of the buildings and upkeep of the grounds. The Army supplies and pays for all office supplies. Food is furnished by the Navy, but eventually the Army reimburses the Navy for food which Army men consume. The Army and the Navy share evenly in furnishing vehicles, and each service does its own maintenance of cars and jeeps. When an addition to the HASP brig was desired, the Navy furnished the material and the Air Force did the construction work.

Headquarters of the Armed Services Police Detachment in the Washington area — in the Potomac River Naval Command — is Building 166 at the Naval Gun Factory in Washington. There, almost any day, a person can see machine-like platoons of sailors, soldiers, Marine and Air Force personnel drilling on the parade ground. Barking the crisp orders may be officers of any of the mentioned services, or of the Metropolitan Police Force or the Army's MP School — or even officials of a civilian military school. As the white-legged men whip through the complex maneuvers of close-order drill, they look as snappy as any outfit in uniform.

The detachment consists of six officers and 99 hand-picked enlisted persons, of whom more than 70 are trained patrolmen. For use by the group are 17 radio-equipped vehicles, a goodly supply of ordnance, medical equipment, 42 wrist watches, and repair facilities for the vehicles and radios.

Guiding qualifications for selecting personnel call for men at least 22 years of age. The present average at Washington is 24 years. They should be five feet, nine inches or more in height and should weigh at least 160 pounds. Education must be equivalent to that of a high school graduate and GCT score should be above average. Only persons of good character and morals are selected, and suitable military bearing and physical stamina for police duty is necessary.

Almost everyone in these two forces is a volunteer. To be assigned for such duty, personnel must be

WAY BACK WHEN

The Fateful Corvus

How Rome defeated Carthage in the struggle for control of the Mediterranean is an extraordinary story of sea power two and half centuries before Christ.

At the height of the war was the battle of Ecnomus which some historians have described as "probably the greatest naval en-

larger galley with five banks of oars which could ram or shear the oars of any feebler vessel.

The Romans, on the other hand, had no such power when the war began. But using a captured Carthaginian battleship as a model they built in a couple of months 100 quinqueremes and 30 triremes.

Despite the newly built fleet, however, the Romans still were handicapped because they had no skilled navigators and no experienced oarsmen. They provided part of the answer by getting help from their more experienced allies, the Greeks. But mainly it was the invention of new tactics that proved to be their solution.

Instead of relying upon ramming or breaking the oars of the adversary, which demanded more seamanship than they possessed, they decided to board the enemy.

So they constructed a long drawbridge on their ships. This drawbridge was held up to the mast by a pulley, and with grappling hooks and spikes at the end. They also loaded their galleys with soldiers.

Then, as the Carthaginians rammed or swept alongside, the *corvus*, as it was called, was let down and the boarders swarmed aboard the enemy vessel.

Simple as this device was, it proved a complete success. It is credited with having changed the course of the war and, to some historians, perhaps even the fate of the world.



gagement of antiquity." Seven or eight hundred ships were engaged, and after the Romans had sunk or captured nearly 100 vessels they came off with a resounding victory.

Carthage had come into the war the leading naval power. Its battleships consisted of the trireme, a galley with three banks of oars and the quinquereme, a much

available for at least 18 months' service. They must have two years of military service behind them or an equivalent period of police duty. All enlisted personnel reporting for duty are screened by the platoon leader in the service concerned and by the detachment CO.

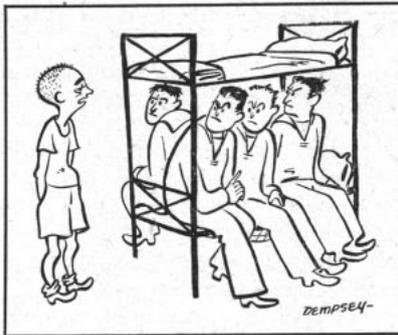
Each of the three services provides an enlisted woman to serve as clerk-typist at Armed Services Police Detachment headquarters. These people may be called upon also to assist at times when a female member of the Armed Services is involved in the detachment's performance of duty. The Army has women personnel on duty with HASP.

The nature of the tasks performed by these organizations requires some personnel to be on duty in the highways and byways at all times. Still, the hours aren't too rigorous, for considerable time off is allowed between sessions of patrol duty. Here's how the schedule goes for ASPD, through a period of one week plus 16 hours: Eight hours on, 16 off; eight on, 16 off; eight on, 24 off; eight on, 16 off; and eight on, 72 off. Part of the time off is spent in drilling, however, and in their spare time many of the men are studying law and practicing judo.

The biggest force is on duty between 1600 and 0400 each night, and the smallest from 0400 to 1200. Men are assigned at the rate of two to a vehicle, with no distinction whatever among the three services in arranging teams. Each vehicle is in instant contact with detachment headquarters by two-way radio. Headquarters is also in radio contact at all times with Washington's police headquarters and has direct telephone lines to Washington's Union Station and to the Greyhound Bus terminal.

While the Armed Services Police Detachment has jurisdiction throughout PRNC except aboard military installations, most of its work will be carried on in and near the city of Washington. Outlying activities such as the Naval Air Test Center at Patuxent River, Md., and the ordnance plant at Indian Head, Md., are responsible for police duties in their surrounding areas. Likewise, the activities of HASP concentrate in Honolulu.

Personnel on patrol wear the uniform of their respective branches of the service. Distinguishing brassards



"Would you gentlemen mind so terribly if I retired?"

of regulation size are worn by those in the Washington area. The bands of dark blue are inscribed with the words "Armed Services Police" in gold print, with the first two words above the word "police." Patrolmen of all three services wear special white leggings and belts while on duty. Vehicles operated by ASPD are marked with a triangular design of blue and gold upon the sides. ASPD vehicles themselves are painted black.

Unification and cooperation are the bywords throughout the organization of both groups. At the present, a Navy lieutenant commander is the CO of ASPD, with an AF captain as executive officer. Head enlisted person in the executive officer's office is an Air Force sergeant who has been in all three branches of the service. Manpower, vehicles, equipment and supplies are furnished in equal portions by the Navy, Army and Air Force.

In HASP, the CO is an Army lieutenant colonel. The executive officer is a Navy lieutenant commander. The Air Force furnishes an officer to act as administrative officer.

To get an idea of how these unified police forces work, let's look at the picture of success that HASP has presented in Hawaii.

When arrests of service personnel are made by city police, the men are questioned by city officials in the presence of HASP representatives. Every effort is made by city police to turn service men over to HASP which then sends them back to their ship or station. HASP receives reports from city police, makes up its own report, and sends the complete information to the CO of the man concerned. The CO is required to take appropriate action and notify HASP of the action taken. The only cases of

servicemen tried by local courts are traffic violations.

This practice allows the men to avoid being made AWOL through being held in jail. Also, man-hours are saved by having the man on the job until a survey of his case can be made. After investigation and recommendation by HASP, the man's CO takes appropriate action, taking into consideration the man's record, marks, and other appropriate information. This serves to give the serviceman a square deal and avoids burdening the Honolulu courts with additional cases.

Very few arrests of service personnel are made by civil police. When city police see a serviceman in trouble they call HASP policemen.

The primary purpose of HASP is to keep men out of trouble. Their practice of taking men into protective custody has done much in that direction. If a member of the Armed Forces is seen exhibiting irresponsible actions, he is returned to his base without any charges against him. Many of these men can now thank HASP patrolmen for the fact that their records are clear.

From the day HASP was organized, it operated as though the personnel always had been together. Personnel are doing their best to reconcile the differences between Army and Navy Regulations. This slight difficulty will be eliminated by the new Articles for Government of the Armed Services, which are now being prepared.

The two 100-man groups are going "great guns," and others are contemplated. Chicago, San Francisco, Los Angeles and New York will probably be next to organize unified Armed Services Police forces.

QUIZ ANSWERS

QUIZ AWEIGH is on page 7.

1. (b) F9F. This is one of the world's fastest shipboard fighters.
2. (c) Panther.
3. (c) Rocket launcher. Navy's Aerobee rests in launcher prior to firing in high altitude research tests.
4. (a) USS Norton Sound (AV 11) specially fitted for rocket experimentation.
5. (b) DDK.
6. (c) Hunter-killer destroyers developed as a result of the increased emphasis on anti-submarine warfare.

Naval Personnel Must File Income Tax Return by 15 March

For the first time since the war, most enlisted men and officers will have to file an income tax return this year.

Wartime regulations, which entirely relieved many enlisted men of the yearly worry of filing a tax return, and which exempted officers from paying tax on \$1,500 of active service pay, have now been cancelled.

On 1 Jan 1949, Navy bluejackets and officers began to pay back part of their wages to Uncle Sam — just as their civilian counterparts have had to do.

As a result, if you had a gross income of \$600 or more during the calendar year you must file a Federal income tax return. If you had a gross income of less than \$600, but had Federal income tax withheld from it, you should file a return so that the government can determine whether

you have paid in too much or too little during the year in "withholding taxes."

What's "withholding tax?" "Withholding" means simply "holding back" part of the money you earn for your day's work and putting it aside, not for a rainy day, but for your yearly income tax.

This portion of your pay check is withheld for you by your disbursing officer. When he pays you each pay day, he subtracts from what you ordinarily would get a certain amount which he "withholds" and socks away for you toward your tax payment for that year.

If you are single and have no dependents, your disbursing officer withheld somewhere between 0 and 15 per cent of each pay check during 1949. If you have dependents, on the other hand, he withheld correspondingly less. The amount with-

held, however, was a percentage of "taxable wages" only. For you, taxable wages means active service pay consisting mainly of your base pay plus longevity plus any special pay (such as sea pay or flight pay) which you earned.

For example, if you are a quarter-master second class with 10 years' service and a wife (no children), you drew \$176 basic pay (including longevity) per month as well as \$31.50 subsistence and \$67.50 quarters, if you were then entitled to subsistence and quarters allowances.

From each of your pay checks, the disbursing officer withheld \$5 (i.e. \$10 a month). Had you not had a dependent, he would have withheld \$9.15 for each check (\$18.30 a month). Your subsistence and quarters allowance is not taxable.

The \$5 that the disbursing officer withholds is then sent to the Bureau of Internal Revenue where a clerk credits it to your account. At the end of the year, the amount of this money that has gone into the books in your name is added up and the figure sent to you to guide you in making out your income tax return.

The money that is withheld should just about cover the tax on your Navy pay. If it doesn't quite cover it, you must pay the difference. If it more than covers it, the government will pay you the difference.

All this withholding tax that disbursing officers throughout the Fleet gather up makes quite a tidy sum. When the Navy got together half a year's withholding receipts for the first half of 1949, it added up to 15 million dollars in all (that's \$15,000,000 — enough for a good liberty!)

By the time you read this, you should have been given your withholding tax "statement" for 1949. This statement — which is called Form W-2 — is a white slip of paper the same size as your pay check. You will get two of these statements. One goes with your tax return; the other one is for you to keep.

By now, your disbursing officer has probably also given you a form on which to make out your tax return. This may be either "Form 1040A" or "Form 1040."

Form 1040A is known as the "short form" and may be used only

Two WOs Honored for Improving Fueling at Sea

Two chief boatswains, at the time serving in Navy tankers, have been awarded letters of commendation for developing improvements in the method of fueling at sea.

Chief Boatswain Matthew P. Hubert, USN, attached to USS *Elokomina* (AO 55) received the award for improving on the fueling at sea rig, reducing fueling time. Chief Boatswain James M. Stewart, USN, of USS *Pawcatuck* (AO 108) worked out a new method of attaching the fuel oil hose into a destroyer's fuel trunk, cutting the time alongside from two hours to approximately 30 minutes.

The letter of commendation citation to Chief Boatswain Hubert reads: "For meritorious performance of duty while serving on board the United States Ship *Elokomina* during September 1949. Chief Boatswain Hubert conceived an improvement in the fueling at sea rig which reduces rigging and un-rigging time, and greatly simplifies the efforts required of the receiving ship. This method is especially adaptable for fueling vessels at sea in rough weather. Chief Boatswain Hubert's well considered idea has contributed greatly to the improvement in fueling ships at sea, and his performance of and devotion to

duty reflect credit upon the United States Naval Service."

The citation for the letter of commendation to Chief Boatswain Stewart reads: "For meritorious performance of duty while serving on board the United States Ship *Pawcatuck* during the fleet exercises in November 1948. Chief Boatswain Stewart conceived a new method of attaching a fuel oil hose which, when fueling destroyers at sea, facilitates the entry of the hose into the destroyer's fuel tank and reduces the time required to be alongside from about two hours to approximately thirty minutes. This concept has been progressive and well considered and its use has been a major change in the method of fueling destroyers at sea. Chief Boatswain Stewart's professional skill, performance and devotion to duty reflect credit upon the United States Naval Service."

Improvements in methods of fueling at sea have been made consistently by ex-enlisted personnel. Lieutenant Commander Ralph H. Elwood, who perfected the Elwood method of fueling at sea, recently retired from the Navy after 30 years service, much of which was as an enlisted man.

if your income is solely from wages and if your dividends and interest amount to less than \$100. Total wages, dividends and interest shall not be more than \$5,000 a year.

Form 1040 is known as the "long form" and may be filed in place of the short form by those whose gross income is below \$5,000 but must be filed by those whose gross income is more than \$5,000.

Since the quartermaster second class in the example above will probably have a gross taxable income of less than \$5,000 (unless, of course, he has a source of income other than the Navy), he will most likely prefer to use the short form.

Detailed instructions, which should aid you in filing your income tax, are printed on the reverse side of Form 1040A. If these instructions should not cover your case, consult the pamphlet, *Income Tax Information*, published by the Bureau of Supplies and Accounts.

When you have filled out your tax form, fold it up and put it in an envelope along with the original Form W-2 statement you were given (and a check if you owe the government money). Address the envelope to "Collector of Internal Revenue" in the district where you maintain your legal residence. If you have no legal residence, send it instead to "Collector of Internal Revenue, Baltimore 2, Md."

But bear this in mind; you must send in your own income tax return. Neither your disbursing officer nor anyone else is going to do it for you. It is your responsibility and there are heavy fines and penalties for those who either submit a false return or who submit no return at all.

The general rule is that your income tax return must be in the mail and on its way to the tax collector by 15 Mar 1950. However, if your ship is at sea on that date, you will be allowed an extension of time — up to 15 June 1950. But each day that you procrastinate adds a bit of interest charge to any additional tax you owe the government so don't wait too long!

Service personnel are cautioned that the general postponement for filing federal income tax returns because of sea or foreign service duty, which was in effect during the war years, has expired.

Legislation Affecting Naval Personnel

Many items of proposed legislation bearing on the Navy and naval personnel are on the agenda for the second session of the 81st Congress.

Included in the present legislative program is Congressional consideration of many bills held over from the last session and many new items proposed during the present session.

Naval personnel will be interested in the latest action taken on the following bills:

Bonus Termination — H.R. 5921 and S. 2389: H.R. 5921 favorably reported by sub-committee; to terminate lump-sum benefits provided by law to certain Reserve officers of the Navy and Air Force. (This proposed legislation has the purpose of terminating the accrual of credits for the payment of annual bonuses to Navy and Air Force aviators by amending the present law providing for \$500 annual bonus for a period of not more than seven years to graduate naval cadets, and amends another law pertaining to Air Force personnel. Since accrual of these credits was suspended in 1948, no benefits have accrued since then.)

Posthumous Award — H.R. 6918: Introduced; to provide for the posthumous award of the Purple Heart to members of the armed forces of World War I.

Time Extension — H.R. 3205: Passed by House; to provide a one-year extension of time for filing applications for terminal leave. (Last extension ended on 1 Sept 1948 and the sub-committee of the House Armed Services Committee notes in its report that "it has been brought to the attention of the committee that there are probably not less than 21,000 veterans who failed to file applications before 1 Sept 1948." If enacted, this bill would extend the deadline to 30 June 1951.)

Retired Promotions — S. 2903: Introduced; to provide for the promotion of certain retired officers of the Regular Navy recalled to active duty during World War II.

Household Effects — S. 6812: Introduced; to authorize payment for transportation of household effects of certain naval personnel. (This bill provides payment of transportation costs — including packing, crating, drayage, and unpacking — of mem-

bers of the armed forces upon release from active duty, from their homes of record to places selected by the members. This transportation must have taken place prior to 13 June 1947 and payments are limited to the constructive costs of transportation from the last duty stations to the homes of record.)

Tax exemptions — H.R. 6771: Introduced; to increase from \$600 to \$750 the income tax exemptions of an individual for himself and for his spouse or other first dependent, and to increase the amount of credit for a dependent from \$600 to \$750.

Award Extension — S. 2855: Introduced; to extend the time limits for the award of certain decorations. (This bill if enacted would enable any decoration or device in lieu of decoration previously authorized by Act of Congress, Executive order or service secretaries, to be awarded at any time not later than two years after the date of the passage of this bill for any act or service performed in World War II.)

Authorizes Claims — S. 2854: Introduced; to amend present law so as to authorize payment of claims arising from the correction of military or naval records.

Foreign Medals — S. 2853: Introduced; to authorize the acceptance of foreign decorations for participation in the Berlin airlift.

Commissary Purchases — H.R. 6568: Introduced; to permit widows of officers and enlisted men of the armed forces to purchase from service commissaries.



"I told you—no seconds first time through!"

Washington, Pennsylvania Bonus Information Listed; Where to Get Applications

Here is the latest information on state bonuses:

• *Washington* (state) — Application forms may be requested by commanding officers from the District Civil Readjustment Officer, 13th Naval District, Seattle, Wash., for use by eligible personnel.

Personnel eligible for the Washington bonus include all members and former members of the armed forces who served on active duty between 7 Dec 1941 and 2 Sept 1945, both dates inclusive, and who at the time of entering service were residents of the State of Washington, and had maintained such residence for at least one year immediately prior to entering the service. They may still be in active service, or have been separated under conditions other than dishonorable. Payment is at the rate of \$10 for each month of domestic service, \$15 for each month of foreign service between the dates mentioned above.

Commanding officers should see that the application form is completed by entering in the appropriate spaces information available from the current service record and other official documents on hand. Items of information not substantiated by records available to the commanding officer should be supplied by the applicant's statement under oath, and this fact should be noted by the CO in his certification. As a general rule, BuPers does not furnish detailed in-

Association of Military Surgeons Open to Nurses

Navy nurses, like nurses holding commissions in any other branch of the Federal service, may become members of the Association of Military Surgeons.

Membership in the association entitles the nurse to receive the monthly magazine *The Military Surgeon*. Members may also take part in activities of the association and attend its annual convention and banquet.

The Association of Military Surgeons is the only medical organization representing nurses. Annual membership dues are \$5.00. Persons desiring additional information should get in touch with the Association of Military Surgeons, Armed Forces Institute of Pathology, Washington 25, D. C.

formation as to domestic and foreign sea service, as the time consumed in gathering this information tends to delay the processing of applications.

• *Pennsylvania*—Application forms for Pennsylvania State Bonus may be requested from the District Civil Readjustment Officer, 4th Naval District Philadelphia, Pa., by commanding officers for use by eligible personnel. Commanding officers should follow the procedure outlined above (for Washington State bonuses) in completing application forms of eligible personnel. These application forms can also be obtained from all veteran's organizations, American Red Cross, post offices and Pennsyl-

vania state employment offices. The Pennsylvania Bonus Compensation Board is established in Harrisburg, Pa., and is operating on the basis of first received, first served, in processing applications.

To be eligible for Pennsylvania's bonus, personnel must have had a legal residence in the state at the time of entry in the service. At least 60 days of active service must have been served between 7 Dec 1941 and 2 Sept 1945; in addition, if the applicant completed the minimum 60 days within the above dates, he may count additional service up to and including 2 Mar 1946. Payment is \$10 per month for domestic service, \$15 per month for overseas service. Maximum is \$500, and this amount can be paid to certain beneficiaries of deceased servicemen.

BuSandA Gets Pay Boost Out Fast to Retired Personnel

Within 20 days from the day the Navy's latest pay raise went into effect, retired Navy men could see the results in their pay checks.

In less than three weeks from the time the President signed the new pay law, the Bureau of Supplies and Accounts had turned to and processed no less than 42,000 retired and retainer pay accounts — quicker than you could say "Career Compensation Act."

As a result, 35,000 retired sailors and members of the Fleet Reserve received their boosts in retired and retainer pay almost before the ink on the Act had dried.

More information was needed, however, BuSandA said, on 8,000 additional retired pay accounts before checks for the new amount could be put in the mail. One group on which more information was needed was that one which includes Fleet Reservists who have previously been denied credit for advancement to the highest rating held because they had exactly 16 years' service or less at the time of their initial transfer to the Fleet Reserve.

It would help if Fleet Reservists in this category — who now are entitled to credit for the highest rating held — would notify the Bureau of Supplies and Accounts, Field Branch, Cleveland, Ohio, of this fact and thereby get their revised pay check sooner.

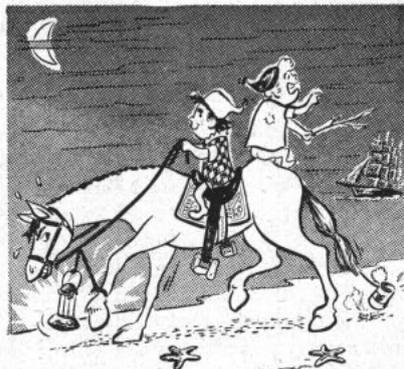
WHAT'S IN A NAME

Mooncurser

Long before the science of navigation became the exact art that it is today, conscienceless individuals along the south coast of England would take fiendish delight in enticing vessels ashore.

The trick was to tie a lantern to a horse's bridle and to hobble one leg. This caused the animal to stumble about and the bobbing lantern gave the impression of a vessel at sea. The practice was known as "jibber-the-kibber."

Since the trick obviously wouldn't work on nice moonlit nights, the wreckers were presumed to curse the moon and hence became known as mooncurser.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 1 (1950) — Modifies Alnav 98-49 (NDB, 15 Oct 1949) in regard to pay for nurses participating in aerial flights.

No. 2 — Announces meeting of selection boards to recommend officers for temporary promotion to rear admiral.

No. 3 — States personnel under orders to MATS ports of aerial embarkation must have a MATS priority designator endorsed on their orders in accordance with BuPers Circ. Ltr. 61-49 (NDB, 15 Apr 1949).

No. 4 — Designates the third Saturday in May (in 1950, May 20) as Armed Forces Day.

No. 5 — Authorizes flight pay only for those under orders to "duty involving flying." Navy pilots detached from "duty involving flying" and ordered to "duty" are not authorized to pilot naval aircraft or make record flights.

No. 6 — Presidential approval of a Marine Corps selection board's recommendations to the grade of major general.

No. 7 — Concerns proper display of colors as a mark of respect to Henry Horley Arnold, General of the Air Force.

No. 8 — Concerns selection board to recommend officers for promotion to commander.

No. 9 — Presidential approval given to recommendations by selection board of five Marine Corps officers to the temporary rank of brigadier general.

No. 10 — Calls for disbursing officers to check records of personnel receiving family allowances.

No. 11 — Concerns Presidential approval of board selection of officers for promotion to admiral grades.

BuPers Circular Letters

No. 215 — Contains information on new Navy training films with an en-

closure listing new motion pictures.

No. 216 — Simplifies instructions for assignment to duty giving enlisted personnel an opportunity to express their duty preferences upon reenlistment and cancels BuPers Circ. Ltr. 169-49.

No. 1 (1950) — Requests that commanding officers insure that entries on Personnel Diaries are in accordance with NavPers 15642.

No. 2 — Amends All-Navy sports program policy and rules for All-Navy football championship of 1950.

No. 3 — Advises that male personnel after separation from the Navy must register with local drafts boards in accordance with the Selective Service Act of 1945.

No. 4 — Lists commands authorized to issue TAD orders to enlisted naval personnel and cancels BuPers Circ. Ltr. 221-47 (AS&SL, July-December 1947).

No. 5 — Lists places of confinement for general court-martial prisoners and cancels BuPers Circ. Ltr. 1-49 (NDB, 15 Jan 1949).

No. 6 — Gives information for application for Washington State veterans' bonus.

No. 7 — Announces President's approval of officers recommended for promotion to the grade of lieutenant.

No. 8 — Outlines procedure in applying for enrollment in U. S. Naval School, Naval Intelligence.

No. 9 — Rotation of duty between aerological and general line assignments for postgraduate-trained aviators and general line officers.

No. 10 — Requirements for submission of Selective Service Home Address Report Card, Form NME-53.

No. 11 — Instructions regarding detachment of hospitalized officers.

No. 12 — New provisions for advancement in rating of enlisted personnel.

No. 13 — Announces service-wide competitive examinations for advancement to pay grades E-4, E-5 and E-6.

No. 14 — Defines policy regarding disposition of personnel awaiting final action on disability retirement proceedings.

No. 15 — Announces provisions of Pennsylvania state bonus.

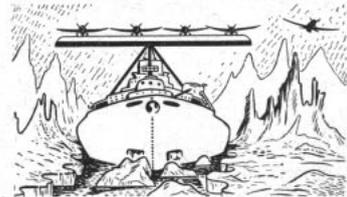
No. 16 — Statement on limited prospects for retention of naval aviators on short-term contracts in the Regular Navy and Naval Reserve as career officers.

Sailors who like sea duty that's different should try an ice breaker if they ever have a chance. The Navy's two



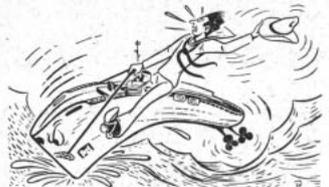
ice breakers, *uss Burton Island* (AGB 1) and *uss Edisto* (AGB 2) have taken their crews to some odd and little-known places. At the same time, the ships themselves are in a strange small class by themselves.

While only 269 feet long—three-fourths the length of a DE—these vessels are as heavy as two to three mod-



ern destroyers. Their 10,000 shaft horsepower would propel an escort aircraft carrier and their draft is equal to that of a heavy cruiser. The beam of these ships is 64 feet—greater than the width of most of the Navy's cargo ships.

Burton Island and *Edisto* are of all-welded construction and are double plated. Although comfortable to live



aboard in ice fields where they are at home, they are hard riding in the open sea. A rounded, barrel-like hull without bilge keels—designed to avoid crushing in ice packs—permits heavy rolling in a moderate swell.

BOOKS: PHOTOGRAPHY BOOKS LEAD MARCH'S LIST

•*Say It With Your Camera*, by Jacob Deschin; Whittlesey House.

Here is just the thing for the person who takes pictures as a hobby. It won't tell him how to develop his film or how to print his pictures, but it certainly covers the ground thoroughly in all phases of still photography outside the darkroom.

The book is divided into three parts, and Part 1 starts out by asking, What's On Your Mind, Photographer? This is followed up by another question: How Much Knowledge Do You Need? After these two queries are answered—or at least discussed—Part I devotes a chapter pointing out that You're On Your Own.

Part 2 gets you into the heart of the matter. Some chapter headings in that portion of the book which effectively reveal the contents are: You Have to Like People, Have Something to Say, and What About Color? Part 3 begins with New Patterns For Learning, moves through Lessons at Exhibits and some other chapters, and ends up with Where To, Photographer?

Moving along in a breezy but businesslike manner, the volume is bound to hold the interest of anyone who has a yen for taking pictures. It has three

sections containing fine examples of what it's all about—namely, fine photographs. Interesting and educational.

•*Handbook of Basic Motion Picture Techniques*, by Emil E. Brodbeck; Whittlesey House.

Did you ever think you'd like to make some movies? Perhaps you've thought of taking back a motion picture account of life at the dockside at Naples. Maybe you're planning to film a few hours of the Childhood of Junior. If so, here is a book that will tell you how to do it. It isn't confined to strictly amateur stuff, either. If you absorb half the information it offers, you'll come close to being fitted for a job with the newsreel companies.

Handbook of Basic Motion Picture Techniques is more frankly technical than some how-to-do books. It gives you the facts and figures straight from the shoulder, without beating around the bush. But, like we say, if you want to learn how to make good movies, here's the book that will teach you.

Some topical titles in the book are: Camera Speed, Light Control, Editing, Using the Tripod, Screen Direction, Building Up or Creating Atmosphere, and Composition. Each of the chapters ends with a list of Rules to Remember.

•*The Hunter*, by Hugh Fosburgh; Charles Scribner's Sons.

Monk Taylor wasn't a woodsman born. He was acquainted with the comforts of life, he was well educated, and he was in love with Marge, who was also in love with him. Yet he was a slave to the mountains, to the beasts that roamed the forests and to the dogs whose baying echoed through the chasms as they followed the trails of the mountain lion.

One day there began a hunt that was different. Harry Frost and Jerry Work were there—Frost coarse and overbearing; Work young and eager—both well heeled with eastern funds. But the lions seemed to have disappeared, fresh troubles developed with every passing hour, and Monk Taylor found himself alone, unhorsed and injured, in a remote gully. . . .

The Hunter is a red-blooded novel, lean and terse—full of action, but not without the romantic elements.

•*The Sea Eagles*, by John Jennings; Doubleday and Company, Inc.

It was late in the 1770s, and Joshua Barney was headed to America to help the Colonies in their struggle for independence. On his voyage he met Kenny Boyle, who was destined to be his partner in arms, although sometimes on a separate field of battle. And in Baltimore, Kenny Boyle met Joshua's sister.

This is a lively story of the infant American Navy during the Revolution—of privateering, of capture and imprisonment by the British, of escape, of refuge in foreign countries. And always there was the struggle for survival in a new young country to which a navy seemed laughable. Climaxing the tale is the great sea fight between *Bonhomme Richard* and the English warship *Serapis*.

This will be enjoyed by all readers who love a color-filled historical novel.

•*Slipstream: The Autobiography of an Air Craftsman*, by Eugene E. Wilson; Whittlesey House.

Slipstream, The Autobiography of an Air Craftsman is the personal history of an Annapolis graduate who has followed aviation for a long time, both in the Navy and in civilian life. In it we see the early soothsayers who were as eager as modern-day ones to cry that the Navy had been rendered obsolete by aircraft. We see the Navy's struggles to acquire planes of its own and the struggle of others to prevent it.

The reader is taken through the complications and consultations involved in designing the planes which were to be built. He is shown the conferences and work with private industry, the failures and successes, the bugs in production between World War I and World War II.

The author's experience has ranged from ground officer to pilot, from president of a large aircraft company to chairman of the Board of Governors of the Aeronautical Chamber of Commerce. The book is of especial interest to aviators and aviation enthusiasts.

BuPers chooses them, buys them and sends them to the Navy's libraries. They're yours to read for fun or fortune.



RED-BLOODED, lean and terse, here's the action-packed story of a man who lived only to hunt.



Gold Star Odyssey

PHILIPPINES: DECEMBER 1941

How the old Hog Islander USS GOLD STAR outwitted the Japs when war broke is told here by her skipper of those precarious times, Captain Joseph Lademan, United States Navy.

Gold Star Odyssey

Editor's note —

This month's feature supplement had its beginnings in an almost unnoticed letter to the editor of ALL HANDS which was tucked away in a corner of a previous issue. (See box reproduced at right.)

Where's Goldie Maru?

SIR: I am interested in what has happened to Goldie Maru [USS Gold Star (AG 12)]. I left her in Manila in January 1946 and haven't heard anything about her since.—G. C., RM3, USNR.

● USS Gold Star (AG 12) was transferred to the War Shipping Administration, Maritime Commission, for disposition in June 1946.—Ed.

While that was enough apparently to satisfy the radio-man, another person, a lieutenant on the oiler Chukawan, saw the announcement and promptly took pen in hand to notify us that Gold Star "deserves more than a stern dismissal in a little box at the bottom of the page. She was a grand old bucket of rust and rivets . . . and I am sure she came close to setting some sort of record for consecutive years spent outside continental U. S."

That was the lead. From then on, as the Navy's storytellers learned ALL HANDS was seeking anecdotes for an article on Gold Star, tales of her fabled career arrived in prodigious quantity from far-flung ships and stations. To some she was known as Goldie Maru, to others as Inchcliffe Castle (after a prominent magazine's fictional stories about a cargo ship of that name). From all she seems to have earned much fond affection.

From 3 Nov 1924 until 23 Feb 1946, more than 21 years, Gold Star was on Pacific duty, never returning to the U. S. during that period. At least for recent times, that could be some kind of a U. S. Navy record.

Until Pearl Harbor Day, she was station flagship for the military governor of Guam and the island's main supply link with the world. From Guam she carried copra,

the main export item, and occasionally as passengers the wives and children of servicemen on "health cruises" to Yokohama, Shanghai, and the various cargo stops of the Far East. In her holds she carried beef and butter, rice from Hongkong, coal from Miike (Japan), Philippine beer, Brabma cattle to perk up the Guam strains, cement, and food stuffs for Guam's local stores.

Among her crewmen, the old Hog Islander inspired considerable pride. "For years," wrote Captain J. H. Carrington, USN, who had been intimately connected with the problem, "it had been a habit of many Gold Star sailors to wear a little gold star attached to their ear lobes. The Governor of Guam highly disapproved of this and an attempt was made to stop the practice. It was stopped, except for a few who outsmarted the CO. They had stars tattooed on their ear lobes."

Five of her later crewmen served out the entire war on board her. Among them was John C. Dakin, EN1, USN, who noted upon reporting on board in 1941 that "as I remember, she had two colors—red lead and red rust. . . . Most of the ships in the Fleet used to brag they had a man from every state in the Union, but we could always go them one better. We had one from every ship in the Navy."

Although, according to William P. Knight, a former Gold Star water tender, "it seems Gold Star was always running in luck," her good fortune seems to have expired by the time of Pearl Harbor. She was at Malangas, Mindanao, taking on a load of coal. Adding to her troubles, the coal was green and became alarmingly hot in the holds.

It was a momentous, precarious undertaking, threading through the rapidly spreading net of Japanese warships. Gold Star's skipper at the time, Captain Joseph Lademan, USN, happens to be an expert narrator. Here's his tale of a remarkable journey.

ONCE the hectic opening days of the war were over, USS Gold Star came to occupy that station in life to which the good Lord and her designers called her. A humble Navy supply vessel, a "beef boat" in the language of the Fleet, she plodded the Pacific, safely convoyed, snug and humdrum, hauling munitions and materiel to her proud sisters of the U. S. armada. It was not always so. The war, surprising Gold Star in a remote and steaming Philippine cove, summoned her to a destiny both brief and improbable.

To be precise about it, the cove was Malangas harbor, Dumanquilla bay, on the south coast of Mindanao. The hour was 0300 there when planes with the red meat-ball on their wings descended on Pearl Harbor. At midnight we had finished stowing 2,000 tons of coal—green, inferior stuff from a primitive mine back in the jungle—

and coal dust still pervaded the air when Gold Star's hour struck.

At 0700 the venerable packet, known aptly and affectionately as the "Inchcliffe Castle" ("Goldie Maru" came later) put ineptly to war, into a no-man's sea. Japanese power was distributed, as it turned out, to the north, east and west of her; the bulk of our own Asiatic Fleet was dispersed in Dutch East Indies waters to the south. Under these lonely and perilous circumstances it became Gold Star's duty to steam slowly northward for three days toward Manila. Then, reversing course, she stole back through suspicious seas four days longer to Balikpapan, Borneo.

Gold Star, it must be confessed, was wholly unequal to the task of engaging any belligerent craft that dived, floated or flew. Yet, under Navy regulations, we were

required to fight any hostile sail, it being unthinkable that a United States man-of-war should strike colors. The voyage became, therefore, a sort of ghostly Odyssey wherein we strove to avoid action—a game of hide and seek through the archipelago, hugging dark shores to reduce visibility, threading poorly charted passages, dodging coral heads and reefs. Once at dusk we brushed an armed Japanese vessel in the Sulu sea. Again in darkness we steamed through the Celebes sea directly into the guns of skeptical Dutch destroyers. Up toward Manila *Gold Star's* ancient innards gave way, being hastily and a bit miraculously patched with baling wire and cement.

The point is that she pushed on. Too slow to run, too weak to fight, she nevertheless executed the first orders which the fortunes of war and a momentary forgetfulness at Manila brought her way. No ship was ever less suited to a martial task. She smelled of peace, not of war, with her open holds reeking faintly of oil and tobacco, soap and coffee. And, although we had a few bad months aboard her, as when, to give another instance, a four engined bomber got her in his sights one afternoon in the Moro gulf, I don't think any of us, officers and men, were ever quite able to accept her warlike character. Even when lurching along under an alarming head of steam, lookouts posted, gun crews at the ready, the decks stripped, we still thought of her as she was known to Guam, the Philippines and the China coast, as a friendly old party shuffling through the Far East with a market basket on her arm. Which is perhaps why the log of her first wartime cruise is more significantly her record than that of the men who sweated it out with her.

She was definitely an institution in those waters. There was only one *Gold Star*. A Hog Island type from World War 1, she had been for 18 years the Navy's supply link with Guam. In that capacity, she ferried Navy personnel and civilians, hauled in rice and other foodstuffs for the 20,000 Chamorro natives, stocked the shelves of the merchants in the metropolis, Agana. She was, however, more than a mere "beef boat." The only vessel of any size (she has about 4,500 tons deadweight capacity) to call regularly at Apra, the harbor of Guam, she served the island from the Naval Governor to the town natives as a combination *Queen Mary* and cruise ship.

I do not know when the habit of calling her the *Inchcliffe Castle* originated. It was long before the previous July when, as a lieutenant commander, I came out from Pearl Harbor to serve my "beef boat" duty in command of her. The name obviously derived from a fancied resemblance to Guy Gilpatrick's disreputable tramp, so well known to *Saturday Evening Post* readers, plus the crew's undoubted fondness for the bibulous rascalities of Colin Glencannon. Invariably the chief engineer was addressed in the ward room as "Musta Glencannon" and, when more speed was wanted, he was bidden from the bridge to "pour in a little Duggan's Dew."

In overall appearance, there existed ground for the comparison although *Gold Star*, unlike the fabulous "*Inchcliffe*," wore battleship gray. The similarity was heightened on closer inspection by *Gold Star's* single stack and single screw, reciprocating engine, three Scotch boilers and total lack of modern electrical fire control or interior communication devices.

2

Our passengers' quarters had room for forty. On this occasion they held only two, these being Chamorro nurses, who had come out with us to escort an insane native to

Manila for institutional care. I gave thanks for the small passenger list when, at 0300 on the "day that will live in infamy," the communications officer, panting forward from the radio shack, awakened me with a message announcing that the Jap had committed some unspecified act of hostility. Outside, the night was black as the inside of your pocket, the village of Malangas, a scattering of Moro huts, lying silent under its palms. It being stifling, most of the crew were asleep on deck. I was sleeping under a large-bladed fan that revolved lazily in the overhead, one of the accessories that made life tolerable aboard the "*Inchcliffe*."

The message, as received on board, contained no hint of Pearl Harbor, nor, indeed, that the Jap had attacked us anywhere. While war had been expected for weeks in the Asiatic Fleet, and by none more than Admiral Thomas C. Hart, its commander-in-chief, it had been generally supposed that the Jap would first strike at Siam or Malaya, or both, and although none doubted that the Philippines would catch it sooner or later I assumed for the moment that our cove lay outside the war's immediate orbit. At that hour nothing was to be done except darken ship. We had worked her into this berth, a tight squeeze without a tug, by daylight and it would have been unwise to move her out in darkness.

Before dawn I was on the bridge preparing the old tender for a world at war. My first thought was to shift across Dumanquilas bay to an anchorage giving concealment from the air and chance enemy vessels passing outside but before we could cast off lines orders came to put back to Manila. The first shipboard reaction was an alerted good humor. At Guam we faced quarterly inspection, a scrutiny ranging from truck to keel, and the crew had been mildly griping about that forthcoming ordeal. In any case, Manila was preferable to Agana; and Manila Bay, as we thought, would afford better protection to shipping in wartime than undefended Apra.

3

As we began stripping ship for action, Chief Boat-swain's Mate Cochrane, a ruddy seaman of many hitches upon whose thickset shoulders rested the immediate responsibility for keeping us shipshape, remarked that the war was giving us at least one break. There would be no quarterly inspection at Manila. As I look back, the business of clearing the decks had serio-comic aspects. We were putting the amiable old "*Inchcliffe*" into shape to fight actions which, if they came, she was bound to lose. Yet down came the awnings and the strong-backs that held them. On either side of the boat deck stood rows of room ventilators, six feet high, that looked like a picket fence. These were ripped out and thrown overboard to reduce splinter hazard.

Our normal armament consisted of two 50-calibre machine guns mounted on the flying bridge. Against river pirates they would have come in handy; no one ever had thought to train them for men-of-war. I had another pair of 50-calibres, below in the armory, brought to the poop deck and set up behind waist-high barricades made of sandbags. For a cooling system, water was piped from the barber shop to the guns and the top of that shop and the radio shack became our air lookout stations.

About 0800, when were we under way, the war came alarmingly near. A dispatch announced that the Jap had attacked Davao, 125 miles east of us, only a half hour by air, with a force of bombers. The news promptly jolted

Gold Star Odyssey

us out of any lingering complacency. In that sense, Davao was our Pearl Harbor. The crew went to general quarters, those not required for the machine guns manning the rail with rifles—Springfields 1903. Held at a 45-degree angle, pointed outboard, the rifles constituted a secondary battery strikingly reminiscent of the days of John Paul Jones.

A huge, tattooed boatswain's mate, a survivor of the *Panay* incident up the Yantze in the prewar years, knowingly observed that, armed only with rifles and machine guns, we had at least two strikes on us. I agreed. It was, however, a question of making the best of what we had, it being advisable, as I thought, to meet the enemy with all available weapons in hand. The nurses had been ordered into uniform and stationed in the sick bay. Thus stripped and manned for action, "*Inchcliffe*" put to war.

I had to assume that the enemy know our whereabouts. A submarine lying outside of Dumanquilas bay would have found us easy prey as we emerged. Hence, I shaped a course as close as possible to outlying reefs with charts none too reliable. I reasoned that if these narrow passages were uncomfortable for us, they would be more so for a submarine. Outside, in the Gulf of Moro, we called on "Glencannon" for his best. We had a normal speed of nine knots, nine and a half when "scared." By ignoring certain safety instructions, Hood managed to coax ten knots out of his engine.

At this point we experienced an optical illusion. Yesterday the flights of pelicans and other tropical birds abounding in these waters had been merely the flights of birds. Today they strikingly resembled, to our excessively wary eyes, formations of airplanes. The lookouts were especially impressed with the likeness, repeatedly alerting all hands with cries of planes sighted. In early afternoon, however, came a sight unmistakably real—a four-motored aircraft flying high and leisurely off the starboard beam. Again we went to general quarters, machine guns trained on the target, riflemen lining the rails, pieces at the ready. Considering that we were about 600 miles from Manila, it seemed unlikely that the plane was friendly, and on the bridge it was at once assumed that the big intruder belonged to the enemy outfit that had bombed Davao. That inference seemed to be borne out when the pilot turned up ahead of us and came in on what was patently a bombing run that would carry him directly over the "*Inchcliffe*."

I had a feeling of naked helplessness, aggravated after I had given the steersman orders for hard right rudder just as the presumed enemy reached an approximate bomb release point. The resulting swing of the jackstaff at the bow, by which we gauge whether the rudder is taking effect, was so slow as to be barely perceptible. It was clear that evasive action, like speed and fire power, were very definitely not open to us. We all awaited the release of the bomb, eyes strained on the approaching airplane, trigger fingers alert, but just before the stranger came within range he was identified as a Flying Fortress. When he dipped in salute, we gave him a spontaneous cheer.

The first afternoon wore away as slowly as the waters of the gulf through which we plodded. At sunset we entered Basilan straits, leading out into the Sulu sea, and soon Zamboanga lay peacefully to starboard. Here was an ideal lurking place for submarines. An old song of the Philippines, entitled "We Won't Go Back to Subic Any

More," calls the roll of the island ports, fitting descriptive remarks to each. Concerning Zamboanga it related that there "the monkeys have no tails, they were bitten off by whales." As we clanked past I wondered if we might encounter amphibians of a deadlier sort as we turned into the Sulu sea. Up to now we had been proceeding generally south and west. Henceforward, our course would be northward toward Manila.

4

Daybreak in belligerent waters always brings an absorbing half hour to those on deck. The surrounding sea is scanned with intense concentration for signs of the enemy. So it is on a man-of-war, able to give as well as take. You may imagine with what greater anxiety we searched the horizon. This second morning of our voyage unveiled only the tip of Negros looming ahead. All that day we bore north along the east coast of Cebu. Our next hazard was San Bernardino strait, midway of the archipelago, the historic passage into the islands from the east. Dawn of the tenth found us clinging to the eastern shore of the island of Masbate, peering toward the strait with even more than the usual dawn expectancy of first light. I had considered it almost certain that the Jap, having hit Davao, 350 miles to the southward, two days before, would by now be patrolling San Bernardino.

To our relief he wasn't there. That day, as we worked our way through clusters of islands northwesterly toward Manila, the broadcasts from the capital became coherent. It was plain from their tone and content that things were critical in Manila and getting worse. We knew the Jap had not bypassed the Philippines. Up to now the \$64 question had been, "will we make it to Manila without interception?" Now, with that prospect brightening by the hour, a bigger question interposed itself, "having arrived there, will we ever get out?"

At nightfall, with Corregidor only 100 miles ahead, Lieutenant Commander Theodore (Ted) Schultz, the executive officer, spoke for all hands when he quoted the adage, "out of the frying pan, into the fire." Soon thereafter we were, however, spared the necessity of running into Manila. The wireless brought us orders to halt, turn about and head for Balikpapan. It was long afterward before I learned what had happened. *Gold Star*, attached to the Naval Command at Guam, came under the direct control of the Commander-in-Chief, Asiatic Fleet, only periodically but for the six months preceding, Admiral Hart had given her movements and whereabouts his personal attention. On the afternoon of the day war came he had personally deferred our immediate departure for Guam. Yet, during our passage north we had been lost sight of at fleet headquarters and it was not until the evening of the 10th that the admiral himself asked about our disposition and issued the new orders.

Having, by good luck, avoided the enemy on our 600-mile run north, we had now to retrace our steps. The dangers which had been left safely behind were again placed squarely ahead and in the three days elapsing since the first blow the Jap conceivably had been able to tighten his cordon around the archipelago. No sooner had we reversed course than a new crisis confronted us. The familiar, rhythmic pulsing of the "*Inchcliffe's*" main engine, occurring 77 times a minute, had been a steady, if unnoticed, reassurance. The sudden cessation of that beat therefore gave us an instant alarm. Almost before "Glencannon" could describe his engineering casualty to

the bridge, by voice tube, we were coasting to a stop. We had been a clay pigeon; were we now to be a sitting duck?

A valve chest on a line to the condenser had cracked in several places. Unless repaired, we could not run. We had no spare aboard. The outlook was dark as the tropical night but not for long. "Glencannon" and his resourceful ratings accomplished the incredible, strapping the defective part with baling wire, enclosing it in a block of quick-drying cement. Although it spouted like a fountain, the engine soon was thudding again at 77 times to the minute and we promptly hauled off to the south.

5

That evening we thanked our stars we had elected the middle route. When well out of sight of land a lookout picked up four bare sticks, resembling the masts of four destroyers in line, hull down. The sticks were etched dramatically against the lingering streak of red in the western sky. "This," said Chief Boatswain's Mate Cochran, "is it." The crew again went to battle stations. With the "*Inchcliffe's*" large hold spaces below the waterline, the fire hazard of her extensive wooden construction and her almost total lack of water-tight compartmentation, she could have been quickly sunk by a few well-placed 5-inch shells.

Although a closer view disclosed a single stack amid the masts and we thereupon identified the vessel as a large Jap transport type, our problems were eased only slightly. She also would, we reckoned, be carrying 5-inch guns. She would, moreover, be fast and once seen, we could be swiftly overhauled. "What a swell target," mused Schultz, "if we only had a gun!" Luckily the transport, which was headed north, didn't see us and we plodded unobtrusively into the gathering darkness. Had we taken the outside course for Sibutu we would have encountered the Jap an hour earlier and in daylight.

Dawn of the twelfth found us entering the Sultan of Sulu's island domain. Passing thatched villages close aboard, their inhabitants came running to the water's edge, obviously startled to note a seagoing vessel easing by their front yards. The likelihood of meeting Jap men-of-war in these confined waters was slight and we gladly accepted navigational risks in exchange for the Sultan's screening islands. In late afternoon we had to surrender our cover, venturing into the untested reaches of the Celebes sea. With some reluctance, we poked our bow around the last of the islands which had shielded us to seaward. This produced a slowly unfolding panoramic effect, disclosing an ever wider expanse of open water. All was clear up to the last obscured sector, but as we stood finally exposed we found ourselves under the guns of two cruisers. Formidable ships they were, too, standing directly toward us at high speed, their batteries trained on the hapless "*Inchcliffe*." We were soon able, however, to recognize them for our own cruisers *Houston* and *Boise*.

A formal exchange of signals occurred and the "*Inchcliffe*," her five days of fumbling alone through the Philippines at an end, heaved, I could swear, a sigh of relief. We shuffled on south, gratified at the knowledge that this sea contained some combatant associates, but our troubles were not yet over.

So far we had escaped the difficulty of establishing identity at night but now that we were in the comparative security of the Celebes, with friendly craft ahead and astern, that problem was to beset us. From the earliest recorded days this has been a ticklish business. When

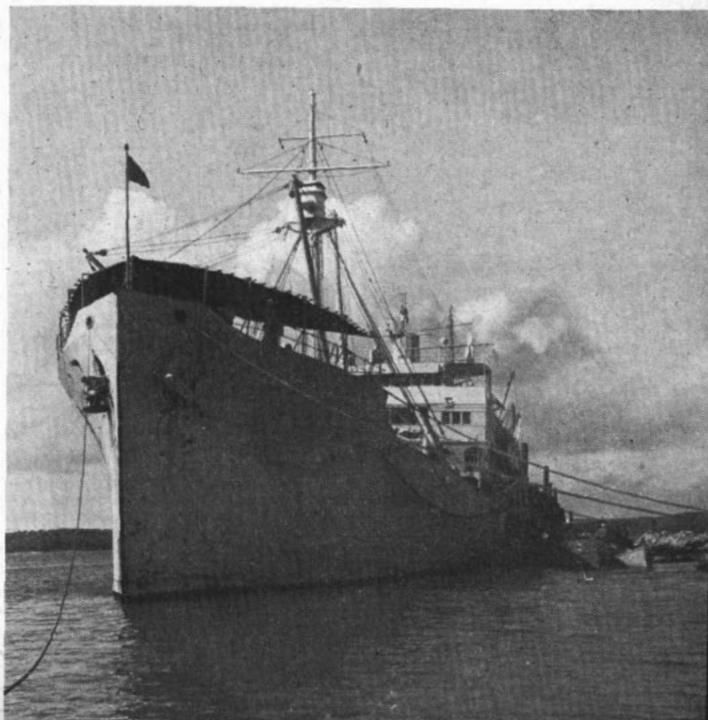
ships suddenly confront each other in the dark, with outlines blurred and ranges short, there is little time for the preliminaries of identification and the advantage lies overwhelmingly with the one that first opens fire. Passwords, signals, codes and other devices have been developed down through the ages—not always with success, I now recalled.

Darkness on the fourteenth found us entering the Straits of Macassar. At that moment a challenging light flashed to starboard, bringing us face to face with the ancient dilemma. The silhouettes of two lowlying destroyers could be barely made out. Obviously not American, we suspected them to be Dutch, feared they were Japanese. A failure to respond to a night challenge will deepen the suspicions of the challenging party, the wrong answer confirms them. Without the proper code, the situation was approximately "damned if you do, damned if you don't," and the thought of reaching waters secure from the enemy only to be bopped by a salvo from a friend because of inability to identify ourselves put a kind of a frustrated finale to the voyage.

The destroyers had us, you may be sure, in their sights. For all we knew their commanders might suffer from itching fingers. We swiftly turned to with the searchlight, earnestly proclaiming our innocent intentions. The signals plus what the Dutchmen might have been able to see of our peaceful outlines turned the trick.

We fetched up at Balikpapan in a late afternoon seven days since the Jap's evil deeds had routed us out of Dumanquilas bay. Once anchored, we readily dropped the front line role of a combatant and resumed our familiar rear area job of supplier and purveyor. Again a logistical unit of the United States Navy, we quickly broke out fresh beef and other provisions to the fighting members of the Asiatic Fleet there assembled. Continuing to Australia, "*Inchcliffe's*" cargo was usefully employed and she herself was put back into supply duty.

Although she is no longer with the Navy, it may be that the spirit of the "*Inchcliffe*," a sentient vessel if ever I saw one, must surely watch over her Far Eastern haunts where she fetched food and supplies, and, following peaceful pursuits, generally served the island of Guam with characteristic good will.

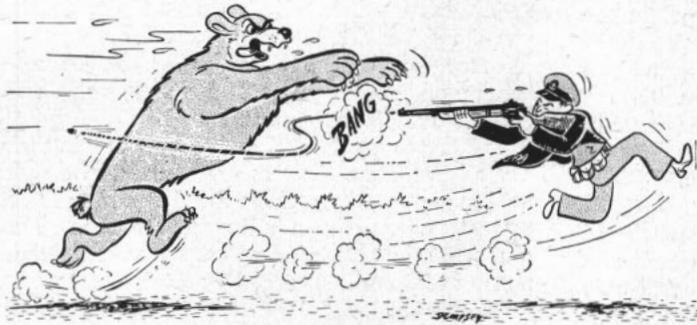


TAFFRAIL TALK

NOTED in the news: A year ago ALL HANDS (February 1949, p. 38) had a story on the administrative proclivities of a "one-man force" chief yeoman.

The item pointed out that Joseph T. Swatski, YNC, USN, was the only Navy enlisted man (at that time) at the Armed Forces Information School, Carlisle, Pa., being assigned there to "lend a knowledge of Navy administrative details." At the time he was, we suppose, fully eligible for the title of "one-man force."

It now appears that that magniloquent title may be somewhat overdrawn. We find that on a recent deer-and-bear hunting trip,



Swatski as reported in the station newspaper (1) got himself lost in the mountains for around 36 hours, (2) when found, confused his fellow hunters so much they couldn't find their car, (3) took three potshots at a squirrel and missed, and (4) in 11 years of hunting has never bagged a deer or bear.

We propose that henceforth, to eliminate confusion as to any other meaning, that Swatski be called "one-man desk force." That pins it down.

* * *

With a name like DeFelippis, a man can expect to find his relatives without much trouble. Not so in Rutigliano, Italy. Michael A. DeFelippis, SO2, USN, left his vessel *USS Wallace L. Lind* (DD 703) and wandered through the town for hours asking questions.

The catch is that a thousand out of the town's 15,000 population are named DeFelippis. To the astonished sonarman, the proportion seemed more like two thirds.

* * *

A hint at what has held the North Sea Mine Force Association (the World War I organization) together these many years was contained in a meeting announcement. After noting the time and place, it specified: "Uniform: A Smile."

* * *

Officers attending the Naval War College in Newport, R. I., now know how wars are solved by mathematics. As a mathematician pointed out to them, "the expected gain from an operation is the sum of the products got by multiplying the net gains of every plausible outcome by the probability that this outcome will occur."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Enlisted men chip worn paint from the forward stack of *USS General J. C. Breckinridge* (AP 176) while the big transport was docked at NSC Oakland during one of her shuttle runs to Pacific areas. →

CHIPSHAPE



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