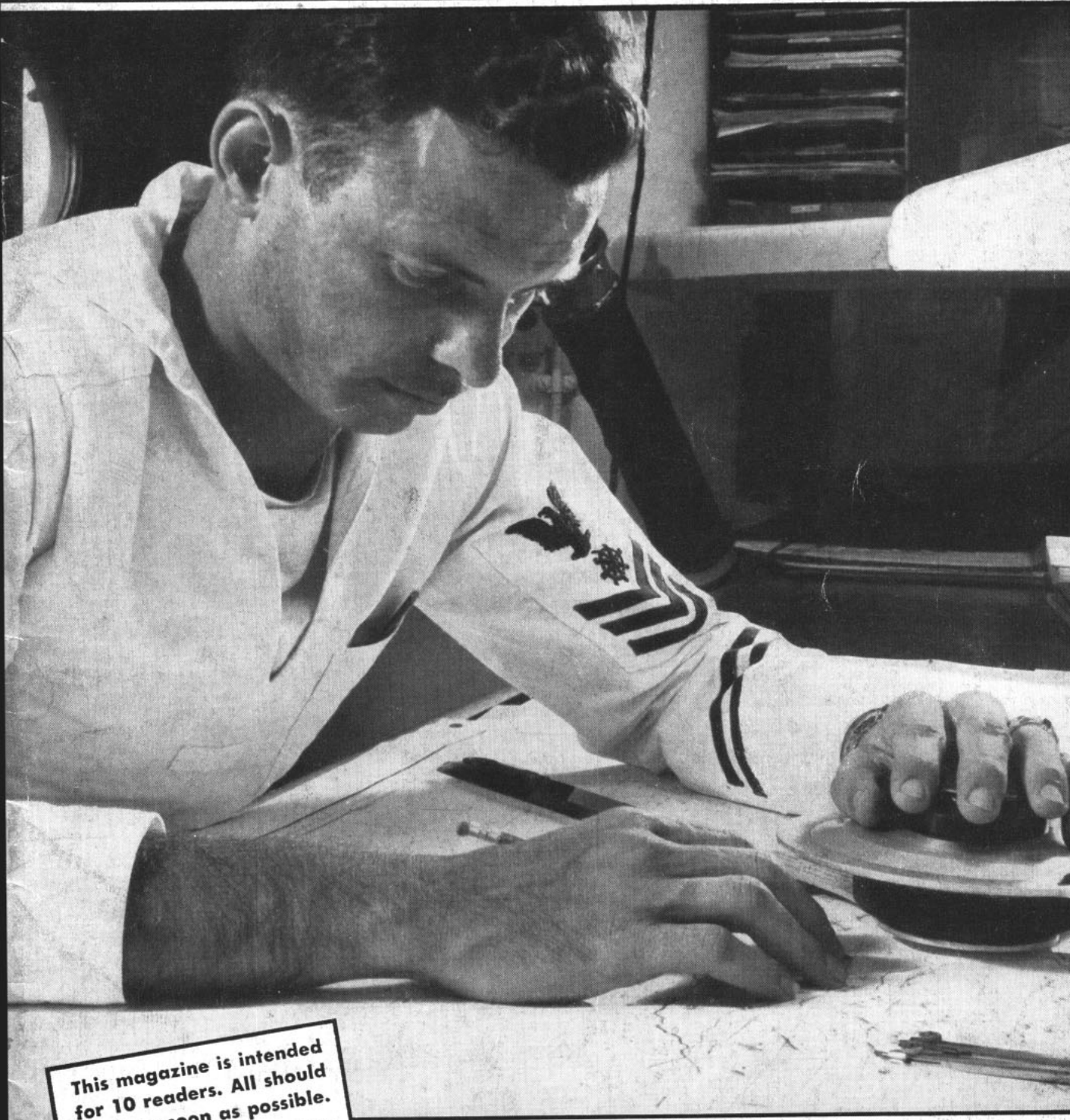


"H. C. ARCHIVES"

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



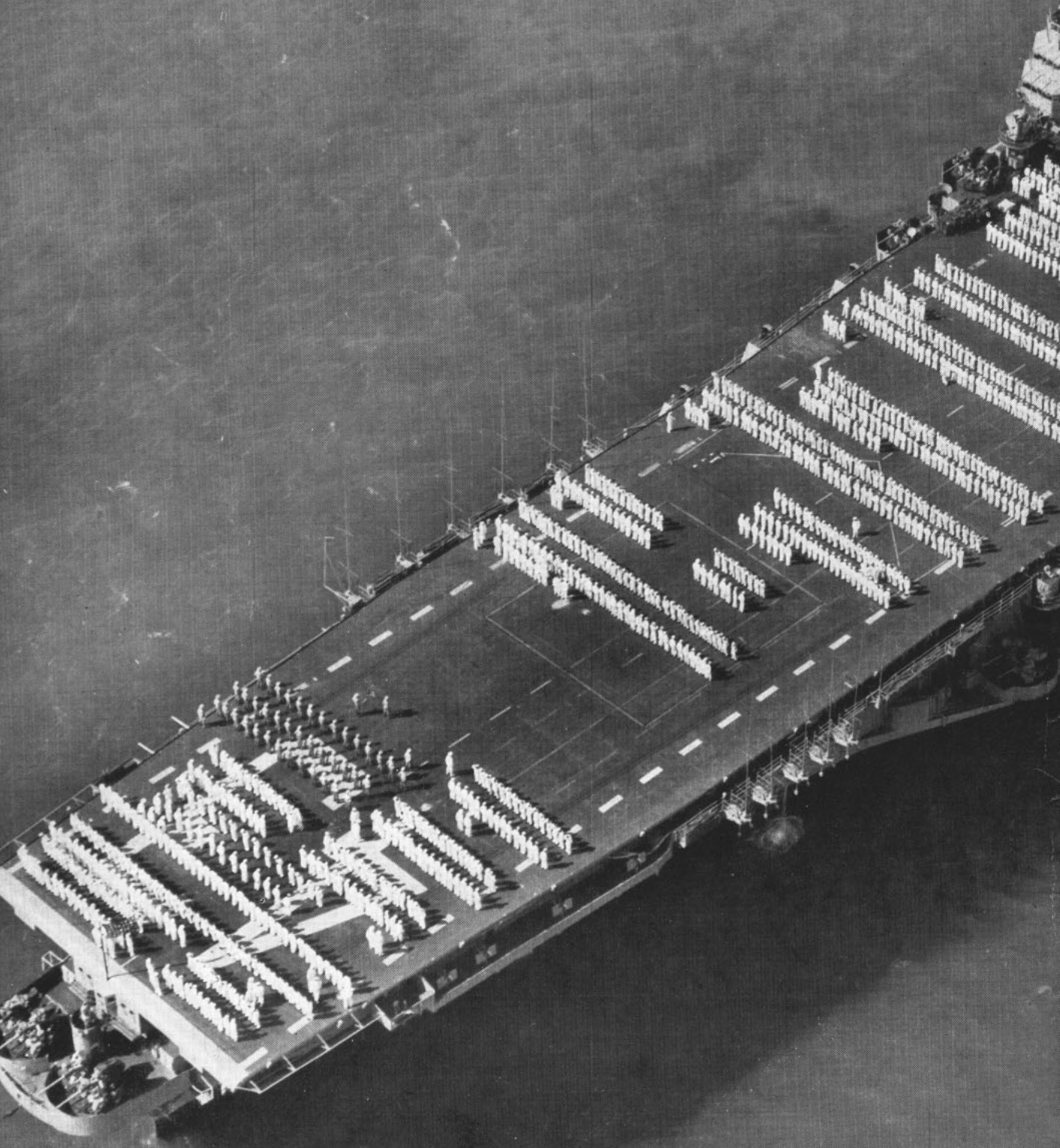
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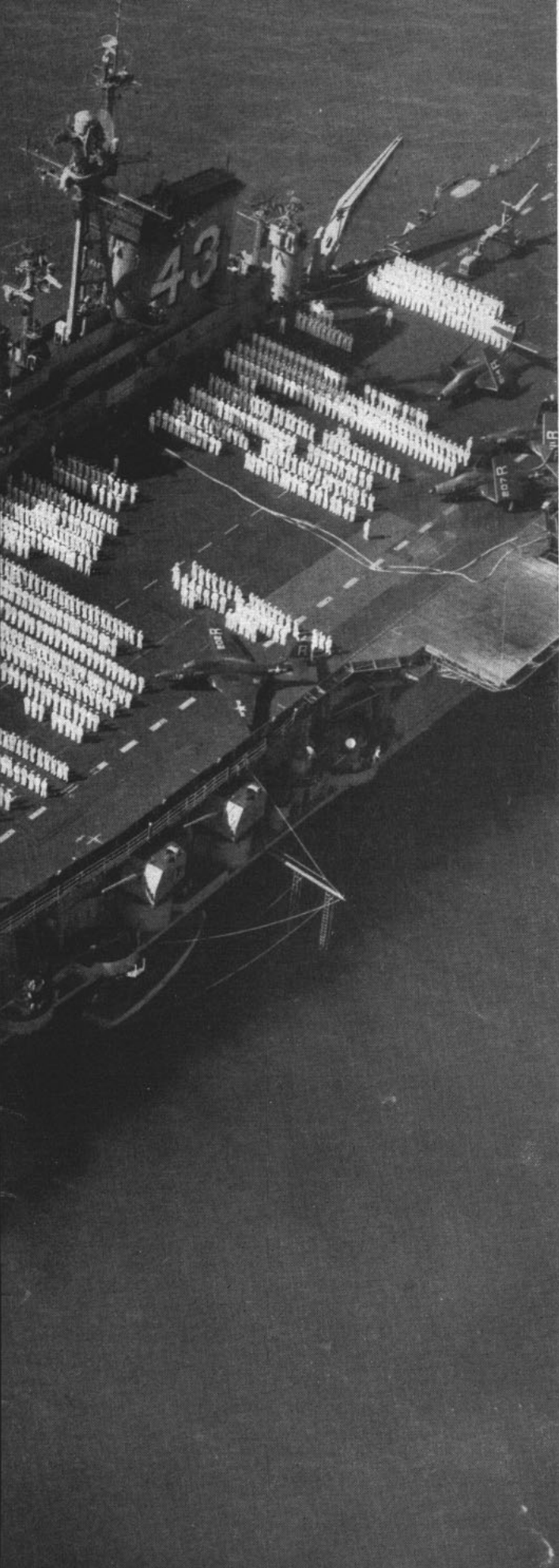
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"H. C. ARCHIVES"

NOVEMBER 1950

**INSPECTION
PERFECTION**





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1950

Navpers-0

NUMBER 405

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The Chief of Naval Personnel

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● FRONT COVER: At work in the chart house of one of Uncle Sam's fighting ships, a quartermaster assists the navigator in plotting the position of the ship.

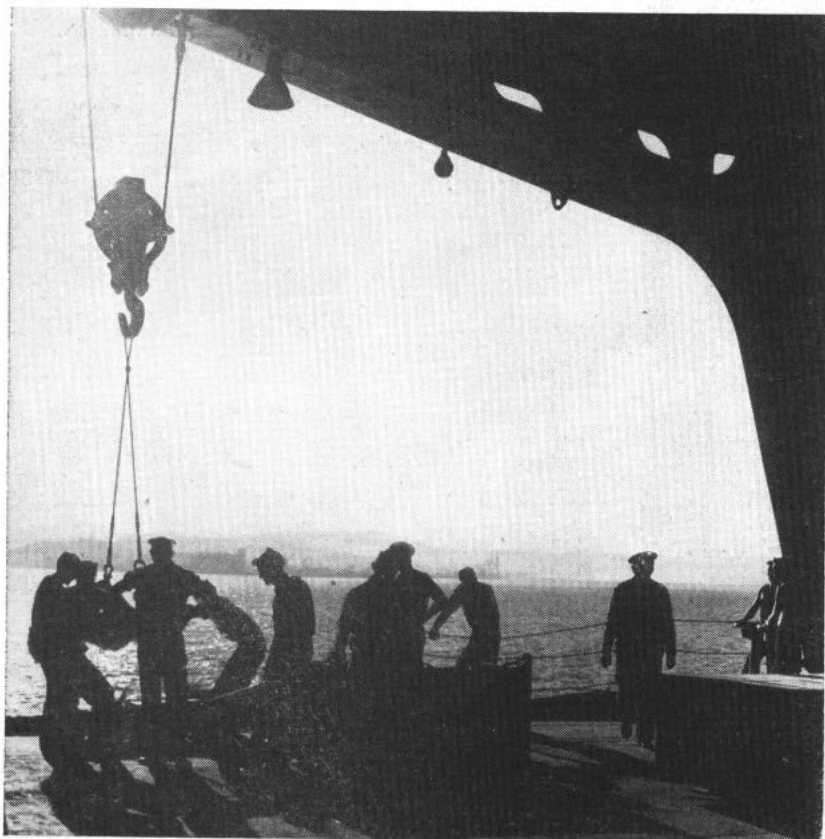
● AT LEFT: The crew of USS *Coral Sea* (CVB 43) stands at attention on the flight deck.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: pp 20-21, top p. 22, James J. Belarde.



NAVAL POWER amassed at Inchon Anchorage, Korea. CNO recently announced 296 vessels are soon to join Fleet.

Navy Expands to Guard World Security



LOADING AMMO which will eventually find its way to a Far East target, early morning working party swings a big, 500-lb. bomb onto carrier's hangar deck.

WITH South Korean troops operating over the 38th parallel and other United Nations forces awaiting developments, plans for the expansion of the U.S. Navy and Marine Corps as a deterrent to further aggression were laid before Congress by the Navy's top ranking officer.

Admiral Forrest P. Sherman, USN, Chief of Naval Operations, told the House Armed Services Committee that the Navy had money enough to raise its strength to about 500,000 by 30 June 1951. Future requirements, he said, seemed to call for an ultimate strength of about 612,000 men and 77,000 officers.

As for the Marine Corps, personnel strength would be 126,000 by 30 June 1951, the admiral stated.

Along with the personnel expansion, he said, the Navy plans to take out of the Reserve fleet 296 more vessels by 30 June 1951. Broken down by types, that figure includes one large carrier and two escort carriers, the battleship *New Jersey*, two cruisers, 32 destroyers, three destroyer escorts, five submarines, 20 minesweepers, 164 amphibious craft and 67 auxiliaries.

Thus, according to the figures provided in the testimony, the Navy's



CORPSMEN RELAX during lull in the fighting during Inchon invasion. Time is now with U.N. forces as the Navy continues its build-up of men and materials.

strength by 30 June 1951 would consist of the following vessels: 10 large and 10 small carriers, two battleships, 15 cruisers, 200 destroyers, 75 submarines, 118 mine control craft, 256 amphibious ships, and 255 auxiliaries.

All the active ships, the admiral said, would be manned by personnel on an average of about 85 per cent of war complement per ship.

At the time of the testimony, U. N. troops were preparing for the knock-out drive into North Korea. A few days later they were advancing at all points while a 37-ship U. N. fleet, led by *uss Missouri* (BB 63), was bombarding Chongjin and other North Korean ports within close proximity of the Siberian border.

Floating mines found their mark against the hulls of three U.S. Navy vessels, one of which—the minesweeper *Magpie* (AMS 25) — was sunk with a loss of 21 men missing. Twelve survivors were picked up by a sister minesweeper, *uss Merganser* (AMS 26), and taken to Pusan.

Previously, the destroyers *Brush* (DD 745) and *Mansfield* (DD 728) had struck floating mines but managed to make emergency repairs to allow them to reach port in Japan. United Nations destroyers and other craft had spotted and destroyed many other mines in Korean waters, all floating freely.

With the advantage in time, men and material all building up for the



DIRECT HIT scored on a bridge by a carrier plane during air attack. Below: MP eyes civilian for possible false moves as they get a free hand-out of food.



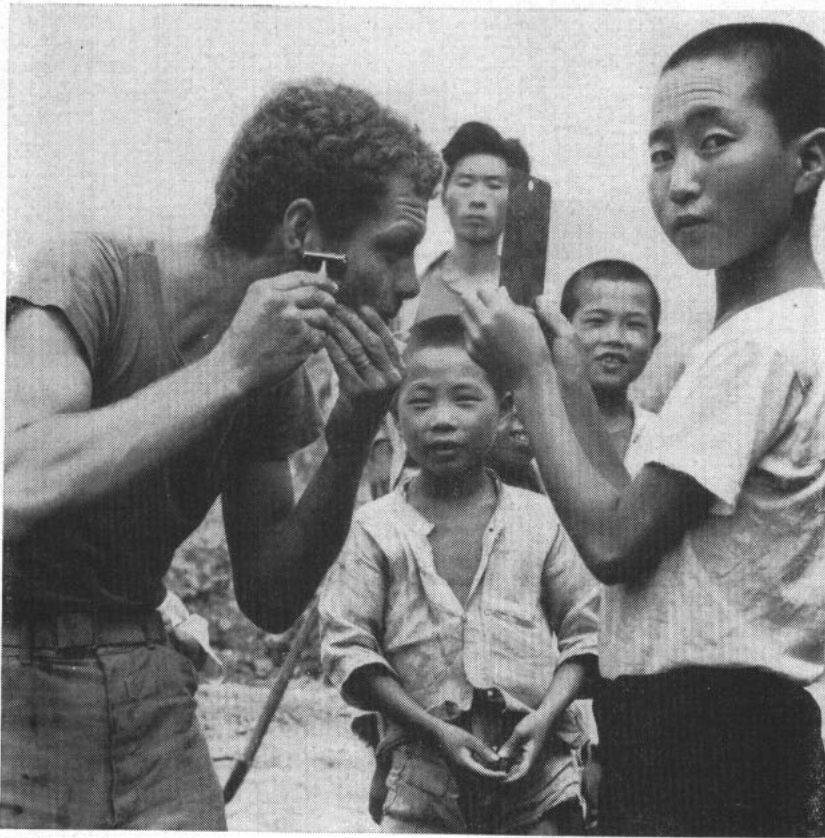
CNO Outlines Navy

United Nations forces, still another favor was changing sides—the weather. Korea's summer monsoon period, with its heavy rains that obscured sea and air support for ground forces, is over and winter is on its way in. Beginning in November the dry winter season ushers in generally clear skies and excellent visibility.

The North Koreans had invaded with the weather specifically in mind, and their choice was not wrong. In July, during the heaviest rainfall, air operations were halted for two and three days at a time. And during a critical period in early September, while the North Koreans built up their last-ditch attack in an attempt to reach Pusan, air support was curtailed by the bad weather for 48 hours.

Winter is the dry season in Korea because the prevailing winds come from the Asiatic continent, instead of from the moisture-laden Pacific. January is the driest month of the year, and the little snow and minor plane-icing should not hamper air operations or visibility for ship bombardment.

With Seoul cleared by Marines and Army troops and most resistance in the rest of South Korea at an end,



SHAVE AND HAIRCUT—Korean kids peer intently at Marine as he scrapes off days' growth. Below: Officer inspects barber's kit on its way to duty ashore.



INCHON INVASION went like clockwork. General MacArthur stated the Navy and

Plans for Expansion

the United Nations forces had a chance to evaluate their work.

Bombardment by naval vessels was particularly effective, it was discovered. One report noted that craters more than a hundred feet in circumference were all that remained of enemy positions facing South Korean forces at one time. Some of them were eight feet deep, and each had been caused by a single shell from the 16-inch guns of *uss Missouri* (BB 63).

In one area, destroyer fire was found to have first uncovered dug-in enemy tanks and then destroyed them. During one South Korean advance, *uss Helena* (CA 75) worked over enemy positions for 77 out of 84 hours.

In the air, carrier-based planes are capable of flying more than 500 sorties a day since another *Essex*-class carrier arrived. "The Showboat"—*uss Philippine Sea* (CV 47)—had shoved off more than 3,000 sorties in about six weeks.

As to the joint work of the sea service, General Douglas MacArthur had a word to say after watching the clockwork invasion at Wolmi-Do: "The Navy and Marines have never shone more brightly than this morning."



BUILD-UP of supplies of war material with which to fight Korean Communists was the result of the teamwork of many men, stateside and in Far East.



BAD NEWS for enemy (above). Below: LTJG David H. Swenson, buried at sea while DD *Lyman K. Swenson*, named for an uncle, guards in background.



Marines had never shone more brightly as he watched LSTs disgorge cargoes.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **UNIFORMS** — Tests of the new enlisted man's uniform were conducted under operating conditions in the Atlantic Fleet to determine its serviceability.

Results of the tests indicate the great majority of personnel who participated in testing the uniform are pleased with the modifications. However, they found the "coat shoulder" of the jumper and the "fore-and-aft" outside creasing of the trousers made stowage unsatisfactory. Accordingly, the Chief of Naval Operations directed that a "shirt shoulder" on the jumper and "athwartship" inside creases on the trousers be used.

There was general agreement among personnel participating in the tests that the cuffless jumpers and trousers with pockets and zipper fly fronts improve but do not change the traditional appearance of the bluejacket uniform.

Shipboard personnel testing the

new uniform were instructed to report carefully all comment by other naval personnel and civilians on the appearance of the uniform.

Another test of the uniform under operating conditions is to be conducted in the Pacific Fleet, and any additional improvements which may be pointed out after completion of the Pacific test may be incorporated in the uniform.

The modified uniform is scheduled to replace the present uniform on 1 July 1952.

• **OFFICER EXAMS** — Officers studying for promotion examinations should check a new, revised bibliography of publications that has been brought up to date.

BuPers Circ. Ltr. 148-50 (NDB, 15 Sept 1950) contains the list of materials for study, revising a 1949 list.

One of the important changes is that, as stated in one of the enclosures, the completion of correspondence or resident courses in the past or future carries an exemption from the written examination for one grade only. Previously, exemptions were allowed for a maximum of two grades for completion of correspondence courses.

Another directive, Alnav 94-50 (NDB, 15 Sept 1950) lists dates in October and November for the convening of selection boards for promotions of captain and commander with five and four years in grade, respectively.

A later directive, Alnav 99-50 (NDB, 30 Sept 1950) refers to previous regulations in pointing out that officers to be promoted under Alnav 94-50 need not prepare for written examinations in either the operational or technical areas. The written examinations will cover only the executive area, with examinations for the other two areas to be made on the officer's record, and in view of the reduced scope of the written examination no exemptions for correspondence or residence courses will be allowed.

• **SURVIVING SONS** — An overall policy regarding "sole surviving sons" in all branches of the armed forces is now in effect. It is in all respects similar to the policy previously announced for the Navy and Marine Corps in BuPers Circ. Ltr. 137-50 (NDB, 31 Aug 1950). See ALL HANDS, October 1950, p. 55 for details.

It is pointed out that the policy is not to be interpreted to mean that sole surviving sons will not be assigned to overseas commands. Rather, they will be assigned, upon request, to duties "not normally involving actual combat with the enemy." Appropriate areas to which these men may be assigned will be designated by the major commanders concerned.

• **UNUSED LEAVE** — The restriction against paying personnel for unused leave and travel allowance imposed by Alnav 85-80 (ALL HANDS, October 1950 p. 6) has been lifted.

A new directive, Alnav 101-50 (NDB, 30 Sept 1950) states that the Comptroller General has ruled that enlisted personnel who voluntarily reenlist in accordance with Alnav 72-50 (NDB, 15 Aug 1950) are entitled to payment of travel allowance and lump sum payments for unused leave authorized.

SONGS OF THE SEA



Sailor's Wish

*I wish I were a bo'sun bold,
Or even a bombardier,
I'd build a boat and away I'd float,
And straight for my true love steer;
And straight for my true love steer, my boys,
Where the dancing dolphins play,
And the whales and sharks are having their
larks,
Ten thousand miles away!*

—Old Sea Chantey

Info Requested by BuPers For Officer Detailing

Because Reservists are replacing many Regular Navy officers in billets commonly filled by Regulars, the Bureau of Naval Personnel requests that the various ship and shore commands provide appropriate information to BuPers to aid in making officer detail decisions.

During the period of expansion, BuPers Circ. Ltr. 154-50 (NDB, 30 Sept 1950) points out, some activities will be in excess of allowances to enable training of Reserve officers before the Regular officer is reassigned.

The directive asks that the proper information be provided BuPers on the Rosters of Officers form (NavPers 353, Rev 10-48), taking care to insure that the prospective date of qualification of officers is correct.

First Waves to Be Recalled Involuntarily Are HMs

The first Waves to be recalled involuntarily to active duty are hospital corpsmen in petty officer first, second and third class rates. The plan was put into effect by the Navy because of the Korean crisis.

The number of hospital corpsmen to be recalled was not specified by the Bureau of Naval Personnel.

At the same time, voluntary enlistments were opened up to enlisted Waves in pay grade E-3—seaman, airman and so forth—for an obligated and guaranteed service of one year. Previously, among enlisted women, only Wave petty officers could volunteer for active duty.

• **SAN FRANCISCO MEMORIAL**—November 12 was set as the date for the dedication of the *uss San Francisco* Memorial, honoring the cruiser of that name and the 100 members of her crew who died in the Battle of Guadalcanal. The memorial was being erected at Land's End, a prominent promontory of land near the sea at San Francisco, Calif.

The flying bridge of the cruiser, with some of its equipment, constitutes the major part of the memorial overlooking the sea.

Rear Admiral Herbert E. Schonland, usn (Ret), senior surviving officer of the cruiser who was awarded the Congressional Medal of Honor for his part in the action, is in charge of locating the addresses of the 800 survivors and the next of kin of the 100 who died.

The survivors and next of kin will be invited to attend the ceremonies, and may write or wire the admiral at the following address: Rear Admiral Herbert E. Schonland, usn (Ret), c/o Commandant, 12th Naval District, San Francisco 2, Calif.

• **TM RECRUITS** — A new school for training recruits in the torpedoman's mate rating is opening at the Naval Torpedo Station, Newport, R. I. Designated as a Class A school, it will be a component of the Class B Torpedoman's Mates School, which trains more experienced personnel for advancement to first and chief.

Tentative schedule of classes at

the new school calls for an input of 30 trainees every four weeks in the 16-week course. Of each input, 20 students will come from recruit training centers, and 10 from the Fleet. Classes commence this month.

• **DEPENDENTS' TRANSPORTATION** — The transportation of dependents to overseas areas in the Pacific is again being permitted—to a limited extent.

Since the beginning of the Korean situation the movement of dependents to Pacific bases has been banned. However, a new directive, Alnav 100-50 (NDB, 30 Sept 1950), again authorizes dependents to travel to certain Pacific areas provided each case is individually approved by the commands concerned.

Requests for entry of dependents into the Alaskan area are to be submitted to Com 13, via Com 17. For entry into those Pacific areas under the command of CinCPac, requests should be submitted to Com 12, via CinCPac. Those dependents not approved for entry into these areas, or whose entry is delayed for five months or more, are entitled to transportation at government expense to any point of selection within the United States.

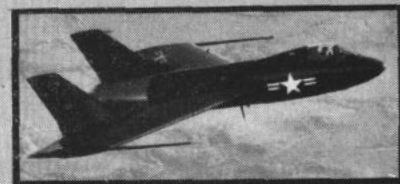
Those dependents who were previously furnished transportation to a "point of selection" within the U.S. under the authority of SecNav directives issued in 1943, 1946 and 1947 may now be furnished transportation from such locations to the current overseas duty station of the person in the armed forces upon whom they are dependent, provided their entry is approved and travel is authorized.

All space available for passage on government carriers, except for personnel going on emergency, regular, or renewal of contract leave, has been suspended. However, space will still be provided for dependents who are stationed outside the continental U. S. to accompany military personnel on any of the above types of leave.

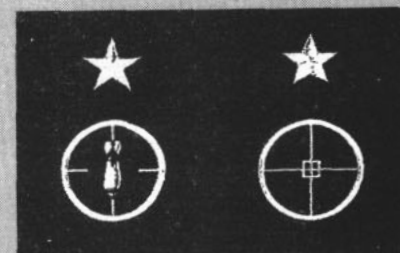
Household goods may also be shipped to overseas bases at government expense under the current household goods regulations. Authority to ship privately owned automobiles to overseas bases on a space available basis has been renewed, provided they do not displace any government freight.

QUIZ AWEIGH

The top subject here, takes to the air
For this month's guessing bee;
And for the arm are the middle pair,
The bottom one rides the sea.



- Those up on their aviation should recognize this twin-jet (a) F9F Panther (b) F2H Banshee (c) F7U-1 Cutlass.
- It is designed especially for (a) long-range reconnaissance patrol (b) carrier operation (c) high-speed combat photographic work.



- The distinguishing mark (left), worn on the right sleeve of the uniform, designates (a) gun rangefinder operator (b) master horizontal bomber (c) aerial photographer.
- The distinguishing mark on the right would be worn by (a) expert navigator (b) rifle sharpshooter (c) gun pointer, first class.



- The vessel above is (a) a repair ship (b) a seaplane tender (c) a high-speed transport.
- This type of vessel is named for (a) places of historical interest (b) characters in mythology (c) Indian chiefs.



OMINOUS CLOUDS form a symbolic background as the mighty carrier *Princeton* is readied for action at Bremerton.

Removing the Wraps from Fighting Ships

TYPICAL of U.S. Navy ships awakening from hibernation in the reserve fleets is the aircraft carrier *USS Princeton* (CV 37), emerging from cocoons at the Puget Sound Naval Shipyard, Bremerton, Wash. Upon complete reactivation, *Princeton* will be assigned to U.S. Pacific Fleet.

Under a heavy layer of clouds, *Princeton* lay huge and silent beside a Bremerton pier as reactivation work began. Men moved aboard, first in a trickle and then in a stream. Doors, long closed, were opened. With the removal of steel sealing plates, ventilation ducts again inhaled moving air. Protective coverings came off gun directors. While some men scaled the ship's massive stack, others were swung at the end of a crane-fall all up and down the carrier's cliff-like sides.

It was hardly more than a year since *Princeton* had gone into the Reserve Fleet, but already modern methods of preservation had proved

themselves. In the salt air and copious rainfall of the area, the ship would have deteriorated rapidly through the months if less carefully prepared.

This particular *Princeton*, the fifth Navy ship of that name, was commissioned on 18 Nov 1945. On 24 Jan 1946 she sailed for Cuba for a shakedown cruise. She took part in maneuvers with the Eighth Fleet, and was later assigned to duty with the Seventh Fleet. *Princeton* visited Yokosuka, Japan, and Tsingtao, China, in the autumn of 1946 with Task Force 77. She held an important role with that task force in Pacific Fleet maneuvers early the following year.

Her distant ancestor, the first *Princeton*, was not an aircraft carrier, of course—having been built in 1843. A three-masted wooden-hull ship of 954 tons' displacement, she was the first screw-propelled warship completed for the U. S. Navy. She

carried 14 guns, all mounted on the center line. Of these, 12 were 42-pounders and the other two were 12-inchers — the two largest naval guns in existence at the time.

Also unique in that first *Princeton* was a steam plant designed to burn anthracite, or hard coal, which would create less smoke than soft coal. The boilers were equipped with a telescoping stack capable of withdrawing below the level of the bulwarks, and with the first forced-draft blowers ever used in the fire-room of a warship.

It was one of the 12-inch guns that really set this *Princeton* apart, however—in a tragic way. This monstrous cannon, called "The Peacemaker," was the weapon to end all weapons. She was very famous in her time—so famous, in fact, that it seemed only fitting that the President and other high government officials should see her shoot. Such a demonstration was arranged, to

be held on the Potomac River below Washington. But when firing time came and a goodly number of notables had gathered about, "The Peacemaker" exploded. Among those killed were the Secretary of State, and Thomas W. Gilmer—the Secretary of the Navy.

The second *Princeton* was built in 1851, and used the same engine that had been installed in *Princeton* No. 1 eight years earlier. She was slightly larger than her predecessor—178 feet in length, as compared to 164 feet for the first; 35 tons greater in displacement. She carried three masts, square rigged. This *Princeton* served as flagship of the Eastern Fleet for a time, and was used as a receiving ship in Philadelphia during the Civil War. *Princeton* No. 2 was sold in 1866.

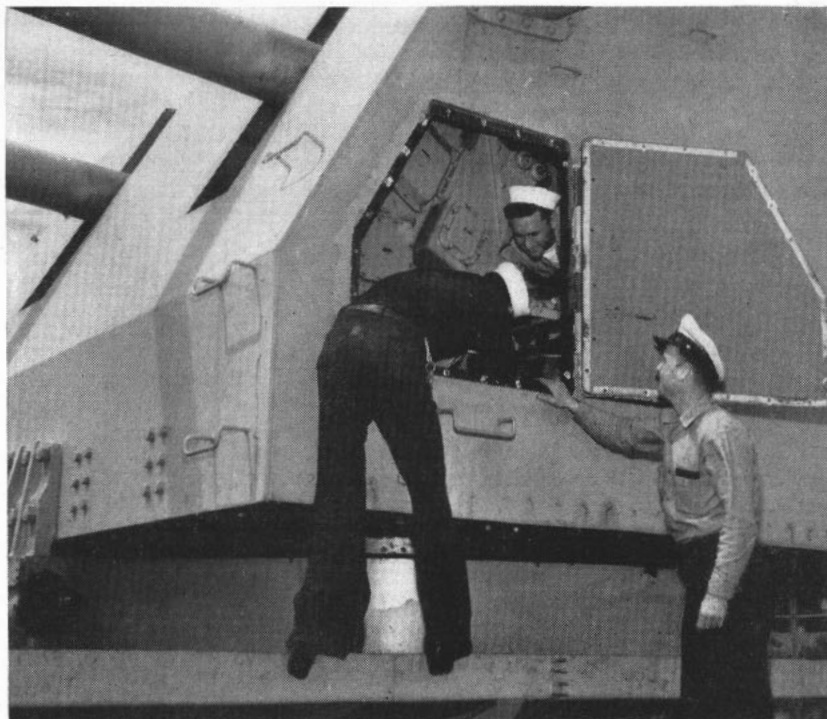
Thirty-three years later, on 27 May 1898, the third *Princeton* was commissioned at the Philadelphia Navy Yard. Ten feet shorter in overall length this time, but 20 tons more of displacement. A new engine gave her a speed of 12 knots under power, and her barkentine rig seldom carried canvas. This member of the *Princeton* lineage was classed as a gunboat. Her armament consisted of six four-inchers, four six-pounders, two one-pounders and one Colt machine gun. The ship served in the Atlantic during the Spanish-American War, and later saw duty in the Mediterranean and the Pacific. *Princeton* No. 3 was used as a station ship at Tutuila from 1911 to 1915, and was sold in 1919.

Princeton No. 4, an aircraft carrier built on a light-cruiser hull, was commissioned at the Philadelphia Navy Yard on 25 Feb 1943. Length of the new USS *Princeton* (CVL 23) was 610 feet. Displacement was 13,000 tons—more than a dozen times the displacement of No. 3. The fourth *Princeton* was in the war-filled Pacific within six months after commissioning. There she engaged in nearly a score of furious actions, ending with the Battle of Leyte Gulf.

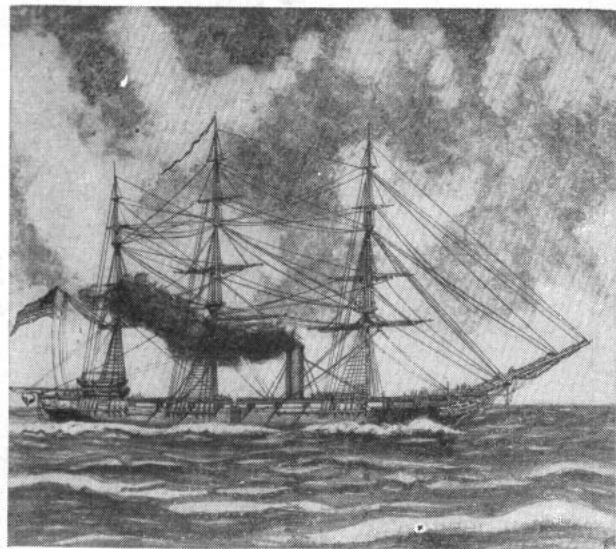
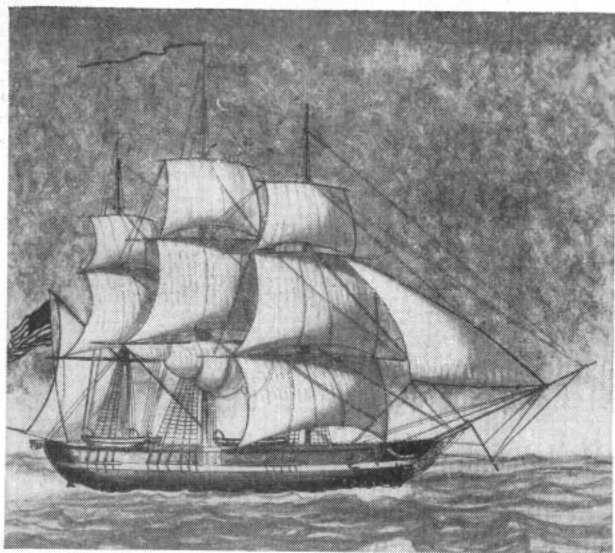
On the first day of that battle, *Princeton* was hit by a bomb from an enemy dive bomber. After a seven-hour battle against fire and explosion, the order to abandon ship was given. Among personnel wounded was Captain John M. Hoskins, USN, who was aboard in a passenger status prior to taking com-



ACTIVATION crew is hoisted aloft on a gangway to remove plates placed over ventilation trunks to make the 'mothballed' USS *Princeton* airtight.

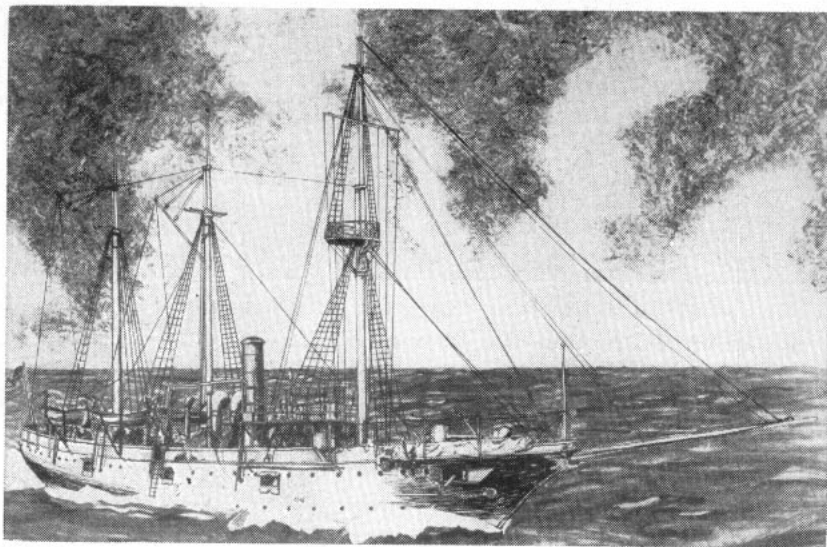


ORDNANCE GANG inspects condition of one of USS *Princeton*'s 5-inch gun mounts. This was one of the first steps in the big carrier's reactivation.



FIRST — She was Navy's first screw-propelled warship.

SECOND *Princeton* used same engine as predecessor.

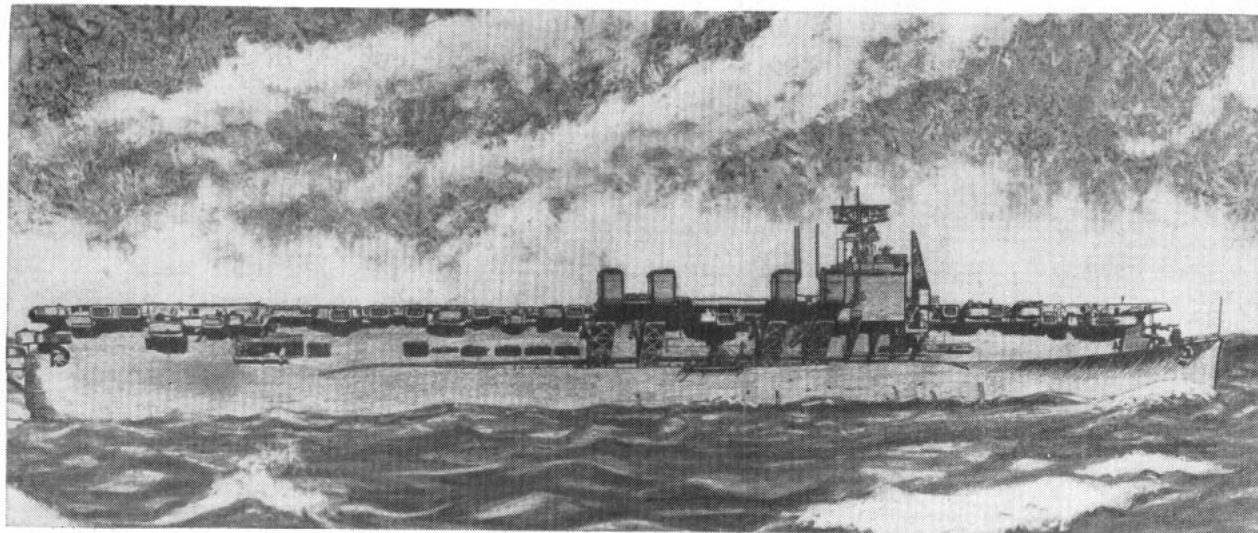


THIRD *Princeton* was commissioned in 1898. Her sails were seldom used.

mand. His injuries required amputation of a foot. The ship was sunk by our own forces when it became obvious that she could not survive.

The present *Princeton*, the fifth, is the largest of all the ships which have carried that name—876 feet in length; 27,000 tons in displacement. She is an improved version of the famous *Essex Class* carrier which formed the backbone of our fast carrier flotilla in World War II. Her first CO was Captain John M. Hoskins, the first officer of the U. S. Navy with an artificial foot to assume such a responsible and active position.

Carriers of *Princeton's* class normally carry approximately 82 aircraft, although as many as 107 have been carried in "close stowage."



FOURTH ship to carry name, she was crippled by bomb during Battle of Leyte Gulf and finally sunk by our own forces.

Navy Corpsmen Serve Marines With Skill

LOOK AGAIN at the accompanying picture at right. Is the Medical Corps officer really mustering a group of Marines? Note the rating badges. The one worn by the man next to the officer is especially visible.

You're right. The men are Navy hospital corpsmen who have swapped white hats and jumpers for the garb of the Marine Corps. With the current increase in the number of Marines on active duty, Reserve hospital corpsmen like these are getting back in uniform.

You see, it's like this. The Marine Corps doesn't have any medical personnel of its own—enlisted or officer. Neither does it have its own chaplains. The solution to this problem is to assign naval personnel to fill the medical and ecclesiastical billets in the Corps. Navy people on these types of duty wear Marine Corps uniforms. The enlisted men wear Navy rating badges, however—on both arms. The officers wear the Navy cap insignia on Marine caps.

Wherever Marines are fighting or will fight, Navymen like these will be there. Also, wherever Marines *have* fought, Navymen much like these *were* there. Once, at least, they were "there" several hours ahead of the combat troops whom they were to attend. The fighting men in that particular instance weren't Marines, but it is an example of how early these



READY TO SHOVE OFF with Seattle Marine Corps Reserves for unannounced destination, a group of Navy corpsmen answers muster in Marine green.

Navy-Marine medicos arrive on the scene.

This was a long time ago—in 1918. The locale was France, where the Navy medicine men were attached to the Sixth Marines.

The U.S. Army 89th Division was to advance from Thiacourt to Xammes. Everyone agreed that it would be well to have an aid station set up in Xammes so it would be

ready in case of accident or illness. The Marine CO thought that Xammes was already in Allied hands, so he ordered the Navymen to go on ahead and establish their station. The chief pharmacist's mate and four hospital corpsmen proceeded to Xammes, moving along the exposed left flank of the 89th Army Division. When they got to Xammes, still alive and healthy, they found that the town was still held by the enemy!

The enemy wasn't very ferocious that day, however, so they looked the other way while the medicos set themselves up in business. Several hours later, the Army—advancing in great power—moved into town. Amazement was the appropriate emotion when the advance guard was discovered.

While assigned to the Fleet Marine Corps, hospital corpsmen accompany the Marines in all types of training, fighting mosquitoes, "eating" dust, slogging in mud hour by hour with the combat men.

In all types of forward-area duty with the Marine Corps, the hospital corpsman, regardless of rate, is frequently placed in a position where he is on "independent duty." He often must make split-second decisions when the going is tough. His most formidable weapon is the morphine syrette—a weapon against pain



SIDE BY SIDE, wherever Marines are fighting, Navy medics will be there. At an aid station on Okinawa, wounded Marines are given emergency treatment.



Suki-Yaki in Yokosuka

Taking a well-earned respite from more strenuous and deadly pursuits, ship's company personnel of the aircraft carrier U.S.S. *Sicily* (CVE 118) enjoyed a full-fledged suki-yaki party in Yokosuka, Japan. For the benefit of the uninitiated, suki-yaki is a sometimes-palatable conglomeration of assorted food-stuffs and is considered one of Japan's national dishes.

Geishas, dressed in their traditional robes, prepared the meal on the spot and served it in elegance and style.



among allies instead of against attack by the foe.

But the soothing hypo—to say nothing of splints, tourniquets and sulpha drugs—plays a big part in the total effort. One can well perceive this by reading between the lines of the citation sent with the Bronze Star Medal and Combat Distinguishing Device sent to one World War II veteran:

"For heroic achievement while serving as a corpsman with a Marine battalion in action against enemy forces on Guam. During and after an enemy counterattack, James V. Hughes braved hostile hand grenades and rifle, machine-gun and mortar fire to crawl from foxhole to foxhole to administer first aid and comfort to the wounded. . . . He persistently continued his efforts to treat the many casualties throughout the night."

That sort of heroism didn't end with World War II. A Navy combat correspondent aboard a hospital ship in waters near Korea tells of visiting a ward filled with wounded soldiers and Marines. Efforts to start conversations at first proved to be futile. Then the correspondent asked a Marine if there were any hospital corpsmen at the front. . . .

A Marine private: "Yes, I've seen corpsmen at the front, and I'd like to get the name of the one who saved my life. Our tank was burning. I was shot through the shoulder and pinned under it. They were pouring machine-gun stuff at me and it was because I was low under the tank that they didn't knock me off. This here hospital corpsman runs up the hill with the enemy giving him everything, but he digs me out and drags me back. When we are safe I ask him his name and start to thank him. He says, 'Don't bother me. There's another guy shot up on the other side of the hill.' Then he runs back through the machine-gun country."

A soldier: "I saw a medic with his fingers half blown off put a tourniquet on his wrist and then go about helping two guys with his good hand."

The first speaker again, the Marine private: "Going home? Nope. The commies had their chance at me and bungled it. Nothing can touch me now. I figure I should be back with my buddies. Besides, I want to find the name of the corpsman who got me out from under the tank."



BACK IN UNIFORM, Reservists are now being recalled to active duty to man the ships of an increased U. S. Fleet.

Naval Reserve's Preparedness Pays Off

FAMILIAR faces are back in the Navy—faces you haven't seen since the closing days of World War II.

The next time you enter a Navy exchange ashore or join a chow line, take a look around. Don't be surprised if you run into an old shipmate who returned long ago to civilian life, but who is back to resume—temporarily—his career as a bluejacket.

His reappearance on the Navy scene is just one of the examples illustrating the necessity and value of the "part time Navy" in a period of emergency.

Your old buddy is a member of the sea service's "civilian component", the Naval Reserve, and that's why you and he may be sailing together on the same ship again in the near future.

As a result of the international crisis brought about by the Korean invasion, the Navy is increasing its strength by reactivating ships and by recalling Reservists. The continued success of the United Nations forces in the Korean theater will not mean a discontinuance of the U.S. Navy's

recall program. That will continue until the Navy has reached its planned strength.

That is the reason why Joe Rudder, USNR, along with an increasing number of his Reservist friends is back in uniform. They have either volunteered their services or they are being recalled to help man the large number of ships which are going through a de-mothballing process and moving from the Reserve fleets to the active fleets.

Other Reservists are augmenting the Navy's air arm, while still more will be assigned to various shore activities which serve the naval combat services. Joe Rudder's counterpart in the Marine Corps Reserve has also returned to active service, and may now be serving in the Korean battle theater.

Jane Doe, USNR (w), is back in uniform too.

She's changed to her blue ensemble in response to an appeal for officers and enlisted Wave Reservists, which called for volunteers to serve for a minimum of one year on active duty as replacements for men who are

fully qualified to fill billets at sea.

The recall of male Reservists is on both a voluntary and involuntary basis. At the present time the Navy's recall program for Reserve Waves is primarily on a voluntary basis, with the exception that enlisted women hospital corpsmen in first, second and third class petty officer ratings are being ordered to duty involuntarily due to the shortage of these ratings in hospitals and dispensaries.

How long, you ask Joe Rudder, will this Reserve recall program last?

Quoting congressional sources, Joe explains that the Navy's current expansion represents an increase from about 375,000 officers and enlisted personnel (at the beginning of the Korean crisis) to an active duty force at present of approximately 580,000.

That means an increase of more than 200,000 officers and men, and this increase will be accomplished through both the recruiting and procurement of new personnel and through the recall of Reservists.

It's a long range program. There will be no sudden ordering of the entire number of persons needed.



OLD BUDDIES find themselves back in harness again, assigned to the same unit. For many, civilian life seems like only an 'extended leave.'

And it is a "selective" process, with quotas filled to a maximum extent by Organized and Fleet Reservists, while members of the Volunteer Reserve are being recalled involuntarily only as necessary to fill quotas not procurable from the other sources.

At the same time, the Navy will keep Reservists advised as far in advance as possible regarding their recall. The purpose of this maximum practicable advance notification is to give Reservists a chance to take care of their personal and business affairs. In urgent cases, though, a Reservist is of course subject to recall within

a minimum delay period of about 10 days.

How are the Reservists reacting to this recall program?

The answer to this question can be found in a report by Rear Admiral R. S. Riggs, USN, Assistant Chief of Naval Operations for Naval Reserve, following a field trip across the nation.

These are the observations noted by Admiral Riggs:

- "High morale and a strong spirit of readiness" were evident in all Reserve activities visited.
- The great majority of Naval Re-

servists are immediately available for recall to active duty as they are needed.

• Out of all the recall orders issued, requests for delay in reporting were found to be less than five per cent.

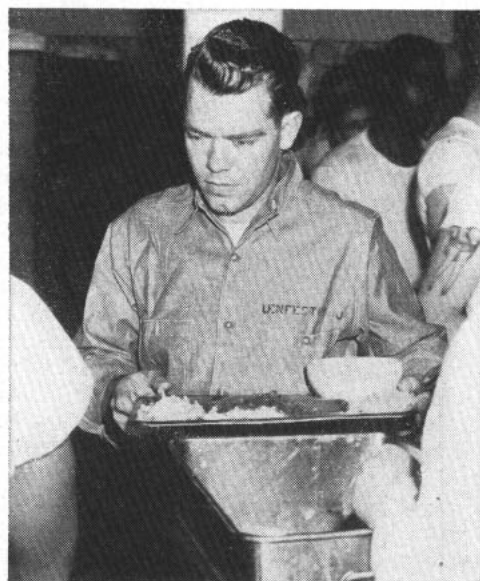
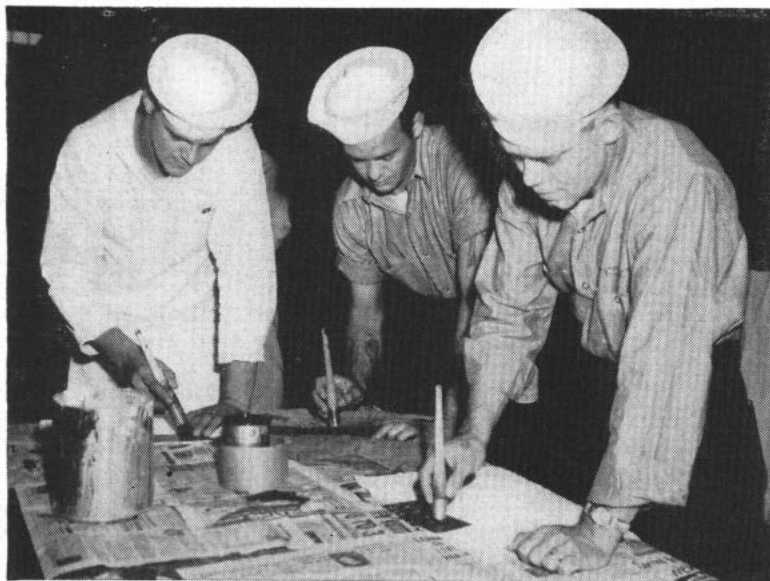
Deferment policies have been established to enable eligible Reservists to request "postponement" of their recall. Persons who are "key managerial personnel" in vital organizations, plus men in essential jobs in essential industries are in this group. Also eligible to request postponement are students, extreme "hardship cases," and men with four or more dependents.

In addition to the fact that relatively small numbers of requests for postponement have been received, the increasing number of applicants volunteering for active duty illustrates the present state of morale in the Reserve.

In one case practically the whole family has joined up—with those members who weren't recalled volunteering to come back. That's the Fochs' family of Sheboygan, Wis.

Fifty-two years old, Elmer Fochs, YN1, and his son John, RM3, reported to Great Lakes, Ill., for duty. Both had served previously in the Organized Naval Reserve. Now Mrs. Eleanor Fochs, who is a lieutenant in the Nurse Corps Reserve is ready to join her husband and son.

That will leave just one member of the family back home, the daughter Mary, who is too short to join the



STENCILS AND CHOW become familiar again. Reports indicate Reservists are making transition swiftly and smoothly.



BACK AT WORK, recalled Reservists take down PB4Y engine. (Right) Newly married Reservists compare wedding rings.

Waves. She'll take care of the household and the family's cocker spaniel—who has only refrained from offering its services because the Navy doesn't yet have a K-9 Corps!

What happens after a Reservist gets his recall orders? Here, for example, is how Joe Rudder was processed.

In addition to being a war veteran, Joe had kept up with his Navy job through drills with the organized unit in his town. He fits back in very nicely—as though he had merely been on a long shore leave—although his uniform fit a little tighter than before.

Joe's orders directed him to report to temporary active duty for physical examination, after which he would be returned to his home and released from *TempAcDu*, pending the findings on his physical exam. Then, his orders continued, provided he passed his physical, he would be assigned at a specific date to Great Lakes, Ill., for outfitting and processing (since his home is in nearby Rockford).

If he had chosen, however, Joe would not have been released after completing his physical but he could request to be retained on active duty. This is the normal recall procedure that has been set in order to enable enlisted Reservists to find out as early as possible if they are qualified physically, and also to permit them additional time after taking their physicals to settle their home affairs.

Joe, having passed his physical, was now ready to return to active

duty. With other Reservists who came from each of the 13 states within the 9th Naval District, Joe Rudder stepped through the Main Gate at Great Lakes and right back into Navy life.

At the gate he was directed to a "receiving unit" where a small naval force manned a battery of typewriters, for the purpose of accepting each man as officially "aboard."

A huge, quonset-type building, part of which was being readied as a roller skating rink, had been turned into a processing center. Practically overnight the building had been

filled, with filing cabinets, ditto machines, blank forms, steel bunks and mattresses and turned into a billeting and testing center.

First thing on the agenda was to open Joe's pay account. Then he had a preliminary classification interview and was assigned a Navy job code.

Next he was given an opportunity to specify his preferences as to the type of sea and shore duty he desired. Then he was assigned a bunk and given time off for chow.

With the preliminaries over, Joe Rudder underwent a process known as the "Big Five." This included a



ORIGINAL members of VP 661 pose together for a quick photograph before leaving with other Reserve 'weekend warriors' for transition training.



SHIP'S SKIPPER, CAPT P. H. Lyon, USN, accepts congratulations from FADM Nimitz (left) and ADM Forrest Sherman, CNO, at commissioning.

Newest Carrier, *Oriskany*, Joins Fleet

Newly commissioned in the New York naval shipyard, *Oriskany*, the carrier that was named for a Revolutionary War battle that was named for a Mohawk Indian village, is a "first" in many ways among the Navy's flattops.

She's the first *Essex*-class carrier to join the Fleet since November 1946, and the first of the class since naval architects modified the original building plan. She's the first of her class to have sturdier decks to handle heavy jet aircraft, although other carriers were equipped thusly by conversion.

Oriskany displaces 31,000 tons, which is 4,000 more than her sisters of the *Essex* class. The added weight comes from the heavier decks, larger catapults, larger capacity elevators and the new escalator.

Between her launching and commissioning, *Oriskany* underwent extensive remodeling and modernization to incorporate the latest in naval aviation. Her keel was laid down in May 1944 and she was launched at the New York naval shipyard on 13 Oct 1945. Appropriately enough, she was commissioned while the Korean crisis reached a climax. Her older sisters—*Valley Forge* (CV 45), *Philippine Sea* (CV 47) and *Boxer* (CV 21)—were

in action against the North Koreans.

Principal commissioning ceremony address was given by Admiral Forrest Sherman, USN, Chief of Naval Operations. "The fundamental lesson of Korea," he said, "is the need for balanced forces—balanced forces well trained, well equipped and ready to fight. We must have an Army ready to take the field; we must have an Air Force ready to take the air. Within the naval service we must have an amphibious striking force including Marine elements, ground and air. We must have carrier forces modernized and equipped with up-to-date carrier aircraft trained and ready not only for combat at sea but also to support the Army in its operations within range of their highly mobile floating bases. We must have surface fighting ships ready to fight in the open sea or in close support of operations on shore. And as long as any potential enemy has an effective submarine flotilla, our naval service must place great emphasis on readiness to destroy submarines and to safeguard the movement of men and material over the vital sea lanes. A strong, well-balanced naval service, trained and equipped to function effectively in the overall Army-Navy-Air Force team is our purpose."

return to the dispensary, during which time he got the inevitable booster shots which become a routine part of service life.

Next on the list of the "Big Five" was a trek to small stores where he drew a partially full sea bag (other Reservists draw a full seabag if they have not drawn small stores before).

Number three on the list was a lecture on National Service Life Insurance and commercial insurance policies.

The fourth step was a series of tests to indicate his aptitudes. These tests combined with the information obtained during personal interviews, determine what a Reservist's job code classification will be.

The fifth step was to join the pay line and draw his first Navy pay after which he could consider himself fully indoctrinated.

This streamlined processing lasted about three days. The length of time varies according to the station and the number of personnel available to complete the administrative work. In most cases it is a process of Reservists serving Reservists.

When the processing was completed, the receiving station reported to BuPers by dispatch Joe Rudder's name, serial number, his choice of duty and naval job code. And shortly after Reservist Rudder got orders to a ship just emerging from mothballs.

With Joe Rudder and thousands of other Reservists back on active duty, the Naval Reserve organization is now faced with the problem of obtaining replacements, especially for the key personnel who were formerly members of organized units.

The Navy is seeking also to increase the number of USNR personnel on continuous active duty as ship keepers or station keepers, and administrative workers in the Reserve program, and to increase the number of associate drill-pay billets allowed for organized units. This would permit Volunteer Reservists who are not now eligible (because of their age, physical requirements and rating specialties) to become associate members of the Organized Reserve and participate in a drill-pay status.

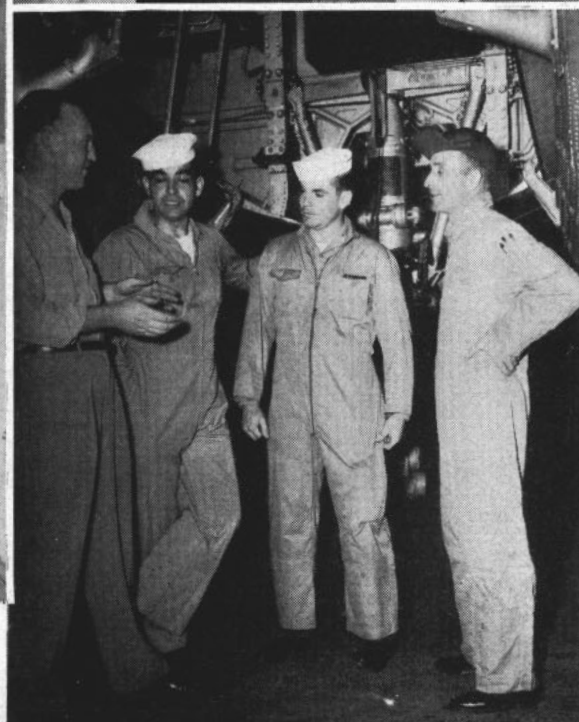
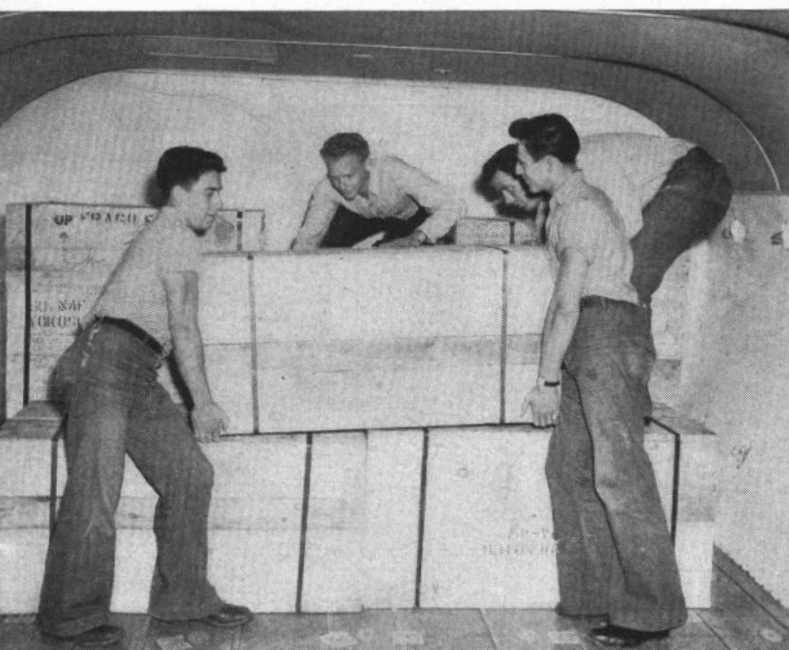
The desire of the naval establishment to maintain the Naval Reserve in an effective training status, with the same membership quotas as in the past, is readily understandable. Already the preparedness of the Naval Reserve is paying big dividends.



HOP TO HAWAII

THE WORLD'S LARGEST commercial-type aircraft currently in operation, the Navy's 92-ton *Constitution* is now making regularly scheduled flights from NAS Moffet Field, Calif., to NAS Barbers Point, Oahu, T.H.

A working party loads passengers' luggage at NAS Moffet Field prior to take off on the plane's first extensive overwater hop (top left). Clockwise: Stewardess on the big flight, Mary Welch, AN, pours coffee for the passengers and crew. In the flight engineer's compartment, last minute check is made of flight details. Prior to the important trans-Pacific flight, crew members discuss problems with a civilian expert. First pay load is stowed in *Constitution's* vast freight compartments.



Brief news items about other branches of the armed services

* * *

HEATING TABLETS, WATER PURIFICATION PILLS and an expendable plastic spoon are included in a new assault food packet beginning to reach Army personnel overseas.

Contents of the 900-calorie packet, which was designed to replace the World War II K ration, are said to be more tasty than those of its predecessor. Each packet contains a can of meat, another can containing an oatmeal cookie and two crackers, and an accessory unit. Six separate types of meat units are available, varying from beef-with-corn to ham-and-eggs.

The accessory unit, packed in a plastic bag, is much the same in all packets—as is the “B unit” which contains the cookie and crackers. Comprising the accessory unit are the following items: two bars of sweet chocolate or a starch jelly bar, two candy-coated chewing gum tablets, two packets of soluble coffee, two packets of sugar, a folding can opener, a vial holding 12 water purification tablets, two fuel tablets for heating the meal, a plastic spoon, a pack of four cigarets, a packet of toilet paper and a pack of humidity-resistant matches.

Bids were recently advertised for the manufacture of 3,000,000 of the ration units.

* * *

A NEWLY TESTED TECHNIQUE proves that bombs can be accurately dropped by aircraft traveling at speeds in excess of 500 miles per hour.

Tests were recently conducted at Edwards Air Force Base, Muroc, Calif., using bombs weighing from 500 to 4,000 pounds. The missiles were carried by the four-jet B-45 *Tornado*. This plane has folding or overlapping bomb-bay doors which slide upward inside the plane, and permit the bombs to fall almost directly into the air stream.

During World War II bombs could not be dropped successfully by bombardment aircraft at speeds faster than 400 miles per hour. The air turbulence created at higher speeds caused bombs to tumble and fall erratically.

THE ARMY'S LIGHT LIAISON PLANES—“dragonflies”—are performing a variety of tasks in Korea.

In addition to their regular job of directing artillery fire and locating enemy positions and movements, these small, slow planes are directing air strikes by fighters and bombers, making air drops to isolated units and evacuating wounded personnel.

Liaison planes assigned to the 1st Cavalry (Infantry) Division are equipped with regular bomb shackles under each wing. This makes it easier to drop loads of ammunition, rations, and other equipment.

Ingenious personnel figured out a way to supply water to isolated units, even though no cargo parachutes or special water containers that would stand the ground impact were available. They dropped cakes of ice and containers. Troops picked up the ice, melted it in the containers.

* * *

ARMY TROOPS IN KOREA are getting special instructions on the use and fitting of winter combat uniforms, and how to protect themselves against the rugged Korean winter.

Three Army Quartermaster Corps teams are lecturing in the field on this subject. They are passing out to troops information learned from exhaustive studies of the Korean climate and typography and explaining what type of uniform should be worn under various climatic conditions. Their work is expected to help reduce the incidence of frostbite, trenchfoot and other injuries that may be caused by exposure to the wet, cold weather of the low-lying sections, and the dry cold of the mountain areas.

An improved shoepac has been developed that is to be worn by troops in wet, cold weather. It affords better water-tightness than an earlier model developed during World War II. The shoepac has a rubber foot and leather upper.

Korea has a wide variety of weather in winter. The weather at Pusan, the southeastern Korean port, is like that of Baltimore, Md., while Pyongyang, the North Korean capital, is climatically similar to northern Iowa.



IN KOREA, Army machine-gun unit (left) guards jeeps crossing bridge. Right: Weary GI cools feet in water-filled helmet.

TELEPHONE WIRE that is insulated without rubber and weighs only 46 pounds per mile is a new development of the U.S. Army Signal Corps. Along with it, Signal Corps engineers have devised an improved dispenser that can "feed out" the wire at any speed up to 120 miles per hour.

Behind development of the special new field communication wire was a desire for a special combination of qualities. A talking range comparable to that of standard field wire was required, plus the reduced size of assault wire such as that used by fast-moving troops in World War II. The outcome was a light, flexible two-conductor wire with polyethylene insulation inside a tight waterproof nylon jacket.

The new dispenser can be used at a walking pace as well as at two miles per minute. Carried on a pack-board, it leaves the bearer's hands free for other employment. The dispenser operates satisfactorily in any land vehicle or amphibious vehicle, and two or more can be connected in tandem so that wire can be strung for long distances without splicing. The range of good reception is approximately 12½ miles.

* * *

A NEW BURN DRESSING of great size and unusual medical qualities is now included among Army first aid supplies provided for troops in the field.

Two sizes of the new protective pad are provided, both many times larger than any previously in use. One of these, five times as large as any earlier type, is 19 by 34 inches in size, while the other is 34 by 45 inches. They are designed to protect large burned areas for a considerable length of time—as long as two weeks—without replacement. Earlier burn dressings had to be changed every day or two.

The dressing has an outside layer of nonabsorbent material which prevents bacteria from entering the wound or burn. Inside is a layer of highly absorbent fine mesh gauze which may be treated to reduce irritation to wounds. In the case of severely burned arms or legs, the dressing can be wrapped around. When tightly applied, the smaller dressing can serve as a splint for a fractured arm.

* * *

AIR CONDITIONING HAS COME to join the pilot in the cockpit of the Air Force's F-95A jet interceptors.

One would think that, scaling the airy stairways of the wild blue yonder, a jet pilot would have to worry more about keeping warm than keeping cool. But that is not always the case. With the sun shining on the plane's outside and electrical equipment spilling heat inside, cockpit temperatures can climb to fantastic figures. Now that aircraft speeds are frequently in the neighborhood of the sonic barrier even the atmosphere sliding past generates heat. All this has created the need for air conditioning units such as are being installed in the North American F-95As.

The unit weighs only 20 pounds, but can change all the air in the cockpit four times per minute. A three-inch turbine wheel, which is the heart of the matter, turns at speeds up to 1,000 revolutions per second. A production model ran for more than 1,000 hours with no maintenance whatever. A special lubrication system is responsible for the unit's long life span.



BAZOOKAMEN give an airman and a sailor the scoop during war training maneuvers in Washington, D.C.

DEHYDRATED EGGS, tastier and of a "more natural" color, will grace the tables of overseas servicemen sometime in the future.

Army Quartermaster Corps food specialists, always on the search for more palatable stored foods, have also come up with a new method of dehydrating potatoes.

An "acidifying" process and lower moisture content is the secret of the improved eggs, allowing for storage three or four times longer than the old type, for better color retention, and for improved taste.

Pre-cooking makes for the difference in potatoes, the Army has found. More versatile than the old type, pre-cooked potatoes can be used in more than 17 different recipes, including a potato soup developed especially for hospital use. The new type potatoes are prepared for the table by adding only hot water or milk.

Both the acidified eggs and the pre-cooked potatoes have been sampled over the past six months by Army troops, but for some time to come the new will be sent out with quantities of the old to cut down existing stocks.

* * *

SERVICE-WIDE RECORDS are sometimes set on purpose and sometimes by accident. One of the accidental type occurred when the Air Force tested a new parachute opening device and incidentally did it from a new high altitude.

Fourteen parachute jumps were made in all to check up on a device which can be pre-set to open a parachute automatically at any desired level. One bail-out was made from a height of 42,449 feet, which exceeds the highest previous leap recorded by the Air Force by more than 2,000 feet.

This high-level disembarkation was made by Captain Richard V. Wheeler, USAF, a member of a six-man testing crew. All of the crew members made jumps from above 30,000 feet. The tests were conducted at Holloman Air Force Base, Alamogordo, N. M.



IMPORTANT step comes in final phase of the 'check cycle' when high-speed machine signs and dates allotment checks.

How the Navy Handles Your Allotments



BOOKKEEPING operation records documentary information given in latest allotment authorization on the Navy man's permanent account record card.

EVER WONDER how your family at home receives those allotment checks with such clock-work regularity?

Wonder you may, for the preparation of those checks is a tremendous and fascinating task. If you're really interested, come along on an imaginary trip to Cleveland, Ohio, where the "Bank of the Navy" is located.

Field Branch, BuSandA. Ever hear the name before? You probably have, because this is the Field Branch of the Bureau of Supplies and Accounts, responsible for the preparation of the perforated check which means so much to so many so frequently.

Once inside the Navy building, you sense the atmosphere of productivity. Efficiency is manifest at each turn as you observe each operation which makes possible the issuance of 300,000 checks each month with a minimum work force. This large task is accomplished by alert and diligent employees who

make maximum use of ingenious machines.

The cycle that ends with a check begins with an authorization. Most of you have signed an allotment authorization, at one time or another, and know that this authorization is forwarded by your disbursing officer to the Field Branch. Every day the Field Branch receives hundreds of authorizations from disbursing officers all over the world. These authorizations are placed into groups of a hundred or less, and are started on their way through the production line. As a first step, each authorization is examined carefully to assure that it is accurate and complete. A bookkeeping machine operation then records the information on the Navy man's card which contains the history of all his allotments.

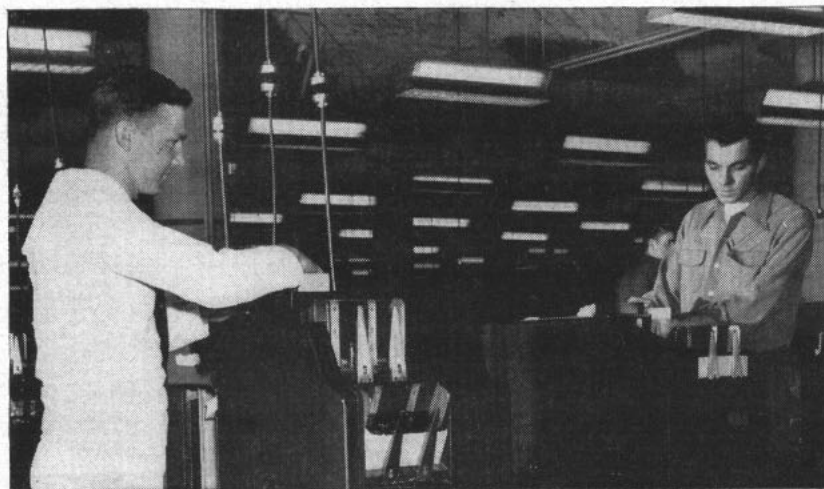
Continuing the "check cycle", the authorization information is now transcribed into basic payment records, which are used over and over to write allotment checks. Two basic payment records are prepared for each allotment: A stencil card and an accounting card. Located in the center of each stencil card is a little window, made of a special type paper, where necessary mailing information is typed. The typing on this card is performed automatically on a card-operated typewriter. The amount and description of the allotment are punched into the accounting card on a key punch machine. These two cards are used each month to print and punch the allotment check.

After the completion of the basic payment records comes the final phase of the "check cycle"—the preparation of the monthly checks. During this phase the complex electronic brains known as business machines come into play. These are the machines that make it possible for the Field Branch to prepare and mail thousands of checks in a short period of time. Working at speeds and accuracy unattainable through manual labor, these machines seem to sense that many people depend on what they produce.

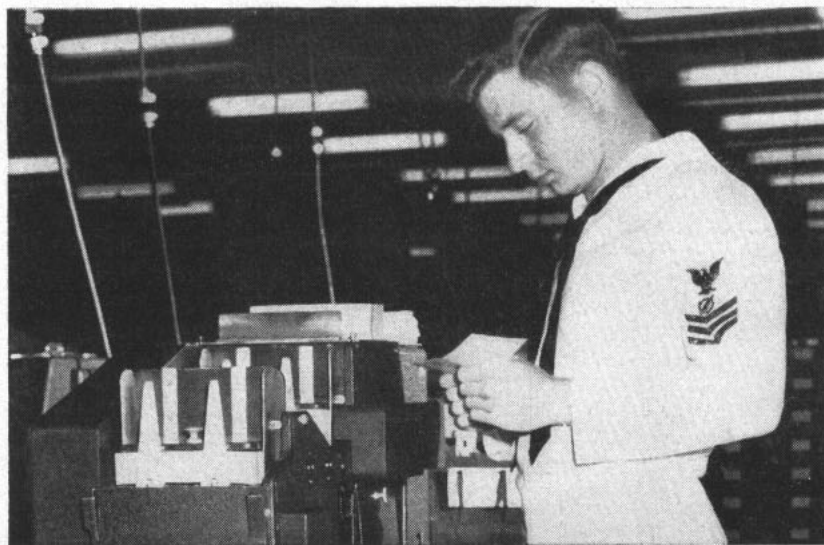
The first of these "electronic brains" is the collator; its duties are twofold. First, it takes the new accounting cards which have accumulated during the month and files them by service number order into the main allotment files; then it checks the main file to see if any

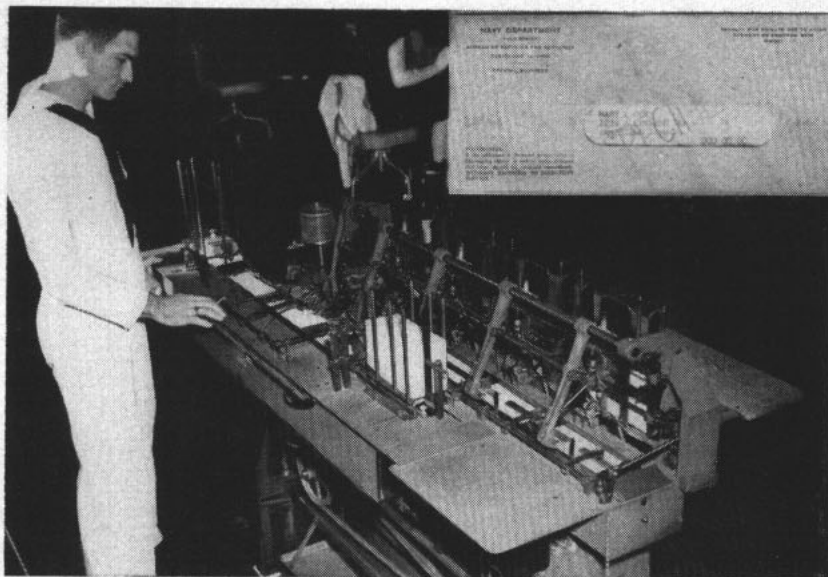


PUNCHED into the accounting card is a description of the allotment. This card and a stencil card are used each month in making up the checks.



NEW CARDS are merged into main file by collators (above). Below: The reproducer punches out check card to match numbers on the account card.





INGENIOUS inserter stuffs checks into envelopes and seals envelopes. Machine accountant feeds a printing collator.

cards are out of order. This machine handles over 400 cards per minute.

When the cards have been filed and checked, they are dispatched to the reproducer. This mechanical apparatus reproduces, from the accounting cards into the card checks,

the service or file number of each man. The card checks are now forwarded to the stencil printing machine, a unique device used by only two other government agencies. This talented robot selects the stencil card that matches the card check, then

prints the mailing information on the check. The signing machine then dates and signs the allotment checks at a maximum speed of 15,000 per hour.

After all the checks are printed and signed they are sent to an in-

Unusual Liberty in Japan Includes Interesting Visit to Pearl Farm

Navy men ashore, from the Mediterranean to Singapore, have always had the knack of seeking out the unusual in a strange liberty port. A recent visit by the flagship

of Task Force 77 to Sasebo, Japan, was no exception.

For 75 officers and men of USS *Rochester* (CA-124), this stopover presented a chance to tour the Min-

nem Oto Pearl Farm, reportedly the second largest in Japan.

Located in a secluded corner of Sasebo Bay, the site of a wartime Japanese naval base, the Oto farm today carries on in an attempt to revive the war-damaged Japanese pearl industry.

The tour was conducted with all the trimmings—including a Japanese guide who knew Brooklyn.

During the visits Navy men were shown the intricate grafting operation whereby tiny mother of pearl "blanks" are inserted into the flesh of each oyster in an attempt to force it into beginning the growth of a new pearl.

At the close of the tour, Navy sightseers were shown the finished products of the Oto farm. As he presented long glistening garlands of cultured pearls, the guide, Togo Hama Oto, apologized for their size.

"Maybe in two-three years, we can show you big pearls," he said while displaying a black pearl of thumbnail size. "Now can show only these."—George A. Wilkins, JOSN, USN.



GLISTENING strands of cultured pearls are examined by crewmen of USS *Rochester* at the conclusion of their tour of the Minnem Oto Pearl Farm.

serter, the last machine used in the "check cycle." As you watch this masterpiece of ingenuity in operation, you wonder how its creator assembled such a complicated device. Checks are inserted into envelopes and the envelopes are sealed at the rate of 27,000 checks per day. Truly, the inserter is a time-saver which is most fascinating to observe in action.

Mailmen in all parts of the world begin delivering these checks soon after they leave Cleveland. Over 1,000,000 people use them to pay for rent, food, savings, and insurance. Meanwhile, the "check cycle" keeps up its steady unchanging pace all month long.—Frank J. Galetti.

Live Pilots 'Drone' On

Seven ferry pilots of Utility Squadron 32, based at San Diego, Calif., carried out one of their most novel assignments by taking target drones into the air for a cross country trip to Chincoteague, Va.

Although the tiny craft are built to be controlled by radio, a pilot with a little squeezing can make his way into the cockpit and work the controls manually if necessary.

It was necessary when the Navy decided the seven TD2C-1 drones in storage at San Diego were needed for Atlantic Fleet exercises. The trip to Chincoteague was made on schedule—in 17 hops of about 200 miles each. Five days in all were required.

Because there was no room for the ferry pilots' personal baggage and no way to communicate or navigate from the drones, a twin-engine JRB accompanied the flying plywood fleet.

Book-Larnin' for Pop, Too

September brought the beginning of school days not only for children of Navy families at New London, Conn., but also for Pop himself.

Navy men attached to the submarine base are enrolled in night classes lasting for two hours on Tuesdays, Wednesdays and Thursdays for more than five months, ending in April. Enrollment is voluntary.

Subjects are business law, calculus, English usage, American history, algebra and geometry—all accredited college and high school level courses taught by residents of the area at no compensation for themselves.



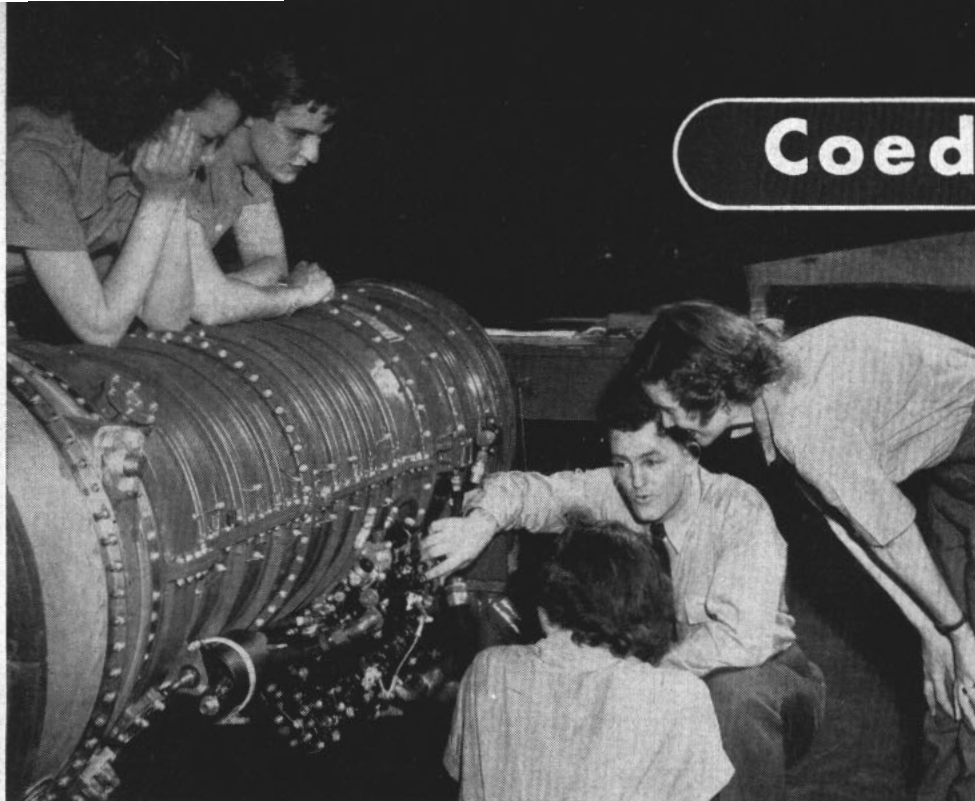
Scoring Your Exams

A unique unit—the Naval Examining Center in Norfolk, Va.—is responsible for making up and mailing, receiving and scoring all rating exams in the Navy's fleetwide training program. Knowing that another Navy man's career is at stake, personnel at the center are accuracy conscious.

The never-ending stream of answer sheets are opened and sorted (above). Center: Wave operates one of the center's electric scoring machines. Below: Answer sheets are carefully processed before being scored.



Coed Airmen



ENLISTED WAVES STUDY in many of the aviation technical training courses which the Navy offers. Most of these courses are conducted at the U.S. Naval Air Technical Training Center, Memphis, Tenn. Every six weeks, upon completion of basic training at the Great Lakes Naval Training Center, near Chicago, Ill., eight Navy women report to NATTC for technical training in aviation. There they study on a coeducational basis with the Navy enlisted men who are attending.

During the first eight weeks at Memphis, the Waves

all take familiarization courses in electronics, structural mechanics, machinery, storekeeping, parachute rigging, aerography and control tower operation. The young ladies also witness the fire fighting classes.

Upon completion of Airman School, the trainees are screened by personal interview. Results of this interview determine the specific technical training which they will later receive. The specialized training which follows is 14 weeks to 28 weeks in duration, depending upon the course selected.



FLIGHT LINE training given during the eight-week course teaches the neophyte Waves correct procedures for starting and warming-up aircraft (left). Right: Indoor mock-up acquaints new Waves with field and control tower operations.

Training



COED AIRMEN are introduced to the powerful J-34 jet engine (top left). Clockwise: Wave and sailors test audio-amplifier. Waves and airmen chow down together. Course includes radar instruction. Jets are great but reciprocating engines are workhorses. Each has a vital job to do in today's Navy these alert trainees soon learn.



AEROLOGY course covers operation and reading of hand anemometer.



LETTERS TO THE EDITOR

Saluting in Civvies

SIR: In your article on "Naval Courtesy Ashore and Afloat" (July 1949, p. 27) it was stated that in regard to saluting the national anthem, a man not in uniform and uncovered should place his right hand over his heart and remain that way until the last note. He should not stand at attention, you pointed out, with his hands in the normal position of attention because this is the manner in which aliens show respect to the U. S. flag.

I have never seen this technique followed and in view of Article 2106 of Navy Regs (which says, "Whenever the National Anthem of the United States is played, persons in the naval service shall stand at attention and face the music"), I question the authority of the information you gave in your article. May I be advised of the source of your information?—CAPT R. B. M., USNR.

• The authority is Navy Regs, Article 2110(5), which states: "A person in the naval service not in uniform shall, in rendering salutes or exchanging greetings, comply with the rules and customs established for civilians, except that when saluting another person in the armed services, the hand salute shall be used."

Let's take an example: A seaman in civilian clothes would remove his hat when the national anthem is played, holding it in his right hand over his heart while facing the direction of the music. Without his hat, he would merely hold his right hand over his heart.

Suppose the seaman in civilian clothes and hat were to meet, say, an admiral. Being covered, he would render the hand salute. It makes no difference, of course, whether the admiral is in uniform or not.—Ed.

MOP and Enlistment Date

SIR: A man enlisted in the Navy 15 Dec 1946 for a period of four years. However, he did not go to sea until March 1948. By the end of his cruise he will have almost three years of sea duty. The question: will he rate \$300 MOP, or \$200, as he did not have the required sea duty prior to 30 June 1947?—H. L. R., DKSN, USN.

• Three hundred dollars. This is based on his service outside the continental U.S., upon discharge from his enlistment entered into prior to 1 July 1947.—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.

Percentage of Reserves in WW II

SIR: Can you inform me what percentage of the Navy during World War II was made up of USNR personnel?—J.A.B., LT, USNR.

• As of 30 June 1945, there were 3,389,556 personnel on active duty, including both officer and enlisted. Of this number 84.5 per cent (2,863,971) were Reserves, 11 per cent (387,263) were Regular Navy, and 4.3 per cent (147,322) were inductees.—Ed.

Change of Rating to YN

SIR: I had a commercial education prior to entering the Navy and from time to time I have done office work in the Navy, at present being in charge of the log room of this cruiser. I have a good knowledge of Navy correspondence, mail, filing, publications, manuals, and general office routine. I also have completed three years of recruiting duty and am pretty well up on the personnel end of enlistments, advancements, education and so forth.

(1) If there is a need for more YNCs or PNCs, in addition to the apparent excess in my BTC rate, I was wondering what my chances would be to change my rate to either PNC or YNC? (2) Could I request a course of instruction at a yeoman or personnel man school for the purpose of changing my rate?—F. A. D., BTC, USN.

• (1) Generally speaking, a comparison of personnel "on board" in the ratings concerned seems to favor a change from BTC to YNC or PNC. Each case, however, must be considered on its own merits.

(2) An official request may be submitted to the Chief of Naval Personnel via the appropriate administrative commands for a quota to attend Naval School, Yeoman, Class B, or Naval School, Personnel men, Class B, and subsequent consideration for change in rating. The request should indicate that the candidate is well qualified for a change in rating and should indicate the experience he has had in the new skill.—Ed.

Ship's Name on Flat Hat

SIR: I see where we are going to have certain changes made in the enlisted man's uniform. Is there any chance that one of the changes will be bringing back the idea of having the name of your ship on your blue flat hat?—M.A.G., BM3, USN.

• No, there are no plans being made to restore the names of ships to the band around the blue cap.

Ship's names on the blue cap went out at the beginning of World War II because, for one thing, they would have been a dead give-away that a certain ship was in port.—Ed.

Rating Changes for USNR

SIR: At present my rate is END1, USNR, and I am on inactive duty. My civilian occupation is brace maker in Duke University Hospital. This job, I believe, would be of more importance and greater value to the Navy than the rating I currently hold. What would be the procedure and possibilities of my transferring to the Medical Corps in event of my being called back into active service? Also, would it be possible to obtain a list of the Navy brace shops and their locations?—J. J. F., END1, USNR.

• In the event you are recalled to active duty, you may request a change in rating in accordance with BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). Most of the larger naval hospitals have brace shops.—Ed.

Can Waves Go to Korea?

SIR: I have been told that the Navy is assigning Waves as orderlies on planes flying to Korea and granting flight pay to Waves on such duty. For some time I have been trying to obtain reliable information in connection with foreign duty for Waves, but to date have been unable to find anyone here who knows anything official on the subject. I would appreciate any information I might receive from ALL HANDS.—T. G., AN, USN.

• Enlisted women are assigned to transport squadrons for duty and may be assigned to duty as a crew member. For such duty they would be eligible to receive flight pay. Information is not available as to specific flight schedules to which Wave orderlies might be assigned.

Enlisted women may be also assigned to duty outside the continental limits of the U. S. At the present time enlisted women are serving in England and in the Hawaiian Island area.—Ed.

How to Be a Navy Teacher

SIR: I was much interested in the article "Bluejackets Teach 'Em the Navy Way" (ALL HANDS, August 1950, p. 21), telling about Navy enlisted men teaching physics to high school and college students through the use of Navy training devices at the Special Devices Center, Long Island, N. Y. Since I have a bachelor of science degree and a high school standard general teachers certificate for Minnesota, I would like to learn the qualifications for this duty and how to apply for it.—A. H. D., TD3, USNR.

• **Qualifications are:** Teaching ability and a desire to teach, good physical appearance and stamina, a good command of English, high standards of courtesy, driver's license, a liking for physics and allied fields, and mechanical ability.

"Experience has clearly shown that a B.S., M.Ed., or a Ph.D. is no guarantee of success in this difficult duty," says a letter from the commanding officer. "It is not at all unusual for men without college experience to far surpass those possessing it. In short, the personal attitudes, the desire to contribute, and the emotional drives, are far more desirable than a mastery of content matter. Facts on gears, radio tubes, gunnery and so forth can be taught with relative ease, but the development of teaching proficiency is most difficult without a liberal inborn endowment in this field."

Your rate is in conformity with the allowance list of this station. If you're interested in the duty, you should for-

Promotions for PO1s

SIR: If the defense budget gives the Navy and Marine Corps an increase in personnel and the strict budgetary limitations that were in effect before the Korean crisis are lifted, what chance do PO1s on the waiting list for promotion to CPO have of advancement? Should we be hopefuls on the eligibility list remain hopeful?—D.L.C., Jr., YN1, USN.

• **You should, definitely.** BuPers has not forgotten the PO1s on the eligibility list for advancement to CPO acting appointment, as listed in enclosure (B) to BuPers Circ. Ltr. 56-50 (NDB, 30 Apr 1950). The question of further advancements from this list is under active consideration, particularly since no examinations for advancement to CPO are contemplated during the current fiscal year. For further information, see ALL HANDS, October 1950, p. 46. Definite estimates as to when and how many of the various ratings can be advanced have not been decided.—Ed.

Rating for Mail Clerks?

SIR: Is the Navy still planning on separating the present teleman rate (TE) and making postal clerk a rating of its own?—T. H., J. L. T., and S. J. O., USN.

• **A recommendation for the establishment of a separate general service rating for mail clerks is being studied.** At present, however, the only rating established exclusively for mail clerks is the emergency service rating of TEM.

Regular Navy mail clerks will continue in the general service rating of teleman unless and until instructions are issued for the establishment of a separate general service rating for mail clerks, or unless all Regular Navy personnel are changed to appropriate emergency service ratings as the result of a national emergency.—Ed.



ward a photograph, data on weight, height and age, and a letter descriptive of your general talents to: Commanding Officer and Director, Special Devices Center, Port Washington, N. Y.—Ed.

Retirement After 30

SIR: (1) I will complete 29½ years soon, having satisfactorily served in the highest rank of lieutenant commander, spot appointment. My temporary status is lieutenant, and I'm a permanent chief radioman. Will I be eligible to retire with full benefits of 30 years, and with highest rank held, after completing 29½ years of active duty? This question pertains to several officers here in the same status.—LT. E. C. H., USN(τ)

SIR: (a) Are temporary officers (permanent enlisted status) placed on the retired list after 30 years active service paid on the basis of rank held at time of retirement or highest rank held prior to 30 June 1946? (b) In this case, will 10 per cent be added for good conduct if they enlisted before July 1925?—LT. G. R. R., USN(τ).

• (1) No. You must complete the full 30 years. Advanced to the highest rank satisfactorily held on or prior to 30 June 1946, you will be entitled to retirement pay based on that rank.

(2)(a) Same as above: Retirement pay is computed on the basis of highest rank held on or before 30 June 1946.

(b) No. The 10 per cent for good conduct is applicable only upon transfer to the Fleet Reserve. Since you will have completed 30 years service, you will go directly to the retired list instead of spending any time in the Fleet Reserve.—Ed.

Mast and Court-Martial

SIR: Take the case of a third class petty officer who goes to captain's mast for disciplinary action and is then awarded a summary court-martial: (1) is it legal for the summary to be cancelled and the case tried at captain's mast, and what is the authority? (2) If a summary court-martial is requested at captain's mast, by the enlisted man, is it compulsory for it to be granted? (3) If reduced to the next inferior rating for disciplinary reasons, how long must he wait to be recommended for advancement to pay grade E-4?—A. T. B., YNSN, USN.

• (1) Yes, it is legal. The commanding officer may order a summary court-martial of enlisted personnel under his command under authority of Article 26 of the Articles for the Government of the Navy, which confers the authority on the commanding officer for such offenses as he may deem deserving of greater punishment than he is authorized to inflict but not of sufficient gravity to require trial by court-martial. Whether or not to award a summary court-martial is at the discretion of the commanding officer under the authority cited. Having ordered a summary court-martial, he may in the exercise of the same discretion withdraw the order, and take appropriate action at mast under Article 24, Articles for the Government of the Navy.

(2) Article 1413 of Navy Regulations states that no person in the naval service may demand a court-martial either on himself or any other person in the naval service.

(3) A man reduced to the next inferior rating for disciplinary reasons must fulfill the service and other requirements currently in effect for readvancement. For more information, it is suggested that you refer to Article C-7212(1), BuPers Manual, and BuPers Circ. Ltr. 155-48.—Ed.

Shipping Over in Foreign Port

SIR: Information is requested as to whether an enlisted man can be legally discharged and reenlisted in a foreign port, signifying his intention to reenlist on board the same ship or station within 24 hours after discharge. BuPers Manual states that a man cannot be discharged or reenlisted at sea, but does not, it seems, prohibit him from being discharged and reenlisted in a foreign port.—LCDR J. W. P., USN.

• There are no legal restrictions against discharge and reenlistment in a foreign port. Discharge and reenlistment in a foreign port are not prohibited by existing regulations.—Ed.

Qualified for Promotion

SIR: I was listed in BuPers Circ. Ltr. 7-50 (NBD, 15 Jan 1950) as being recommended for promotion to lieutenant. Later, BuPers Circ. Ltr. 99-50 authorized promotions of the first part of the names in the above directive, and BuPers circ. Ltr. 120-50 promoted those officers in a list that would normally include my name. However, my name was skipped over. By being skipped over for promotion after having been selected and approved by the President, will I be picked up at some later date or will I have to wait for the selection board to meet again?—LTJG C.E.S., USN.

• You will probably be pleased to learn that you are qualified for promotion in all respects except that a report of physical examination has not been received. You should be examined physically in accordance with BuPers Circ. Ltr. 42-50 (NDB, 31 Mar 1950). When the report is received and approved, your promotion will be issued and you will have the same relative seniority as a lieutenant as you had as a lieutenant (junior grade) on the promotion list.

Further explanation of this might be in order for the benefit of all officers.

To be promoted an officer must first be selected, then examined and found physically and professionally qualified, confirmed by the Senate and a vacancy found which he may be promoted to fill. As vacancies occur, officers on the promotion list are assigned the vacancy date in order of their seniority on the promotion list.

It is quite possible for a junior officer to be promoted before a senior officer, by being found fully qualified at an earlier date. When all officers on the promotion list have been finally and completely promoted, they will have the same relative seniority in the higher rank that they had before promotion.—ED.

Mustering-Out Pay

SIR: I just reenlisted on board and would like some information on the mustering-out payment. I entered the naval service on 24 June 1947 and have served on active duty since. Do I rate the \$300 mustering-out pay?—R. I. W., YN3, USN.

• From your information, it would seem that you came in just under the deadline by one week and, upon discharge, will rate mustering-out pay. The deadline was 1 July 1947, and no mustering-out pay is payable upon discharge from an enlistment or reenlistment entered into on or after that date. When the time comes, your entitlement to the \$300 will be determined by the Bureau of Naval Personnel.—ED.

**Wearing Those Navy Wings**

SIR: I resigned my commission in the Naval Reserve to take another in the U. S. Public Health Service. What are the regulations concerning the wearing of wings obtained under one branch while serving in another service branch? I raise this question because I have noted both Army and Navy pilots wearing two sets of wings—Army and Navy—and I should like to continue wearing mine if it is appropriate and in good taste as far as military regulations are concerned.—LTJG R. H. B.

• A person serving in any branch of the service must comply with the regulations prescribed for the wearing of uniforms and insignia issued by that service. In general, insignia indicative of a special qualification, such as the wing pin worn by naval aviators, are not appropriate for wear on uniforms of other than naval personnel because they are indicative of the naval service. Ribbons of awards, decorations and medals which have been bestowed on a person are a recognition of outstanding or meritorious achievement rather than a device showing some special qualification, and may be worn on the uniform regardless of the service.—ED.

Transfer to Fleet Reserve

SIR: On 5 Nov 1945 I was honorably discharged from the naval service as a CY(AA)(T) V6, USNR. On 26 Sept 1946 I enlisted in the U.S. Navy as YN1. Since the appointment as chief was acting and temporary, the question now in mind is; provided I was still YN1 when eligible for transfer to the Fleet Reserve, would I be transferred as YNC or YN1?—W.P.M., YN1, USN.

• You would be transferred to the Fleet Reserve as a YN1. Public Law 732-75th Congress, as amended by Public Law 720-79th Congress, states that enlisted men are entitled to receive retainer pay based upon the rating held at the time of transfer to the Fleet Reserve. Also, upon retirement, your retired pay would be based upon your rating of YN1, even though you had previously served satisfactorily in a higher enlisted grade. The law states that retired pay is to be based upon the pay of the highest rank satisfactorily served in as an officer, but does not say it shall be based upon the pay of the highest grade satisfactorily served in as an enlisted man.—ED.

Retirement at Higher Rank

SIR: I hold the Commendation Ribbon with combat distinguishing device. Does that entitle one to retire at next higher rank upon completing 30 years' service? I am in the Fleet Reserve and will retire at the highest rank held prior to 30 June 1946, which is lieutenant (junior grade). (1) Because of the Commendation Ribbon, will I be placed upon the retired list with the rank of lieutenant and receive pay based upon the pay of that grade? (2) If Fleet Reservists are recalled to active duty what will be the status of those who formerly held temporary rank?—S. E. S., USFR.

• (1) Upon completion of 30 years' active and inactive service you will be placed upon the retired list in your permanent enlisted rate, then be advanced upon the retired list to the highest grade satisfactorily served in prior to 1 July 1946. There is no provision of law whereby you could be advanced to the rank of lieutenant, or receive retired pay based upon the pay of that rank. (2) Fleet Reservists recalled to active duty, including those who held temporary commissions, are recalled in their permanent enlisted grade.—ED.

Eligible for GI Education

SIR: I enlisted in the Navy 5 July 1946 and was discharged 5 July 1949. I shipped over under continuous service for four years on 5 October 1949. Will I still be eligible for GI schooling after expiration of my current four year enlistment?—J. W. E., RDSN, USN.

• If your enlistment on 5 July 1946 was in the regular Navy, you enlisted under the armed Forces Voluntary Recruitment Act. Terms of the act permit you to count all of your service in that enlistment toward eligibility and entitlement to GI Bill education. The deadlines on your entrance into and completion of training also vary from those applicable to most veterans.

Upon your discharge under honorable conditions on 5 July 1949 you became eligible for four years of educational benefits, the maximum permitted by the GI Bill. If you plan to take advantage of these benefits you must commence your training by 5 July 1953. No education under the GI Bill can be afforded you after 5 July 1958.

The fact that you are in service does not in any way relieve you of meeting these deadlines if you desire training under the bill. It should also be pointed out that you cannot receive subsistence payments under the GI Bill concurrently with your education or training under the bill if you are in active service.—ED.

Regaining Officer Status

SIR: I reverted to AMC from CHCARP on 10 Dec 1947, due to budgetary limitations. I served satisfactorily as an officer from 15 Sept 1943 until that time.

Are there any plans for the future that would enable those of us who have been proven capable of being officers, and were reverted through no fault of their own, to regain their former temporary rank? Inasmuch as I was turned down early in 1947 for an LDO commission, I felt there was no need of submitting an application each time they were authorized.—H.W.L., AMC, USN.

• At present there is no program to reinstate ex-temporary officers to their formerly held commissioned status. A program is now in effect whereby all eligible enlisted personnel will be considered for temporary appointment as warrant officers. Personnel applications or recommendations for appointment to temporary officer status are not now desired by BuPers.—Ed.

Physically Disqualified FRs

SIR: Will you please answer the following questions for the benefit of all Fleet Reservists who held temporary commissions during World War II: (1) If a Fleet Reservist is found physically unfit for recall to active duty, will he be placed on the retired list with the highest rank held during the war, and receive retainer pay based on the pay of that rank? (2) If the answer to the above question is negative, will he still be eligible to receive the pay of the highest rank held after completing 30

Travel of Retired Personnel

SIR: I am a retired naval officer. Could you give me information as to my privileges of travel on military air and sea transportation? —LTJG R.F.S., USNT (Ret).

• Retired naval personnel other than Medal of Honor holders are not granted the privilege of travel by government aircraft unless the travel is for official business (i.e., in the direct interest of one of the National Defense agencies and authorized by it).

Normally, retired personnel are granted the privilege of travel by MSTs vessel on a "space available basis, limited to one trip a year. However, because of priority overseas travel, a ban has been temporarily imposed on this type of space available travel. Removal of the ban will be widely publicized. Thereafter, requests for this type of travel by retired personnel will again be considered by the Bureau of Naval Personnel.—Ed.

Emergency Ratings

SIR: I am on duty at present as a stationkeeper. Prior to my reporting on active duty I was a railroad clerk. I know the Navy has an emergency service rating of "transportation men," but what peace time rating would that apply to? Is there a chance for a man with good qualifications to change his rating to transportation man? I have had over seven years' railroad experience in all phases as freight and ticket clerk.—R. E. S., YN2, USNR.

• There is no general service rating that aligns with the rating of ESR (transportation man). ESR ratings are in the category of exclusive emergency service ratings. As a stationkeeper you may not be changed to such rating because it does not appear in allowances.—Ed.

years service? (3) If physically fit and recalled to active duty in his permanent status of CPO, can he request retirement after 30 years' active and Fleet Reserve time, and then be immediately recalled from retired status in his retired rank? (4) If the Fleet Reservist (ex-temporary officer) has less than one year remaining to complete 30 years' service, and at least one year of active service is required if recalled, what provisions (if any) are made under Public Law 305 whereby he may be reappointed to the highest rank held during World War II, while serving during an emergency?—S.R.M., QMSC, USFR.

• (1) A Fleet Reservist found physically disqualified for active duty will be placed on the retired list from the Fleet Reserve by reason of physical disability on the first day of the month following receipt of instructions by the commandant of the naval district in which he resides. If retirement orders are issued, he will be advanced on the retired list to the highest rank satisfactorily served in as an officer; however, retired pay will remain the same as retainer pay while he was in the Fleet Reserve until he has completed 30 years' active and inactive service. (2) Upon completion of 30 years' active and inactive service, his pay will be computed in accordance with the same formula as retainer pay, but based on the pay of the highest rank satisfactorily served in as an officer. (3) If a Fleet Reservist on active duty is placed on the retired list by reason of having completed 30 years' active and inactive service, he will be returned to inactive duty. (4) A Fleet Reservist recalled to active duty is recalled in his permanent enlisted rating. There are no provisions in existing laws which permit postwar Fleet Reservists to be recalled to active duty in a commissioned status.—Ed.

Reenlistment Bonus Qualifications

SIR: Although I seem to fulfill all the eligibility requirements, as listed in the May 1950 ALL HANDS in a letter to the editor, for entitlement to the reenlistment bonus, I am told I do not rate it. I am a station keeper in the Naval Reserve and will enlist within 90 days in the Regular Navy. Please advise me as to the authority for the reenlistment bonus.—C. J. L.

• The reenlistment bonus is payable to persons who reenlist in the Regular Navy within three months from the date of discharge or separation from compulsory or voluntary active service in the Regular Navy. An enlistment in the Regular Navy within three months from the date of release from extended active duty of one year or more in the Naval Reserve will be regarded as a reenlistment for the purpose of entitlement to the reenlistment bonus, which is payable in a lump sum according to the number of years for which a person reenlists up to \$360 for six years. The authority for this information is paragraph 11(b), Military Pay Instruction Memorandum 1, Bureau of Supplies and Accounts Manual, Volume V.—Ed.

Promotion If Recalled

SIR: I would appreciate your informing me if there is any provision in law whereby an officer retired in 1947 with the rank of lieutenant (junior grade) (30 years' service) can be promoted, if and when recalled this year, to the rank of lieutenant.—J.J.C., LTJG, USN.

• There is no provision of existing law whereby retired officers recalled to active duty can be promoted to the next higher grade. The promotion of officers of the Regular Navy is now governed by the Officer Personnel Act of 1947, which requires among other things that an officer be on the active list to be eligible for consideration for promotion.—Ed.



"Only yesterday my husband sent me a rug from Kodiak."

Shipment of Household Goods

SIR: I am a student at a school at NATTC Memphis, which lasts 40 weeks and is considered temporary additional duty. When I left my permanent duty station, I was told the Navy would not ship any household goods for men on TAD, so I had some of my gear shipped at my own expense and left the rest with a friend.

Here at the school, however, I've found that the Navy shipped household goods for some of the men and wouldn't for others. A new man just arrived here from my permanent duty station and the Navy shipped his gear.

What is the policy for shipping household goods of men on TAD? If the Navy should have shipped my gear, can I be reimbursed for it? Can I expect the Navy to ship my gear back when I return to my permanent duty station? If I should be reassigned to a new permanent duty station upon graduation, would the Navy ship the furniture I left at my old permanent duty station to my new permanent duty station?—D.R.M., AL1, usn.

• There is no authority for the shipment at government expense of the permanent weight allowance of household goods when men are sent on TAD and return to their old duty stations. However, the temporary weight allowance is authorized to be shipped from the old duty station to the TAD station and, upon completion of the temporary additional duty, back to the old duty station. You may submit a claim for reimbursement for the shipment of your temporary weight allowance to the Navy Regional Accounts Office, Washington 25, D. C.

Incidentally, "permanent weight allowance" refers to the poundage which may be shipped under permanent change of duty orders; "temporary weight allowance" to the authorized shipment under temporary or TAD



"OK stupid—now unbox it."

orders. Article 29002, Volume II, BuSanda Manual, contains a table of the temporary and permanent weight allowances for the various ranks and grades. As an enlisted man of the first four pay grades, you would be entitled to have shipped, at government expense on your TAD orders, your temporary weight allowance of 400 pounds.

Upon receipt of new permanent change of station orders, shipment of household goods from the old to the new permanent duty station—or between any points limited in cost to shipment from the old to the new activity—is authorized.—ED.

Evaluations—Good and Bad

SIR: In regard to the Evaluation Sheet sent in on chiefs and first class petty officers on 15 July 1950, ALL HANDS (April 1950, p. 46) states that "unsatisfactory or unfavorable marks or comments made on an Evaluation Sheet will be turned over to the CPO or PO1 reported on, and he may either add his own explanation or sign a note that he desires to make no comment." From this I take it that the petty officer reported on is supposed to see the Evaluation Sheet before it is mailed in to BuPers. If this is true and it is mailed in without the person seeing it, what comment can he make?—G. E. S., GMC, usn.

• Instructions require that unsatisfactory or unfavorable marks or comments made on the Evaluation Sheet be referred to the person being reported on for a statement. If the Evaluation Sheet is received in BuPers with those remarks and the statement of the person concerned is not attached, it will be returned to the reporting officer.

If the Evaluation Sheet is satisfactory or favorable, it is not required to be referred to the individual being reported on. Since your Evaluation Sheet was not referred to you for comment, it would appear that your sheet is satisfactory.—ED.

No NUC for Advance Unit 7

SIR: I was attached to Naval Advance Base Unit No. 7 which was a component part of the Third Marines, Third Marine Division, at the invasion of Bougainville, 1 Nov 1943. Although a BuPers directive awarded the Navy Unit Commendation to the Third Marines for this invasion, I have been unable to contact any naval personnel who have received the Commendation Ribbon.—C. O. G., Jr., PNC, usn.

• Naval Advance Base Unit No. 7 (Naval Base Torokina) was not a component part of the Third Marines. The only naval personnel actually attached to that division at that time and entitled to the Navy Unit Commendation ribbon were medical corpsmen.

Marine Corps records verify this. Also, your letter prompted a check of your service record by the Medals and Awards Division of the Bureau of Naval Personnel, and it appears you are definitely not entitled to the ribbon.—ED.

Ship Reunions

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

• USS *Dubuque* (PG 17)—Originally planned for January 1951, this 10th annual reunion is rescheduled for 18 Nov 1950 at the Naval and Marine Corps Reserve Training Center, Detroit, Mich. The time was advanced because many of the members are Organized Reservists. Approximately 1,000 are expected to attend. Further information may be obtained from Mr. E. G. Brown, 16667 Brady, Detroit 19, Mich.

• National Eniwetok Veterans—Fifth annual reunion is scheduled for 17-18-19 Aug 1951 in Columbus, Ohio. All units stationed on Eniwetok 30 days or longer, personnel of ships harbored there, and personnel who took part in the invasion are invited. For more information, write to Mr. Mel O. Bigley, Box 132, Ottawa, Ohio.

• USS *ATR 59*—Former officers and men of this vessel who are interested in a future reunion—time and place have not been set—should write to Mr. Russell Bates, Box 298, Farnum Pike, Georgiaville, R. I.

• USS *PC 1224*—Former shipmates interested in a future reunion should write to Mr. Jack Levitt, 142 South 9th Street, Brooklyn 11, N. Y.

• USS *Missouri* (BB 63)—Former shipmates interested in holding a reunion should contact James E. Pond, 262 S. 12th St., Lebanon, Pa.

Can't Cut Your Own Throat

SIR: At the present time, does the Navy have any provision for allowing a man to take a reduction in rating, other than by disciplinary action? I am an AD1, O-2, usnr, and I have a possibility of getting a stationkeeper billet as an AD2, but was informed I couldn't take a bust. They do so in the Marine Corps with no trouble at all.—W. W. P., AD1, usnr.

• It has not been the practice to authorize voluntary reductions. The Navy considers that an individual who has been trained and found qualified in a specific pay grade of a rating should continue to assume that responsibility unless incompetency or disciplinary elements are involved.—ED.

Know Your Different Military Insignia

BACK in the days of the Revolution, George Washington set the American precedent for using insignia to denote grade. Since that time, the number has grown until today a total of more than 100 is used by the U.S. armed forces. A chart on pages 32-33 shows the equivalent rank and insignia of the Army, Navy, Air Force and Marine Corps.

Insignia still serve the same purpose George Washington intended—to show relative precedence of grade. The general ordered his corporals to sew a green piece of cloth on their right shoulders and sergeants a red strip. Officers of field grade were to wear colored cockades in their hats, and generals colored ribbons across their chests, the color to vary with rank.

You should learn to recognize the insignia denoting the various grades in the Army, Marine Corps and Air Force as well as in the Navy—and follow through with the proper military courtesy and respect for higher authority. The chart on pages 32-33 will help you recognize all the insignia of grade.

If you're an enlisted man, you should accord the same respect and courtesy to a senior non-commissioned officer in other services as you do in your own. If you're assigned to a joint armed services project—a common occurrence in these days—you should remember that the senior rate takes charge unless your commanding officer specifically provides otherwise.

In general, then, every respect and courtesy you show to others in your own service should be accorded to officers and men in other services.

This is not as easy as it sounds, because relative seniority among the services is not easily recognized.

For instance, could you get a 4.0 on the following questions?:

- How many Army grades correspond in pay grade to Navy chief petty officer? The answer is two—first sergeant and master sergeant. But the Air Force and Marine Corps have only one—master sergeant.

- Name the grades, together with the number of chevrons you recognize them by, that are equivalent to seaman recruit in the Navy. Answer: Army recruit, Air Force private, Marine Corps private. All of them have a clean sleeve except the Navy seaman recruit, who wears a group rate mark with one diagonal stripe.

- Give the grades and the number of chevrons that are equivalent to a Navy seaman wearing a group rate mark with three diagonal stripes. Answer: Army private first class with one chevron, Marine corporal with two chevrons, Air Force corporal with two chevrons.

- And what is the grade in other services equivalent to Navy commodore? Answer: Brigadier general in the Army, Air Force and Marine Corps. •

These parallel comparisons are pointed out visually in the chart on pages 32-33. If you missed any, take a look.

You will notice, if you hadn't realized it before, that the grade insignia for officers and enlisted men of the Army, Air Force and Marine Corps are closely similar, while the Navy has evolved a system of its own, particularly in the enlisted rates.

In general, some naval insignia of rank have been

developed similar to that used by the Army. There's a story in Army tradition showing the symbolism of the officer promotion ladder and the insignia of grade.

The story, pertaining as well to Navy ranks, goes something like this:

The second lieutenant, standing on level ground, looks up to see his superiors at varying altitudes above him. He starts to climb the promotion ladder.

His first step up earns him his first silver bar, shiny and new and brighter than gold. The second step gives him twice as much silver in the double bar of the captain.

Here he leaves the ladder, which has been a relatively easy climb, and attempts to scale the oak, the tree of might and strength. It is a long climb and symbolizes the difference between the company officer and the field officer. The gold leaf on the new major's shoulder symbolizes the importance of the oak.

Next in the process of reaching higher and higher is to scale the tallest tree in the forest—the straight, towering silver poplar which has no branches to help the climber. But on top, the lieutenant colonel finds his silver leaves.

Up above him now he sees the soaring eagles, the insignia of the colonel. Only the stars in the sky are higher yet, insignia of the highest rank in the service of his country.

If this is a fanciful system of symbolism, at least it leaves little room for confusion to the man who learns and remembers the story. At one time in the past, rank and corps were not so clearly defined.

That was in 1841, when new regulations came out providing for doctors to have three stripes of gold lace

(Continued on page 34)

Lady's Garb Created Navy Blue

That traditional Navy blue you wear is a direct hand-me-down from a noble British lady's colorful riding outfit.

Like many of the customs and traditions of the U. S. Navy, the color stems from British Navy usage, predating the independence of America and the founding of its sea service.

First mention of any uniform in the British Navy was in 1693, when King James I ordered the higher ranking officers of his ships to always be "bravely attired in liveries of scarlet cloth embellished with velvet, silk lace and gold embroidery."

The colors of this fancy ensemble varied from year to year until 1746 when King George II set the color that has been handed down to the present time.

Relaxing from his official duties one day, the King saw the Duchess of Bedford riding in a park, colorfully dressed in an eye-catching riding habit of blue faced with white.

Taking an immediate liking to the deep blue color, the King prescribed it as the official shade for Royal Navy uniforms — and unknowingly established the color to be used later by the United States Navy.

INSIGNIA OF THE UNITED STATES

Pay Grade

ENLISTED

WARRANT

W-1 through W-4

NAVY



SEAMAN
RECRUIT



SEAMAN
APPRENTICE



SEAMAN



PETTY
OFFICER
THIRD
CLASS



PETTY
OFFICER
SECOND
CLASS



PETTY
OFFICER
FIRST
CLASS



CHIEF
PETTY
OFFICER



WARRANT
OFFICER



COMMISSIONED
WARRANT
OFFICER

MARINES

PRIVATE



PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



STAFF
SERGEANT



TECHNICAL
SERGEANT



MASTER
SERGEANT

GOLD WITH
SCARLET
CENTER
BAR



WARRANT
OFFICER

GOLD WITH
SCARLET
CENTER
BAR



COMMISSIONED
WARRANT
OFFICER

ARMY

RECRUIT



PRIVATE

PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



SERGEANT
FIRST
CLASS



FIRST
SERGEANT



MASTER
SERGEANT

GOLD WITH
BROWN
CENTER
BAR



WARRANT
OFFICER
JUNIOR
GRADE

GOLD WITH
BROWN
CENTER



CHIEF
WARRANT

AIR FORCE

PRIVATE



PRIVATE
FIRST
CLASS



CORPORAL



SERGEANT



STAFF
SERGEANT



TECHNICAL
SERGEANT



MASTER
SERGEANT

GOLD WITH
BROWN
CENTER



WARRANT
OFFICER
JUNIOR
GRADE


































































GOLD WITH
BROWN
CENTER



CHIEF
WARRANT

STATES ARMED FORCES

COMMISSIONED

0-1	0-2	0-3	0-4	0-5	0-6	0-7	0-8			
GOLD    ENSIGN	SILVER    LIEUTENANT JUNIOR GRADE	   LIEUTENANT	GOLD    LIEUTENANT COMMANDER	SILVER    COMMANDER	   CAPTAIN	   COMMODORE	   REAR ADMIRAL (SEE TEXT)	   VICE ADMIRAL	   ADMIRAL	   FLEET ADMIRAL
GOLD  SECOND LIEUTENANT	SILVER  FIRST LIEUTENANT	 CAPTAIN	GOLD  MAJOR	SILVER  LIEUTENANT COLONEL	 COLONEL	 BRIGADIER GENERAL	 MAJOR GENERAL	 LIEUTENANT GENERAL	 GENERAL	
GOLD  SECOND LIEUTENANT	SILVER  FIRST LIEUTENANT	 CAPTAIN	GOLD  MAJOR	SILVER  LIEUTENANT COLONEL	 COLONEL	 BRIGADIER GENERAL	 MAJOR GENERAL	 LIEUTENANT GENERAL	 GENERAL	 GENERAL OF THE ARMY
GOLD  SECOND LIEUTENANT	SILVER  FIRST LIEUTENANT	 CAPTAIN	GOLD  MAJOR	SILVER  LIEUTENANT COLONEL	 COLONEL	 BRIGADIER GENERAL	 MAJOR GENERAL	 LIEUTENANT GENERAL	 GENERAL	 GENERAL OF THE AIR FORCE

All Services Rate Your Recognition

(Continued from page 31)

on their cuffs, while captains and commanders had only buttons to designate their responsibilities.

It was all very confusing, especially when a U. S. Navy ship pulled into a Spanish port. The doctors' three gold lace stripes were almost identical to the distinctive stripes of a Spanish colonel—with the result that the courteous Spaniards turned out the honor guard and paid full military honor to the doctor while the commanding officer often went unnoticed.

After a few such cases, the regulation was changed. Ultimately, bands of lace on the cuffs were fixed as the distinguishing mark of rank of officers of the line and staff.

Enlisted insignia, with a system of chevrons forming the main part, go back much farther than insignia for officers. A chevron was one of the many distinguishing devices of heraldry. As used on a knight's shield, it is said, the chevron meant that the knight had campaigned

against a castle or city, and upon its capture the knight was permitted to wear the chevron as symbolic of roofs of the buildings.

While chevrons denote service grade all the way up the promotion ladder for enlisted men above recruit in the other three services, Navy chevrons come only with the rating badge of petty officer.

The three non-petty officer grades in the Navy are indicated by group-rate marks, the short, diagonal stripes worn on the upper part of the left sleeve. These are white for seaman (blue on the white uniform), red for fireman, green for airman, and light blue for construction man. Their use covers the former meaning of the stripes on dress blue jumper cuffs and the branch mark—or "watch mark"—worn around the shoulder seam of jumpers.

The present rating badge, as you see it today, was a long time in coming. Back in 1841, the year doctors wore gold and captains had only buttons on their sleeves, uniform regulations set a precedent by prescribing an eagle-anchor insignia to be worn by certain petty officers on the upper part of the arm. The eagle perched on the anchor stock was the first insignia for enlisted men.

In 1886 the first rating badge was designed, combining the eagle which symbolized petty officer status, the specialty mark indicating the trade, and chevrons showing relative grade and responsibility. In 1894, the grade of chief petty officer was authorized. During this same year, the rating badge as it is known today was established.

Origins of some of the other Navy insignia are as follows:

- Shoulder marks first came into use in 1899 for commissioned officers, with commissioned warrant and warrant officers authorized to wear them in later years. Although they were authorized to wear shoulder marks before, it was not until 1922 that warrant officers received their present one-quarter inch broken stripe.

- Devices to indicate rank similar to those of today date back to the Civil War (1862), when an embroidered insignia was designed for wear on the collar of officers' coats. Pin-on rank and corps insignia first came into use in 1913.

- The star for line officers and the oak leaf designs for staff officers also first appeared during the Civil War (1864). The star was worn by a line officer immediately above the stripes on his blue uniform, but the oak leaf design could be worn by staff officers only on epaulets—not on the sleeve.

- Officers' sleeve stripes to denote rank were first authorized in 1862 for commissioned officers. The commissioned warrant received his sleeve stripe in 1899, when the broken stripe now in use was specified.

In the chart on pages 32-33, ranks and ratings of the Army, Navy, Marine Corps and Air Force are shown in their approximate equivalent relation to one another. "Rear admiral," as shown on the chart, is listed under pay grade O-8, which is correct for the upper half. But a rear admiral, lower half, it should be remembered, comes under pay grade O-7, a fact which could not be shown on the chart without undue complication.

Coast Guard insignia, except for prominent use of the shield, are the same as Navy insignia and therefore were not included in the chart.

'Uniform Shows Man's Character'

John Paul Jones, the peerless captain of the early American Navy, had high contempt for the naval officers' uniform of Revolutionary days.

The Navy's first uniform regulation provided that officers should wear blue coats with red lapels, a standing collar and flat yellow buttons, with blue breeches and a red waistcoat.

John Paul Jones wanted gold lace, gold buttons and gold epaulets embroidered with the figure of a rattlesnake and the words, "Don't tread on me."

Dressing himself and his Marines as he pleased, Jones earned the dislike of John Adams, then a member of the Continental Congress committee administering naval affairs.

After a visit to Jones' vessel one day, Adams wrote in his diary that John Paul Jones was "the most ambitious and intriguing officer in the American Navy. . . . You can see the character of the man in his uniform and that of his officers and Marines, variant from the uniforms established by Congress—gold buttons and two epaulets for himself, his Marines in red and white instead of green."

With the unsatisfactory visit in mind, Adams helped draft a resolution aimed specifically at John Paul Jones: "That after the first day of January 1782, any officer whatsoever in the service of the United States, who shall wear on his clothes any gold or lace embroidery or vellum, other than such as Congress or the commander in chief of the Army or Navy shall direct, or who shall wear any uniform worn by the British Army or Navy, shall be cashiered from the service." Jones' Marines were dressed almost exactly like British Marines.

That was only one of the many troubles Jones had with early political leaders. Later, he left the American service and went abroad, serving under the French and Russian flags.

Today the Navy is more in agreement with the early captain. Shoulder boards for admirals are gold, and there are gold buttons and gold braid for all officers—much like Jones himself had wanted.



ANGLE SHOOTER forgets about chipping paint during movie star Wanda Hendrix's visit aboard USS Randolph.

Squadron Sets Safety Record

Their 111 crashless days, totaling 10,702 flying hours, constitute a new safety record for single-engine squadrons, the personnel of Advanced Training Unit Two, NAAS, Corpus Christi, Tex., believe.

Especially remarkable, they point out, is the fact that most of the flying was done by students, not by veteran pilots. Safety consciousness was the by-word among instructors and students alike, paying off in uninjured men and undamaged machines. Absence of material failure proved that the ground crews were alert and diligent.

The Cabaniss Field squadron's record was halted when an F8F Bearcat came in for a forced landing. The student was not injured, but some damage to the plane resulted. The 111-day mark was a new high in single-engine safety achievements, all available data indicated.

Liner to Become Troopship

The giant ocean liner ss *United States*, designed to be the largest and most luxurious passenger vessel ever built in the U. S., is being converted for use as a troop transport.

Now under construction at Newport News, Va., the 48,000-ton superliner was scheduled to be completed by the spring of 1952. However, since it has been selected for use as a troopship, the vessel will probably be completed earlier.

United States is 980 feet long, and is being built at a cost of \$70,000,000. The vessel will carry 12,000 troops.

Also selected for conversion to troop carriers are three other liners currently under construction. They are ss *President Adams*, ss *President Jackson* and ss *President Hayes*. Each of these vessels is 536 feet long, weighs 13,000 tons and will carry from 2,500 to 3,000 troops. They are expected to be completed by next spring.

All four vessel will be renamed for military use.

Forrestal Memorial Unveiled

A bust of the late James Forrestal has been unveiled in the Mall entrance of the Pentagon building.

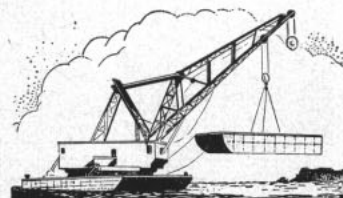
To be known as the James Forrestal Memorial, the bust was purchased by contributions of one dollar or less from thousands of Mr. Forrestal's friends and co-workers. It resulted from a suggestion by Senator Millard E. Tydings, chairman of the Senate Armed Services Committee, who presided at the dedication ceremony.

The memorial was sculptured by Kalervo Kallio, son of a former President of Finland.

Mr. Forrestal was a wartime Secretary of the Navy and the nation's first Secretary of Defense.

HERE'S YOUR NAVY

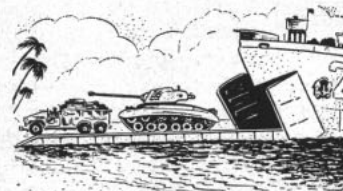
Like the busy bricklayer who constructed practically every type of building with baked-clay blocks, the Navy Seabee knows how to make many things with building blocks. The "building



blocks" in this case are hollow steel boxes, most of which are five feet high, five feet wide and seven feet long. They weigh approximately one ton apiece, will float, and are called pontoons.

* * *

By assembling these giant floating dice in various ways, the Navy's wrench-wranglers can produce a surprising number of items. Some very useful ones are net tenders, warping tugs,



causeways, "rhino" ferries, floating cranes with a capacity as high as 75 tons, drydocks, finger piers, seaplane service piers.

* * *

Besides the ordinary rectangular pontoon, curved-bow pontoons are made for the forward end of barges. A special wedge-box pontoon is employed in landing use. Outboard motors of great power, especially designed for the purpose, can be attached to pon-



toon barges to drive them at a brisk pace. Training at Little Creek, Va., and Coronado, Calif., ever since V-J Day, the Seabees were in fine fettle for the invasions of Inchon and Wolmi in Korea, where they took part in their usual fine fashion.

YESTERDAY'S NAVY



The first flag to be unfurled aboard any American warship was hoisted by LT. John Paul Jones 3 Dec. 1775 on flagship *Alfred*. It was "grand union" flag with an English union jack in the field, and 13 American stripes.

DECEMBER 1950

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



'MIGHTY MO' glides into Pearl Harbor on the first lap of her high speed run to Korea where her 16-inch guns helped force the Communists into retreat.

New Jersey Back to Duty

The Navy is pulling the wraps off *uss New Jersey* (BB 62), and returning the big battleship to the active Fleet.

New Jersey thus becomes the second battleship in active service. She is scheduled to join her sister ship *uss Missouri* (BB 63) in LantFlt training duties, to which *Missouri* will be returned.

De-mothballing of the 45,000-ton vessel is taking place at the U. S. Naval Shipyard, Brooklyn, N. Y. First placed in commission in June 1943, *New Jersey* earned nine battle stars in the Pacific during World War II. She was placed in mothballs in December 1947, along with another sister ship, *uss Wisconsin* (BB 64).

New Jersey is the Navy's longest battleship, being one foot longer than her sister ships *uss Iowa* (BB 61), *uss Missouri* and *uss Wisconsin*. *New Jersey's* over-all length is 888 feet, the others 887.

Memorial to Marines

A bronze memorial 110 feet in height is to be erected in the Washington, D. C., area to serve as a fitting monument to the U. S. Marine Corps. This, the first national memorial to the Marines, will be a mammoth rendition of the famous Iwo Jima flag-raising group.

A campaign is now underway to raise funds for the 100-ton monument. Donors who are on active duty in the Marine Corps will automatical-

ly become members of the Marine Corps War Memorial Foundation. Donations may be made through any Marine Corps CO or sent directly to the Marine Corps War Memorial Foundation, Henderson Hall, Headquarters U. S. Marine Corps, Washington 25, D. C. No specific amount is stipulated.

As in the famous photo from which the memorial will be patterned, the human figures will depict five Marines and a Navy hospital corpsman. The statue will be the largest of its kind in the world.



ROMANCE of Stan Taylor, AL, and Eleanor Trost, DKS, at Sands Point, ended in matrimony when Korean situation made Taylor's sailing orders imminent.

New Rear Admirals Approved

Eighteen Navy captains of the line have been approved for promotion to rear admiral by the President.

The new flag officers were selected by a board headed by Vice Admiral Bernhard H. Bieri, usn. Those selected are:

- Captain Richard Morgan Watt, Jr., EDO, usn, Commander Naval Shipyard, Boston, Mass.

- Captain Wilson Durward Leggett, Jr., EDO, usn, Commanding Officer and Director, Naval Engineering Experiment Station, Annapolis, Md.

- Captain Marion Emerson Murphy, usn, Bureau of Ordnance, Navy Department, Washington, D. C.

- Captain Howard Emery Orem, usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain Sherman Rockwell Clark, usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain Clarence Lee Conner Atkeson, Jr., usn, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain John Bartling Pearson, Jr., AEDO, usn, Office of Naval Research, Navy Department, Washington, D. C.

- Captain Harry Sanders, usn, Headquarters, Alaskan Sea Frontier, Kodiak, Alaska.

- Captain William Bronley Ammon, usn, Office of the Chief of

Naval Operations, Navy Department, Washington, D. C.

- Captain Roland Nesbit Smoot, USN, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain James Harmon Thach, Jr., USN, Office of the Chief of Naval Operations, Navy Department, Washington, D. C.

- Captain Frederick MacKay Trapnell, USN, Commanding Officer, USS *Coral Sea* (CVB 43).

- Captain William Kavanaugh Mendenhall, Jr., USN, Armed Forces Special Weapons Project, Pentagon, Washington, D. C.

- Captain Harry Donald Felt, USN, Naval War College, Newport, R. I.

- Captain John Mylin Will, USN, Deputy Commander, Military Sea Transportation Service, Europe.

- Captain Francis Massie Hughes USN, Commander Naval Air Bases, 14th Naval District.

- Captain Murr Edward Arnold, USN, Bureau of Naval Personnel, Navy Department, Washington, D. C.

- Captain John Broder Moss, USN, Commanding Officer, Naval Air Station, Alameda, Calif.

Sailor a Good Singer

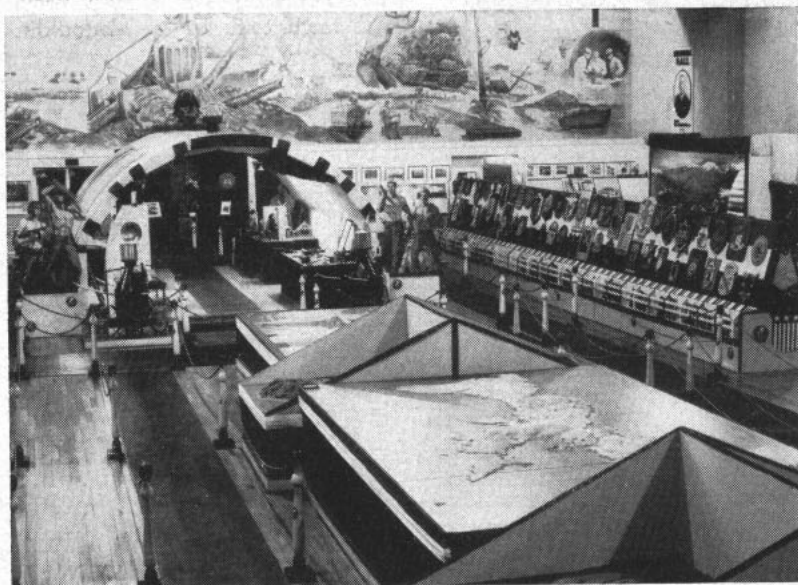
One of the results of two weeks' Reserve training duty for a well known TV and radio performer—CDR Arthur Godfrey, USNR—was the uncovering of a young carrier-based sailor as potentially "one of the great singing stars of the day."

The quotes are Godfrey's own, talking about Julius La Rosa, AL3, USN, attached to USS *Wright* (CVL 49).

On training duty at the Naval Air Training Command, Pensacola, Fla., Godfrey received a letter from La Rosa's shipmates pointing out the 21-year-old sailor had a voice the entertainer should hear.

La Rosa was auditioned before the TV-radio star at the NAS Pensacola enlisted men's club and registered an immediate success in Godfrey's eyes. "If La Rosa was not in the Navy, I'd give him a job tomorrow," Godfrey said. "When the time comes for his release, he should have a great career in radio and television."

Arrangements were made for La Rosa to appear on one of Godfrey's TV programs.



PLAQUES, on which are mounted insignia of various Seabee units, constitute but one of many displays in the Port Hueneme Seabee Museum.

Modern Museum Houses Seabee War Relics

U.S. Naval Station, Port Hueneme, Calif., is the place to find out what makes the famous Seabee organization tick. Not only is there a Naval Construction Battalion Center there, but they also have a Seabee museum—one with the names of more than 5,000 guests in its register.

Housed in a spacious building, the museum has room for a great variety of displays. Weapons, insignia and models are typical attrac-

tions. One of the more prominent displays is a plaster-cast model of the famous Iwo Jima monument which stands at U.S. Marine Base, Quantico, Va.

The 5,000 registering guests who have visited the museum are only a few of those who have viewed its exhibits. At a community fair in nearby Oxnard, a booth provided by the museum, dramatizing education in the Navy, was visited by 25,000 people.



MURALS and exhibits in the spacious museum depict highlights in the proud history of the fighting craftsmen of our Navy—the Seabees.

New Navy Transport Plane

With greater speed and more cargo capacity than its well-known passenger plane counterpart, the new R6D-1 transport plane will soon be flying for the Navy. The R6D-1 is the cargo carrying version of the familiar DC-6 passenger plane.

Cruising speed of the plane is around 300 miles an hour and an added five feet in length gives the cargo transport some 5,000 extra cubic feet of freight space just aft of the pilot's compartment. The four-motored plane can carry litters or troop benches.

The principal carrying space is a long cabin which can be loaded from the top through two large hinged doors, one forward of the wing and another farther aft. For high-altitude flight, systems for airconditioning and cabin pressurization have been installed.

Four reciprocating engines of

2,500 takeoff horsepower provide the power to turn three-bladed duralumin propellers.

Similar in appearance to the commercial airliner, the R6D-1 carries a five-man crew.

Seabees Do It Again

There was an undesired pier at Guantanamo Bay, and one breakwater needed. To remedy this situation, the Seabees were put on the job—U.S. Naval Construction Battalion No. 1, to be exact.

With large floating cranes the Seabees lifted off the sectional concrete decking of the 1,150-foot pier and pulled up the piling. The piling was discarded, but not the decking. In a curve around Radio Point, the slabs were laid end-to-end and two abreast in the shallow water. Sooner than anyone had believed possible, the pier was gone, the new breakwater was finished, and the Seabees had completed another herculean job.

Red Light for Shipboard Dials

Red light is far superior to any other for illuminating shipboard dials and instruments, scientists at the U.S. Naval Experiment Station, Annapolis, Md., have found.

Concerned with determining which light would least hinder the night vision of Navymen after taking instrument readings on submarines and surface vessels, the scientists came up with the conclusion that blue light definitely reduces night vision — and before World War II mostly all night lights on board ship were blue.

Red light, on the other hand, has many advantages over others. Personnel on the bridge of a ship at night can see out into the darkness much better after taking readings from instruments illuminated with red light. Compared with another color light of equal intensity, red light enables recovery of dark adaptation in one-fourth the time. Also, glare from red light is relatively low and is not as readily detected by others.

The study revealed that personnel have a natural tendency to gaze at the "hot spots"—the places that glare from unequal illumination. Equal distribution of light on an instrument panel and within a single instrument is a main problem.

Errors made by instrument readers also figure in the study. Psychologists find that instruments cluttered with many subdivision lines and numbers distract the observer or slow down his response.

Pacific Airlift Sets Mark

Great as were the accomplishments of the Berlin Airlift, they are overshadowed by those of the new Pacific Airlift, born of the Korean crisis.

Operation Vittles, whose terminus was Berlin, averaged approximately 242,000 plane-miles per day. The U. S.-to-Korea airlift averaged during one month 252,000 plane-miles per day, a substantial increase. During the first three months of the Korean fighting, the new airlift, operated by MATS, transported nearly 8,000 tons of high-priority cargo westward.

Return trips brought 6,800 tons back to the U. S., consisting partly of 4,400 medical evacuees. Like the return trips, the outgoing flights carried many passengers during that time—nearly 34,000 of them, mostly

Eldest of Eight Service Brothers Retires

Going out on 30 is Lieutenant Clifton J. Falcon, USN, eldest brother of a set of eight who—at present—have a total of 99 years in the armed services as a family contribution.

At one time, in 1945, seven of the eight brothers were on active duty at the same time—two majors and a paratrooper private in the Army, a lieutenant and a chief gunner's mate in the Navy, a lieutenant pilot in the Army Air Corps, and a corporal in the Marine Corps. The eighth brother served three years in the Army before World War II.

Until the boys came along to join all the services except the Coast Guard, the Falcons weren't even a service family. They were a rural family of Donaldsville, La., where the family home still is.

He joined the Navy at the age of 18, back in June of 1920, and began his first sea duty in the old battle wagon *uss North Dakota*. He stayed on long enough to put this battleship out of commission and then was transferred to put a new one in commission, *uss West Virginia* (BB 48).

While Fleet Admiral Ernest J. King, USN, was Cominch, Falcon was in charge of the flag office and reached commissioned service as a

chief warrant officer. He received a letter of commendation personally signed by the Navy's highest ranking officer for his work in that post.

Lieutenant Falcon's last duty has been in the capacity of assistant personnel officer for the office of the Chief of Naval Operations, in the Pentagon in the nation's capitol.

Despite the accomplishments of the brothers in service, they're all proudest of something else: Their mother was voted the "Service Mother of Louisiana" on Mother's Day in 1945.



RETIRING after 30 years' service as EM and officer, LT Clifton Falcon, is one of eight service brothers.

troop replacements and personnel with special skills.

At the time this was written, the Military Air Transport Service was dispatching a four-engine transport plane across the Pacific every 75 minutes.

VR-8 Sets Another Record

The Navy's crack VR-8 Squadron, now assigned to MATS Pacific Division, has chalked up another record.

During the Berlin Airlift, "Operation Vittles," VR-8 out-performed all other Navy and Air Force squadrons involved in the gigantic air supply expedition by chalking up the highest efficiency rating. Now a part of the Pacific Airlift that is winging tons of supplies into Korea, an R5D of this squadron has established a local record performance by flying 274.9 hours during the month of August.

Squadron commander of VR-8 is Captain Joseph Clifton, USN, a veteran naval aviator. Navy and Air Force personnel of MATS Pacific Division are playing an important role in the Korean conflict by maintaining an around-the-clock shuttle, rushing vital cargo and personnel to the Far East, and returning wounded personnel to U. S. hospitals.

Even Flowery Language

When the Navy takes part in a daffodil festival, that's news.

Out in the Puyallup Valley and the city of Tacoma, Wash., a daffodil festival is held every year to commemorate the local proficiency of growing the *Bulbocodium vernum*. Floats are dressed up, bands play and civic groups march—all dedicated to the daffodil.

This year the U.S. Naval Station at Tacoma got into the act with a float of its own—the first time the Navy has taken part.

A former Regular Navy chief petty officer, retired as a bulb grower in the valley, donated all the daffodils needed to create a huge anchor of the delicate yellow flower.

The rest of the Navy truck was embellished with cedar boughs, huckleberry bush and miscellaneous flowers. On its side was the station name, spelled out in heavy manila line.

The final touch was provided by three Reservists in dress blues — Waves (good-looking, that is).

Ceremony Closes Chief's Naval Career

At the hour of 1425 a hush fell over the area around the quarterdeck of the destroyer tender *uss Prairie* (AD 15). Although the occasion had its note of solemnity, the OD's messenger smiled brightly as he stood beside the telephone. Men awaiting the next liberty boat stood aside in a respectful manner. An "old" chief was leaving the ship for his last time—retiring on 30. The skipper was seeing him off.

The retiring CPO was Jesse R. Kay, DKC, USN, who first joined the armed forces in 1919. At that time he enlisted in the Army's 62nd Infantry Division, Camp Lee, Va. After being discharged from the Army in 1922, he enlisted in the Navy at Portsmouth, Va. Soon he reported aboard the destroyer *uss Bushnell*—no relation to the submarine tender which later carried that name.

Kay then served aboard the aircraft carrier *uss Langley* and the seaplane tender *uss Wright* (AV 1). After leaving *Wright*, he reported aboard the Naval Air Station, Coco Solo, C.Z. Later billets consisted of fleet air units, battleships and cruisers.

A high spot in Kay's long career was his tour of duty aboard the heavy cruiser *uss Salt Lake City* (CA 25), and especially the period of 11–12 Oct 1942. *Salt Lake City* fought in the Second Battle of Savo Island, which occurred at that time,



SALUTE is rendered quarterdeck of *USS Prairie* as Jesse R. Kay, DKC, leaves his ship for the last time.

and was heavily damaged. Chief Kay was commended by his CO for excellent performance of duty during the nights of 11 and 12 Oct 1942—nights when the battle was in progress.

Prior to his departure from *Prairie*, the chief was commended by the CO of that ship for his contribution to the ship's good performance. *Prairie* stood first among CruDesPac destroyer tenders in the 1950 Battle Efficiency Competition.

Kay and his wife and their two children are now in the process of settling down for good in Ol' Virginia.

Some Enchanted Island

Naval personnel on the mid-Pacific island of Kwajalein may not have plush night clubs, lavish amusement parks, luxurious movie palaces, or cozy ice cream parlors at their fingertips—but where else do sailors attached to the "Forgotten Fleet" have an entire tropical island ready and waiting for recreation parties?

Burnett Island, just seven and a half miles north of Kwajalein, abounding with stately coconut palms and lush equatorial foliage, affords the sailors an opportunity to relax in comfort and abandon over the week-ends.

A fast game of baseball or volleyball, followed by a quick dip in the cool waters of the blue lagoon, is sufficient to whet anyone's appetite

for a thick, sizzling steak and an ice-cold drink—true leisure, seasoned with a dash of tropical sunshine.

Beautiful vari-colored shells, hiding from the sun under every rock and fragment of coral, are waiting to be added to any of the extensive collections that may be found among servicemen on Kwajalein. Shells that are often found in one day may include the rainbow-hued cat's eye, the delicately formed helmet shell, and the ponderous killer clam.

For the angler, there is rich sport on Burnett Island. Strange and exotic tropical fish are abundant.

With a sigh of resignation at the end of the day, watching the inevitable LCM draw closer, the men lay aside their partially finished coconuts, gather their gear together, and prepare to leave tiny, verdant Burnett Island.



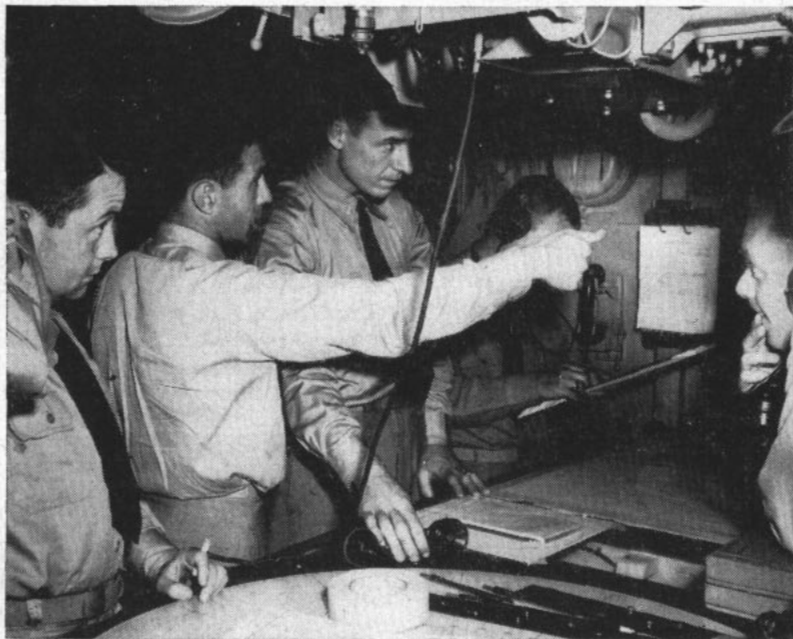
HARBOR CLEARED, students of CIC Officers School at NAS Glenview familiarize themselves with assigned stations aboard *Daniel A. Joy*.

CIC Officers Try All Shipboard Stations

To give prospective combat information officers a bird's-eye view of the potentialities of radar afloat, a whole class of CIC student officers was turned loose aboard a destroyer escort on Lake Michigan.

CIC was king for a day as student-officers took over not only all

the CIC billets on *uss Daniel A. Joy* (DE 585) but many of the command posts as well. This type of training gave the future CIC officers a first-hand idea of how the information they will collect in their CICs will affect many phases of the operation of their ship.



PRACTICAL aspects of a working CIC and importance of coordination of all stations were emphasized during the highly successful cruise.

Standard ID Card for All

A standard form of identification card will soon be placed in use by all branches of the armed forces. It will be used by both officers and enlisted personnel.

For active duty personnel the new identification card will be printed in green on a white background, and will contain a photograph of the individual. Inactive duty personnel will be issued a similar card, except that it will be printed in red and will not contain a photograph. The only difference in the cards issued by the various services will be the department seal and the return address.

Currently used Navy identification cards—Forms NavPers 546, 904, and 907—will continue to serve as a means of identification of individuals until the new cards are issued. At that time the old cards will be collected and destroyed.

The directive, BuPers Circ. Ltr. 139-50 (NDB, 31 Aug 1950), points out that the new Armed Forces Identification Card is not a pass, but is intended to assist in identifying the bearer and establishing his position in the armed services. Announcement of a standard type of liberty pass for all components of the armed forces has previously been made.

The new identification cards are printed on special "non-erasable" paper and will be laminated between two sheets of plastic for durability.

Once a Texan, Always One

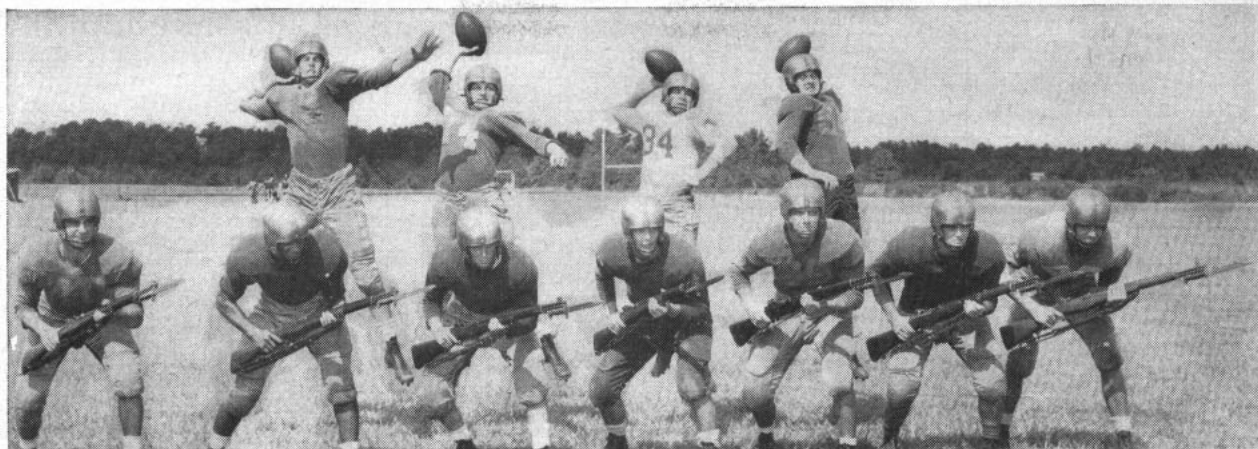
Making the rounds among wounded Leathernecks at Tripler General Hospital in Pearl Harbor, General Clifton B. Cates, usmc, Commandant of the Marine Corps, stopped by one Marine private's bedside.

He was Pfc. Billie D. Campbell, who told the general he was doing fine. "I'll be a lot better when I get back to the States," he added.

General Cates reflected for a moment. "Actually," he said, "you should consider yourself in the States now, son."

But the general, who didn't know Pfc. Campbell was from Gladewater, Tex., saw what the Marine was getting at when the hospital's commanding officer explained: "A Texan doesn't ever seem to think he's back in the States until he's back in Texas, General."

The general smiled, nodded, and moved on.



FORMIDABLE forward wall and an air minded backfield will greet opponents of the 1950 Cherry Point Flyers football team.

Roundup of Sports Results

Here are some miscellaneous and end-of-season results reported to ALL HANDS from various commands:

- Baseball champs of the Atlantic Fleet for the second year in a row are the Little Creek Amphibs. The Middle Eastern Service Conference horsehide crown, as well as the 5th Naval District title, was captured by the Flyers of NAS Norfolk. Still licking their wounds from lacings at the hands of their arch-rival Flyers, the Amphibs took them on in a post-season series, won two out of three games. The scores: 7-1, 0-1, 5-0.

- The 9th Naval District softball crown went to NTC Great Lakes. The Centermen defeated NAS Glenview, NAS Minneapolis and NAS Denver in the title tourney.

- Quantico had the best baseball season in the history of the base. The rampaging Marines rolled up a record of 100 victories and only 15 losses. Their hefty sluggers pounded out 155 home runs. Frank Wall, SGT, USMC, ace hurler for the leathernecks, compiled a 24-2 pitching record.

- In the 12th Naval District, NAS Alameda won the baseball crown, NAS Oakland won the swimming title, Mare Island Shipyard won the golf title, and Department of Pacific Marines tallied high score in the district pistol championship matches.

- NAS San Diego's swimming team stroked to top honors in the 11th Naval District swimming championship. The airmen won 10 first places out of 13 events.

- A team of sharp-shooting pistoliers from NAS Pensacola collected a chestful of medals in the Louisiana

State Pistol Championships. The four-man Navy team won 31 individual medals and three team awards while shooting against such nationally famous teams as the Detroit and Missouri Police.

Marine Merman Mangles Mark

Marine swimmer Del "Webfoot" Norman, MCAS Cherry Point, N.C., has set a new Junior National AAU record in the 55-meter freestyle event.

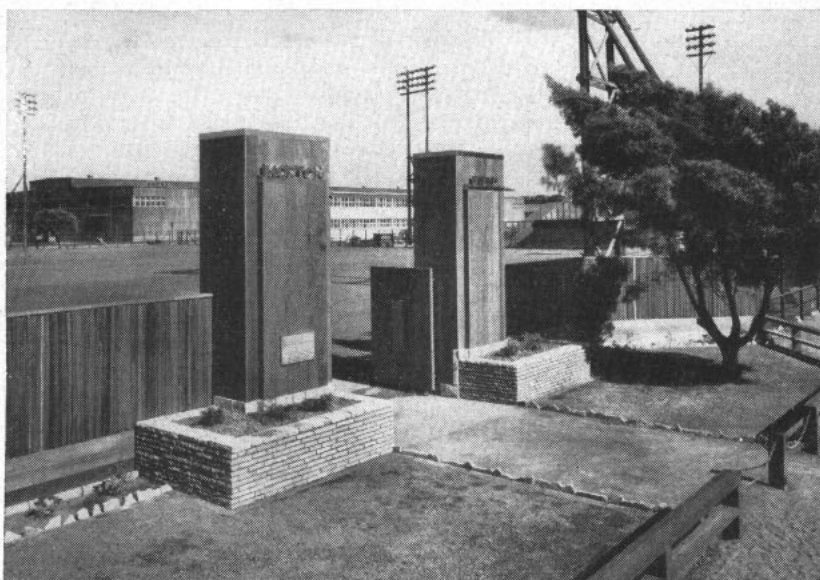
Participating as a member of a Cherry Point team entered in the meet held at Fort Lauderdale, Fla., Norman streaked across the finish line in 26.7 seconds, later in the finals churned off a 27.1 for the record.

Sharp Skeet Shooters

Skeet shooters from 18 military bases put on a spectacular display of shooting at the National Skeet Championships, held in Dallas, Texas. The service teams competed in the All Gauge Military Skeet Shoot.

Individual Service Skeet Champion is C. B. Jones, TS, USAF, Hensley Field, Tex. Runner-up was Glen Van Buren, SS USAF, Carswell Field, Texas. Third place winner was Lon A. Walton, TS, USMC, MSD, Norfolk, Va.

The winning teams by classes are: Class AA—USAF Carswell Field, Fort Worth Texas; Class A—USAF Maxwell Field, Ala.; Class B—NAS Norfolk, Va.; Class C—NAS Oceana, Va.



REDWOOD ENTRANCE, new lighting and sprinkler systems have been installed at Mare Island's completely reconditioned Morton Athletic Field.

SIDELINE STRATEGY

Although it's talking out of season to mention baseball in the midst of oven-hot gridirons, we cannot help but indulge in a reminiscence of one of the Quantico Marines' most dazzling diamond didos of the past summer.

The situation was this: Playing on their home field, the Marines came to bat in the last of the ninth trailing by two runs. Three walks and a pair of singles paid off to tie the tally at 6-6. Two men went out but the bases became loaded. The potential third-out batsman stepped to the plate. Mike Ilitch, the leatherneck's shortstop, was on third. As the pitcher wound up for his first delivery, Mike took off like a nudist sitting on a hot waffle iron. When the dust settled, he had stolen home to win the contest 7-6.

Stealing home in any league is far from a common occurrence, but the robbery in this instance was a masterpiece of audacity. The losing team? The District of Columbia Police. Two days later the same marauding Marines put out the D. C. firemen 7-5.

* * *

When MCAS El Toro dropped its opening football game this season to AirPac, irate feminine fans could not restrain themselves. One determined lady invaded the circle of jubilant AirPackers, located the player who had

raised most havoc with El Toro, and delivered a well-placed kick to his shin-bone. Another AirPac backfield star was collared by an irate fan who snapped, "Young man, why aren't you overseas?"

* * *

Out in the west they still shoot straight, as is reaffirmed by a report from the 12th Naval District. Vice Admiral George D. Murray, usn, Commander Western Sea Frontier, is a handy man with shootin' irons—and woods. The Admiral teed off on the seventh hole of the San Francisco Golf Club course, watched the ball go all the way for a hole in one.

* * *

Even in football—which has not exactly been a static game in recent years—there is room for innovations. The pigskin squad at NAS Jacksonville has come up with what is described as the "funnel huddle." Players line up in a funnel or megaphone shaped formation, with the quarterback at the "talking end." Because of the position of each player in relation to the quarterback, they are supposed to hear more clearly when signals are called. Because the players "fall in" the huddle in relation to their playing position, the new formation is also supposed to reduce the time required to get into position and commence play.—Earl Smith, JOC, usn, ALL HANDS Sports Editor.



'Oh, I Wish I Was in Dixie'

USS *Dixie* (AD 14) is a ship that has filled many pages of her log book while anchored in foreign harbors, tending her flock of tin cans. Consequently, her crew has become proficient at making maximum use of any recreational facilities available. Now in Japanese waters, *Dixie* is again demonstrating how to keep morale high with a well-rounded sports and recreation program.

Boxing matches, deep sea fishing, sight-seeing tours, hunting trips, smokers and bingo games are provided for crew members during off duty hours. Crewmen respond enthusiastically to this program.

Probably the most ingenious form of recreation provided by *Dixie* is the "postman's holiday" cruise every Wednesday. Sailors pile aboard a former Japanese sea-going tug for a leisurely cruise to a beach 25 miles away. They are accompanied by voluminous quantities of beverages and sandwiches.

While the tug cruises lazily along, objects are hurled over the stern and sailors pot at them with pistols and carbines. Some men break out fishing gear while others go swimming. Unfortunately, the fishing isn't too good in the area, but this doesn't stop those enthusiasts who get a kick out of wetting a line.

For aspiring "Daniel Boones", hunting trips are organized. Twelve gauge shotguns and ammunition are provided, and the hunters trample the Japanese countryside in quest of quail, pheasant and ducks. The hunting is better than the fishing, and with a little persuasion a successful hunter can talk the ship's cook into preparing his game for him.

Dixie can round up a potent stable of boxers for matches with men from other U.S. ships, and with British, Australian, Dutch, and French sailors. Two of the 1950 All Navy boxing champs—Sam "The Assassin" Williams, SA, usn, the middleweight champ, and Jimmy Quinn, SN, usn, the flyweight titleholder—are in ship's company, and are two reasons why *Dixie* seldom comes out on the short end of a boxing card.

Every Tuesday night a giant bingo game is held on board *Dixie*, with large numbers of crewmen participating. Valuable prizes, in the form of merchandise, sustain interest in the game.—Felix B. Grosso, JO1, usn.

THE BULLETIN BOARD

New Law Will Increase Income Taxes for Most Naval Personnel

Most naval personnel can expect a larger bite out of their pay checks for income tax as a result of new legislation. A new law entitled "The Revenue Act of 1950" (Public Law 814, 81st Congress) has made a number of changes in the income tax laws affecting both individuals and corporations. Here are the principal items of the new law that affect service personnel:

- The income tax rates for all individuals have been increased, effective from 1 Oct 1950. The rate of increase is approximately 20 per cent on an annual basis. The administrative problems of applying this increased rate to specific income received after 1 Oct 1950 are obvious. Therefore, the law has increased the tax on 1950 taxable income by approximately five per cent in order to give effect to the annual increase for but one-fourth of a year. So, if the tax on your 1950 income would have been \$200 at the old rate, you can now expect it to be approximately \$210. However, in 1951 the same taxable income will cost you approximately \$240.

- It will not be necessary for you to amend a declaration of estimated tax you may have already filed simply because of the new increase in rates. You may pay any difference in tax when you file your final return after the close of the taxable year.

- You will "pay as you go" most of this tax increase by an increase in the withholding rates. The new law provides new withholding tax tables on all "wages" paid on and after 1 Oct 1950, and the rate of withholding has been increased from 15 to 18 per cent. If the disbursing officer has been withholding, for example, \$20.10 from your pay each month, starting 1 October he will be required to withhold \$24.20 each month.

- A new exemption is being allowed for members of the armed forces who serve in a "combat zone." After 24 June 1950, and prior to 1 Jan 1952, service personnel in enlisted grades and warrant ranks

(including commissioned warrant) may exclude from taxable income all active service pay for any month, any part of which they served in a "combat zone." Commissioned officers may exclude up to \$200 of active service pay for any month, any part of which they served in a "combat zone."

A person will "serve" whether his duty is under TAD orders or permanent change of station. A "combat zone" is such area as the President, by Executive Order, may prescribe. Korea and certain immediately adjacent waters are being included in the "combat zone," and personnel who have been in this area since 24 June 1950 will be entitled to the "combat zone exemption."

- Since 31 Oct 1950, disbursing officers have not withheld any income tax for any month, any part of which a member of the armed forces served in a "combat zone." In the case of an officer whose pay is \$500 for a month, during some part of which he served in a "combat zone," no withholding will be made for that month. However, since his exemption from tax for such month is limited to \$200, it will be necessary for the officer to pay any additional tax on the non-exempt \$300 directly to the Collector of Internal Revenue when he files his return.

- Income tax forms furnished to service personnel at the end of the year are required to show only the amount of taxable pay and the amount actually withheld during the year. The "combat zone" income will be excluded.

- Military and civilian personnel serving in a "possession of the United States" have previously enjoyed the benefit of excluding their salaries from their Federal income tax returns, provided certain percentage requirements were met. The new law eliminates this exemption by providing, in effect, that citizen employees of the United States Government on any of its agencies may no longer exclude their compensation for services performed in a "possession of the United States."

The elimination of this exemption is retroactive to 1 Jan 1950. Accordingly, since most U. S. personnel who have been in a "possession of the U. S." during 1950 have had no tax withheld from their pay while in such possession, and it will be necessary for them to make up a substantial amount of tax and pay it directly to the Collector of Internal Revenue when they file their final return for 1950.

- On and after 1 Jan 1951, the compensation for services of citizen employees of the United States in a "possession of the United States" will be subject to withholding at source in the same manner as that of employees serving in the United States.

More detailed information with respect to the provisions of the Revenue Act of 1950 will be contained in the Federal Income Tax Information Pamphlet, to be published by BuSanda in the near future. Specific inquiries on tax matters may be sent to the Professional Assistants Division, OB-1, Bureau of Supplies and Accounts, Department of the Navy, Washington 25, D. C.

Marine Organized Reserve Mobilized in Only 43 Days

Mobilization of all Organized Reserve ground units of the Marine Corps was completed in only 43 days.

Involved in the rapid return to active duty were 138 separate Organized Reserve units in 126 cities. Along with the male units were 13 attached platoons of women Reservists who also got back into full-time service. Male Reservists were sent initially to Camp Joseph H. Pendleton, Oceanside, Calif., and to Camp Lejeune, N. C. The lady Marines were deployed also to Camp Lejeune, and to San Francisco, Calif.

Volunteer Marine Reservists are also flocking into uniform, causing classification offices to work many hours overtime at the task of screening personnel as to training and capabilities.

New, Revised Edition of 'The Bluejackets' Manual' Now Available

An up-to-date, new edition of *The Bluejackets' Manual*—the 14th for this "Bible" of the Navy enlisted man—is now available at your Navy exchange.

Since the last edition was printed, in 1946, the Navy and its personnel have gone through many changes. Also, the 1946 edition followed closely the 1944 wartime edition.

Although the cover of the 1950 book is the same, the well-known *BJM* on the inside has been screened closely as to pertinent content. Gone from its pages are such items as boat drill and sailing, complicated navigation and communications procedures and a detailed description of ship's routine that never seemed to hold true on board Navy vessels.

Instead you'll find information on diesel landing craft and liberty boats, how to "navigate" in a general way without instruments and to communicate by easily available means and general information on shipboard life that could pertain to almost any vessel of the fleet.

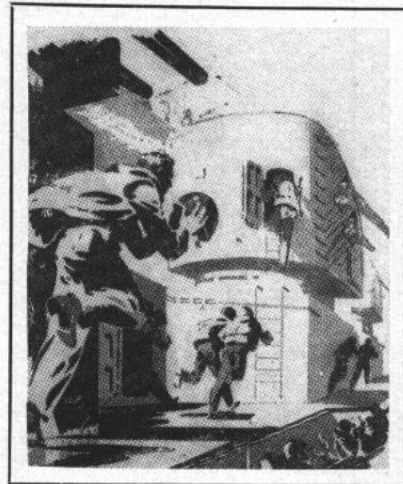
Ever since 1902 Navymen have had a *BJM* to guide them. The first edition of half a century ago was mainly for petty officers but today's 14th edition is more for non-rated men in general, including recruits and Reservists.

You can read over *BJM* with the thought in mind that you should be thoroughly familiar with everything in the book. The subjects were picked from NavPers 18068, the list of "Military Requirements for All Men in the Navy." As a further help,

the same list is reprinted in the *BJM* appendix.

With the principle in mind that the new *BJM* is for use as a general text for recruits at training centers and as a reference book for all enlisted men, the editors included many new features, such as the following:

- Questions at the end of each chapter pertaining to the subject. The answers are given in the appendix, enabling closer self-study.
- A lengthy list of books for further study.
- A chart showing standards by which enlisted personnel are marked for proficiency in rate, seamanship, mechanical ability, leadership and conduct.
- The complete list of "Military



pressed gases, machinery, electrical gear, aircraft and so forth.

- Uniforms and insignia are brought up to date with the many changes of the new rating structure and other smaller changes.

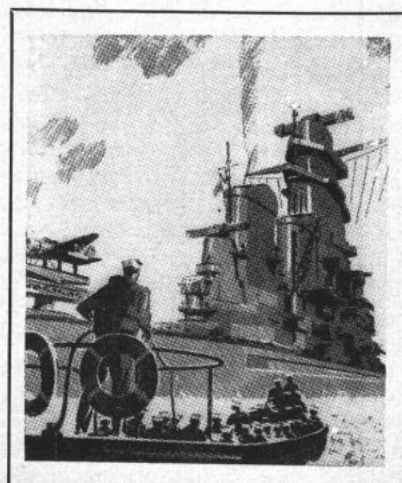
A section on pay accounts brings in the many changes of the Career Compensation Act of 1949.

Edited in the Training Publications Section of the Bureau of Naval Personnel, *The Bluejackets' Manual* is published by the U.S. Naval Institute, Annapolis, Md. Servicemen may buy it at Navy exchanges for about half the price outside bookstores will charge. The price to ordinary customers is \$3.00 per copy, whether bought at the bookstores or ordered from the U. S. Naval Institute, which will accept check or money order and pay the postage. Special price to Naval Institute members is \$2.40 per copy.



Requirements for All Enlisted Personnel in the Navy," with requirements for non-rated men printed in easily-read boldface.

- An expanded chapter on naval customs and courtesies.
- A completely new chapter on naval organization showing particularly the Navy's role in unification and its relation to the Department of Defense.
- A new chapter on awards and decorations. Previous editions of *BJM* devoted only one page to this subject.
- "Inspections and Care of Government Property" receives more space in a chapter on that subject.
- General roundup of safety precautions around ammunition, com-



PUC to Two Air Squadrons, Three Others Get NUC for Anti-Submarine Operations

Presidential Unit Citations were awarded to two aircraft squadrons and Navy Unit Commendations to three aircraft squadrons for World War II anti-submarine operations in the Atlantic.

PUCs were given to:

- *Patrol Squadron 83 (later Bombing Squadron 107)*—For action against enemy forces in Atlantic waters during the periods January through April 1943, July through February 1944, and for the month of September 1944. During this time VP-83 sank one Italian and six German submarines, played a major role in sinking a seventh German submarine and an armed German blockade runner, and assisted in destroying an eighth German U-boat.

- *Patrol Squadron 84*—For action against enemy forces in Atlantic waters from 1 Nov. 1942 to 30 June 1943, during which time the squadron sank six enemy German submarines and played an important role in the development of Iceland air bases.

NUCs were given to:

- *Patrol Squadron 32*—For action against enemy forces in Atlantic waters off Cuba from 1 to 31 July 1943, in 13 days of which three enemy submarines were sunk.

- *Patrol Squadron 82 (later Bombing Squadron 123)*—For action against enemy forces in Atlantic waters off Newfoundland from 15 January to 10 June 1942 and during the month of April 1943. The squadron sank three enemy German submarines.

- *Patrol Squadron 103 (later Bombing Squadron 103)*—For action against enemy forces in Atlantic waters off England from 1 Nov 1943 to Jan 1944, and from 1 Mar to 30 Apr 1945, in which four enemy German submarines were sunk and an assist was given in the sinking of a fifth.

Personnel attached to and serving with the squadrons during the designated periods are authorized to wear the proper ribbon. The Bureau of Naval Personnel will issue individual authorization to all eligible personnel without further action on their part.

ARMED FORCES LIBERTY PASS		SERVICE	DATE ISSUED
LAST NAME	FIRST NAME	MIDDLE INITIAL	CARD NO.
SERVICE NUMBER		GRADE	RATE
ORGANIZATION	INSTALLATION		BASE
TIME LIMITS			
SIGNATURE AND GRADE OF ISSUING OFFICER			
DD EXPERIMENTAL FORM DRAFT 1 FEBRUARY 1950			

New Liberty Pass

Naval Personnel Will Get Armed Forces Liberty Pass

Gone are the days when you will get a different style liberty card at each new duty station.

Soon all Navy men as well as other members of the armed forces will be issued one standard card for use wherever they are stationed, in Portland Me., or Portland, Ore.

The new liberty card will come in five assorted colors—red, blue, green, salmon and yellow—and will be distributed in mid-1951 when the current stocks of old-type liberty cards have been used up.

At the present time, the Navy has 1,000,000 old-type cards which it wants to use up before the new Department of Defense card goes into circulation. Incidentally, the remaining Navy cards are in the above five colors also—a different color for each liberty section.

Shown above is an illustration of the forthcoming "Armed Forces Liberty Pass." The card measures 3½ by 2½ inches—just the size to fit in your wallet.

New Sanitation Course Open to Qualified EMs

Environmental Sanitation Technique is a new course at the Naval Hospital, Oakland, Calif., for enlisted Hospital Corps personnel.

The next class begins 1 Feb 1951, the first class having convened 1 Nov 1950. New classes convene every two months, but the course is four months long and covers 640 hours of instruction.

Designed to give instruction in controlling and eliminating health hazards in the environment, the course covers such subjects as administration and organization, bacteriology and immunology, epidemiology and entomology, vital statistics, and military sanitation.

Four Enlisted Men Awarded The Navy and Marine Corps Medal for Heroic Actions

Navy and Marine Corps Medals have been awarded to four Navy enlisted men for life-saving and rescue efforts. They are:

- Joseph E. Frederick, AO1, USNR—Hearing a splash between the hull of *uss Sea Leopard* (SS 483) and the pier, Frederick plunged over the side in the darkness, repeatedly dived to locate what he suspected to be a victim of a fall from the pier. He finally located the unconscious man beneath the surface, assisted in getting him on board and applied artificial respiration. The man lived.

- Paul D. Pollakis, AN, USN—When a plane crashed at NAS Quonset Point, R. I., and caught fire, Pollakis saw one of the fire fighters become engulfed in flames and start running in a panic-stricken manner. He downed the man with a flying tackle, smothered the fire with his body and the foam mixture on the ground.

- Stanley E. Steen, AN, USN—When a 500-pound hatch on *uss Kearsarge* (CV 33) came loose from its moorings and trapped a man beneath it, Steen single-handedly retarded the falling hatch and enabled the shipmate to escape unhurt. Two of his fingers were badly mutilated while doing it.

- J. B. Taylor, BM2, USN—When *uss Saufley* (DDE 465) went to the rescue of a survivor of a plane crash, Taylor swam through shark-infested water to recover the man. Rifle fire from his shipmates warded off a shark which had partially bitten off the left shoulder of the victim of the crash. Taylor succeeded in bringing the man to safety.



"There isn't another seat on the bus."

New System of Priorities Is Listed for Travel in MSTs Vessels

A new system of priorities for travel on vessels of the Military Sea Transportation Service is set forth in a set of regulations approved by the Joint Chiefs of Staff.

All authorizations for MSTs transportation, the regulations state, are made by the Departments of the Army, Navy and Air Force and also the Coast Guard, with a Joint Military Transportation Committee handling cases which do not come specifically within the primary interest of one of the services.

The regulations point out that the Commander MSTs is not concerned with making the authorizations—a fact which is not generally understood, as indicated by the number of requests by individuals forwarded to MSTs. "His responsibility for passengers," the regulations state in referring to the Commander MSTs, "shall commence upon embarkation and shall terminate upon disembarkation."

As noted in a previous issue of ALL HANDS (September 1950, p. 55), requests for military transportation which are not submitted through the normal chain of command should be addressed to: Chief of Naval Personnel, Transportation Division, Department of the Navy, Washington 25, D. C. Marine Corps personnel should submit their requests to: Commandant, U.S. Marine Corps, Washington 25, D. C. In general, most of the requests made by individuals and not

First Purple Hearts Given in U. S. for Korean Action

The first Purple Heart medals to be presented in the U. S. to casualties of the Korean war were awarded to 120 Army, Navy and Marine Corps combat veterans in special ceremonies at U. S. Naval Hospital, Oakland, Calif.

One award was posthumous in the name of CPL Daniel A. Harvey, 19-year-old Marine who died at the hospital the night before presentation ceremonies.

through the normal chain of command are in connection with transportation arrangements for servicemen on leave, for dependents, and for retired personnel.

The new regulations are mainly concerned with establishing a more complete system of categories of persons eligible to travel on vessels of the Military Sea Transportation Service. Spaces are assigned by the department concerned on the basis of military necessity in the cases of space requirement traffic or on a basis of space left over after military necessities are fulfilled in the case of space available traffic.

There are two types of MSTs transportation: "Space Requirement Travel" which includes six categories of passengers, and "Space Available

Travel" which comprises another 13 categories space for which may be assigned if not needed for the accommodation of space requirement passengers and would otherwise sail unused.

Here is the list of categories, with the term "personnel of the Department of Defense" including personnel of the Coast Guard as well as the other services:

Space Requirement Travel:

Category 1. Military personnel of the Department of Defense on active duty traveling under permanent change of station or temporary duty orders, or in an emergency leave status.

2. Civilian personnel of the Department of Defense traveling under permanent change of station, temporary duty or emergency leave orders.

3. Members of Congress traveling on official business at the request of and subject to such controls as may be prescribed by the chairman of the committee on which the member of Congress is serving.

4. Dependents of military and civilian personnel of the Department of Defense when traveling under permanent change of station orders or travel authorizations in connection with permanent change of station.

5. Red Cross personnel on duty with the armed forces in time of war or in time of emergency as declared by the President and traveling under orders of the sponsoring department.

6. Dependents of military and civilian personnel of the Department of Defense stationed overseas when such dependents are traveling to or from the U.S. for the purpose of attending school, not to exceed one round trip per year.

Space Available Travel:

(The order of the various categories listed here is in normal order except as it may be changed by the sponsoring department for special reasons. The priority of travel within each category of "space available basis" personnel is established by the sponsoring department.)

Category 7. Members of Congress when traveling on other than official business, and also dependents accompanying a member of Congress,

Visit to a Sugar Mill in Hawaii Is Sweet Liberty

One of the many interesting ways to spend a liberty in Hawaii is to visit a mill where tall, green cane stalks are transformed into sugar.

A group of sailors from NAS Barber's Point, Oahu, T.H., spent the day tracing the evolution of a grain of sugar from the field into the sack. Big harvesting machines chopped the cane from the fields, and trucks hauled it to the mill, where it was placed on a conveyor belt.

Traveling on the belt, the cane was washed, chopped into fine particles, then fed into huge crushers and rollers that extracted all the juice.

The sailors next watched the

juice go through a series of cleaning operations.

Final stage of the operation was placing the massecuite in a centrifugal machine which "spin dried" it in much the same manner as automatic washing machines remove water from clothing. This procedure removed the molasses, which is used for stock feed, fertilizer and in the manufacture of alcohol. The raw sugar, similar to the brown sugar used in kitchens, was then bagged for shipment to California refineries, where it will be further processed into the gleaming white crystals you use in your cup of joe.—W.C.C. Johnson, JOC, USN.

whether the congressman is on official business or not.

8. Employees of the Coast and Geodetic Survey and the Public Health Service traveling under permanent change of station or temporary duty orders, and also their dependents when permanent change of stations orders are carried out.

9. Military personnel of the Department of Defense whose permanent stations are outside the continental limits of the U.S. when traveling in an ordinary leave status and their dependents when accompanying them. Also civilian personnel of the Department of Defense and their dependents when travel is in connection with contract renewal.

10. Dependents of military personnel of the Department of Defense traveling on temporary duty orders or temporary additional duty orders involving duty for a period of not less than six months. Exceptions may be granted only at the direction of the Secretaries of the Departments.

11. Dependents of military personnel stationed overseas, traveling on other than permanent change of station orders and accompanied by the serviceman on whom they are dependent, for transportation to and from a U.S. port, or to and from an overseas port in the same or adjacent overseas command.

12. Military personnel of the Department of Defense whose permanent station is within the continental limits of the U.S., traveling on leave status with their dependents in company.

13. Military personnel on the retired lists of the departments who are receiving retirement pay and not traveling pursuant to their retired orders, and their accompanying dependents.

14. Officials and employees of government agencies other than the Department of Defense, except as provided for in other categories. They must be traveling under permanent change of station or temporary duty orders. Dependents of the official may travel in this category only on permanent change of station orders issued to the official and must pay for the transportation and applicable taxes. Further limitations are listed in category 20.

15. Employees of the Panama Canal and their dependents may be

HOW DID IT START

Boatswain's Pipe

One of the oldest and most distinctive pieces of personal nautical equipment is the boatswain's pipe.

In the days of antiquity, a pipe or flute was used by Greek and Roman galley navigators to set and keep the stroke of slave oarsmen.

In the early navy of England, the pipe became a badge of office and of honor. The Lord High Admiral wore a gold pipe on a golden chain around his neck. Other commanders took to wearing a silver pipe, or "whistle of command," which was used to call attention to orders about to be passed, or to salute ranking officers and distinguished personages. Later, the pipe became the distinguished emblem of the boatswain and his mates.

Used for passing orders or "winding calls," and for ceremonies such as piping

officers over the side, the boatswain's pipe or "call" with its many combinations of trills, peeps and blasts is one of the most familiar items of today's shipboard routine.



transported between the U.S. and the Canal Zone, subject to existing and future reciprocal agreements.

16. Commercial passengers to and from Guam, subject to regulations prescribed by sponsoring departments, may be transported on a revenue basis plus applicable taxes, and further subject to the limitations of category 20 below.

17. Secretaries of the Army and Navy Department of the Young Men's Christian Association traveling on orders of the sponsoring department.

18. Members and employees of the Hawaiian and Puerto Rican governments traveling on official business. They must pay for their transportation and applicable taxes and are further subject to the limitations of category 20 below.

19. Any person may be authorized to travel on a space available basis on an MSTS vessel by one of the departments in an emergency involving catastrophe or for humanitarian considerations of loss of life, when other means of transportation are not available, feasible or adequate.

20. Only under unusual circumstances and subject to provisions as listed in the categories may commercial passengers not specifically mentioned in previous categories be authorized for MSTS travel. Instructions pertaining to applications and

authorizations for transportation for commercial passengers will be prescribed by the individual departments. In addition to these specific instructions, prospective commercial passengers must submit substantial proof that commercial service is not available. Revenue fares and taxes, payable in U.S. currency, must be assessed for all commercial travel.

CPO Commended by Army For Signal Corps Work

Proof that armed services cooperation is on a working basis can be supplied by a Navy chief petty officer who has been awarded an Army commendation.

When the Army Signal Corps prepared to conduct a series of tests in the Bahama Islands, they required the assistance of a skilled balloon operator. The Navy loaned them Gerard Molina Jr., AMC, of Naval Air Station, Lakehurst, N. J.

Shortly after conclusion of the tests the Army was prompt to reward Chief Molina for his services with a commendation, for "he not only performed his duties in an excellent manner, but also displayed outstanding qualities of leadership, adaptability, loyalty and perseverance."

Safeguarding Security Is Vitally Important to Navy and to You

Can you keep a secret?

With men dying in Korea, it's more important than ever that the Navy's secrets remain just that—secret.

There is a word for keeping secret. That word is *security*. Safeguarding security means that as a Navy man you give away no information which might possibly be of help to the enemy.

Security is important to the Navy. By keeping the development of new weapons quiet and by not talking about the movement of ships to the forward areas, the Navy can spring surprises on the enemy—big surprises that can lead to victory.

Safeguarding security is also important to you. So important it could mean life or death. Your loose tongue—or somebody else's—could send your ship to the bottom of the ocean. There were times during World War II when nazi submarines seemed to know exactly where to find vulnerable allied convoys. It probably wasn't just luck. Somebody blabbed.

Security depends on you—it depends on you and on every other man in the Navy. If one sailor talks to the wrong person at the right time

about the wrong thing, security is breached. *Once is all it takes.*

It's up to you and your shipmates to watch what you say and to be careful what you write in your letters home. If you are in an aircraft carrier, the North Koreans would like to know how many fighter planes you have aboard. If you are in a transport, they would like to find out how many marines you have aboard. If you are in an LST, they would turn somersaults to discover how many tanks you're carrying.

Don't tell them. Let 'em guess. Develop what President Franklin Roosevelt used to call a "zipper lip." And then keep it zipped shut at the right times.

To know what you should say and what you shouldn't say, you should be familiar with existing security regulations. It's up to you to know what is secret and what isn't, what you can talk about and what you had better be quiet about.

One other point: thus far the Navy has not found it necessary to clamp on tight censorship regulations such as it did in World War II. These measures included censorship of personal letters, prohibition of cameras

aboard ship and a rule against keeping any kind of personal diary.

But the fact that these regulations have not been applied to date does not mean that you are any less responsible for keeping *all* classified information to yourself. Actually, you are more responsible than ever. Censorship is voluntary.

That means you must practice what they call "security at the source." The source, of course, is you. Don't talk to *anyone* outside the Navy about things which you know to be classified. To help you recognize classified material, here is a check-off list for information concerning preparations for war:

- **Troops**—Button your lip about the location or movement of troops and the type of weapons with which they are armed. If you see a trainload of service men moving west, keep that information to yourself.

- **Harbors, ships and cargoes** — Mum's the word on the location, destination or cargo of any U. S., Allied or neutral vessels. Ditto for any information about a transport, convoy, harbor defense or mine field, construction of new ships, launchings, sinkings or damage to ships. Many's the time during World War II the Japs and Nazis didn't know whether they damaged a ship badly or not—because we weren't talking.

- **Aircraft**—Steer the conversation away from production figures on aircraft, location, destination or time of departure of aircraft units or troop or material movements by air. Furthermore, if you know that an F9F can climb to 40,000 feet, don't let the enemy know it too.

- **Fortifications** — No spikka da English about anti-aircraft installations, locations of bomb shelters or location and description of camouflaged war plants or military installations, especially those outside the U. S.

- **Production** — Don't give away any figures on production which you might have learned before (or after) you came in the Navy. The enemy, for example, would like to know how many tanks the Detroit tank arsenal can produce each week. If you once worked there and know, don't tell.

- **Weather**—Don't pass out free

WAY BACK WHEN

Navy Pay

Under the pay scale of today's Navy, a seaman recruit who has served but 30 days is entitled to as much base pay as was a captain of the original "new" Navy of 156 years ago—\$75 per month.

To protect our commerce at sea, an Act of Congress (27 Mar 1794) authorized the

building and manning of six frigates. The act contained only nine sections, three of which had to do with pay and subsistence and allowed that the monthly pay of commissioned and warrant officers and enlisted personnel should be as follows:

Captains, \$75; surgeons, \$50; lieutenants, chaplains, sailing masters, and pursers, \$40; surgeons' mates, \$30; lieutenants of marines, \$26; boatswains, gunners, sailmakers, and carpenters, \$14.

Petty officers, midshipmen, seamen, ordinary seamen, and marines would receive pay as fixed by the President, "provided that the whole sum to be given for the whole pay of aforesaid shall not exceed \$27,000 per month."

When it is considered that the six vessels involved in the original law were authorized a total complement of close to 2,000 enlisted personnel, it can readily be seen that the financial lot of the petty officer or seaman was anything but lucrative.



dope on the weather either, especially if you know more about it than the town weatherman. Good weather often means lots of air activity—don't tip off the enemy.

• **Rumors**—Although rumors come as naturally to a Navy man as a cup of hot joe on a cold evening, don't pass along stories you know to be untrue. It does no good. It can do a lot of harm to morale. It can lead to an enemy agent picking up a clue which will put him on the track of something good—for him.

The above subjects are the ones you shouldn't talk about. There are many things concerning the Navy that you are perfectly free to talk about. Practicing security doesn't mean that you can't tell people about the Navy—the outfit you work for.

Practicing security properly means only that you can't tell people about such activities of the Navy as those covered in the above list. Keep the conversation away from the facts and figures covered above and the enemy will have slim pickings.

When in doubt, *tell 'em nothin'.*

Two Special Short Courses Offered at Carlisle School

Two special short courses in public information and armed forces information and education are being conducted at the Armed Forces Information School, Carlisle, Pa.

First of these courses began on 1 Nov 1950 and will run through 13 Dec 1950. The second of these courses begins 10 Jan 1951 and closes on 21 Feb 1951. Especially designed to meet the needs of Reserve officers ordered to active duty public information and information and education billets, these courses will run concurrently with the regular 14-week-long courses for officers.

The directive, BuPers Circ. Ltr. 151-50 (NDB, 15 Sept 1950), also announced a change in the regular courses at the school. The 3 Jan 1951 regular officer courses are cancelled, and the convening date of 3 Jan 1951 for the regular enlisted courses is being changed to 10 Jan 1951. This modification of class schedules is being made to allow the Armed Forces Information School to move to a new location during the period 21 Feb 1951–15 Apr 1951.

No Waivers for LTA Pilots Assigned to HTA Training

All officers desiring assignment to heavier-than-air flight training are required to meet all the eligibility requirements established by BuPers Circ. Ltr. 209-47 (NDB 47-1027).

Previously, certain of the requirements established by this directive were waived in cases involving lighter-than-air pilots who desired to qualify as heavier-than-air pilots. Henceforth, LTA pilots requesting HTA training must meet the same requirements established for non-aviators.

This change in policy was announced by BuPers Circ. Ltr. 147-50 (NDB 15 Sept 1950).

Certain Officers Will Be Considered for Permanent

Certain officers commissioned from aviation-midshipman and NROTC-college status are to be considered for retention as permanent officers of the Regular Navy.

Selection boards, convening on 1 Apr 1951, will consider the following category of officers for retention:

- Aviation-midshipman — officers who accepted appointments in the Regular Navy in the calendar year 1950. The retention of officers commissioned from this status will be governed by BuPers Circ. Ltr. 174-48 (AS&SL July-Dec 1948), in respect to request for retention and termination of regular commissions.

- NROTC and college graduates — officers who accepted appointment in the Regular Navy during the calendar year 1948. The retention of officers commissioned from these sources will be governed by BuPers Circ. Ltr. 162-49 (NDB 15 Oct 1949) in the same manner as that specified for officers appointed in 1947, in respect to request for retention and termination of regular commissions.

Officers procured from the sources mentioned who are not retained as permanent officers, and whose regular commissions are terminated, will be commissioned in the Naval Reserve. They will not be released to inactive duty if conditions at the time dictate otherwise.

Personnel Ordered to Duty For More Than 30 Days Credited for Travel Time

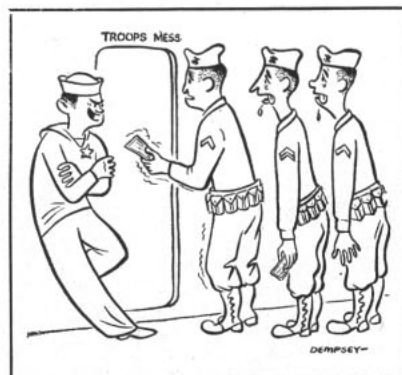
Of benefit to Reservists and retired personnel called or ordered to active duty for more than 30 days, a new executive order from the President authorizes the services to provide pay and allowances during travel time from home to the first duty station and from the last duty station to home.

Orders to personnel affected by the directive might send them either home after the physical examination or directly to a duty station. If public transportation is used, the travel time to be included as active duty will be based upon existing transportation schedules.

Travel by "private conveyance"—automobiles, for example—can be specifically authorized in the orders if the period of active duty is to be 90 days or more. In this case, travel time is computed on the basis of one day for each 300 miles and also one day for each fraction of 300 miles in excess of 150 miles. Only the time actually traveling, not to exceed the authorized period, is allowable as active duty time.

The regulations apply to orders issued on or after 1 Sept 1950 and also to orders issued before that date if the travel began on or after 1 September.

Detailed administrative directions can be found in Alnav 91-50 (NDB, 15 Sept 1950). "Unless the orders provide otherwise," the Alnav states, "members ordered to active duty will be considered to have been ordered to such duty for a period of at least 90 days."



"Haven't I seen your smiling face on a main gate some place?"

USNRs Called to Service May Compete in January for Rating Advancement

Eligible Reservists recalled to active duty may compete in the next service-wide examinations for advancement to pay grades E-4, E-5, and E-6, according to a new directive, BuPers Circ. Ltr. 150-50 (NDB, 15 Sept 1950).

A method for determining the eligibility for promotion of recalled enlisted Reservists is outlined in BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). BuPers has granted authority for eligible Reservists to take the appropriate examination being given to general service personnel.

Because special examinations for the emergency service ratings will not be available in the immediate future, Reservists holding emergency service rates will be permitted to take the examination for the general service rate from which their emergency service rate stems. When men holding emergency service rates are given the general service exam they will be instructed to first answer the questions that pertain to their specialized rating, then answer the other questions of the examination. When their papers are graded at the Naval Examining Center only the items applicable to the emergency service rate will be considered in compiling the examination score.

Reservists in emergency service rates which are the same as the general service rate will be given the regular examination given for general service rates, and will be scored on all items.

The directive emphasizes that the above procedure will be used only for the forthcoming exams for promotion to pay grades E-4, E-5, and E-6, which are being held on specified



"Must be one of them floating islands we heard about."

days in January 1951. Subsequent examinations will be constructed in such a manner as to identify the questions which emergency service personnel will be responsible for answering, and will more fully cover the requirements of all emergency service ratings that stem from general service ratings.

New Gyro Compass Course Open to Qualified POs

The Interior Communication Electrician Class B School, Washington, D. C., will soon begin a new course of instruction in the maintenance of gyro compasses and associated equipment.

The course is especially designed to provide additional training on gyros assisting them to qualify for service and advancement. Twelve weeks in length, the course will be convened every 14 weeks after the commencing date.

Quotas for the new course are allocated to Commander Service Force, Atlantic and Pacific Fleets. ComServLant is allotted a quota of seven for each class, and ComServPac a quota of three. Candidates will be returned to their original duty station upon completion of the course.

An eligibility requirement for interested candidates is they must have 18 months' obligated service when enrolled in the course. Eligible personnel include interior communication electrician's mates second class and above, plus those IC3s and EM3s who have served for a minimum of one year in rate.

Officers and Certain EMs Are Eligible to Attend School of Naval Justice

All officers and some enlisted personnel performing administrative duties are eligible to attend the U.S. Naval School, Naval Justice, Naval Base, Newport, R.I.

Courses for both officers and enlisted personnel are seven weeks long. Yeomen, hospitalmen, personnelmen and other enlisted ratings commonly assigned to administrative duties may take a legal training course which, with some exceptions, is almost the same as that for officers.

The regular naval justice course for officers includes these subjects:

- Introduction to naval law (history, concepts and policies).
- Disciplinary powers of a commanding officer.
- Elements of offense and drafting of charges and specifications (equivalent to the law school course in criminal law but emphasizing naval offenses).
- Pre-trial duties, trial procedure and review of courts-martial.
- Rules of evidence (equivalent to law school course in evidence but emphasizing criminal evidence).
- Naval fact-finding bodies, and determination of misconduct and line of duty.
- Administrative matters related to discipline.
- Moot courts (actual experience in conducting courts-martial by means of the practice court).

Navy Wives Clubs Hold Annual Convention

Navy wives from all over the country converged on Bremerton, Wash., for the 12th National Convention of the Navy Wives Clubs of America. A trophy was awarded the club having accomplished the most outstanding work.

The organization states it has 109 chartered clubs, including some located in Hawaii, Panama, Newfoundland and the Philippines. Membership in the organization is open to wives of men in the Navy, Marine Corps, and Coast Guard, both Regular and Reserve.



"Hey striker! Strike me a match."

Navy Civilian Technicians Will Wear Uniforms With Emblem on Left Breast

A new directive authorizes civilian technicians serving with the Navy to wear uniforms that, except for insignia, are the same as an officer's outfit.

For the most part, the uniforms will be worn by expert field engineers and scientists sent to Navy ships and shore bases by commercial companies to iron out difficulties the Navy is having with their equipment. Their most noticeable insignia, an embroidered badge about three inches square which shows an eagle and the words "U. S. Technician," will be worn on the left breast pocket of coats and khaki shirts.

The uniform will be the same as a commissioned naval officer's with the exception that no distinctive rank, corps device or other naval insignia will be worn. Plain buttons of the same size and color of naval officers' uniforms will be worn on the coats.

Here are the various insignia to watch for:

- Cap insignia—Gilt badge one-and-a-half inches wide and one-and-seven-eighths inches high bearing the words "U.S. Technician," worn on the band of the combination cap with a plain black strap and plain gilt buttons.

- Breast insignia—An embroidered badge three-and-a-quarter inches square. An eagle is shown clutching a group of tools in one claw and an olive branch in the other. The design and the words "U.S. Technician" are white on blue coats and blue on other coats and khaki shirts, on a background the same color as the coat or shirt.

- Collar insignia—Gilt pin five-eighths of an inch wide and three-quarters of an inch high bearing the inscription "U.S. Technician," for wear on both sides of the khaki shirt collar.

- Garrison cap insignia—Same gilt pin as that worn on the collar. On the garrison cap it is worn on the left side only.

As announced in BuPers Circ. Ltr. 142-50 (NDB, 31 Aug 1950), the uniform will be of benefit in establishing the technician's status in event of capture by an enemy, will provide ready identification as con-



CIVILIANS serving with the Navy as expert technicians will wear this device on officer-type uniforms.

tractors' representative at naval activities, and will assist area commanders and commanding officers in their control over them.

The wearing of this uniform is limited to individuals authorized and designated by the Chief of Naval Operations.

Release for Enlisted USNRs With 4 or More Dependents

Enlisted Naval Reservists, except Fleet Reservists, who were involuntarily recalled to active duty and have four or more dependents may now be released to inactive duty or discharged upon their own request.

Requests for such release or discharge must be originated by 1 Jan 1951, states Alnav 104-50 (NDB, 30 Sept 1950), which provides information and authority for action on this matter. On 1 Jan 1951 the release privilege will be withdrawn and the Alnav cancelled.

Requests may be forwarded to the Chief of Naval Personnel (Attn: Pers-E3). COs' endorsements must verify dependency of wife and children established by a check of the beneficiary slip. Regarding dependency of parents, the parent concerned must provide a notarized affidavit certifying dependency on serviceman for more than one-half of his or her support. This affidavit must accompany the request for release or discharge. "Dependents" will be as defined in Alnav 93-50 (NDB, 15 Sept 1950).

Further recall to active duty of personnel in the category mentioned in Alnav 104-50 has been suspended.

Navy Enlisted Personnel Eligible to Compete for Coast Guard Appointment

Enlisted personnel of the Navy are again eligible to compete for appointment to the U.S. Coast Guard Academy.

Nation-wide competitive examinations for appointment to the Academy will take place on 19 and 20 Feb 1951.

To qualify for nomination a candidate must meet these basic requirements: (1) Be not less than 17 or more than 22 years of age on 1 July 1951; (2) Be at least a high school graduate; (3) Be unmarried; (4) Have the following credits, either in high school or college—Algebra 2, Plane Geometry 1, English 3, Physics 1, other optional credits 8; (5) Be at least five feet, six inches in height with a vision of 20/20 uncorrected in each eye and otherwise in excellent physical condition. No waivers of any requirement will be granted.

Descriptive literature concerning the Academy and application forms may be obtained by writing direct to the Commandant (PTP), U.S. Coast Guard, Washington 25, D.C. Completed applications should be sent to the same address, via official channels. Upon submission of applications and supporting papers, applicants will be notified through their COs of their acceptance or rejections. Completed applications must be postmarked not later than 15 Jan 1951.

All Navy enlisted men successful in obtaining an appointment to the Coast Guard Academy may be discharged from the Navy to accept it.



"But yesterday at quarters you said we'd have a field day."

EMs With More than 3 Years' Service Will Get Clothing Allowance Boost

Navy men who have more than three years in the service will get a small increase in their clothing allowance as the result of a change in the Navy's clothing regulations for enlisted personnel.

On the other hand, recruits and enlisted men with less than three years of service will take a slight cut in the amount they are allotted to purchase and maintain their uniforms.

Instead of an initial clothing allowance of \$145.70 which he would have received under the former cash clothing allowance rules, the new recruit will now get only \$118.35 for the purchase of his first full "bag."

To make up most of this difference, however, the new regulations provide that the new recruit will immediately become eligible to draw a monthly clothing maintenance allowance. Formerly, each recruit was obliged to wait six months before he could draw a clothing maintenance allowance.

The old clothing maintenance allowance, called the "Quarterly Clothing Maintenance Allowance," has been completely eliminated and two new allowances put in its place.

The new allowances are the "Basic Clothing Maintenance Allowance" (slightly less than the old quarterly allowance) and the "Standard Clothing Maintenance Allowance" (slightly more than the quarterly allowance).

Here, briefly, are the new categories of cash clothing allowances with an explanation of who is eligible for each:

Initial Clothing Allowance

This amounts to \$118.35 for all enlisted men and goes to all recruits upon first enlistment in the Regular Navy, or to veteran Navy men who



"Checkers, checkers! Is that the only thing you know how to play?"

reenlist after they have been out of the Navy for a period of at least three months.

Naval Reservists are eligible for this initial cash allowance if they are ordered to active duty in excess of six months (provided they haven't just been released from the Regular Navy or extended active or training duty).

Reservists who are ordered to extended training duty (over six months) are also eligible for this cash allowance (only one such entitlement, however, for each enlistment). Retired enlisted men such as Fleet Reservists will also get an initial cash amount for uniforms if and when they should be recalled to active duty, if they have been on inactive duty for at least three months.

In most cases, the enlisted man will see very little if any of this money. Most of it will be used up to pay for clothing issued to him at the beginning of his basic training (for a

recruit) or receiving station (for a man recalled to active duty). Any cash which remains will be paid the individual upon the completion of this "initial training period."

Enlisted women will receive an initial clothing allowance of \$252.10. This cash allowance will come in two parts—\$25 payable in cash immediately upon the beginning of recruit training for the purchase of underclothing and personal items; the remainder payable (after deductions for clothing issued) upon completion of their "initial training period."

Basic Clothing Maintenance Allowance

This amounts to \$3.60 a month for enlisted men up to the rating of chief petty officer, \$4.50 a month for enlisted women and \$6 a month for all chief petty officers.

Except for chief petty officers this allowance commences upon the beginning of an individual's enlistment and continues until the completion of three full years of active service.

Standard Clothing Maintenance Allowance

This allowance, together with the Basic Clothing Maintenance Allowance (above) takes the place of the old "Quarterly Clothing Maintenance Allowance" and provides for the cash an enlisted man needs to replace his uniform as it wears out.

It amounts to \$4.20 a month for enlisted men up to the rate of chief petty officer, \$6 a month for enlisted women and \$6.60 a month for all chief petty officers. This scale is slightly higher than the old quarterly allowance.

An individual becomes eligible for the standard allowance after he has completed three years of service from the time he last received an "initial" clothing allowance. He then continues to draw this clothing allowance each month as long as he remains on active duty (in an enlisted status).

Special Initial Clothing Allowance

In addition to the above regular types of clothing allowance provided in the new regulations, there are two others—both for special categories of enlisted personnel who are required to have other kinds of clothing.

Chief petty officers are in this category. When a man makes chief he must outfit himself in chief's clothing

Here's what you are now drawing in the way of clothing allowance under the Navy's new cash clothing allowance regulations:

	Initial Clothing Allowance	Basic Clothing Maintenance Allowance (per month)	Standard Clothing Maintenance Allowance (per month)	Special Initial Clothing Allowance
Enlisted men	\$118.35	\$3.60	\$4.20
Enlisted women	\$252.10	\$4.50	\$6.00
CPOs	\$6.00	\$6.60	\$300 \$250 \$148.45*

* Depending upon number of days elapsed since enlistment or reporting for active duty.

so he gets a special allowance for that purpose. This amount ranges from \$148.45 to \$300 depending upon how long a time has elapsed since the individual received another type of clothing allowance.

- If the enlisted man advances to chief petty officer within 30 days from the date of last enlistment or reporting for active duty (when he got an initial clothing allowance), he gets \$148.45.

- If he advances to chief petty officer between 30 and 90 days from the date of last enlistment or reporting for active duty, he gets \$250.

- If he enlists as a chief petty officer subsequent to three months from the date of last discharge, he is entitled to \$300.

Other enlisted men, such as members of the Navy and Naval Academy bands, the Insular Force of the Navy, and the famous skirted Samoan Native Guard and Band—also get a special initial clothing allowance and sometimes an increased clothing maintenance allowance as well.

Enlisted men of the Naval Reserve (inactive) are also entitled to a special initial clothing allowance when they make chief. For them, this allowance amounts to \$150. Should they go on active duty with the Regular Navy, however, these Reserve chiefs will get an additional \$150.

Special Supplementary Clothing Allowance

Additional clothing allowances are granted to personnel who are required to have other special items of clothing.

A recent directive, Alnav 78-50 (NDB, 15 Aug 1950), which clarifies some of the provisions of the Navy's new uniform allowance code states that all enlisted men last entitled to an initial clothing maintenance allowance of \$151.55 or \$118.35 will now draw the new basic uniform maintenance allowances without waiting for six months.

Two New Courses Now Available for Training

The following new Navy training courses are now available:
Steward 1 and Chief

NavPers 10695
Radioman 3 and 2
NavPers 10228

HOW DID IT START

The A, B, C, D of the Navy



The Civil War introduced many new ideas in naval construction and ordnance. These ideas were developed by all nations except the U.S. which for about 20 years

following the war did not build any new ships.

The wooden hulls of the Civil War ironclads had rotted, leaving the Navy with nothing but worm-eaten relics. The shadow of neglect had almost completely obliterated the Navy by 1881, in which year Secretary of the Navy Hunt reported it was no longer possible to respond to the calls for protection against aggression and insult.

In March 1883, Congress authorized the construction of four, small, steel cruisers which became the nucleus of the "new" Navy and which were the first of a modernized fleet later to be known as the Great White Squadron.

The vessels were *Atlanta*, *Boston*, *Chicago* and *Dolphin*—called the "A, B, C, D of the New Navy."

Certain Ex-POs Eligible For Boost to Third Class

Chiefs and first or second class petty officers who came back into the Navy as seamen after broken service now are eligible for advancement to petty officer third class.

The policy is in line with a recruiting directive issued since the start of the Korean crisis. Because the Navy changed its recruiting policies to permit petty officers of the three highest grades to come back as PO3 after broken service, men already in the service may be promoted to that grade if they would have qualified for it under the recruiting plan.

BuPers Circ. Ltr. 145-50 (NDB, 31 Aug 1950) defines eligibility for the advancement: "Personnel to whom these instructions are applicable are those who were discharged, in pay grade E-5 or higher, from USN, USNEV, USNR, or USN-I and who enlisted or reenlisted in the Regular Navy under broken service conditions (although in the cases of some USNR personnel a period of less than three months may have occurred between discharge from active duty and enlistment or reenlistment in the Regular Navy) in pay grade E-3, and who have not been subsequently advanced in rating."

Active service with the Regular Navy of ex-USNR personnel at any

time between 7 Dec 1941 and 1 Sept 1946 is required. As far as the directive applies, duty such as shipkeeper, stationkeeper, active training duty or other special programs under Naval Reserve appropriations is not considered active duty with the Regular Navy.

The instructions do not apply to personnel who enlist or reenlist after 31 Aug 1950, the date by which BuPers assumes the current recruiting regulations were in use by all recruiting stations.

Neither do the instructions apply to personnel who were discharged in ratings which are now included in the Navy rating structure only as exclusive emergency service ratings. These include such examples as CSP (A), Sp(F)2, CSP (T) (LT).

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 7

1. (c) XF7U-1 *Cutlass*.
2. (b) Carrier operation. It is of the "over 600 mph" class.
3. (b) Master horizontal bomber.
4. (c) Gun pointer, first class.
5. (a) Repair ship.
6. (b) Names of characters in mythology. Vessel shown is USS *Laertes* (AR 20). *Laertes*, in Greek legend, was the father of *Odysseus*, a king of *Ithaca* and one of the Greek chieftains in the Trojan war.

Naval Reserve Officers Must Meet Certain Requirements for Promotion

The Naval Reserve has put into effect a revised set of policies and procedures by which its officers must meet certain requirements for promotion through participation in the Reserve program. The new procedure applies to Naval Reserve officers on active duty as well as those on inactive duty.

Naval Reserve officers normally become eligible to be considered for promotion when their "running mate" in the Regular Navy enters his promotion zone, provided they have accumulated the required number of retirement points through participation in drills, training duty and correspondence courses.

Officers entering the promotion zone in calendar 1951 must have earned 12 retirement points between 1 July 1949 and 31 Dec 1950. Those entering the promotion zone subsequent to calendar 1951 must have earned an average of 12 retirement points for each anniversary year completed since 30 June 1949.

Officers who do not earn the required number of points toward retirement may be automatically placed on the Inactive Status List for "lack of interest" and will therefore not be eligible for promotion.

In order for a reserve officer in good standing to be selected, once he becomes eligible for promotion, he must also fulfill his professional examination given each prospective promotee.

A different system is used for promotion in the Naval Reserve. Each officer is required to prove his professional ability by earning a stated number of promotion points.

How these promotion points may be earned is outlined in a new directive, Naval Reserve Multiple Address Letter 30-50. Promotion points are similar to the former "promotion units" but are set up on a different scale.

Here, briefly, is how you earn promotion points and how many you must have. For complete details,

Naval Reserve officers should read the October issue of the *Naval Reservist*, publication of the Naval Reserve.

Promotion points are earned in the following two ways:

- Satisfactory completion of correspondence courses.
- Completion of years of "satisfactory" service in the Naval Reserve.

How many promotion points an officer must earn to be able to be promoted when his time comes depends on how close he is to the date of his promotion zone. The closer the promotion zone, the fewer points he must earn.

If you know when your promotion zone comes up, this chart will tell you how many points you must earn:

Date of Entry Into Promotion Zone	No. of Promotion Points Required
1 July 1949 - 30 June 1951	24
1 July 1951 - 30 June 1952	48
1 July 1952 - 30 June 1953	72
1 July 1953 - 30 June 1954	96
1 July 1954 - 30 June 1955	120
1 July 1955 - 30 June 1956	144

No more than 144 promotion points will be required regardless of the number of years in rank.

Promotion points, although they should normally be earned year by year may be "made up" within one year after an officer has been selected for promotion.

Board Considers Returning Personnel to Flight Status

A board is meeting to consider return to active duty involving flying those temporary commissioned officers transferred to duties not involving flying by administrative action during fiscal 1950 (1 July 1949-30 June 1950, inclusive).

The board is also considering another group for return to commissioned rank. These people are enlisted personnel, warrant officers and chief warrant officers who were formerly temporary commissioned officers on duty involving flying and were

reverted to their permanent enlisted grade or warrant rank by administrative action during fiscal 1950. Temporary commissioned ranks for which they are being considered are ensign, lieutenant (junior grade), and lieutenant. Appointment will be in ranks previously held, except that the present law governing appointments of enlisted personnel prohibits appointment to any rank above lieutenant.

Personnel whose flight status was terminated by action of the Naval Aviator Disposition Board, or by failure to meet required physical standards for flight, will not be considered.

This information is given in Alnav 103-50 (NDB, 30 Sept 1950). The directive states that applications are not desired and that correspondence on the subject cannot be acknowledged. These restrictions are necessary so that the board's action will not be delayed, it is pointed out.

Individuals selected will be informed, and will be requested to inform BuPers whether or not they wish to change their status. Orders changing status will be issued at a later date to meet the needs of the service, the Alnav states.

Advancement of Personnel Recalled to Active Duty

A system of determining the eligibility for advancement in rating of those Reserve enlisted personnel who have been recalled to active duty since 8 July 1950 has been devised and distributed by BuPers.

Complete instructions regarding the advancement in rating of personnel in this category are contained in BuPers Circ. Ltr. 149-50 (NDB, 15 Sept 1950). This directive prescribes the method of computing Reserve personnel's total active service, service in pay grade, sea duty and other factors that are considered in determining their eligibility for Reserve personnel's total active ser-



"Quitcha yellin'—it's your gear we're helping ya with."

Special Series of Shots Required of Personnel

Going to Japan and Korea

Navy and Marine Corps personnel leaving the U.S. for Japan and Korea are now required to be immunized with a special series of shots.

Personnel of these services, plus others who may be traveling to these areas under naval jurisdiction, are required to take the following shots:

- **Smallpox** — Successful vaccination or revaccination against smallpox regardless of the date of last previous vaccination. Crews of MSTs ships and MATS aircraft, because of frequent trips in and out of the areas, are exempted from the order, but must be vaccinated at least once every six months.

- **Typhoid** — Typhoid stimulating dose if more than six months have elapsed since completion of initial series or last stimulating dose.

- **Cholera** — A basic series of cholera vaccine or a stimulating dose if more than six months have elapsed since the last basic series or stimulating dose.

- **Typhus** — A basic series or a stimulating dose of typhus vaccine is required during the period 1 Sept 1950 to 1 Apr 1951 if more than six months have elapsed since the last basic series or stimulating dose.

- **Tetanus** — A tetanus basic series of two doses or a stimulating dose will be given if indicated by Articles 22-24, Manual of the Medical Department. A stimulating dose of alum precipitated toxoid is required if approximately one year has elapsed since the basic series, or if approximately four years have elapsed since the first stimulating dose.

BuMed emphasizes that every effort shall be made to assure completion of all immunizations prior to departure of personnel from continental U.S. Fear of epidemics in refugee-crowded sections of Korea prompted the more thorough immunization requirements. The immunization is being done in the U.S. to relieve busy medics in Japan and Korea.

The directive, AINav 89-50 (NDB 15 Sept 1950), states that it is not to be construed as changing immunization requirements for personnel proceeding to overseas areas other than Japan or Korea.

1st Middie in Combat in 50 Years Flies Sortie

In the half century since Spanish-American War days, no U.S. Navy midshipman had participated in combat. But the Korean trouble changed all that.

Midshipman Gordon E. Strickland, usn, cruised into the broad Pacific a few weeks ago not expecting any action more dangerous than a hard game of canasta. But circumstances alter cases, and the next thing he knew he was flying a combat air patrol over the Fleet. It was a hostile area, and the young flier probably didn't ponder much on the fact that he was making history.

The historical angle: Mr. Strickland was the first midshipman to take part in combat—even techni-

cally—in 50 years. And that wasn't all.

A thousand landings on a carrier are a lot of landings, and 21,000 landings are 21 times as many. Enough landings for a celebration, in fact. Midshipman Strickland's landing was the 21,000th ever made on his particular carrier, so the baker baked a cake in honor of the occasion. All in all, it was quite a day.

As he lit into the still-warm cake in the wardroom, Mr. Strickland could well have pondered upon the brevity of fame. In 30 days at most, he would cease to be the Navy's noted fighting midshipman.

He would then be an ensign.

Moratorium on GI Loan Possible If in Service

Naval personnel who obtained GI loans while in civilian status and who are unable to meet their loan obligations because of their reentry into service may be offered certain protection by the Soldiers' and Sailors' Civil Relief Act of 1940, as amended.

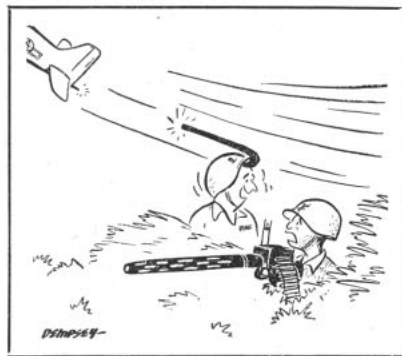
BuPers Circ. Ltr. 143-50 (NDB, 31 Aug 1950) states that persons in the above category should do their utmost to meet the terms of their obligations and maintain their credit. It points out that where the original terms cannot be met, most lenders are willing to accept payment in less than the full amount, or in extreme cases may even grant a complete moratorium or period of delay in payments for the period of the man's active service. In any event, an attempt should be made to work out some arrangement with the lender.

Courts under the authority of the Soldiers' and Sailors' Civil Relief Act may protect a serviceman against legal action by the lender where the reentry into service has made meeting the obligations impossible and the lender will not agree to an arrangement for the period of the man's service. The Act, of course, does not protect any person whose financial ability to pay has not suffered by entry into service.

In extreme cases, where the lender

will not agree to any extension or indulgence, the Veterans' Administration may, if it deems the situation requires such act, pay the veteran's entire obligation. In such cases the veteran would be in debt to the U.S. government for the amount paid. Arrangements could then be made with the VA to make payment of the loan in a manner best adapted to the individual's case. Where the circumstances of the man are such that payment in any amount while in service would create an undue hardship, such payments may, in some cases, be postponed until a reasonable period.

BuPers points out that any veteran-serviceman desiring advice and guidance concerning a GI loan may obtain it from any office of the Veterans' Administration. His wife, or some other person designated by him, may also discuss the matter with the VA in his behalf.



"Wow! Those carrier jobs sure come in low."

Current Legislation of Interest to Naval Personnel

Below is a roundup of Congressional action on bills of interest to the naval establishment, showing developments since the last summary appeared in *ALL HANDS*, October, p. 56.

Extends Benefits — H.R. 9465: Introduced; to extend to personnel on active service with the armed forces during the military, naval and air operations against the forces of the Government of North Korea certain benefits provided by law for veterans of World War II. (Extends the benefits of the National Service Life Insurance Act of 1940 and most of the important benefits of the Servicemen's Readjustment Act of 1944, the Servicemen's Dependents Allowance Act of 1942, and the U. S. Housing Act of 1937.)

Retroactive Pensions — H.R. 9743: Introduced; to provide for the payment of retroactive death pension to widows and children of veterans after seven years continued and unexplained absence.

Bond Use — H.R. 9744: Introduced; to permit holders of bonds issued under the Armed Forces Leave Act of 1946 to assign such bonds for the purpose of making payment on certain loans guaranteed under the Servicemen's Readjustment Act of 1944.

Rehospitalization Recall — H. R. 9745: Introduced; to provide for the recall of officers to active duty for the purpose of rehospitalization and evaluation. (Provides that the armed services can recall officers to active

duty for the purpose of hospitalization, medical treatment or for consideration for retirement. The officer would receive the same pay and allowances as would an officer of the Regular service of the same grade and length of service and mileage from his home to his first station and from his last station to his home.)

Spy Penalty — S. 4020: Introduced; to impose the death penalty on persons gathering defense information for communication to a foreign government with intent to do injury to the United States. (Provides penalty of death or imprisonment of not more than 30 years.)

Five-star Rank — S. 4135, passed and approved as Public Law 957; to authorize the President to appoint General Omar Bradley, Chairman of the Joint Chiefs of Staff, to the permanent rank of General of the Army.

Servicemen's Voting — Public Law 862; to amend the Act of 16 Sept 1942 so as to facilitate voting by members of the armed forces absent from their places of residence.

Bravery Advancement — S. 4192: Introduced; to provide advanced retired rank for certain persons specially commended for bravery in actual combat in each of the two world wars. (Provides for advancement to the next higher grade of any officer or enlisted man wounded in action, decorated by the President, or specially commended by the head of the executive or service department. No increase in retired pay, retirement pay or retainer pay would accrue. Recall to active duty, however, would be permitted at the higher grade.)

MOP Extension — H.R. 9527: Introduced; to provide that certain enlisted men shall not be denied mustering out pay. (Provides that, notwithstanding other law or the expiration of the Mustering Out Payment Act of 1944, no enlisted man of any of the uniformed services shall be denied mustering out pay in such amount as he would otherwise be entitled but for the provisions of the Career Compensation Act of 1949. Service of a period of 90 days or more would be required between 7 Dec 1944 and 1 Jan 1946.)

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. 88 — Concerns standard prices and sales policy for aviation gas and aviation lubricating oils.

No. 89 — Sets immunization procedures for all Navy and Marine Corps personnel.

No. 90 — Gives information on 1951 Supplemental Appropriation Act.

No. 91 — Prescribes travel allowance for certain military personnel.

No. 92 — Announces General Appropriation Act of 1951 as becoming law and cancels previous directives.

No. 93 — Prescribes regulations for Dependents Assistance Act of 1950.

No. 94 — Announces convenient dates for selection board recommending officers for temporary promotion to captain and commander.

No. 95 — Sets regulations for entitlement to hazardous duty pay for aviation and submarine personnel. Also concerns special initial clothing allowance.

No. 96 — Delegates authority to award the Purple Heart.

No. 97 — Lists information on line selection board for promotion of officers to temporary grade of rear admiral.

No. 98 — Gives information on dried plasma.

No. 99 — Amplifies information given in *Alnav* 94, regarding selection of officers for temporary promotion to captain and commander.

No. 100 — Concerns transportation of dependents to overseas areas in the Pacific. Also provides for shipment of household goods at public expense.

No. 101 — Prescribes entitlement to \$100 additional pay per month for Naval Reserve medical or dental officers called or ordered to active duty. Also prescribes entitlement to payment for unused leave for enlisted



'He may wear wings but he's no angel!'

personnel who voluntarily reenlist or extend their enlistments.

No. 102 — Gives information on invoicing of MSTS contract tanker bunkers.

No. 103 — Regards convening of board to consider return to duty involving flying for certain officers.

No. 104 — Regards discharge or release of enlisted Naval Reservists (except Fleet Reservists) with four or more dependents.

No. 105 — Sets ration value for Regular Navy midshipmen and aviation midshipmen.

Navacts

No. 2 — Calls for application for guided missiles course.

No. 3 — Requests applications for postgraduate course in petroleum engineering.

No. 4 — Changes wording of DD Form 93, record of emergency data.

No. 5 — Lists change in preparing military pay records.

No. 6 — Requests additional applications for advanced aerological engineering and aerology postgraduate courses

No. 7 — Concerns containers for shipping outside continental U. S.

BuPers Circular Letters

No. 138 — Establishes designation of naval aviation observer (controller) NAO(C).

No. 139 — Authorizes standardized identification cards for all the armed services.

No. 140 — Concerns waiver or re-



"And to think I stayed out of the Navy because I don't like water."

linquishment of pension, disability allowance, disability compensation or retirement pay by Naval Reservists ordered to active training duty or inactive duty training with pay.

No. 141 — Gives information on retention as permanent officers in the Navy of officers appointed from aviation-midshipman, NROTC, and college graduate sources.

No. 142 — Approves distinctive uniform for civilian technicians serving with the Navy.

No. 143 — Gives information concerning GI loan obligations of service personnel.

No. 144 — Promotion of officers of the Navy and Naval Reserve.

No. 145 — Announces adjustment of rates for personnel who enlisted (or reenlisted) in the Regular Navy under broken service.

No. 146 — Schedules classes for

U.S. Naval School, Naval Justice, Naval Base, Newport, R. I.

No. 147 — Modifies policy concerning qualifications for HTA-LTA flight training program.

No. 148 — Lists overall plan of study for professional examinations for promotion of officers.

No. 149 — Provides for advancement in rating of Naval Reservists and Fleet Reservists recalled to active duty for general assignment since 8 July 1950.

No. 150 — Announces service-wide competitive exams for advancement in rating for Naval Reservists and Fleet Reservists recalled to active duty.

No. 151 — Announces special short courses at Armed Forces Information School, Carlisle Barracks, Carlisle, Pa.

No. 152 — Sets effective date of the monthly fiscal report (NavPers 501-B) as 1 Dec 1950.

No. 153 — Lists naval officers to be promoted.

No. 154 — Concerns assignments of Naval Reserve officers to active duty.

No. 155 — Gives information on officer promotions.

No. 156 — Defines Navy's information and education program.

No. 157 — Concerns written professional examination for line officers during a period beginning 28 Nov 1950.

No. 158 — Points out insufficient entries in service records of personnel brought to trial for unauthorized absence.

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BOOKS:

LIBRARY SHELVES HOLD HISTORY AND ROMANCE

BuPers-picked and Navy-purchased, these books and others will arrive at ship and station libraries any day now, if they haven't arrived already.

* * *

• *Cowboys and Cattle Kings: Life on the Range Today*, by C. L. Sonnichsen; University of Oklahoma Press.

The cattleman didn't vanish when the open range was fenced. He is very much with us today—this two-fisted, hard-driving citizen of the pastures from El Paso to Butte. Sometimes he is a "shoe-stringer" struggling to get a foothold, sometimes the owner of lands which stretch further than the eye can see; most often something somewhere between.

He is a very special kind of American, not only because of the romantic history of his lineage, but also because of the way he looks at things. He is the envy of the young and the admiration of those who believe that sturdy individualism and self-reliance are still the best of virtues.

C. L. Sonnichsen, who has been writing books about the West for close to a decade now, gives us here



TWO-FISTED men of the plains are shown as they are today in C. L. Sonnichsen's *Cowboys and Cattle Kings*.

an excellent picture of the cow country of today. After giving us a brief glance at the West that used to be, the author swings lustily into the picture of 1950. Reading what he has to say, we find that the Big Country still has plenty of color—both human and geographical.

* * *

• *Our Jungle Road to Tokyo*, by Lieutenant General Robert L. Eichelberger, USA (Ret); Viking Press.

Here's a book which tells what it is really like to fight a ground war in the Pacific—told by a man who knows the whole story from the standpoints of both high command decision and front line combat. General Robert L. Eichelberger, Eighth Army commander, knew all there was to know about the total strategy of the enormous theater, yet he spent much of the war within range of enemy mortar fire.

In the pages of this book he tells what it was like for a general to go patrolling with a tommygun, to work with the brilliant MacArthur and to command an army which set an all time record for swift amphibious movement. He tells what it's like to fight 5,000 miles from home against a strange and ruthless enemy—what it's like to wage a highly mechanized war when every ounce of supply must be transported tortuously halfway around the world.

There are maps, and some 16 pages of photographs.

* * *

• *Signal Thirty-Two*, by MacKinlay Kantor; Random House.

"Climb, climb, climb, Kilmurvey and Capek. It's the fifth floor and down the hall toward the back and the dog keeps barking inside. The door isn't strongly locked, but go easy when you bust it open. Watch the dog—he's a big one. Sure; the neighbors say he has been barking for two days, and it's hot weather. . . . He may want to guard his quiet, quiet master who's on the bed."

"Yeah, Colligan, she tried to cross there near Park and 109th, but she didn't cross with the lights. She was sixty-eight years old and had the toothache, and she was feeling bad

because her husband died last year, and she was tired, too. . . ."

Get out on your beats, all you New York City cops. And for some it will be *nada, nada, nada*—nothing, all night long, except the lonely traffic lights blinking red and green in the darkness, and the fat rats and the skinny cats from the alleys. And that will be worse than trying to straighten out brawls among people who can't speak English—or among those who can.

This is the story of the Twenty-third Precinct of the New York City Police Department, which includes within its boundaries exalted penthouses and reeking slums. It's the story of Jerriek and the rookie, Dan Mallow and his Ellie; of Blondie, the plainclothesman, who could have been a better man than he was.

Before writing this book, MacKinlay Kantor obtained an authorization from New York's then Acting Commissioner of Police which had never been granted to a civilian before: permission to proceed on all police activities, accompanying the patrolmen in their work. Here's a novel as penetrating as the wail of a squad-car siren. Don't miss it.

* * *

• *The Adventurer*, by Mika Waltari (translated by Naomi Walford); G. P. Putnam's Sons.

This is a novel about a young man named Michael Pelzfuss who lived in Europe during the first part of the 16th century. It is about his many adventures during wanderings in his native Finland, in Scandinavia, Germany, Italy, Spain and France.

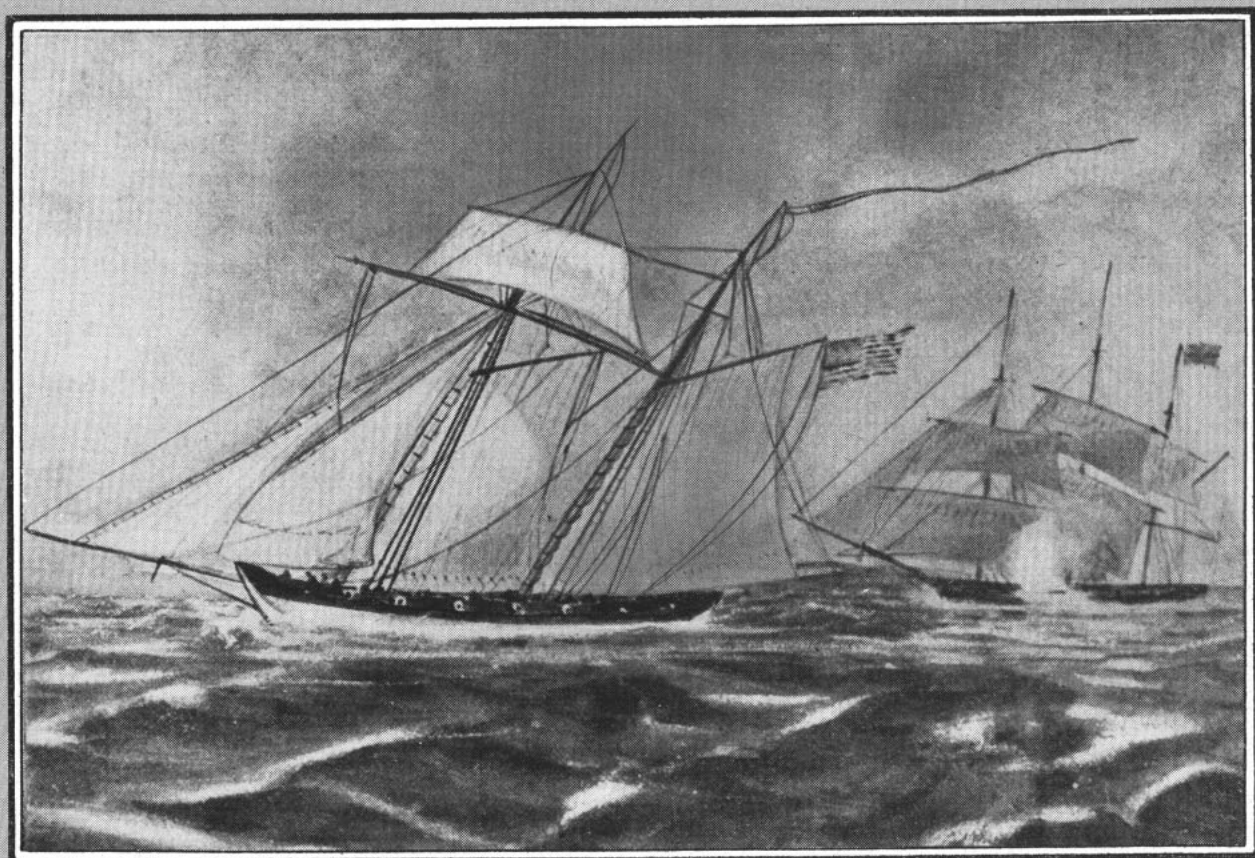
The Adventurer is much more than such a statement of fact would indicate. It is a great surging novel of a whole segment of the world's population, laid in one of the most tumultuous eras in human history: the time of Martin Luther, of the Reformation and the sacking of Rome. Any effort to describe, to review, to portray this tremendous book must end somewhere short of success. While not uncommonly big in number of words, the novel has about it an aura of vastness which must be experienced to be appreciated.

Written originally in the Finnish language, the translated prose has an antique, subdued tone splendidly in keeping with the period.

It's a book that will grip a host of readers and will be long remembered by each of them.

ALL HANDS BOOK SUPPLEMENT

BALTIMORE CLIPPER



OFF MADEIRA: 1812

From the book "20 Years Before the Mast"
by Nicholas Isaacs, published 1845, comes
this tale of the privateer schooner *Rolla*.

BALTIMORE CLIPPER

Their day long past and gone for good, privateers and privateersmen are fairly well forgotten today. The names of famous privateersmen like Dooly, Boyle, Reid and Almeda mean far less in these times than do the names of famous naval heroes like Decatur, Bainbridge, Lawrence and Perry. Yet in their own day they were fully as far-famed.

Baltimore, home of the famous early "Baltimore clippers," became the privateering center of America in the War of 1812. More than 126 of these small, fast vessels, privately owned and manned, slipped through the British blockade of the Chesapeake to roam over all the world's sea lanes.

Their mission was to capture, sink or destroy enemy merchantmen—and to avoid enemy naval vessels. Fast enough to easily outrun the heavier men-o'-war, they overhauled deeply laden merchantmen with equal ease. Their favorite tactics were to fire a broadside or two, then board in overwhelming numbers and capture under cover of gunsmoke.

Built for speed, the privateers had long, light hulls and carried a great press of sail on their towering, raked masts. They also carried sweeps—long, heavy oars which could be run out between the guns—and many a privateer left a man-o'-war in the distance on a calm day purely by dint of hard rowing.

Their guns were generally a few carronades, firing a

heavy shot over a short range, and usually one "Long Tom," of heavier caliber and long range. Their solid iron balls could cave in an enemy's hull. To cut up the enemy's rigging, bar, chain and star shot were fired. Anti-personnel rounds consisted of grapeshot, langrage (old nails, bolts, pieces of glass, knife blades, jagged metal, and anything that could cut), and even bundles of bayonets tied together and jammed home in the gun.

Pay for the officers and crew came out of the money gained from the sale of captured ships, and the rule of "no prize, no pay" held in most cases. In the Navy a seaman could get \$30 a month—and the Navy had trouble signing men because of the greater pay possible in a lucky privateer. In the 60-day cruise narrated below, each seaman netted \$223.50, the captain \$4,500.

The clipper schooner *Rolla* of Baltimore, only 117 tons and 79 feet long, had a famous career as a privateer. She lost her six carronades and with only her "Long Tom" brought in a bountiful bag of prizes.

On board was Nicholas Isaacs, 28 years old, a veteran seaman since his first cruise at the age of nine. Born in Norway, he had lived with an uncle in London in his early boyhood. On a cruise to America, he became an American citizen but was impressed into the British Navy anyway. Although he escaped, he was forever after on the list of British runaways. The usual penalty when caught: hanging at the yardarm.

WHILE LOOKING ROUND for a new ship, and for profitable employment, I found a Baltimore privateer, called *Rolla*, at New London. She was in want of men, and as her cruise promised both excitement and profit, I shipped for a trip to the Western Islands.

She first put in at Holmes' Hole, to complete her complement of men. Here the inhabitants gave us intelligence of an English privateer which went by the name of *Liverpool Packet*, and which had committed great depredations along the coast, especially upon the farmers. They requested us to cruise in pursuit of her, and our captain, ever ready for action and fearless as a lion, promised to do his best to find her.

For three days he sought for this foe up and down the American coast, but without success. Perhaps it was well we did fail, for as most of our crew were "green hands" and had not got their "sea legs" on, we had a great deal of sea-sickness on board; it is most likely that meeting with a privateer so well manned as this *Liver-*

pool Packet would have proved fatal to us in our circumstances.

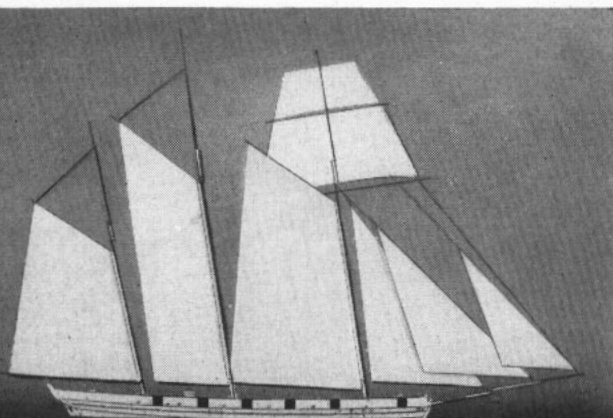
Failing then to meet this vessel, Captain Dooly shaped his course for Madeira, near the coast of Africa. The next day about sunset we made a sail under our lee bow; all hands were now piped to quarters, the guns were got ready for action, the boarding-pikes and cutlasses prepared, and we bore down on the supposed foe. Before we reached her, however, it grew quite dark. We fired into her, and she hove-to, hoisting her signal lanterns at the royal mast-head, but without making any further demonstrations. We continued near her, at our quarters, until midnight, when our captain became impatient, and talked of running her down and boarding her under cover of the night.

From this rash step he was dissuaded by his officers, who represented to him that possibly she might be an eighteen-gun brig, belonging to the British; if so she would have at least 250 men, while we had but 180 and only mounted one large swivel gun and four carronades. It was evident she was not alarmed at us, and that, they reasoned, was proof that she possessed considerable force.

When the next morning broke, we found her to be an American brig, carrying letters of marque; so after exchanging greetings, we filled our canvass and bore away towards our destination.

2

Having arrived at Madeira, we captured two merchant ships, one of which we scuttled, and the other we sent to the United States with a prize-master named Raymond; she was named *Mary*, 14 guns. We boarded her



in the night and made her our prize without much resistance.

After these little successes, we encountered a gale which was so severe that we narrowly escaped a grave in the mighty deep. We were compelled to lay-to under a balanced mainsail and close-reefed foresail; the sea soon became exceedingly rough and heavy. I was stationed at the helm with orders to tell the lieutenant how she "came-to" or "fell-off."

After watching her for some time, I perceived that she began to fall off badly into the trough of the sea. I then told the lieutenant that if a heavy sea should board her as she fell off, the "sweeps" which lay in the cranes above the bulwarks would probably bear every man on deck overboard. "That's true," he replied, "but I hope not. If I thought so, I would throw them overboard."

"Sir," said I, "you can lash them flat on deck to the ring-bolts."

Before he had time to reply she "fell off" again, and I perceived on looking to windward that a tremendous sea was approaching. I shouted aloud, "We are going to be boarded by a sea!" Upon this every man rushed to a place of security; the lieutenant sought safety in the main rigging, while I seized the tiller-rope. On, on came the wave; fearfully it broke upon the deck. Our good brig trembled, bowed under the mighty load, panted as if to recover herself, and then rose in all the pride of victory from the unequal conflict. But she did not come forth uninjured; the bulwarks were washed away from her quarter, and also the stanchion to which the tiller was lashed. I was carried through the lee quarter gun-port, but by grasping the tiller-rope with all the energy of a drowning man, I succeeded in reaching the deck again when she righted. One of our prize masters was borne by this terrific sea into the head of the mainsail and escaped!

After I got aboard again the order was given to put the helm "hard up," but on attempting to obey it, I found myself to be so badly bruised in the side and hip that I had not strength enough remaining to obey the order. Indeed, I was soon unable to stand, and was carried below and placed in care of the doctor.

The gale still increased in fury, and our ship was put before the wind, to scud under bare poles all night. About daylight she ran under a mighty wave which threatened to sink her by its fearful weight. When this sea had left her deck, the captain ordered up all hands, rounded her to, and threw her lee-waist guns overboard and put the others into her hold.

I was still lame, but managed to crawl upon deck. There I observed the second lieutenant preparing to set the foresail; I told him if he did, it was more than likely that if we shipped another heavy sea, it would fill the foresail and we should never "right" her again. He then consulted the captain, who asked what was best to be done. I suggested that a drogue ahead might keep her, as I had seen it do in other vessels which would not "lay-to" under canvass. A drogue consists of spare spars lashed to a cable and fastened on the "weather luff." This, however, he declined doing, hoping that the gale would soon abate. She was now thrown on her beam ends and so continued until the next morning, when, happily for us, the gale abated. Shortly after this, we made the coast of Madeira on our lee.

No sooner had the wind lulled than Captain Dooly ordered out all the sail she could carry, and then went

aloft himself to look-out. There he perceived that we had a reef with heavy breakers on our lee and ahead. This was a critical situation but by great skill and prodigious efforts, we succeeded in clearing the dreadful point of danger. How many wonderful escapes are experienced by a sailor in the course of his life! Strange that his heart is not moved to gratitude!

We had scarcely avoided this last danger before we discovered a schooner and a lugger. We captured them, but found our prizes of little worth, so we burned the latter, and putting her crew on board of the former, let them go.

3

We soon after took a ship, *Elisha*, 10 guns, which had slipped out of Madeira during the gale. Through her crew, we heard that another ship, *Rio Nuova*, a letter of marque mounting 18 guns, had slipped out of port in the same gale, and the captain of the captured ship advised us to keep clear of her if we did not wish to fall into her hands as prisoners. To this advice our bold and venturesome commander replied, "I will try my bull-dogs first," meaning his boarders. And we had only one gun, the long 12-pounder!

We then cruised about for *Rio Nuova* and during our search captured several merchant vessels. The men who were sent aboard these prizes lessened our crew considerably, but still our captain determined to try his skill on the letter of marque if he could find her. His wish was soon gratified. The man at the mast-head announced a sail in sight on the weather-bow. We hauled up, and soon began to overhaul her rapidly. While our captain was busily watching to ascertain her quality and character, the master of the captured ship begged permission to examine her through the spy-glass: he pronounced her to be *Rio Nuova* and again advised Captain Dooly by all means to avoid her. "I will try my bull-dogs first," was his laconic answer a second time.

Every man was now ordered to his station. I was put on the larboard weather-bow, among the boarders. Everything was made ready for the work of destruction, and we rapidly and gallantly overhauled the foe.

When we were within gunshot, we hoisted the stars and stripes, and gave her a shot as a signal for her to heave-to. She, in reply, hoisted her British flag, and sent us a shot as an intimation that she meant to engage us.

We now plied her with our "Big Tom" as we could reach her with this gun, and as her metal still fell short of us, we did her considerable damage before receiving a single shot from her guns. Captain Dooly himself pointed and fired "Big Tom" loaded with tremendous charges. Meanwhile, we kept approaching our enemy with a purpose of running alongside and boarding her at once. Presently we came within reach of her shot, and one of them passing over the fore-castle, knocked me and two others of the boarding-party down by its wind. When I came to, I felt very weak for a few moments, and trembled like an aspen leaf.

When we came alongside of *Rio Nuova*, her broadside of nine guns was brought to bear upon us with considerable effect. The reader will remember that in the late gale we had lost our waist guns, and had therefore to depend solely on our single "Big Tom!" This was a powerful gun, and under the personal direction of the captain did terrible execution.

As we neared the enemy and were waiting for a chance to use our muskets, the first lieutenant came and

BALTIMORE CLIPPER

stood near me. I asked him if it would not be better for us to get under *Rio Nuova's* stern, so as to give her a raking fire and avoid exposure to her broadside. He replied in the affirmative, and made the suggestion to the captain. But that reckless and brave officer answered "No! We will give her all the chance she wants!"

At last we were within musket-shot. The captain gave the word to fire. After discharging five or six rounds, they kept away and lowered their colors. We could hardly believe our eyes, and supposed that her flag must have been shot away, while the silence of her guns was to us an indication that she meant to board us. However, we ceased to fire, until our captain hailed her and inquired if she had struck. Her commander answered affirmatively, and we sent a boat aboard and took possession.

When the mate with part of the crew came on board as prisoners, he looked round to see what we had done with our guns. But as "Big Tom" had been covered with a tarpaulin he could see none, and he inquired with great surprise, "Boys, what have you been fighting us with?"

One of the men lifted the tarpaulin and revealing the muzzle of the gun, said, "This is the fellow that talked to you."

"Well," said the mate, "it's the fortune of war to be taken sometime, but it's hard for a ship of eighteen guns to be captured by a one-gun privateer."

Rio Nuova was immediately furnished with a prize-master and crew and sent to the United States, while we continued on our cruise.

4

Late one afternoon we discovered three sails ahead. We pursued them and soon overhauled the two sternmost, but they proved to be nothing but droppers. The other appeared to be a brig, and to her we next gave chase.

The wind dying away, we used sweeps—long oars put out through the ports—until it grew dark. The wind then breezed up, and we presently came within gun-shot of the brig. She hove-to and hoisted a lantern at her royal-mast-head. From this moment we judged her to be a man-of-war brig, belonging to a British squadron.

Nothing daunted, Captain Dooly, with his usual boldness and resolution, kept everything ready for action, and bore down upon her rapidly.

As the brig made no warlike demonstration at our approach, we came within hailing distance. She gave her name as *Rosanna* of Dublin, a 14-gun letter of marque. She asked in return if we were His Majesty's schooner *Shark*. Captain Dooly replied in the affirmative, and ordered him to "heave" out his boat and come aboard. He said his boat was gone ashore with passengers. Upon this our captain sent his boat aboard of the brig, and her captain jumped into it, and came, as he vainly supposed, to visit the captain of *Shark*. As he stepped over the gangway Captain Dooly offered him his hand and said, "You are welcome on board of *Rolla*, sir."

With the greatest astonishment both in words and gestures, he exclaimed, "*Rolla!* What *Rolla*, sir?"

"The *Rolla* of Baltimore," replied Captain Dooly.

"If I had known this, sir, I would at least have given you a chase for me," he remarked bitterly.

"It's too late now, sir," said Captain Dooly, and then he proceeded to send a prize-crew on board to take possession, which was done without further trouble.

Captain Dooly resolved to send this important prize to the United States, and for this purpose he appointed Mr. Raymond as prize-master and myself as mate. This Mr. Raymond had been put aboard one of our early prizes in a similar situation, but having been found shortly afterwards sailing toward Madeira, Captain Dooly had taken away his command. He was now restored, and having received a quadrant from my captain and an order to notice Raymond's conduct, I went aboard as his mate, bound for my American home.

There is nothing very desirable in such a voyage as I was now engaged in. To cross the Atlantic and make a port on a coast infested with the fleet of a warlike nation, is a project involving great risk; especially is it so with the limited number of men allotted to a prize, under our circumstances. Still we resolved to do the best we could and make our port if possible.

I say we resolved to accomplish this purpose, though I ought to except Mr. Raymond. He was thoroughly British in his feelings, and no doubt accepted the command with a secret purpose to run his charge into the hands of the enemy if he should find an opportunity.

We shaped our course towards the United States, and favored with fair winds and pleasant weather, soon approached the American coast.

The first open indication of treachery on the part of Mr. Raymond, was his neglect to call me up when he was taking his observations of the sun. Then he seemed determined to run close into the shore, while yet a long way to the south. I told him that the English cruisers were probably off the capes of Delaware, and that we ran great risks by keeping so far to the south. He knew this, but pretended that I had kept an erroneous reckoning, and we were further to the north than I imagined. There was a difference in our reckoning of 70 miles, but, as I had kept both the course and distance, I was positive that my reckoning was most correct.

At last his purpose became more and more apparent, for one morning when we made a sail, instead of keeping out of her way, as he easily could have done, we, being to windward of the stranger, he bore down towards her. I expostulated, and asked him what he meant by this unusual and extraordinary conduct. He replied that he wished to speak her. I told him it was wartime, and he ought not to run such risks, for she might be a man-of-war.

To this he replied with considerable tartness, "I believe her to be an American vessel recently out of port, and I wish to ascertain her latitude."

I replied with equal warmth, "Sir, if you cannot depend on your own reckoning, you ought not to have consented to carry this vessel into port."

"Do you want to take this ship away from me?" he retorted, with considerable vehemence. "No sir," said I, "but I am afraid that you intend to sell her to the British, instead of carrying her into port, as you are in honor bound to do."

During this conversation we had rapidly approached the strange ship, and he now turned from me to ascertain her character. As he anticipated, she proved to be an American; he hailed her, and found that my reckoning was the most correct. After we parted company with

the American, I said to him, "What do you think of the reckoning now?"

He made no very direct reply, and then I added, "Had we not better stand back, and get more to the northward, for we are now almost in the mouth of the enemy?"

"No," said he, "we will keep on till morning."

I replied, "Sir, you mean to sell us to the enemy," but he made no answer, and we kept on the same tack all night. The next morning I expostulated with him again, and at last he consented to alter our course; so we hauled up to the N.N. West.

After sailing on this course two hours, the man at the mast-head cried out, "Sail ho!"

"Put your helm hard up!" said the captain to the man at the helm, with an evident intention to put himself in the way of the stranger again.

"Mr. Raymond, why do you run this risk?" said I to him with much earnestness. "She may be an English cruiser."

"She's no Englishman, but either an American or French cruiser," he retorted hastily.

"Sail ho!" again shouted the man at the mast-head.

"Do haul up to the northward," said I, "we are close to a British squadron."

"There is no fear," was his laconic reply, and we kept on until the vessels were so distinctly seen that I could tell, from the color of their canvas, that they were English cruisers. Mentioning this to him, I said, "Let us try to get away."

He gave me no reply to this remark, and one of our foremast hands perceiving his obvious intentions said, "Isaacs, do order her to be kept away, or he will lose the brig, and we shall all be made prisoners."

"No," I replied, "he has her in charge, and if he will sell us, we must bear it."

"If you will try to prevent our being taken, I will give you half of my prize-money," added the man.

"No, my good fellow, I can do no more: I have done all I could to persuade him to keep away."

This was a hard case for us to be thus coolly forced into the hands of our enemies, by the baseness of our prize-master; yet as there was no remedy but the dangerous one of mutiny, we had to submit and to suffer ourselves to be borne under the very guns of the foe, without a chance of striking a blow for our freedom.

When there was no longer any doubt of the character of the approaching vessels, I said to Mr. Raymond, "See, sir, what we are coming to through you!"

This excited him, and being close to the enemy, he thought he might safely show his resentment. He sprang towards me and attempted to seize me, but I contrived to elude his grasp and, throwing off my jacket, stood on the defensive. But he appeared to suddenly alter his mind, for he made no further hostile display.

5

The English frigate *Maidstone* was now close upon us. Looking aloft, I perceived that we had no colors flying, and I said, "Mr. Raymond, we have no colors set, and are liable to have a broadside poured into us."

"Yes, you had better hoist them," he replied.

While in the act of hoisting our colors, with the union down to show that she was a prize, the marines of *Maidstone* discharged a volley of musketry upon us. To prevent loss of life, I immediately struck the colors. The frigate then hailed us and ordered us to "heave to."

As we had no alternative but to obey, we did so, and

were immediately boarded by an officer, and a boat's crew. As I stood near the gang way, the officer addressed me, and said, "Who had the charge of your brig?"

"The prize-master, who is yet on board of her," I replied.

Upon this, one of my shipmates added, pointing to me, "That is his mate."

"Where are your things!" inquired the officer.

"Here, sir, in this bag," was my reply, as I showed him my clothes-bag.

He then examined my bag, and taking out a quadrant, a copy of the American coast pilot, and my journal, he carried them aft to the captain. I was then ordered to follow him into the cabin. There the captain addressed me and said, "Well, my lad, how do you like this ship?"

"Not so well as the brig," I replied.

"Why then did you let us take her so easy?"

"You would not have done it, sir, if I had been in full charge of her."

"How would you have helped it? My frigate is swift."

"So is the brig, sir. She was built for a French privateer and was formerly worked on screws. You were so far to leeward, that we could very easily have escaped you."

He then eyed me very minutely for a few moments and, having finished his survey, said, "You are not an American."

"I feel myself to be one," I replied.

"That will not do. I might feel so, too, but that would not make me so."

"But, sir, I am an American citizen."

"No," said he, "you are an Englishman, and I think I have you on my list for a runaway. But if you will sign the articles and go on duty, it shall be all right with you."

"Sir," I replied, "I can't do that."

"Well, then, I shall take you to England to be tried for desertion."

"You have me in your power, sir, and can act your pleasure," I replied, though I was not a little disconcerted at this unexpected and totally false charge.

They then conducted me forward. The next morning all my shipmates were called aft to the quarter-deck, in order to have it ascertained if any of us were runaways from the British service. When my name was called, and I had replied, the captain said, "That is not your name. I have your true name on my list of runaways."

"My name is Isaacs, sir, and I have never gone by any other."

"We will see to that," he replied, and then ordered us forward again.

After cruising for some time subsequently to our capture, *Maidstone* fell in with *Belvedere*, another British frigate, belonging to the squadron which was cruising about in search of the United States naval vessel *Essex*. We, the prisoners, were all transferred to *Belvedere*.

A few days after this affair, we fell in with an American licensed brig bound to Philadelphia. Whether the captain of *Maidstone* had changed his opinion of me, or whether he had forgotten to inform the captain of *Belvedere* of his suspicions concerning my English birth, I could not tell. Neither was it of much consequence, for we were now all put aboard of this American brig, on parole, and sent to Philadelphia, where we arrived shortly after to our no small delight and satisfaction.

TAFFRAIL TALK

USS *San Pablo* (AG 30) sees many foreign ports on her oceanographic survey trips. One day while tied up to a dock in Dakar, French West Africa, the vessel received a mysterious phone call.

Perhaps because the jargon that came over the line sounded as strange as medical terminology, the quarterdeck decided the man to receive the call was the medical officer, Lieutenant



(junior grade) H. E. Chavern, MCR, USNR. But he wasn't able to understand any of it either, so he called for the help of a civilian scientist who happened to be on board.

"The scientist," says the medical officer's letter to us, "could understand a little French but was unable to make out what was wanted. So a French naval officer from the ship across the dock was called over. He obliged, talked animatedly for five minutes—and hung up."

That didn't help either, because the French officer could speak no English. Finally, Chavern writes, "this officer led us down the dock to our sister ship *uss Rehoboth* (AGS 50), where his shipmate was visiting. After a 10-minute search we found him topside, and luckily he spoke some English."

By now a large group of interested spectators had gathered around. "The two Frenchmen talked for a few minutes," the letter says, "and then with an apologetic smile the English-speaking French officer said, 'My friend says he is sorry, but that was a wrong number.'"

* * *

One man in the Navy has back a couple of uniforms he thought he had lost. A civilian who gave him a ride in Pennsylvania found a tan handbag in his car, with blues and whites inside. He brought the bag to J. J. Moold, MMC, USN, in charge of the Navy recruiting substation in Lancaster, Pa.

Stencilled on the whites was the name "Fred Schmidt," and Moold called on *ALL HANDS* to help locate him. We found 21 Fred Schmidts in BuPers files, narrowed the list to four possibilities, and sent out letters. Fred Schmidt, ML2, USN, attached to *uss Amphion* (AR 13) at Norfolk, was moaning his loss when our letter arrived.

* * *

Only one to make it: In the latest fleet-wide competitive exams, only one Wave made chief—Mary Francis Oney, YNC, USN, of NATTC Memphis.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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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: The ice breaker USS *Burton Island* (AGB 1) is stopped in ice pack enroute to King Island, Bering Straits, during a reconnaissance mission in the Bering Sea.—Photo by LT Allan E. Stein, USNR. ➡

AN ICE JOB



YOUR OWN COPY

ALL HANDS

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

**PERSONAL
SUBSCRIPTIONS
AVAILABLE**

See page 57

As in Pay Grade 4
to Transportation
dependents and Effects

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