

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



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see it as soon as possible.

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JUNE 1950



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Navpers-O

NUMBER 400

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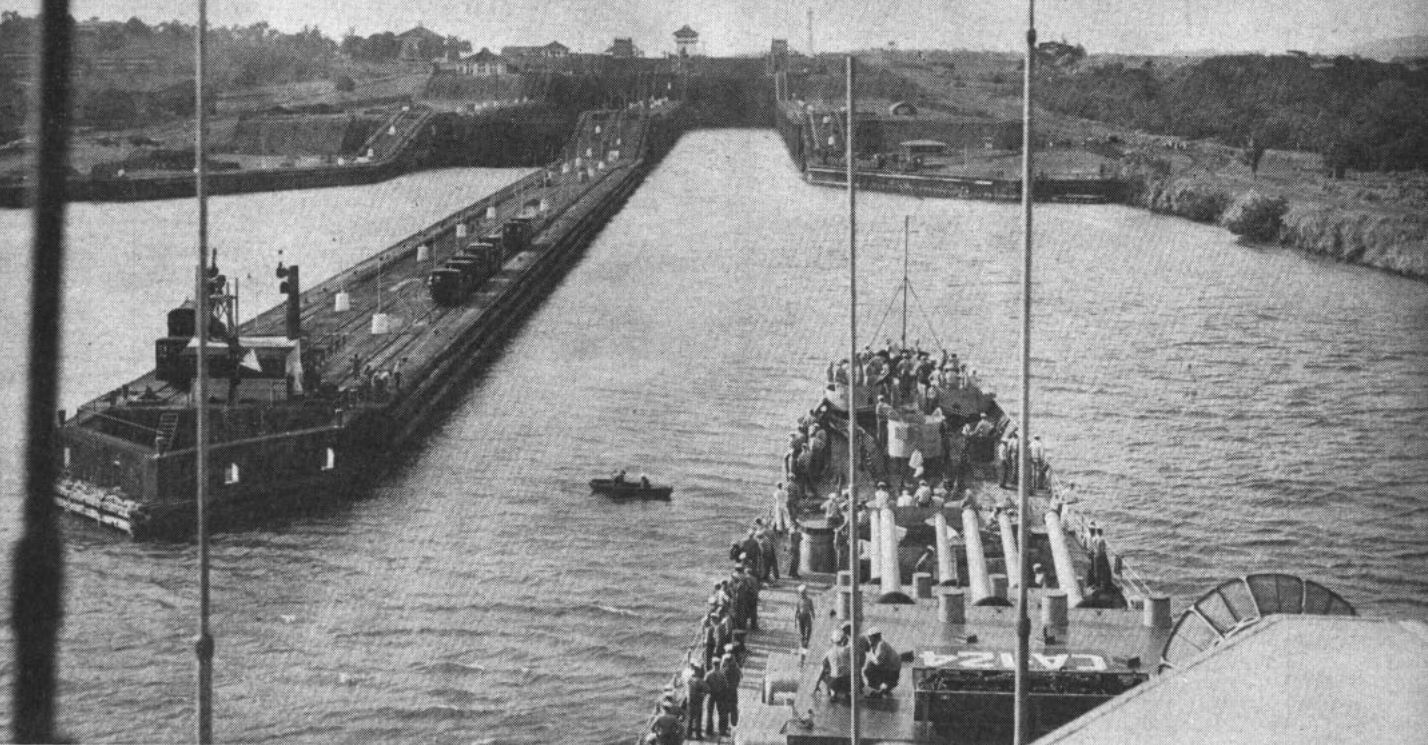
● FRONT COVER: With spring in the air and trees in blossom, Clark Kunkel, MA1, USN, of Riverside, Calif., finds the setting appropriate for exchanging a few words with Rose Phyllis Williams, SA, USN, of Detroit. — Photo for ALL HANDS by LT E. L. Hayes, USNR.

● AT LEFT: All units of this squadron were present in San Diego Harbor when this unusual picture was taken from a helicopter. Units are *uss Sperry* (AS 12), *uss Greenlet* (ASR 10), *uss Blenny* (SS 324), *uss Blower* (SS 325), *uss Charr* (SS 328), *uss Perch* (SSP 313), *uss Barbero* (SSA 317), *uss Redfish* (SS 395), *uss Ronquil* (SS 396), *uss Segundo* (SS 398) and *uss Remoro* (SS 487).

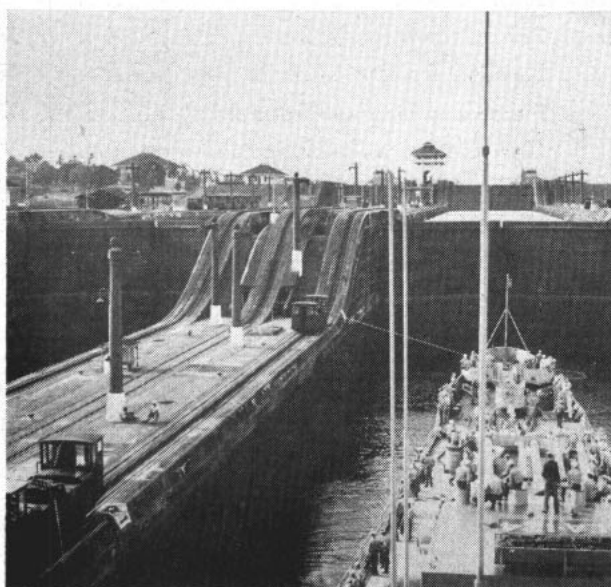
CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

TENDER
CARE

Panama Passage



BEGINNING southeastwardly passage to Pacific USS *Rochester* leaves Atlantic and noses into Panama Canal.



2—MULES take the cruiser in tow as she enters three-stage Gatun Locks to be raised to level of Gatun Lake.

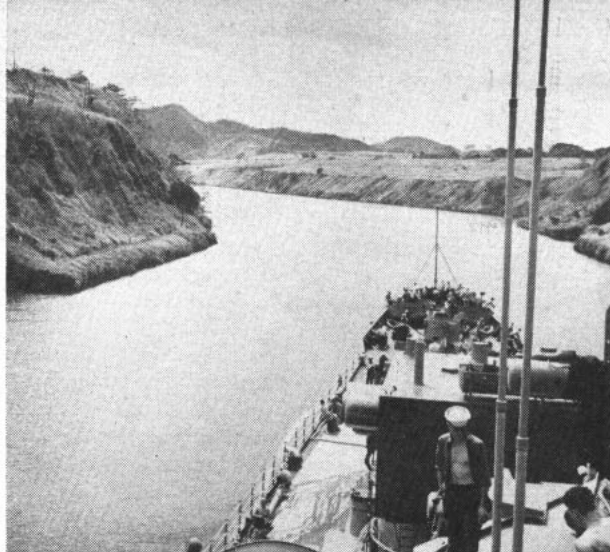
STEAMING across the Isthmus of Panama, the heavy cruiser *uss Rochester* (CA 124) and her crew are here experiencing an adventure that has been shared by thousands of ships and millions of people in the past 35 years. Still, it is an adventure which few men have experienced often enough to weary of it.

Seldom, and in few of the world's places, will most deep-sea ships be this closely associated with the land while traveling this far. In Suez, yes — but in the Suez Canal the ship is in her native salt water all the way, while here she moves for many miles on a rain-fed jungle lake. And in Suez she isn't required to climb hills.

The Panama Canal . . . what manner of tales it could tell!

Up 85 feet, across Gatun Lake and through Gaillard Cut and down again — in that order or reversed. . . . Perhaps a hundred thousand times it has been done — by freighter, battleship, yacht, tugboat and all the craft between. And once a man swam it, paying his fee by the ton, like any other vessel.

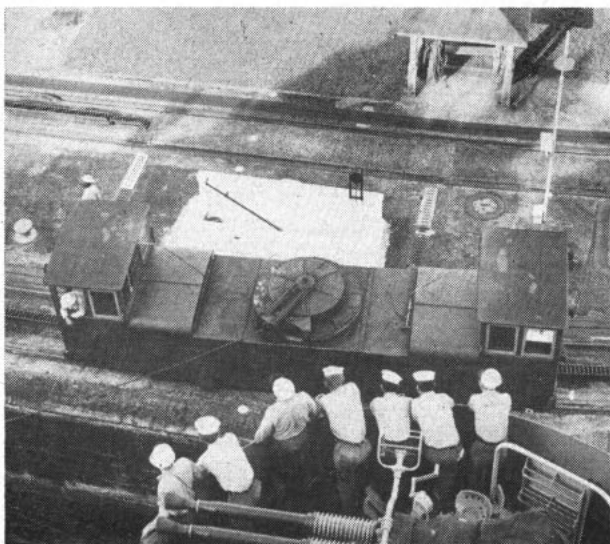
In this age of wonders, this masterpiece of engineering and ingenuity, the Panama Canal, has come to be taken pretty much for granted. Yet because of it, treacherous Cape Horn is a lonely place where ships are seldom seen.



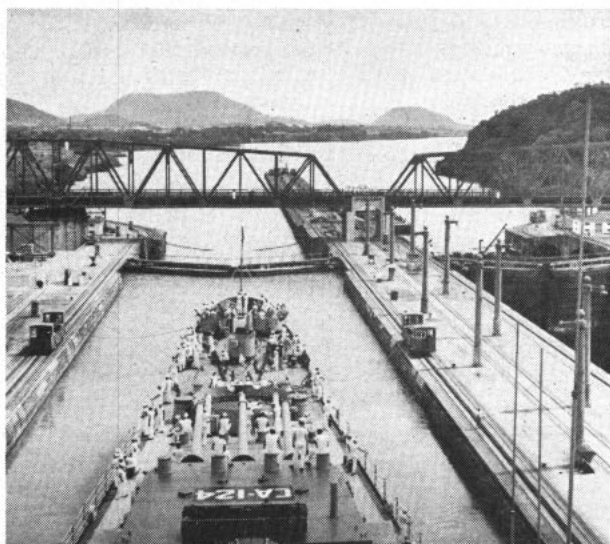
3—LEAVING Gatun Lake cruiser enters Gaillard Cut. In this stage of passage she crosses Continental Divide.



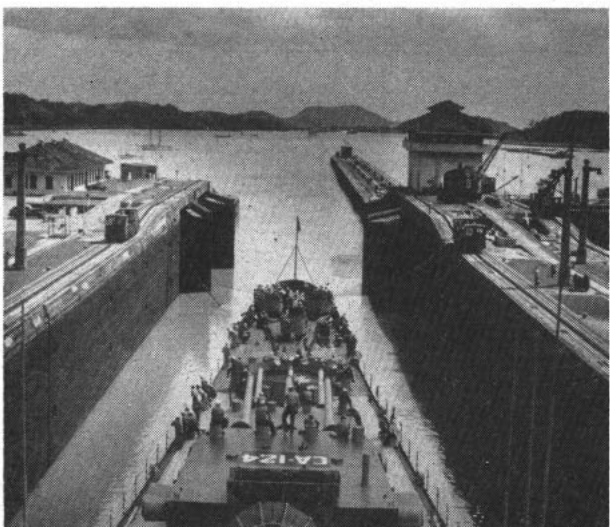
6—TWO LOCKS at Miraflores return ship to sea level. Chains across locks prevent damage through ramming.



4—SAILORS in gun tub get close-up of one of electric 'mules' which hold ship steady, move it through locks.



7—LAST LAP at Miraflores. When lock is drained to sea level and opened ship will again be back in salt water.



5—SINGLE-STAGE Pedro Miguel Lock lowers ship from level of Gatun Lake to Miraflores Lake near Panama.



8—RAILS are lined with sailors as *Rochester* leaves Miraflores Locks to steam into the Pacific at Balboa.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RECRUITING DUTY** — The recruiting duty eligibility waiting list maintained by the Bureau of Naval Personnel is nearly exhausted. BuPers desires requests for this duty from men who can meet the qualifications.

BuPers Circ. Ltr. 45-50 (NDB, 15 Apr 1950) points out this situation, and requests COs to recommend only those men who, in their opinion, are exceptionally well qualified for recruiting duty. It further requests that all commands give the circular letter wide publicity to all personnel, especially those eligible for assignment to this duty. The Co's forwarding endorsement should be in accordance with the provision of the following two references, the directive states:

- BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950).

- Article C-5208, BuPers Manual 1948.

BuPers Circ. Ltr. 36-50 gives all the latest information on sea-shore ro-

tation of personnel. See ALL HANDS, May 1950 (pp. 44-45).

Article C-5208, BuPers Manual 1948, gives a full outline of requirements for prospective recruiting personnel.

• **SOPA DESIGNATION** — A change in procedure for indicating the senior officer present afloat of U. S. ships in a foreign port has been announced by the Navy Department.

In foreign harbors, when the senior flag officer in command is absent for more than 72 hours, his command (subject to any directions from this flag officer) will temporarily be assumed by the senior officer present of the unit who is eligible for command at sea. The senior admiral's flag will be hoisted in the ship in which the temporary commander is embarked. However, this will be accomplished without the traditional salute.

Previously, when the senior flag officer was absent, only the SOPA pennant was flown from the yardarm of the ship in which the temporary commander was embarked.

• **LEAVE RATIONS**—Enlisted personnel drawing basic allowance for subsistence (BAS) in the amount of \$2.25 where they are stationed will now lose that allowance temporarily when they go on leave. Instead, they will draw leave rations (BAS) in the amount of \$1.05.

Personnel in this category have previously been eligible to draw \$2.25 a day for subsistence while on leave from a station where rations in kind are not provided for them.

This change is contained in Alnav 40-50 (NDB, 30 Apr 1950). This Alnav will equalize the amounts paid for subsistence while on leave of all personnel in the Navy.

Enlisted personnel entitled to special foreign duty per diem station subsistence allowance, however, will continue to receive such allowance as long as they are on leave outside the continental limits of the U. S. While on leave in the U. S. they too will be entitled only to leave rations.

• **ADVANCE PAY** — Enlisted personnel as well as officers and warrant officers can now get an advance of up to three months' basic pay upon changing their permanent duty station.

For enlisted personnel, this advance is made possible by a new regulation contained in Alnav 41-50 (NDB, 30 Apr 1950) which replaces an old regulation which allowed enlisted men to draw up to three months' advance in subsistence and quarters allowance but not basic pay.

Under Alnav 41, an EM may be paid one month's advance pay (less applicable deductions) at his own request if he is transferred to a new duty station. He may be paid up to three months' advance upon change of duty if his request is approved by his commanding officer.

The more liberal provisions have been in effect for officers for some time. Alnav 41 broadens the existing provisions, however, in that it extends the advance of three months' pay to officers who transfer from one shore station to another shore station.

• **PROMOTION EXAMS** — Officers taking a formal course of instruction 10 months or more in length at the time they are scheduled to take a promotion examination, or who have completed such a course within the preceding three months, are exempted from taking certain parts of the promotion exam.

These officers will be examined in the "executive" area only, with their records being examined in the other areas covered by the examination, according to Alnav 42-50 (NDB, 30 Apr 1950).

Navy Strength 383,731 MarCor Totals 77,700

Navy enlistments during the month of March tallied up to 8,009 while those of the Marine Corps totaled 1,795.

In a break-down of these strength figures, the Navy listed 3,386 new recruits and 4,623 reenlistments; the Marine Corps listed 868 new recruits and 927 reenlistments.

Total strength of both the Navy and Marine Corps dropped off slightly during the month. Navy strength was reduced from 388,512 to 383,731, while Marine Corps strength fell from 79,500 to 77,700.

New Bridge Dedicated In Navy Hero's Honor

The town of Columbia, Tenn., has named a new bridge for a courageous Navy pharmacist's mate who died trying to save the lives of injured comrades.

John Harlan Willis, PhM1c, was killed by a Japanese hand grenade on Iwo Jima in 1945 while administering blood plasma to several injured Marines.

Eight times the Japs threw a hand grenade into the foxhole where Willis was tending the Marines. Eight times Willis picked up the grenades and threw them back. But the ninth exploded in his hand, killing him instantly. He was awarded the Congressional Medal of Honor posthumously.

An estimated 75,000 persons witnessed the dedication of the \$700,000 bridge across the Duck River at Columbia. John Harlan Willis Jr., son of the hero, cut the ribbon opening the new span to traffic.

• **DISCHARGE** — In order to be discharged from the service under the provisions of the Career Compensation Act, a Navy man must not only have been eligible for "saved pay" under the terms of the Act but also must have been eligible for "family allowance" at the time the new act went into effect.

Alnav 119-49 (NDB, 15 Jan 1950), the directive which applies, states: "Eligibility to apply for discharge is limited to personnel entitled on 1 Oct 1949 to include family allowance in saved pay."

This directive is cited as a clarification of a paragraph in the second in a series of articles published by ALL HANDS to explain the Navy's new pay regulations (ALL HANDS, April 1950, p. 54-57).

• **CIVILIAN CLOTHING** — Correspondence has been received by ALL HANDS asking whether the Navy provides an allowance for personnel assigned to duty that requires them to wear a civilian outfit. The answer is affirmative.

Eligibility for the civilian clothing allowance covers personnel assigned to a normal tour of permanent duty in a foreign country by orders specifically requiring civilian clothes. The orders are signed by the Chief of Naval Operations.

Payments made by the Navy include both an initial allowance to cover the purchase of the clothes and a quarterly maintenance allowance to provide for their upkeep and replacement.

If only one outfit, summer or winter, is to be purchased, the initial allowance is \$220 and the quarterly maintenance allowance is \$43.75.

If both a summer or winter outfit are necessary because of the climatic conditions of the place of duty, the initial allowance is \$390 and the quarterly maintenance allowance is \$47.50.

Very few Navy personnel are required by their orders to wear civilian clothes on duty, and therefore the allowance is currently paid to only a very few individuals. As an example, personnel ordered to duty with a special committee of the United Nations in a foreign country are sometimes required to wear a civilian outfit.

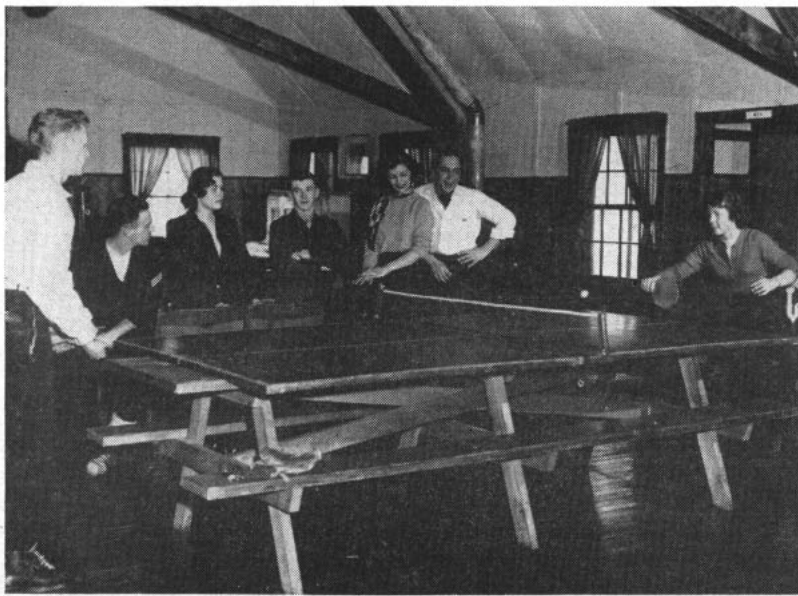
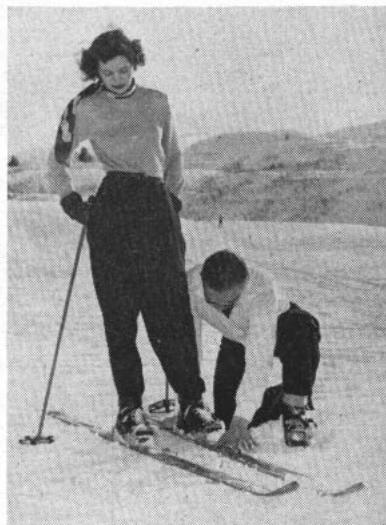
Regulations pertaining to this may be found in BuSandA Manual, paragraph 54209-4(c) and, in the same manual, Vol. 5, Appendix C. Miscellaneous Tables, p. C-2.



Good Ski Duty

Popular center for recreational activities at the Naval Operating Base, Kodiak, Alaska, is the Ski Chalet. Built in 1942 on a sloping hillside overlooking Anton Larsen Bay and Shilikoff Straits, it is the hub of military recreation.

Mountain climbing enthusiasts use the chalet as a base of operations in their attempt to scale Mt. Pyramid, one of the highest peaks on Kodiak Island (above). Right: Open slopes around the chalet afford near-perfect skiing and (below) ping pong, easy chairs and a refreshment bar indoors provide entertainment and comfort for the less energetic.



Jolly Good Liberty



HISTORIC Windsor Castle forms backdrop for Navy sightseers (above).
Below: Sailor and Waves stroll along Thames River near the Tower Bridge.



LONDON — well known for pea soup fog that covers it like a blanket — is also well known around the fleet as a “good liberty port.”

More U. S. sailors each month are getting the chance to go ashore in the City-on-the-Thames to see just how true it is about the thick fog and the good liberty.

First thing you know, your ship may nose into a London pier and you will go ashore in the first liberty party. Right now you may not have the slightest idea which way to turn or where to go once you go down the gangway in London. This article should help you decide. . . .

Once you get the hang of the town, you will find London a city in which there is an abundance of things to do. You will see many similarities between London and the cities back home. But there are many differences too between the English capitol and some other liberty ports you know such as New York or Norfolk for example. Consider the language.

In New York, you take a girl to the movies; in London you take her to the “flicks.” In New York, you take the subway; in London you take the “underground” or “tube.” In New York, you go around the corner to the bowling alley or drive to a nearby race track. Not in London — here you stroll around the corner to the “skittle alley” or “motor to the race course.”

Even the beer is not the same. Beer (or “lager” as the British say) or ale is served not cold as it is in the U. S. but at room temperature. London is famous for its many quaint “public houses” or “pubs” where lager is served.

These and other odd-sounding terms will fall strangely on the ear of the visiting American sailor during his first few days in London. As his visit lengthens, however, and he gets to know the city and the people, he will find himself using most of them himself.

One important thing to remember when you visit London is that it is old, yes, but it is proud of its age. The site where the city now stands was first conquered by the Roman emperor, Claudius, in 43 A. D. At that time, it held no more than a

In London

handful of Celtic fisherfolk. Today, 1907 years later, it has known several other conquerors, many kings and a great deal of history.

London today is not as gay or as carefree or as prosperous as she was when England was riding the crest of her economic and political greatness. She is austere, dirty in spots and scarred. But she is a great city and the Navy man on a visit there will do well to keep that in mind — the British do.

"She is a bit beat up, what with the bombs and all, but she is still London," a Piccadilly cabbie says to the visitor.

If you are lucky, you may find that your ship is tied up in a basin not more than 15 minutes by tube from the downtown section of the city. There are many of these ship basins along the banks of the Thames River which winds through the very heart of London.

These basins connect by locks with the river. They are necessary because of the heavy tide which may raise or lower the level of the river as much as ten feet. Ships up to medium size may squeeze through a lock and tie up in one of the basins.

Should your ship be located in one of these man-made ponds, you will be in a fine spot to start your tour of London. Here are some of the things you cannot afford to miss:

- **Westminster Abbey** — it is here that each new British king seats himself in the worn and faded Coronation Chair to be crowned monarch. Here also many of England's most famous men are buried beneath the Abbey's smooth stone floor. You will see too the grave of Britain's Unknown Warrior.

- **Buckingham Palace** — The official residence of King George VI and Queen Elizabeth, the King and Queen of England. The palace is set in the middle of a beautiful park (St. James Park) that was once a royal mulberry patch. The Royal Standard flies from the flagstaff on the roof of the palace when the King and Queen are at home. As you walk past, take a look at the heavy, wrought-iron locks on the gates — they are museum pieces.

- **Windsor Castle** — A half-hour's



GUIDE BOOK is a helpful companion on a tour of sprawling, war-scarred London — one of the world's most historic and hospitable cities.

train ride down the Thames River from London lies historic Windsor Castle, the chief residence of English rulers since William the Conqueror and a tourist mecca. Among the famous bones buried in the castle's royal mausoleum are those of Queen Victoria and Prince Albert. Round Tower, built of heavy stone blocks and surrounded by a deep moat, is the castle's most prominent landmark.

- **Houses of Parliament** — These striking, Gothic buildings are the equivalent of the American Capitol.

- **Tower of London** — Many acts of torture and bloody murder have transpired within the walls of the Tower, one of England's most distinctive landmarks. Only recently was the body of one of the royal victims identified — that of Anne Boleyn, one of seven wives of Henry VIII. Workmen knew it was Anne because the body had six fingers on each hand!

- **St. Paul's Cathedral** — One of the world's most noted churches. Nazi bombs and buzz bombs burst all about solid, old St. Paul's but they failed to destroy it. At one point, however, workmen were compelled to wrap a giant steel chain around the great dome to keep it from caving in. The chain is still there.

- **Tower Bridge** — Don't mistake

this bridge for London Bridge. Tower Bridge is close by the Tower of London and is built in a picturesque Gothic style. London Bridge is down-river from Tower Bridge and is as modern looking as the Golden Gate Bridge in San Francisco.

- **Madame Tussaud's Wax Works** — The figures standing around in odd costumes are not guests at a fancy dress ball. They are authentic, wax figures of famous persons, British and others. The King and Queen, Henry V, Franklin D. Roosevelt, Harry Truman, Winston Churchill and Joe Louis stand side by side, each dressed in his actual clothes or clothes preserved from the period in which he lived.

You may get twisted around in the city as you try to see all these places. That's normal; London is a maze of twisting, turning, narrow streets. If you do, just step up to a bobbie and tell him where you want to go. These tall, broad shouldered guardians of the public welfare are everywhere and are always ready to lend the visitor a helping hand.

You can find a bobbie at about every major intersection in the city. He is easy to spot by the dark blue uniform and the dome-shaped hat he wears. Incidentally, a city ordinance



TOWERS and turrets of Windsor Castle loom above sightseeing party (left). Above: Waves chat with Chelsea pensioner, a retired war hero.

states that each and every bobbie on the force must be at least six feet tall. And they are.

Citizens of London as well as the bobbies are a big aid to the Navy sightseer. Recently, a Navy man was looking over Buckingham Palace when a man came up beside him and started talking.

"Did you know that the King's room is there on the right?" the newcomer asked.

The Navy man said he didn't.

"And that that is the balcony there where Their Majesties come out to wave to the crowd" he continued,

pointing out the center balcony of the palace.

The typical visitor admitted he didn't know that either and soon fell into an interesting conversation with his new-found friend, a typical Londoner. Before the afternoon was up the two of them had walked through several miles of historic London streets, the Londoner keeping up a running commentary on who had lived here and who had died there. The American learned a lot of the city he probably wouldn't have learned otherwise.

Londoners — many of them — are

like that. Most are friendly to the visiting serviceman and are anxious to tell him all about their city. Few Americans would be able to point out as many interesting spots or recount so much history about, say, New York or Chicago as these self-styled guides can about London.

On the other hand, there are professional tourist guides that may approach you under the guise of making interesting conversation. You may have trouble telling one from the other. If in doubt, however, it is a good idea to offer the person a tip for his services (say a half dollar or so). He may always refuse it if he is taking you around for the fun of it alone.

You will want to take a look at some of the British sports events while you have the chance. There is a lot of difference between a cricket match between Hampshire and Sussex and a football game between Minnesota and Northwestern.

Cricket, rugby and soccer ("football" to the British) are among the favorite sports in London closely followed by dog racing, horse racing and tennis. Look in any paper for the schedule for the day. In most cases, you can take a tube or bus to the stadium or track.

But better count on getting there early. Britishers go for these sports

How Much Your Money Is Worth in English Currency

Here is a table showing how much your money is worth in English currency:

Symbol	Name	Coins	
		British value	American value (approximate)
½d.	Halfpenny (‘Hay-p’ny’)	½ penny	½ cent
1d.	Penny	1 penny	1 cent
3d.	Threepence (‘Thrup-pence’)	3 pence	3 cents
6d.	Sixpence	6 pence	7 cents
1s.	Shilling (‘bob’)	12 pence	14 cents
2s.	Florin	2 shillings	28 cents
2s. 6d.	Half-Crown (‘Two and six’)	2½ shillings	35 cents
Paper Currency			
10s.	Ten shilling note	10 shillings	\$1.40
£1	Pound note	20 shillings	2.80

in a big way and it is not unusual to see a line or "queue" of several thousand persons waiting patiently for the ticket office to open at a cricket match at Lords or The Oval.

Sightseeing and sports events will take some money and all your dealings will have to be in English money. That brings up the problem of English bills and coins and how much they are worth in corresponding U. S. currency.

Take a look at the accompanying table. Here are the most common pieces of English money and approximately what they are now worth in American currency.

Movies — "flicks" that is — are plentiful. You can find both English and American pictures at the flicks around Piccadilly Circus, the hub of London nightlife, or near Leicester Square. Price of admission ranges from 60 cents to more than \$2.

The easiest way to get to a flick is to flag a cab and tell the cabbie the name of the place you want. Or you can always take a tube or a bus and end up close to where you want to go.

Cabbies, incidentally, can be a big help to the stranger too. Two sailors sightseeing one day flagged a London taxi and told the driver they wanted to see the sights.

They made a deal with the driver who took them from place to place, got out and explained its history, then drove on to the next spot, where he repeated the process. One entire afternoon of sightseeing cost the sailors roughly \$2 apiece.

As for London restaurants, eating at present in the West End leaves much to be desired. The British themselves are not very happy about the strict food rationing and sailors ashore are apt to be even less so. But the food situation must be accepted as an inevitable result of the nation's economic position. The cooking is often good but the food is scanty and the servings small.

But this is not to say that — with the above limitations — you cannot buy yourself a well-prepared meal at a decent price in London. You can at any number of famous restaurants. Incidentally, price control works to your advantage. Each restaurant can charge only so much for any meal — and the amount is usually under what you would pay for the same meal in the U. S.

Here's a tip on eating: Try to eat



UNIQUE traditional uniforms of English guardsmen make colorful spectacles. Above: Foot Guard at Windsor Castle. Below: Horse Guard at Whitehall.



TUDOR SECTION of Windsor Castle (below). Chief residence of Britain's rulers since William the Conqueror, Windsor is half-hour's ride from London.





Korean Kourtesy

The hospitality of all Korea was extended to men of Task Group 70.8 during a three-day sojourn by the carrier *uss Boxer* (CV 21) and the destroyers *uss Buck* (DD 761) and *uss Thomason* (DD 760).

Signs of welcome were displayed on many Korean buildings (see above) and schoolchildren formed "U.S.N." and "U.S.A." on their playgrounds as planes from the group roared overhead. Right: An interpreter helps men on liberty. Below: Souvenir collectors had a field day.



slightly before the accepted hours of 1300 to 1400 and 1900 to 2000. Just before these times, restaurants are less apt to be crowded and the menu is less likely to have gaps in it.

Shopping in London is an adventure but you probably won't discover many items that are cheaper than you can buy them in the U. S. For quality, however, good buys are English woollens like argyle socks, sweaters and suits, Cashmere mufflers and colorful silk print scarves for the ladies.

Certain sections of the city are noted for what they sell. Savile Row and Conduit Street are in the men's clothing district. Bond Street is noted for its jewelry and silverware and is the window shopper's paradise. Bookshops abound in Charing Cross Road. Regent Street is famous for women's wear of all descriptions and styles.

London nightlife is completely different from the rollicking merriment of a Times Square or the loud good-heartedness of a Market Street. There are many spots where you may drop in for a drink but not many where you will find a floor show. The reason is that with the price of ceilings on food and drink, most restaurant owners cannot afford to stage a floor show as an added attraction for their customers and still make a profit.

Another thing to keep in mind in your after-hours wanderings — most London pubs close their doors about 2230 although some remain open longer. So if you are planning a night out, better get started early.

One more hint: if you smoke, take along your own cigarettes. Should you have to buy British cigarettes you will find them completely different in taste and twice as expensive as ship's store brands.

London in the daylight hours or at night is one of the most interesting cities in the world. You can pick up a little book, *Guide to London*, if you stop in at the American Embassy at 18 Grosvenor Square (Bond Street Station). This little book is chock full of good dope about places to go and things to see.

Remember, too, that wherever you go and whatever you see, you are seen too. The English look to you as the representative of the folks back home. You're a piece of America and they judge your country by you.

Give them a good impression and the feeling is likely to be mutual.

Energy and Ingenuity Build Party Palace

THE Enlisted Men's Club at NAS Pensacola is a good example of what can be done with a lot of work and determination and relatively little money.

The building is in a U-shape with a large ball room at the bottom of the U. One side of the building contains a private dining room and galley and the bar. The other houses a music room, record room, pool room, and an office. An outdoor patio is between the two wings.

Beginning early in 1948 elaborate plans for remodeling and redecorating were made, with promises of a windfall in the near future. Finally, in May 1949 things looked pretty rosy when the enlisted recreation committee was told that certain funds would be available to use in their program. A professional decorator was hired, and the plans were for him to contract for the entire job — plans, material and labor.

When the money was made available, it was half the amount counted on, so obviously a few corners had to be cut. The interior decorator was kept, largely in a supervisory capacity.

When the call went out for volunteers, it was gratifying to see how many old salts who mutter, "I learned early in my naval career not to volunteer," did just that. They were a little skeptical at first when



ENTHUSIASTIC volunteers turned out slick interior decoration job when funds ran short. Nightly, free refreshments kept the workers' morale high.

they were handed a bucket full of raspberry-colored paint for the ceiling of the ballroom and dark green for its walls, but they put it on, then stood back to admire their work over the free refreshments furnished after every working party in the evenings.

The big deadline was the day before Thanksgiving when official guests were invited to the club for

a preview before the grand opening and formal ball on Thanksgiving.

The opening night was everything everybody expected — only much more. For the first time they saw the finishing touches — draperies in place, the massive lamps in the lounge area, the bar with its indirect lighting before the ivy-bedeked mirrors, the music room with its Chinese yellow walls and red-plaid ceiling, a fire in the fireplace, and the leather-upholstered bar.

Since that date the club, renamed the Sea Air Club, has inaugurated a stepped-up recreation program with orchestras hired for dances several times a week.

The work is still not finished. A brass rail and bar stools will soon be added, as will a short-order counter. The free juke box has given way to one that plays for money — the proceeds going to buy records for the new record player in the record room. A television set is the next acquisition in sight. With a direct water route to New Orleans, the nearest transmitting station, the Sea Air Club hopes to boast one of Pensacola's first television sets over its bar. — Vanita F. Parrett, DK1, USN.



MUSIC ROOM record library contains many albums, both popular and classical. New records are paid for with proceeds from the club's juke box.



Pills Will Help You

ALMOST everyone in the Navy has heard by now of the new drugs which have been talked about for a year or more in connection with preventing or curing sea-sickness. Even better known by the public are the drugs which have burst upon the national scene as a preventative or cure for colds. While advertisers and other enthusiastic writers have been describing the drugs as a nearly sure-fire cure, the opposite type of people have at times stated that these medicines don't amount to much. Let's see what the Navy has been doing to learn the truth about these things and what the results have been.

First of all, it might be a good idea to define a few terms people use when talking about seasickness cures, cold cures and tests concerning their value. Some of them are rather long words, but they're considered necessary. So, here we go.

- **Dramamine** — a drug used as a preventative or cure for seasickness.

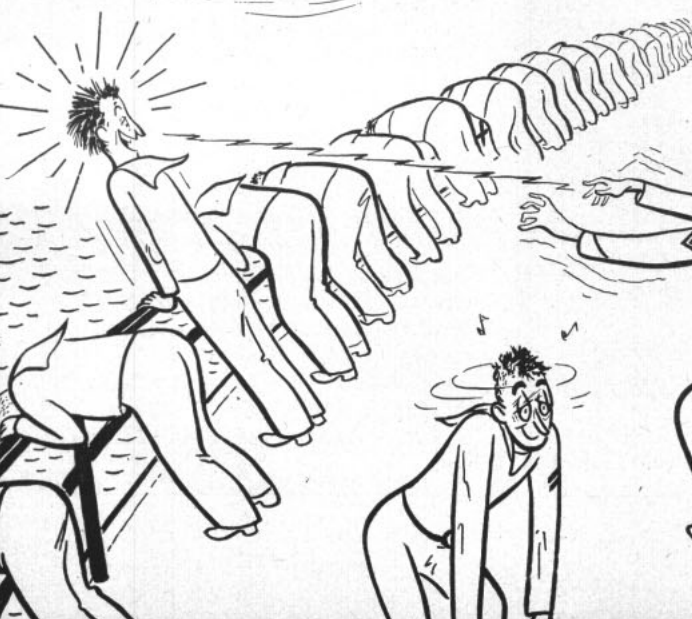
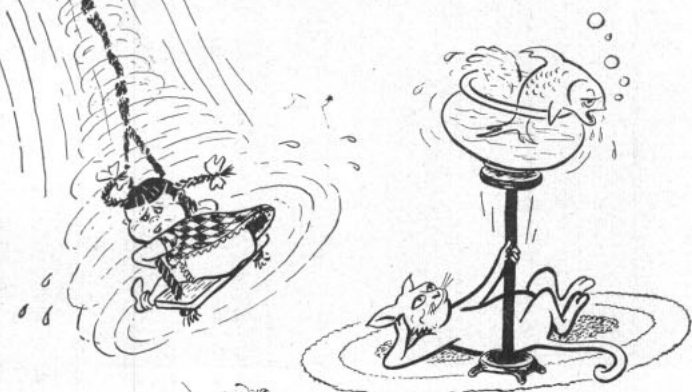
- **Anti-histamines** — most commonly thought of as cold cures these days. But dramamine is also primarily an anti-histamine compound. We won't go into the true medical definition of "anti-histamine" just now.

- **Placebo** — an imitation medicine given a patient to make him think he's getting treatment for his ailment.

- **Psychogenic** — originating in the mind or caused by mental influences.

Now, as many sailors have noticed, certain salt-caked individuals would have us believe that seasickness is largely psychogenic in the first place. They'll stand on their own two sea legs, they make it known in a briny voice, — and the devil take the dramamine. Be that as it may, there will be many a sea dog slyly swallowing a dramamine-filled capsule the first rough night out after three months in the Navy yard. He may feel abashed about it, but he needn't. For men — like babies, elephants, horses, dogs and fish — do come down with genuine motion sickness. And dramamine, by the way, is now a standard stock item in the Navy.

As was inferred back in the first paragraph, some people interested in the comfort, morale and efficiency of nautical personnel have looked into this dramamine business. Experiments haven't been as numerous or thorough as they're going to be, but they're interesting. Also, they tend to indicate that at last we have something



Keep Food, Lose Cold

that will hold down that good Navy chow in many cases where it would otherwise be wasted.

One of the most interesting of the Navy experiments was conducted aboard a submarine operating out of New London, Conn. Dramamine was given in 50-milligram doses on 43 occasions, and here is the result: Full relief, 33 instances; moderate relief, five instances, and no relief in one instance. In four instances the sub went down to calm water before the test was completed, and therefore the results failed to reveal the value of dramamine. Each "occasion" or "instance" was one patient being treated. While the same patient was treated on more than one occasion, 13 patients were involved in the 43 trials.

Another test was conducted aboard four destroyers in the Pacific with a total of 234 unsalted trainees aboard. Of these, 115 became seasick — close to 50 per cent. This time the medics were pretty crafty. They didn't hand out dramamine capsules to all the seasick sailors. To 10 of them they gave identical-looking capsules containing thiamin chloride — vitamin B₁ — which is worthless for curing seasickness. That was an example of using a placebo, which we defined a while back.

The big 100-milligram doses of dramamine were effective in a great majority of cases. In fact, 78 out of the 115 — or more than 67 per cent — were afforded complete relief. Another 34 men found partial relief, while only three continued to feel as bad as before. What about the 10 who started out by taking thiamin chloride? They simply stayed seasick till they started getting real dramamine.

On some ships, placebos did seem to cure a number of seasick men, however. This number wasn't usually as large as that of men helped by dramamine. Such results were obtained in a test aboard the destroyer *Meredith* (DD 890). Placebo seemed to cure seasickness in four out of 11 men who described themselves as "always seasick," and 15 of 55 men in an "occasionally seasick" group. But when the "always seasick" group took dramamine in 50-milligram portions, 100 per cent were cured. Dramamine treatment gave relief to 98 per cent of those in the "occasionally seasick" group.

In one test, more men supposedly taking placebos were put back on their feet than those supposedly taking the genuine article. Of course, they *all* thought they were getting the true cure. The two drugs were identified only by numbers and it has been suggested, ever so subtly, that perhaps they were exchanged by mistake.

Large doses of dramamine—100-milligram portions—were found to cause great drowsiness in some people

aboard the cruiser *uss Albany* (CA 123). At the same time, this crew found dramamine better than two other drugs for stopping that green-faced feeling.

Some aviators haven't found dramamine quite so effective, especially for beginning fliers. Still, the Fleet Logistic Support Wing operating from Seattle to Kodiak reported uniformly favorable results in 38 passengers. These ranged in age from 10 to 46 years.

Dramamine was given to a number of Marines making a 90-minute voyage to the beach in small landing craft. Another group received placebos. Fewer men receiving dramamine than not receiving it became seasick. In fact, only four per cent of those taking the drug were nauseated. Thirty-one per cent of those who thought they were getting dramamine — but weren't — were "laid out" by the motion of the boats. When they got to the beach the Marines immediately went into a period of target shooting. It turned out, surprisingly, that one group could shoot about as well as the other. No report was made on the relative physical strength or stamina of men in the two groups upon hitting the beach, nor on their relative state of morale.

While evaluation is still going on, it appears obvious at present that dramamine does tend to relieve seasickness in many cases and air sickness in a lesser number. This medication should serve to increase contentment, efficiency and reenlistments among seasickness-prone people. Still, some will no doubt take a dim view of its use for some time to come — especially those who developed shock-resistant stomachs the hard way.

Now for cold cures — not the kind that come in pint bottles and are illegal in Kansas.

Full-page ads in the stateside papers have been shouting that one can go down to the corner drugstore and buy a box of the new anti-histamine cold cures. That is true, and a lot of people swear by them. But the Navy is checking further — and thoroughly.

This checking is going on at the Naval Training Center at Great Lakes, Ill., where such drugs first came under study in connection with colds — two years ago. Naval Medical Research Unit 4 is doing the work along with several other projects they have underway. Some 1,500 young men and women are involved — all volunteers for the job. The Navy expects some pretty reliable facts and figures to come out of the three-month test, for the people under study are all in one environment, all in much the same age group and all somewhat isolated from the public.

These tests are going beyond the common garden-variety head cold. A portion of the work will be to learn how the anti-histamines will affect "strep throat," the flu and virus pneumonia. Another main objective is to learn which of the many anti-histamines now known has the least toxic action when taken in large enough amounts to do some good.

This is the way things were, according to latest information at the time this was written. If mankind manages to lick colds and seasickness, life will be that much more pleasant for all of us — especially for those who follow the sea.

Imagine somebody's auntie coming in from a day's hard sailing on the wind-whipped sound. "Hand me the anti-histamine, Nephew," she rasps. "That dramamine was no placebo, but I'm coming down with a coldt id by dose. And I'm not being psychogenic." — H. O. Austin, JOC, usn.



Roundup of Navy Sports and Recreation News

Navy Distance Runner Stars

John P. Lafferty, AD1, USN, the Navy's powerful distance runner, out-distanced all American contestants in the annual Boston Athletic Association's 26-mile marathon race. He placed fourth behind three Korean entrants.

By being the first American to cross the finish line in a field of 139 contestants, Lafferty was presented with New England's Jim Henigan Award. He also acquired the North-eastern distance running championship title.

It was the second year the durable aviation machinist mate has competed in the Boston race. Last year he finished 24th in a field of 185 experienced runners.

Lafferty has over 12 years naval service, is the father of three girls and is stationed at NAS Jacksonville, Fla.

All-Navy Golf Competition

All-Navy championship matches to determine the Navy's top golfers for 1950 will take place at NAS Pensacola, Fla., the week beginning 6 Aug 1950.

Each of the Navy's sports groups will conduct a tournament to select four golfers to represent it at the finals. These 32 contestants will each play 18 holes the first and second days of the tournament, and 36 holes



OUTSTANDING distance runner John Lafferty, AD1, (R) gives a few starting pointers to Lee Roach, JO2.

the final day. The individual champion will be determined by low medal score.

Previously this tournament was scheduled to be held at Glenview, Ill. Due to the difficulty of obtaining transportation for participants, Pensacola was later selected as a more accessible location.

Twelve golfers will be selected from the low scorers in the All-Navy tournament to compete against teams of the Army and Air Force in the Inter-Service Golf Championship Tournament at Fort Benning, Ga. This tournament, for the James Forrestal Trophy, will be held 16-19 Aug 1950.

All-Navy Tennis Tourney

The Navy's top tennis players will gather again this year at the U. S. Naval Academy, Annapolis, Md., for the All-Navy tennis tournament the week of 16 July 1950.

Eight teams, each composed of four men or less, will represent the Navy's sports groups in the tourney. In addition, members of last year's Inter-Service team will be considered as seeded players and will be eligible to compete in the finals without playing in the eliminations.

The tournament will be conducted on a single elimination basis.

A team formed from the All-Navy tournament winners will represent the Navy in the annual Inter-Service Tennis Matches for the Leech Cup that takes place in the Washington, D. C., area on 28-29 July 1950.

Seabee Builds Own Racer

Combining a hobby with a sport, mechanically minded Robert D. Hurd, BU2, USN, 104th Construction Battalion, Coronado, Calif., has been going to the races — in his own racing car.

Hurd, with the assistance of his brother, designed and built a midget auto racer that is whizzing its way to fame on West Coast tracks. Last year his fast little thunderbug roared past all competing cars to win the Class B West Coast Midget Auto Championship.

Originally, Hurd built his racer with a tractor engine. This didn't perform too well, so he installed a V-8, 60-horsepower engine, to which he added a few refinements. The little car now has a tremendous getaway and will clock 82 miles per hour.

Once at the races, Hurd lets a professional racecar driver put his auto through its paces while he watches from the pits. Hurd plans to enter his car in competition again this season and thinks he has a good chance of repeating last year's performance.

9th ND in I-SAC Sports

An inter-service athletic conference, consisting of Navy activities of the 9th Naval District, Army activities of the 5th Army, and Air Force activities of the 10th Air Force has been formed in the Chicago area.

Establishments of the three services plan to form leagues in basketball, bowling, baseball, softball, football, golf and boxing. All-Service sports champions of the Chicago area will be decided in tournaments or league play, with all service activities within a 150-mile radius of Chicago eligible to participate.

Formation of the conference was brought about by reduction of the



SLUGGING Sgt C. Cordle, (right) stopped Pfc J. Langone in the North-eastern Group All-Navy warm-up.

All-Navy Sports Calendar

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

Tennis

Week of 16 July 1950

USNA, Annapolis, Md.



Golf

Week of 6 Aug 1950
Pensacola, Fla.



All-Navy sports program and the new policy of increased athletic competition between service teams located in the same geographic areas.

Sports for All

Naval personnel stationed at an Army base or an Air Force field will get the same chance to participate in sports and other recreation activities as personnel attached to the base or field.

As the result of a joint agreement between the three services, Recreation funds of one will be extended to include any personnel of the other who may be stationed on the base. Administrative control of all welfare and recreation facilities on any base will remain in the hands of the base commanding officer.

Marines Win Skeet Title

In their first year of competition, the pigeon-smashers of Camp Pendleton won the West Coast Skeet Championship.

Firing in title matches held at Las Vegas, Nev., the Marine team out-shot leading civilian gun clubs in compiling a score of 480 out of a possible 500. Highlights of this performance was the firing of 84 shots without a miss. The second place team scored only 14 hits without a miss.

Members of the eagle-eyed Marine team are CWO H. B. Stowers, USMC, team captain; 2nd Lieut T. S. Vogt, USMC; CWO D. L. Lawson, USMC; WO G. M. Bond, USMC, and C. R. Wingard, MSGT, USMC.

Two Stations Will Process Appointees to Academies

Men who qualify mentally and physically and are accepted for appointment to the Military Academy or the Coast Guard Academy will be interested in BuPers Circ. Ltr. 47-50 (NDB, 15 Apr 1950).

The directive gives instructions regarding transfers of such personnel, leading up to entry into the academy concerned. A preliminary transfer will take them to the following stations:

- Men to be accepted for appointment to the Military Academy — U. S. Naval Receiving Station, Brooklyn, N. Y.
- Men to be accepted for appointment to the Coast Guard Academy — U. S. Naval Submarine Base, New London, Conn.



VOLLEY BALL team at NAS Los Alamitos has performed exceptionally well in west coast competition, recently defeated the intercollegiate champions.

Maddox Takes Top Honors

Winner of the annual athletic competition between ships of Cruiser-Destroyer Force, U. S. Pacific Fleet is USS *Maddox* (DD 731). By compiling the most points in all types of athletic competition, *Maddox* gained possession of the CruDesPac Trophy, a sterling silver loving cup.

In CruDesPac competition, points are awarded to ships of the destroyer, destroyer escort and high speed minesweeper class for their personnel taking part in various sports, for winning contests, for having men on type teams made up of personnel from various ships, and by bonus points. *Maddox* took top honors with a score of 290 points.

Rear Admiral Laurence T. DuBose, USN, ComCruDesPac, presented the trophy to *Maddox's* commanding officer, who, in turn, presented it to William V. Jenkins, IC1, USN, who received it on behalf of the crew.

Navy Pistol Team Sets Record

Record books are sporting a new national servicemen's record since a Navy pistol team squeezed off their shots in the National Midwinter Pistol Matches, which took place at Tampa, Fla. Members of the Navy team maintained an incredible average of 296 out of a possible 300 to outshoot the top civilian and military marksmen in the nation.

Firing against such competition as the famed Detroit Police Team and

the Marine Corps most skilled marksmen, the Navy team weathered the battle of nerves and skill with flying colors, bettering a 10-year-old mark and trouncing its nearest competitor — the Detroit Police Team — by seven points.

Bearing not only the pressure of expert competition but aware an all-time record for service teams would be set if they maintained their average, the Navy shooters pumped shot after shot into bullseyes. The score



DEADLY Fred McFarland, AD1, of NAS Alameda, garnered 7 firsts in the California State Pistol meet.

SIDELINE STRATEGY

All-Navy swimming, destined to be abandoned along with other All-Navy sports, has a good chance of surviving for at least another year. A new plan being considered would place swimming on a telegraphic basis, somewhat similar to the method by which All-Navy bowling was conducted this year.

The proposed plan is that champions would emerge from local meets held within the districts, areas and type commands. The top speeds clocked by contestants would be telegraphed to BuPers. By checking the speeds recorded by contestants in meets held all over the world, the All-Navy swimming champions could be determined.

Events would be limited to the 100, 800 and 1500 meters freestyle, 100 meters backstroke, 200 meters breaststroke, 800 meters freestyle relay and 300 meters individual medley.

No Navy personnel, either officer or enlisted, would be allowed to officiate at these meets. AAU officials, or competent Army and Air Force personnel would perform these duties.

* * *

Taking a cue from the All-Navy telegraphic bowling matches, LCDR Harold R. Willis, USN, Naval Air Electronics Training Unit, Anacostia, D.C., has decided to conduct his own tournament. Commander Willis has challenged a friend stationed on the West Coast to a weight-lifting contest. Both will perform a definite number and type of lifts, and are honor-bound to report how much weight each lifts. The results will be exchanged by mail. We'd be interested in hearing of others who may be conducting "muscles by mail" or other types of telegraphic contests.

* * *

Many a golfer has hooked a ball or got a "birdie," and many a bird has got a fish, but now comes to light the tale of two fish "caught" with a golf ball.

Down at Marine Corps Air Station, Cherry Point, S. C., is a captain who had dejectedly stowed his fishing tackle after vainly attempting to hook a large-mouthed bass. A few days later, the officer took his wife out (or vice versa) for a round of golf.

The game progressed without incident until the eighth tee. From there, the captain's wife drove a high-looping ball which nearly hit a hedgehopping fish-carrying sea gull. The ball came so close, in fact, that the startled bird dropped a 15-inch large-mouthed bass.

A further surprise was the discovery of a second fish within the first. — Earl Smith, JOC, USN ALL HANDS, Sports Editor.



climbed to 1183, tying the current course record set by the Treasury Department Team in 1940, and when the last shot was fired they had beat the old mark by a hair — with a score of 1184. This score was only three points under the all-time National Record of 1187.

Members of the victorious Navy team are LT Raymond L. Klassy, USN, Naval Proving Grounds, Dahlgren, Va.; John C. Foreman, AO2, USN, NAS Grosse Ile, Mich.; CH-MACH Offutt Pinion, USN, Fason Five, NAAS Oceana, Va.; Leonard M. Rizzolla, AF1, USN, NAS Anacostia, D. C., and LT Chester Coons, USN, Naval Proving Grounds, Dahlgren, Va. LT Coons is team captain and coach.

Report Helps Keep Tab on Enlisted Aviation Pilots

On 1 July 1950 and on the first day of each quarter thereafter, BuPers will require a new and broader report from all ships, stations and units having an allowance of enlisted aviation pilots or any personnel designated as aviation pilots on board. Information is to be given in the report as follows:

Column I — full name and service number; column II — current rating, Navy job code number; column III — months on board; column IV — total consecutive months at sea or ashore; column V — expiration of enlistment. Column VI should indicate current instrument qualifications — "restricted," "standard," "special," or "no current qualification." (Note Aviation Circ. Ltr. 46-49.)

Column VII — current service group. (Note Art. C-7301, BuPers Manual, 1948.)

Column VIII — an indication as to whether on board in "duffy status" or "non duffy status."

This report, bearing the identifying symbol, Pers-6-61, must be submitted to the Chief of Naval Personnel (Attn: Pers-B211), with a copy to the Chief of Naval Operations (Op-54).

Purpose of the report is to enable the Navy Department to "keep tab" in general on enlisted aviation pilots.

The quarterly report outlined here is called for by BuPers Circ. Ltr. 55-50 (NDB, 30 Apr 1950). This circular letter cancels BuPers Circ. Ltr. 91-48 (AS&SL, January-June 1948), which outlined the report previously required.

They Keep Our Destroyers Shipshape

LIKE SEA-GOING chameleons, present-day destroyers are constantly changing appearance. Installation of newer types of fighting gear and alterations and repairs to old equipment and structures cause most destroyers to undergo a face-lifting more often than a wealthy dowager. Largely responsible for keeping destroyers shipshape and decked out in the latest "styles" are the destroyer tenders — mother ships to their greyhound broods.

Combination floating navy yard, supply depot, ammunition depot and training station, a destroyer tender hovers over her brood of "tin-cans," correcting their ills and tending their needs. When the sleek destroyers nestle alongside the tender's bulging sides they expect — and get — services that range from haircuts and false teeth to the manufacture and installation of items of machinery weighing tons.

In the average 18,000-ton tender's 350-odd compartments and spaces an amazing variety of work is accomplished and materials stowed, solely to meet the demands of upkeep of tended destroyers. When the DD goes alongside the tender for a "tender availability" it usually has just completed many months of arduous activity at sea, and has more complaints than a professional wrestler. Pumps and machinery need overhauling or

replacing, valves need grinding, fire control equipment needs readjustment, typewriters need repairing and gauges need checking. The engineering and ordnance departments each have a stack of Bureau-authorized alterations to be completed. Tender crews waste no time in swinging into action.

Even before the destroyer gets its mooring lines doubled up, repair crews from the tender are swarming

Our Greyhounds of the Sea Are Kept Shipshape By Complex, Efficient ADs

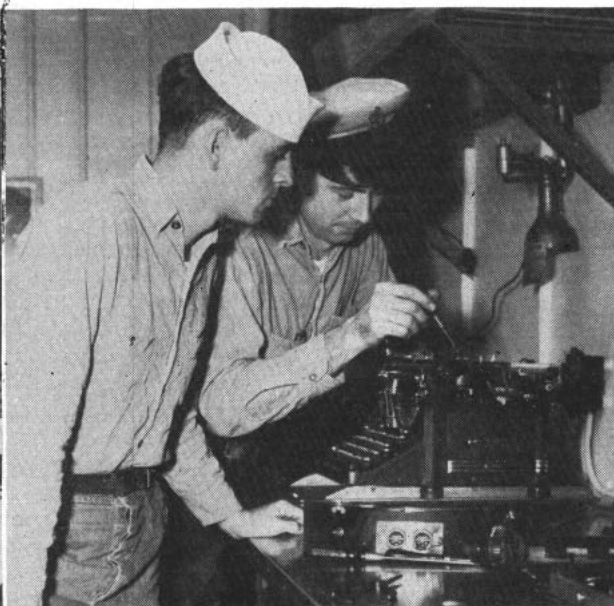
over her making preparations for mending her ills.

While the effort of all hands of the approximately 800-man crew of a tender is indirectly related to the upkeep of destroyers, most of the actual maintenance work is accomplished by a distinct department of technical rates known as the repair department. Consisting of experienced personnel of most of the Navy's specialist ratings, these men perform such work as operating a foundry or carpenter shop, or rebuilding chronometers and watches, repairing binoculars and other optical instruments, calibrating gauges and operating machine

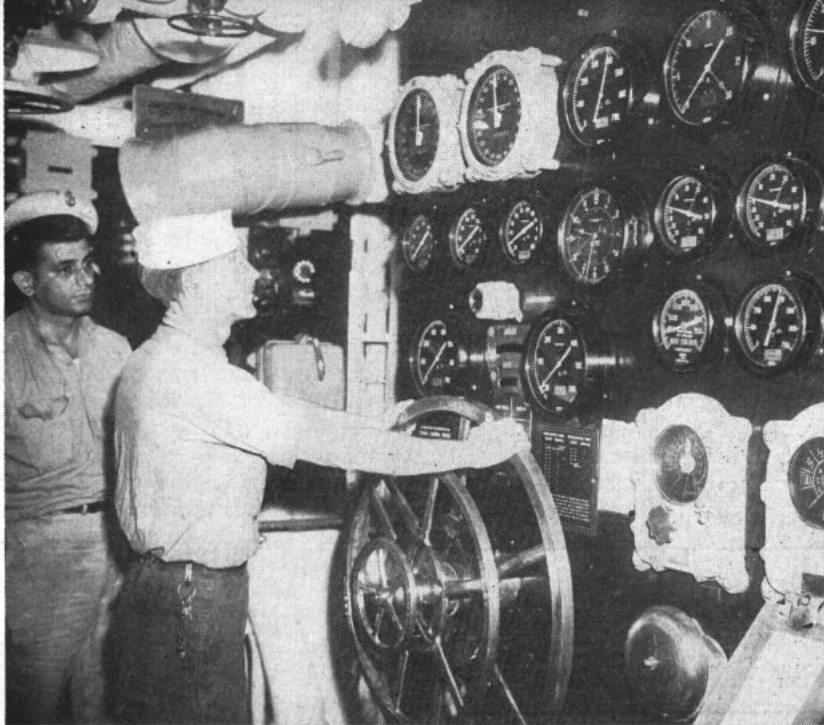
tools to produce machinery parts to exacting specifications. Personnel of the repair department also install, adjust or repair the highly complex radar, sonar and other electronics equipment used aboard destroyers. Other departments assist with their technical specialists as necessary.

As an example of the variety of work performed by a destroyer tender, let's suppose the destroyer *USS Bluejacket* (DD 999) swings alongside the tender *USS Mountainside* (AD 99) for a 10-day "availability period." A large stack of work-requests previously prepared by the destroyer has been forwarded to the tender repair officer.

These requests read something like this: overhaul and repair electric motors of evaporator plant; overhaul main feed pump, repair leak in peak tank; overhaul dishwashing machine; repair scuttlebutt in crew's quarters; overhaul and replace defective parts of loran equipment; calibrate surface radar; manufacture new shaft for forward capstan; check and repair as necessary sound powered telephones; repair movie machine; repair three defective typewriters; repair one defective computing machine; repair underwater dome of sonar equipment; manufacture and install new brackets in number two magazine; overhaul and repair hydraulic system of number three five-inch gun; manu-



EXPERTS in optical and typewriter repair and maintenance train other men in lower rates to perform these services.



ENGINE ROOM gang stands by. Because of constant demand for services, tenders are usually tied up, get underway only for short training cruises.

facture and install new gear casing for port main engine. Sometimes unauthorized alterations masquerading as repairs have to be screened out by the repair officer.

Actually, these work-requests cited would probably not all be received from the same vessel at one overhaul period, but they are fair sampling of the jobs that tender crews are called upon to accomplish.

Before the actual repair work begins, an arrival conference is held between the tender officer and concerned heads of departments from the destroyer. Each work-request is individually taken under discussion and a priority assigned it. The tender then proceeds at top speed to accomplish as much of the work as possible in the limited time the destroyer will be available, with the top priority jobs being tackled first. "Man-hours" begin to click off.

After being screened and checked by the repair officer, the work-requests are handed over to the appropriate tender shop for accomplishment. Most destroyer tenders have some 24 separate shops, each equipped to perform a particular type of repair or maintenance work. These shops are operated by repair force personnel, and are grouped in five divisions under the general headings of electrical engineering, electronics, mechanical engineering, hull and ordnance. Almost anything that goes wrong with a destroyer can be

corrected by personnel of one of these 24 shops. Even underwater repairs can be effected by Navy divers assigned to tenders for this purpose.

Almost as important as the repair work accomplished by destroyer tenders is their training function. Since the end of World War II increasing use has been made of ADs as "receiving ships." Large numbers of recruits and Class A school graduates are funneled on board these vessels where they receive "on the job" training. Assigned to the many specialized shops on board the tenders as strikers, these men rapidly gain first-hand practical knowledge on how to repair clocks, analyze fuel oil, operate offset printing presses, repair refrigeration systems, operate lathes, and so forth. At the same time, they perform useful work by assisting the experienced members of repair crews in servicing destroyers.

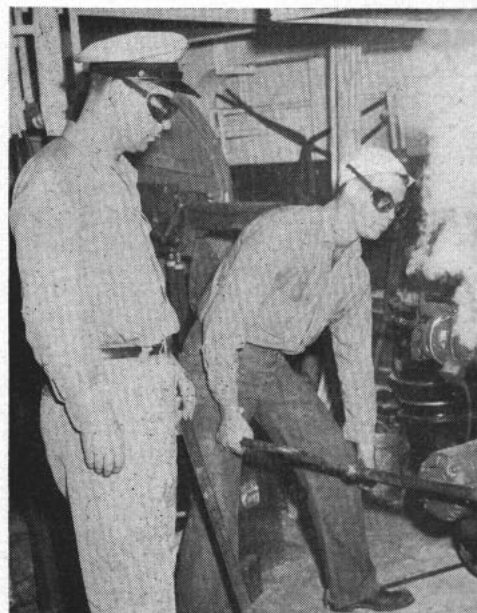
An excellent example of a smooth operating training program can be found on board USS *Sierra* (AD 18). Two education and training units have been established, one under the guidance of a chief boatswain's mate and the other headed by a chief boilerman. Enlisted personnel, including lower echelon petty officers, on board *Sierra* are under the cognizance of one or the other of these units, and attend lectures and complete training courses assigned to them.

Utilizing methods learned at the

Shipboard Training School of the Armed Forces Staff College, the two CPO instructors set up an individual training program for each man, designed to fill the gaps in his naval education.

The deck force education and training unit, headed by the BMC, is responsible for the shipboard education of all "topside" ratings, such as seamen, boatswain's mates, quartermasters, gunner's mates, and so forth. The engineering education and training unit is responsible for the shipboard training of engineering personnel, plus such ratings as metal-smiths, electronics technicians, and so forth.

When a new man reports on board *Sierra* for duty, one of the places he checks in is the education office. If a topside rating, he will be interviewed by the chief boatswain's mate, who will check his service record at the same time. If the man has not completed the prescribed progress courses for advancement to the next higher rating, he will be given study books and will be requested to begin work on these progress courses as soon as he can. He will also have outlined to him the ship's training program and be queried on the amount of instruction he has received in various subjects. As a result of this interview, the BMC (or BTC if the man is an engineering rating) can then outline a series of lectures, courses, demonstrations and movies the man will



WHITE HOT liquid steel is poured by men in foundry of USS *Yosemite* (AD 19)

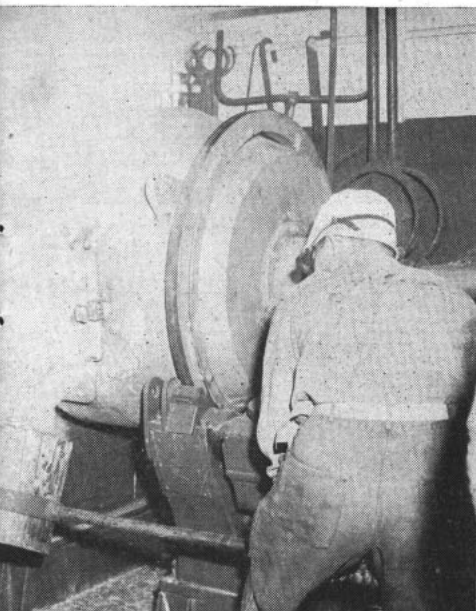
be required to attend to bring his shipboard education up to par.

On the bulkheads of *Sierra's* education office are fastened huge cross-sectional charts containing the names of all enlisted crew members. As each man completes a prescribed course, a mark is entered in the appropriate space. A card file is also maintained on each man, listing the courses, lectures and movies he has attended or completed. Classes of men attending lectures are kept small.

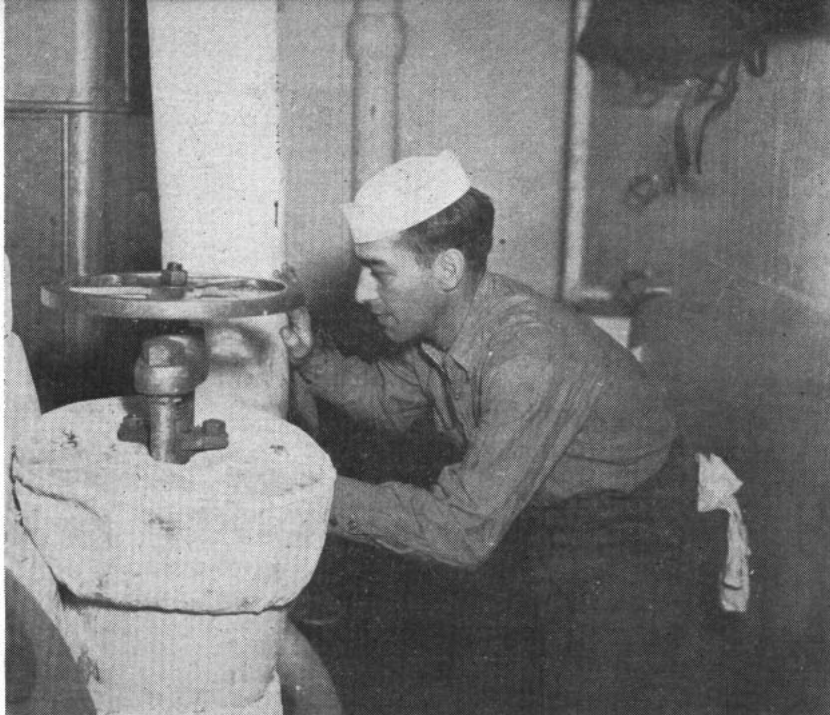
Experienced crew members are called upon to give lectures and demonstrations. For example, a lecture on "how to stand a messenger watch properly" would probably be delivered by *Sierra's* chief quartermaster. The chief damage controlman would be called upon to give instruction on damage control duties. The chief gunner's mate would be required to deliver a series of lectures on pistol and rifle stripping.

Each day a period is set aside for the instruction of some of the crew members. Extra periods, when certain divisions of the ship are inactive due to adverse weather or other circumstances, are also utilized for instruction. Upon completion of an instruction period each man takes a written quiz covering the subject lectured on. If he passes, a check-off mark is inserted by his name on the bulkhead chart and his card brought up to date.

Records covering a typical month



to be used later in the alteration and repair of sleek destroyers tied alongside.



EVERY MAN in tender's crew in some way contributes to the upkeep of tin cans. Fireman in USS *Sierra* adjusts the back pressure of a turbo-generator.

on board *Sierra* show approximately 500 man-hours of instruction given topside crew members in such subjects as boat crewman, safety factors in deck force work, proper method of performing duties as an orderly, how to stand a wheel watch, boatswain's mate of the watch, ground tackle, and many others. During a similar period engineering personnel receive approximately the same amount of instruction in such subjects as fire fighting methods, diesel engines, safety factors in handling oil, electricity, and others. All enlisted crew members are instructed in general subjects such as military courtesy and personal hygiene.

The latest training methods available are utilized to make the instruction periods more appealing. Also, the periods are no longer than required. Movies, slides, maps and charts are used to supplement lectures. Results of *Sierra's* well-paced educational program not only further the shipboard education of her personnel, but also are favorably reflected in the high morale of the crew, and the number of advancements in rating.

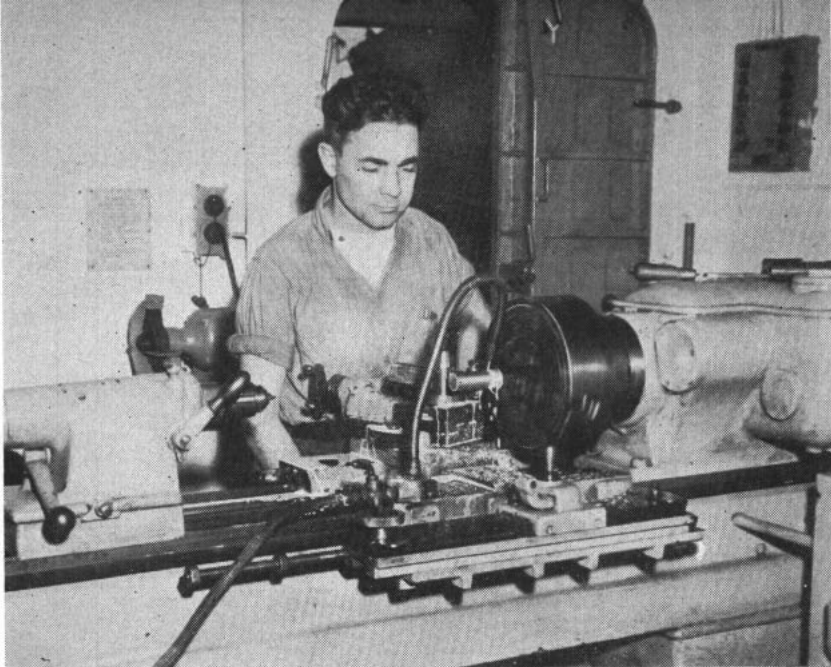
In addition to repair and training duties, destroyer tenders stow a large volume of supplies and ammunition for issue to "tin cans." Machine parts, line, canvas, paint, tools, ordnance equipment and ammunition are kept in stock and issued as needed. Food-stuffs are carried in big refrigerators and storerooms and supplied when

not obtainable from regular provision ships or depots. Equipment not stocked by the tenders can often be manufactured in their well-equipped shops from raw material stowed on board.

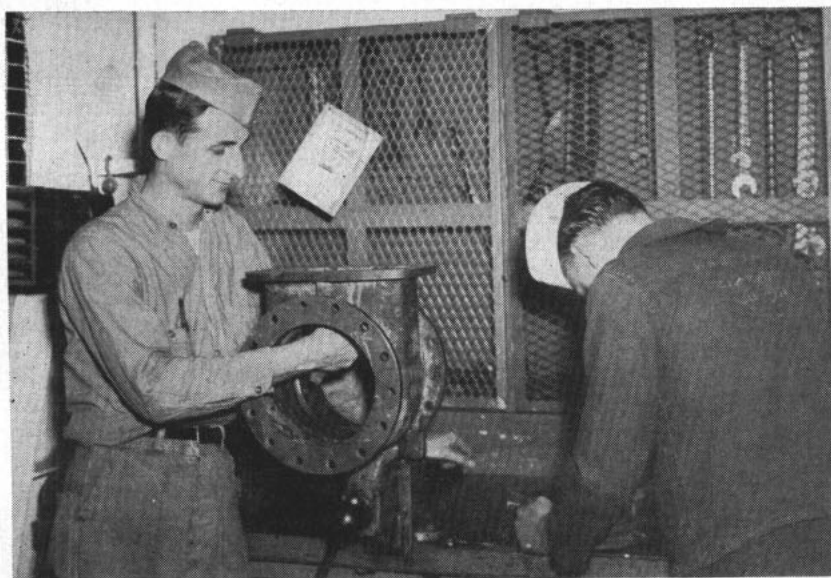
Currently the Navy has nine destroyer tenders in an active status. Six of these — *uss Sierra* (AD 18), *uss Yosemite* (AD 19), *uss Grand Canyon* (AD 28), *uss Shenandoah* (AD 26), *uss Yellowstone* (AD 27) and *uss Hamul* (AD 20) are assigned to the Atlantic, with one of them usually on duty with the Sixth Fleet in the Mediterranean. *uss Hamul* is presently serving as station ship for CinCINELM at London, England. *uss Dixie* (AD 14), *uss Prairie* (AD 15) and *uss Piedmont* (AD 17) are operating in the Pacific. Nine other destroyer tenders are in the Atlantic and Pacific Reserve Fleets.

Because of the constant demand for their services, tenders do comparatively little cruising. Most of the time they are anchored or moored to a pier, with three to five "tin cans" nested alongside and in the vicinity. Occasionally, by special arrangement between periods of servicing ships, the tenders themselves get underway for short training cruises and a chance to limber up their guns against towed targets in blue water.

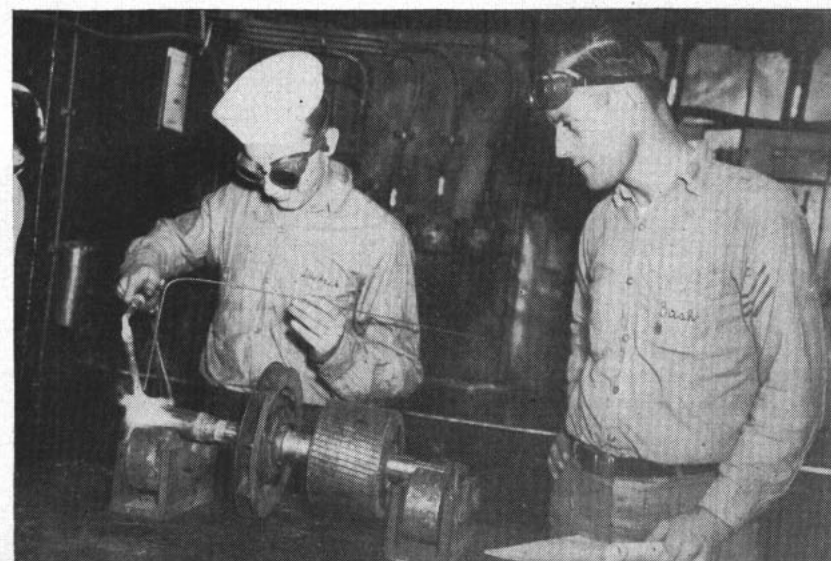
Being rather spacious, as Navy ships go, destroyer tenders are able to furnish better-than-average recreation facilities for their crews. On



BUSHING is turned in the tender's all-important machine shop (above). Below: Men in outside machine repair shop cut and fit a gasket on a flange.



TRAINING is almost as important a function on destroyer tenders as repair work. Below: In weld shop a closely supervised ME welds an electrical part.



board *uss Sierra* a large and comfortably furnished recreation room provides space for about 100 men to read, write letters, browse through books and magazines or watch television programs. (*Sierra* boasts the first TV set in the Fleet). A piano is available for the music minded. From *Sierra's* well-equipped soda fountain can be obtained a variety of "ge-dunks" and various confections. The ship's organized athletic program includes teams in most of the popular sports. To disclose talent, *Sierra* has an organized hobby-lobby, complete with prizes of money and leave. Barber shops, cobbler shops, tailor shops and laundries add to the comfort and morale of the tender crew, but these facilities are also enjoyed by the crews of destroyers alongside.

Like all large Navy ships, *Sierra* has a regularly assigned chaplain. Consistent with the part played by other members of the tender's crew, he is available at all times to the men of the tender and of the destroyers for private counselling and advice on their personal problems. Working at all times to improve the religious outlook, peace of mind and general welfare of these men, he leads a busy life.

While the role of the destroyer tender lacks the glamor of some of the sleeker and faster men-o'-war, their crews can register a certain satisfaction in knowing they are performing a valuable service, and performing it well. Their motto of "Get 'em fixed — get 'em steaming — but quick" is matched by their splendid record of keeping their charges shipshape. Tender crews are accustomed to pats on the back, such as a recent dispatch from a destroyer squadron commander to *uss Yosemite*.

ALL COMMANDING OFFICERS REPORT COMPLETION OF EXCELLENT UPKEEP PERIOD ALONGSIDE YOSEMITE X THIS UPKEEP HAS BEEN ESPECIALLY VALUABLE DUE IMMEDIATE DEPARTURE FOR DISTANT DUTY X SPIRIT OF COOPERATION AND HELPFULNESS DEMONSTRATED BY ALL YOSEMITE PERSONNEL HAS BEEN OUTSTANDING X MANY THANKS

Kidding of tender crews by destroyer personnel to the effect that their ships are "resting on coffee grounds" doesn't bother the AD men. They point out that a bee might buzz around all day, but he accomplishes something only when he stops. The same holds true for their "floating navy yards." — Earl Smith, JOC, usn.

Will Sandblasting Replace Chipping Hammer?

EVER SINCE the Navy got some iron ships to go with its iron men, there has been the sound of chipping hammers in the air. Many young sailors have considered the constant chipping merely a result of boat-swain's mates' hard-heartedness, but they were wrong. It's a result of rust, which in turn is a result of dampness and salt and the reaction they cause on steel.

In the Columbia River Group, Pacific Reserve Fleet, at Tongue Point, near Astoria, Ore., there are some mothballed Navy ships. Going past these ships during working hours as well as at any other time, a chipping-hammer-happy sailor might listen in vain for the deafening din of rust-removing tools. In fact, he might be tempted to say, "See — I told you all that iron pounding isn't necessary. Look at these ships. Nobody knocking on them, and they look all right to me."

— To which a shipmate might reply, "Well, maybe they're just lettin' 'em rust to pieces."

If this conversation ever took place, the first sailor was about half right and the second sailor wasn't right at all. The ships look all right, and are all right — and nobody's letting them rust to pieces.

The reason no clamor of chipping hammers fills the air over the Columbia River is that those ships are hav-



... because it doesn't fly around and make dust like dry sand does, experienced de-rusters consider wet sand more pleasant to work with ...

ing their rust combated by a different method — by wet sandblasting. Behind those sandblast nozzles are some sailors who know the rust-removing business inside and out.

A summer program to take advantage of fair weather was started at the Columbia River Group in April 1949. More than 25 amphibious type ships were completed before fall weather set in.

Sandblasting has been recognized for a long time as a good method for

cleaning metal surfaces. Wet sand cleans metal as well as dry sand does, and sometimes better. In addition, because it doesn't fly around and make dust like dry sand does, it is much more pleasant to work with.

The sailors who do this rapid rust-cutting are organized in a group team of approximately 75 men. By working in shifts, a group team can keep the sand a-blasting from 0730 to 2200. Half the team can provide 12 men to supply sand and water to the sandblast pots, 12 men to operate the sandblast nozzles, a petty officer in charge, and maybe a man or two to fill in when needed.

The sandblasting teams are housed in clean brick barracks and have reading materials and a radio available for off-hour time. The local YMCA has carefully adjusted its hours to coincide with the sandblasters' time off. Although easier on the ears than the hammering method, sandblasting is strenuous work.

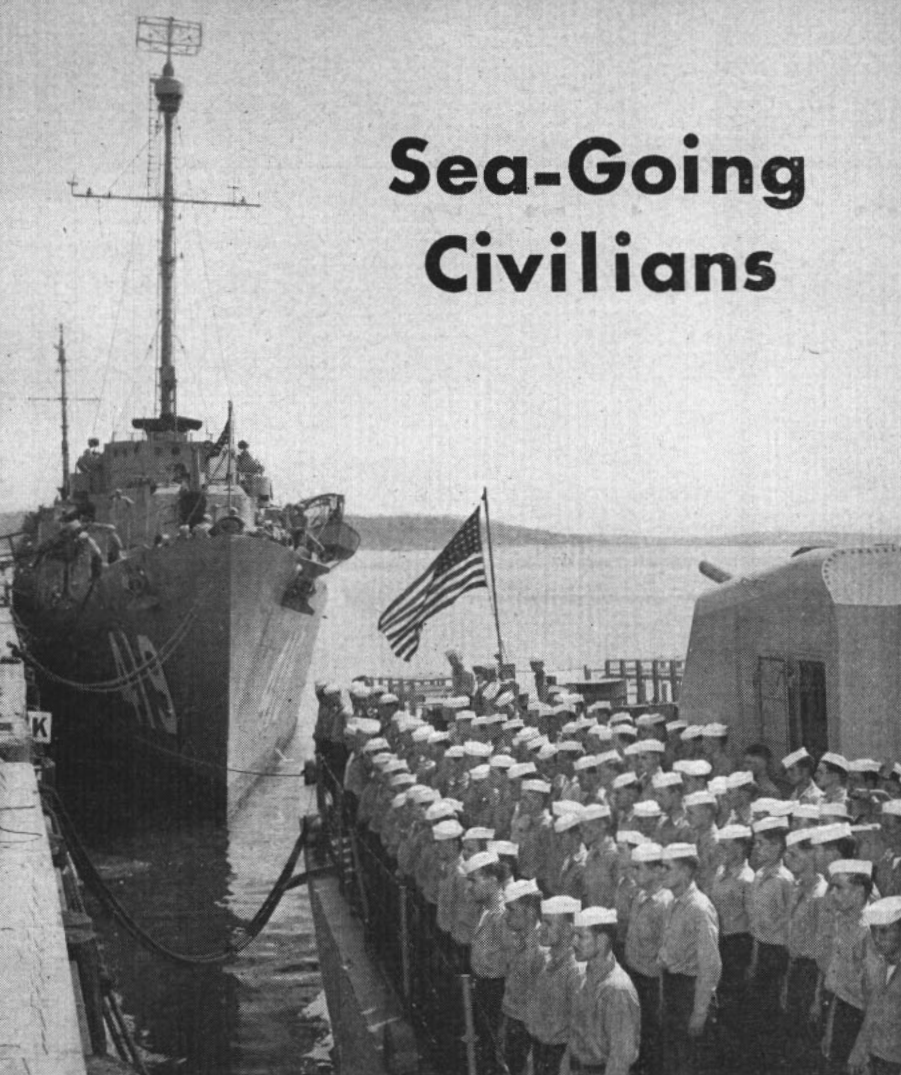
This won't mean the end of chipping hammers aboard ship, unfortunately. While fine on inactive ships, sandblasting would be unsuitable on vessels where equipment is operating and personnel are living. Also, it would hardly be suitable for small scattered areas of rust.

The noise of the chipping hammer is still to be heard in the land but the decibels are rapidly diminishing in the great northwest.



... even during working hours, chipping-hammer-happy sailors listen in vain for the deafening din of Navy's conventional rust-removing tools ...

Sea-Going Civilians



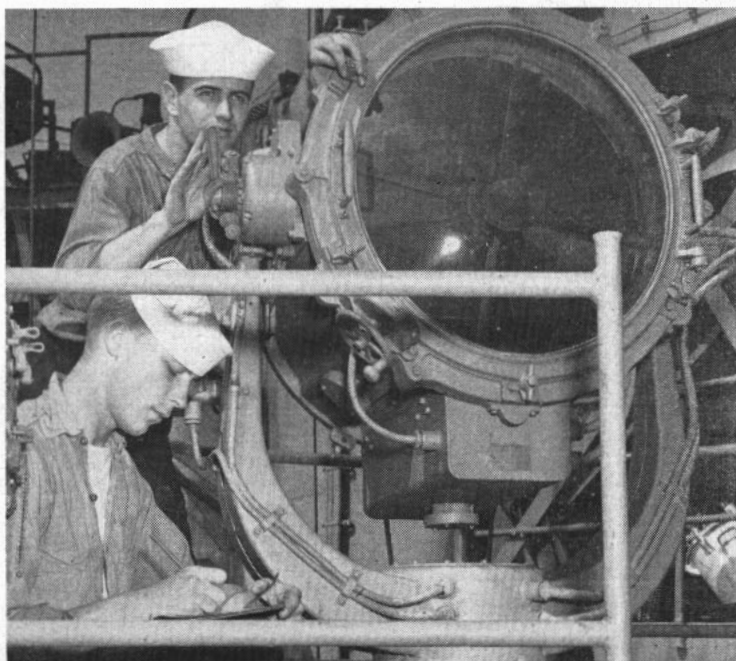
RESERVISTS muster on a DE's fantail prior to embarking on two-week training cruise (above). Below: Reserve-Regular blinker boys transmit on carrier's 24-inch signal lamp. Below right: Veteran chief gives instruction in welding.

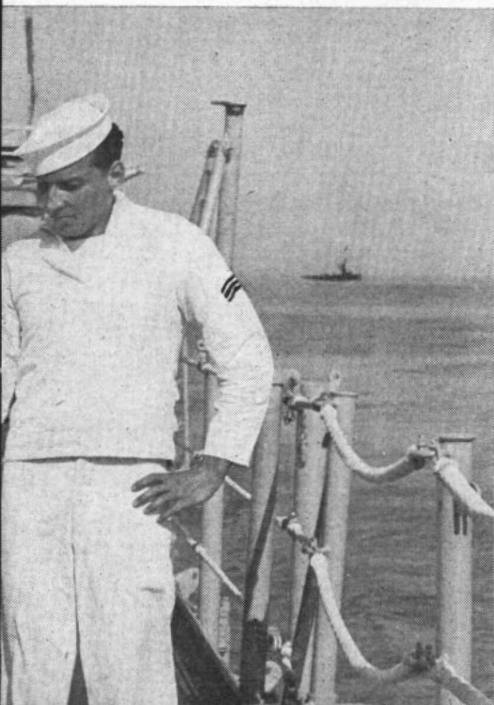


READYING themselves for their annual Naval Reserve training, approximately 35,000 members of the Navy's civilian-sailors will march up the gangplanks of every type of naval vessel this summer for sea-going instruction.

The ships of the Fleet, ranging from PCE patrol craft to the *Mighty Mo*, the Navy's lone battleship on active duty, will play a major role in training Reservists.

Approximately 75,000 Reservists





will participate in summer group training ashore and afloat during the four months — June through September. More than 80 shore courses at BuPers and Fleet schools are currently scheduled for Reserve instructions.

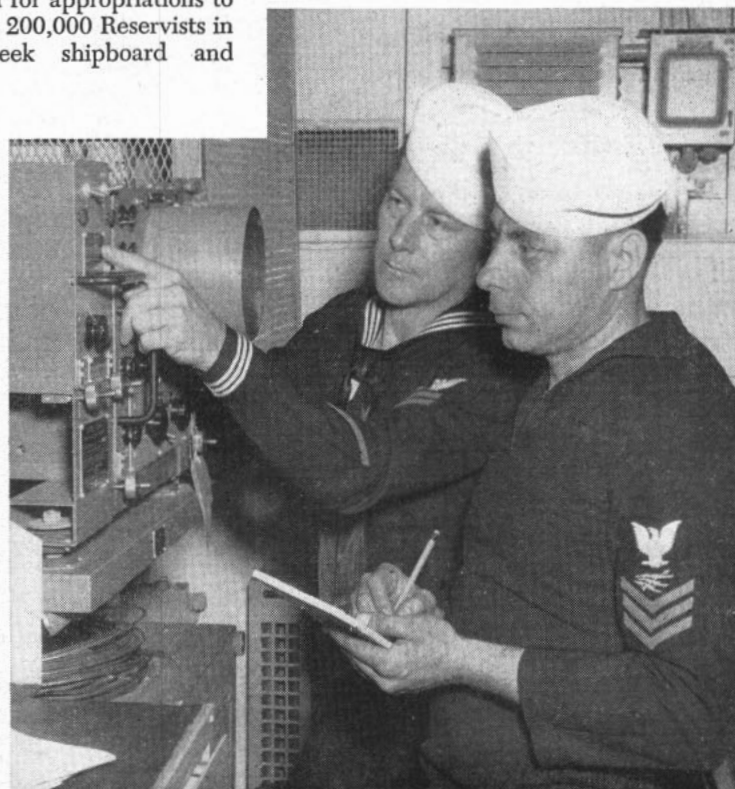
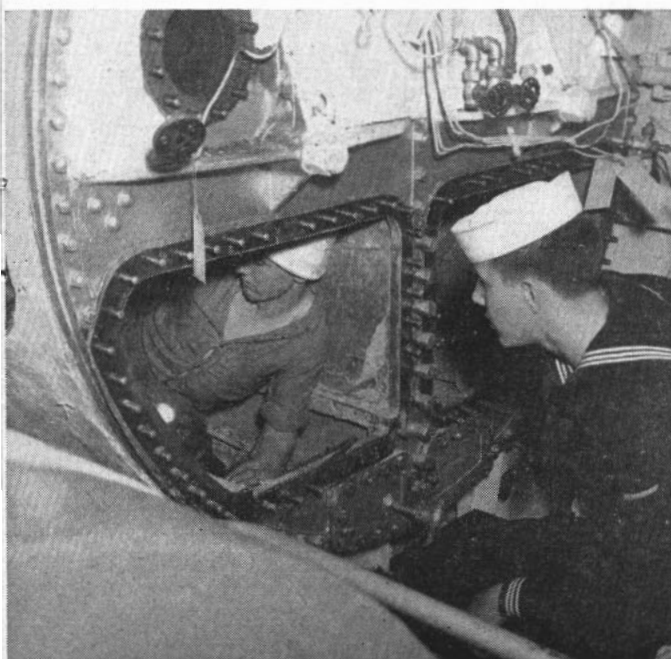
Ships assigned to naval districts for Reserve training will also play a big part in the annual cruise program, which will include not only ocean voyages to foreign countries but also cruises on the Great Lakes and navigable inland rivers. The 9th Naval

District, with a mobile squadron of eight vessels, will make more than 50 two-week cruises this year.

Admiral Forrest P. Sherman, USN, Chief of Naval Operations, has announced that *uss Missouri* (BB 63) will be retained in the active fleet as a training ship.

During the coming fiscal year the Navy has asked for appropriations to train more than 200,000 Reservists in annual two-week shipboard and shore "cruises."

SEA-GOING non-rated Reservists learn heaving line technique (center). Above: Refueling a DM, Reserves 'heave ho' aboard *Mighty Mo*. Below: Electronic equipment is checked over. Below left: Getting some inside dope on engine room repairs.



LETTERS TO THE EDITOR

Navy Men in CAP

SIR: I am thinking of registering with the Civil Air Patrol (CAP) to further my flying experience. Are there any regulations that would prevent a man on active duty from becoming a member? This is providing, of course, that the meetings and duties of the CAP do not interfere with the duties of a man on active duty in the Navy. — R. A. F., ADC, USN.

• Military personnel on active duty are welcome to join the Civil Air Patrol, a civilian volunteer association under the management of the U.S. Air Force. They are not allowed to hold strategic positions in the association, however. The Civil Air Patrol has no control over military personnel in the association and they can resign at any time. However, the CAP welcomes the membership of military personnel because of their knowledge and the interest they create.

Military personnel ordered to duty with the Civil Air Patrol are not allowed to join the association. But there are at present regular military personnel — Army, Navy and Air Force — who are members of the Civil Air Patrol Association on a volunteer basis. — Ed.

Erie and Atlanta

SIR: Could you tell us the date on which an admiral was lost at sea aboard USS *Erie* (PG 50), stationed in Panama, Canal Zone? — C. S., MMC, USN.

• Smooth deck logs of USS *Erie* (PG 50) do not show that an admiral was lost at sea while this vessel was stationed at Panama Canal Zone. However, this vessel was a unit of the Guadalcanal Support Force on 12 and 13 Nov 1942 when Japanese shells ripped the superstructure and bridge of the flagship USS *Atlanta* (CL 51), killing Admiral Norman Scott, USN, on board that vessel. — Ed.



USS *ERIE* (PG 50) — Deck logs show no admiral was lost at sea aboard this gunboat.

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.

Minor Alterations of EMs Uniforms

SIR: Supply regulations state that ship service tailors are to perform minor alterations of enlisted men's uniforms free of charge (cost not to exceed \$1.00).

Does this regulation apply to ship service activities employing civilian tailors or seamstresses? — L. M. C., LCDR, USN.

• Yes. This service is provided by all Navy exchanges regardless of whether or not civilian tailors or seamstresses are employed.

Minor alterations costing \$1.00 or less to uniforms of enlisted personnel (including Waves), who purchase new uniforms as replacements or replenishments during the course of enlistment, will be performed free of charge by Navy exchanges.

This provision does not, however, cover work performed for new recruits nor reenlistees who reenlist after the expiration of three months from the date of last discharge nor does it apply to ship's stores. Navy exchanges are located within the continental United States and within the 10th, 14th, 15th, and 17th Naval Districts. — Ed.

No Glasses for Retired Personnel

SIR: A person serves 30 years' active service and gets to be in two wars — shouldn't he be able to get a pair of glasses? After being retired, I had my eyes examined at the Philadelphia Naval Hospital and was told that I'd be entitled to an examination but no glasses. This just doesn't seem right — not even a pair of glasses? — W. J. R., CHELE, USN. (Ret.).

• Active duty is a prerequisite to the issuance of spectacles and since you do not meet that requirement, you are therefore not entitled to receive glasses. BuMed Circ. Ltr. No. 49-63 dated 27 May 1949, which establishes the policy of the Navy Ophthalmic Program, provides: "Personnel of the Navy and Marine Corps, on active duty, will be provided with new spectacles when required, or with lenses and/or frames as replacements for damage or loss in the performance of duty." — Ed.

Travel Pay on Reenlistment

SIR: My enlistment expired on 5 Apr 1948 while I was on duty in Caracas, Venezuela. On the following day I reenlisted. The place of acceptance for previous enlistment was Adak, Alaska.

Problem: To where do I — or did I — rate transportation money?

I claim that New Orleans would be my port of entry and that transportation is due me from that port to Seattle and on to Adak, overland. — F. P., YNC, USN.

• In a change in the U.S. Navy Travel Instructions dated October, 1949, all travel between overseas stations is defined as water travel. Travel allowance is payable for land travel only, as you probably know. In your case, LaGuaira, Venezuela, the port for Caracas, is the point at which overland travel would end. Therefore, if you have elected to be paid travel allowance to the place of acceptance for previous enlistment, you are entitled to five cents per mile from Caracas to LaGuaira.

However, unless you have already made your claim, you can elect to be paid travel allowance to your home of record. In that case, the picture might be different. In any case, you have a right to submit a claim for any amount to which you believe you are entitled — Ed.

Rank and Pay at Retirement

SIR: Paragraph C-10340 (1) states in part . . . "such officer at own request, at the discretion of the President, may be transferred to the retired list with retired pay at the rate of 2½ per cent of the active duty pay with longevity credit of the highest permanent or temporary grade satisfactorily held prior to 30 June 1946 or of the temporary grade in which the officer is serving at time of retirement under authority of Title 3, The Officer Personnel Act of 1947. . ."

I am a permanent chief electrician, with a temporary commission as lieutenant commander, dated 1 Jan 1949. If I should hold my present temporary rank until I complete 10 years commissioned service will I retire as lieutenant commander, lieutenant (the temporary rank I held 30 June 1946), or chief electrician?

Many of us ex-warrant officers holding temporary higher commissions are very interested. — W. W. H., LCDR, USN.

• Assuming you were serving in the grade of lieutenant commander at time of retirement you would retire as a lieutenant commander and with retired pay based on the grade of lieutenant commander. — Ed.

Sea Pay and TAD

SIR: I am currently on saved pay and was drawing sea pay at the time the new pay bill went into effect. Then, I went to school on temporary additional duty and upon returning to the ship found that I was not entitled to sea pay because I was gone longer than 30 days. Why? — W. R. A., MMC, USN.

• A Navy man on sea duty who is assigned to temporary additional duty ashore is entitled to sea duty pay for 30 days commencing the day following effective date. Credit of sea duty for in excess of 30 days while on temporary additional duty ashore is prohibited by Executive Order. — Ed.

Reenlisting on Board

SIR: My enlistment expires on 9 May 1950. In accordance with Alnav 89-49 I will be discharged by 9 Apr 1950 if I do not intend to reenlist on board my present duty station. What I would like to know is: (1) If I am recommended for reenlistment and am discharged under that authority, would I be able to reenlist on board another ship or station within 24 hours? (2) If so, under what authority? — R. A. S., YN2, USN.

• You may reenlist on board the activity to which temporarily transferred for discharge, within 24 hours. Authority for this is BuPers Circ. Ltr. 216-49 (NDB, 31 Dec 1949). After 24 hours you would have to go to a Navy recruiting station. For a complete roundup of facts concerning reenlistments and extensions, see ALL HANDS, December 1949, pp. 56 and 57. — Ed.

An EM's Status and Rights

SIR: As a member of an Organized Surface Division in the Naval Reserve, I am interested in obtaining some information regarding an enlisted man's status and retention rights within the above named organization.

For instance, man No. 1 has a certain rate within complement in a division. Another man, who has been attached to the division for a longer time, is advanced to the same rate. Only one is allowed on the complement in an O-1 classification. Which man will remain attached to the division in O-1 classification?

Also, if both men described above are to be retained in the division — one in O-1 classification and the other in V-1 classification, can the man with more time in rate and at the higher rate, force the man with less time in rate into the V-1 classification? In other words, does time in the Organized Reserve count more toward retention in same or toward time in rate? — D. O. T., SKG1, USNR.

• The answer to both questions is that the man to be retained in O-1 status will be the man considered most valuable to the division by his commanding officer. — Ed.

Extending and Reenlisting

SIR: I signed an agreement to extend enlistment for a year's duty at the Naval Torpedo Station, Keyport, Washington. However, upon expiration of my enlistment (26 June 1950), I've decided I'd rather reenlist instead and request duty at San Diego, California, Mine Squadron Three, as per BuPers Circ. Ltr. 216-49 (NDB, 31 Dec 1949). Under these circumstances, would my agreement to extend be nullified and my request for reassignment be granted. — C. S. M., TM1, USN.

• Your agreement to extend would be nullified but the agreement for a specific duty assignment would still be effective.

You may change your extension to a reenlistment as authorized by Art. C-1406(9)b, but that does not make you eligible for an automatic transfer. You agreed to obligate yourself for a specific duty assignment and got it. That assignment holds good whether or not you decide to reenlist in June 1950. — Ed.

Shore Duty Tour Extended

SIR: I would like a bit of information concerning BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) concerning shore duty.

I notice that the circular letter changes the tour of duty ashore for yeomen from two years to three years and makes the sea duty requirements 18 months. Does that mean that my present tour of shore duty, which commenced in November 1949, will be extended until 1952? — H. O. N., YNC, USN.

• Yes, your tour will be extended until November 1952. This corresponds with the normal tour of shore duty for a YNC such as yourself (See para. 1(c), Part One, BuPers Circ. Ltr. 36-50).

You will not necessarily spend the remainder of your shore duty at the NROTC unit where you are at present, however. You may be transferred if the needs of the service require it. — Ed.

How to Be a Seabee

SIR: What is the procedure to follow in requesting a change in rate from SN to CN and thenceforth being reassigned to a construction battalion or the Construction Battalion Center, Port Huene, Calif., for training in the Class "A" Naval Service School for Drivers?

I served in the Regular Army (Corps of Engineers) for several years and have had experience in motor transport and various construction machines and equipment.

I have never attended, nor am I scheduled to attend, any Class A, B, C or P Service School, nor am I a designated striker. I personally believe that I am qualified for the rate of CN and also to strike for CD3. My GCT score is 60. — R. L., SN, USN.

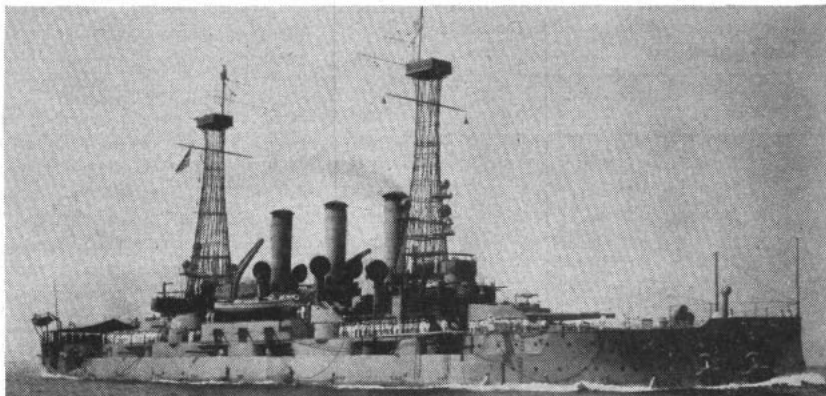
• The Bureau of Naval Personnel will not authorize a change to CN except for personnel serving in organized construction battalion activities or those who have graduated from Class "A" construction school.

It is suggested that you submit a request to the appropriate distribution command (ComSercLant) for transfer to a construction battalion or to the Naval School, Class "A" (Driver). Your request should contain all pertinent information. — Ed.

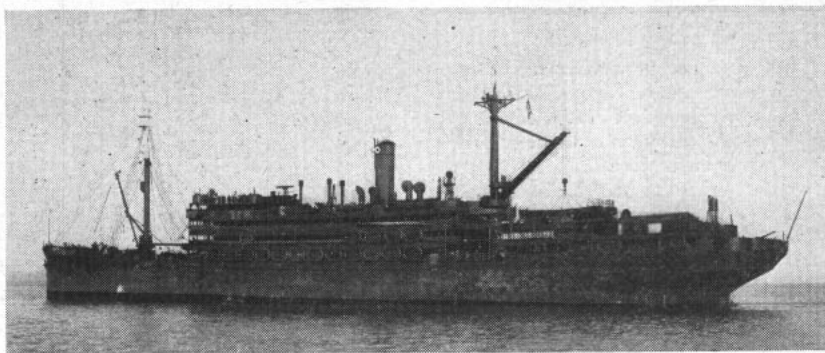
Ships Once Mounted 7-Inch Guns

SIR: Can you tell me if during the period between 1928 and 1949 any Navy ships were equipped with 7-inch guns? This is to settle a disagreement between myself and another ex-sailor. — M. R. S.

• There were no ships equipped with 7-inch guns during the time you mention. However, earlier in the century several ships included 7-inch 45 caliber guns in their armament. These ships, and the dates their 7-inch guns were removed, are: USS Ramapo (1921); USS Kansas (1918); USS Mississippi (1914); USS Connecticut (1918); USS Idaho (1910); USS Vermont (1912); USS Louisiana (1916); USS New Hampshire (1917). — Ed.



BROADSIDE mounts on battleship Connecticut were among last 7-inch guns used in Navy.



USS HENDERSON (AP 1)—This prewar transport was converted into hospital ship *Bountiful*.

No Bonus for Extending

SIR: A point of information that we cannot find in the new pay schedule has been under fire here for some time. I am about to complete a six-year enlistment for which I am entitled to claim either a \$300 reenlistment bonus, or reenlist and receive a \$360 reenlistment allowance for the six years of the future enlistment. Both cannot be paid—this we understand.

However, if I extend my enlistment for two years can I claim the reenlistment bonus of \$300? Then at the expiration of the extension of the enlistment can I claim the reenlistment allowance of \$360 or whatever it is at that time for reenlisting for a six-year period? — J. H., HMC, USN.

• Pending a decision of the Comptroller General, a reenlistment allowance is not payable upon extension. — Ed.

Why Beans for Breakfast

SIR: Here is a paragraph from an article that appeared in the guest column of the *Pointer*, the station newspaper for the Naval Air Station, Barber's Point, Oahu, T. H. I found the article rather humorous and thought that it might prove so as well to the readers of ALL HANDS. Maybe you can answer his question.

"After a quarter of a century of kicking around in the Navy, I have yet to discover *why* beans and ketchup are served for breakfast. Why not spinach and mustard. Or squash and horse radish? Or peas and soy sauce? Why beans and ketchup?" — W. C. J., AMC, USN.

• The substitute dishes suggested by

No Advanced Storekeeper School

SIR: What information do you have on advanced storekeeper schools? Specifically, where are they located and what are the requirements and length of training. — J. G. D., SK2, USN.

• There are no advanced storekeeper schools. Training above the Class A, or basic level, must be accomplished on-the-job. — Ed.

the *Pointer* correspondent do have their amusing aspects. The reason they aren't served instead of beans for breakfast is this: Beans have an accepted and time-honored place on America's breakfast menu, while these others, of course, have not. Concerning the ketchup, almost always — if not always — one can take it or leave it alone, by choice.

Yes, weird as the dish is inferred to be by the *Pointer* writer, beans are an ancient and honored breakfast food in certain parts of the U. S. From time immemorial, housewives in New England have kept a pot of them on the stove 'most all day on Saturdays. Some of the beans are eaten for supper that evening, but plenty are saved for Sunday's breakfast — for which they were really intended in the first place. Shucks — to ask, "Why beans for breakfast?" is almost like asking, "Why hot dogs at the circus?"

Besides, a lot of people like them. One of our staff writers, who used to be a shipfitter, claims that there's no better breakfast for a hard-working man. Says he used to look forward all week to that bean breakfast. And that was the only day of the week when he wasn't back at the galley door by 1045, gasping with hunger. — Ed.

Who Furnishes the Flag

SIR: A controversy has arisen as to which Department is responsible for furnishing the flag with which to drape the casket of a deceased retired Navy man who had been on inactive duty at time of death. Is the Navy Department or the Veterans Administration required to furnish the flag? — S. G., HMC, USN.

• Although you won't find any regulations that pertain specifically to this matter, the Veterans Administration says they assume responsibility for furnishing the flag from that Department's appropriations in the case of a retired man on inactive duty status. In this case he is considered a veteran.

However, if the deceased were retired but serving on active duty at the time of death, the flag would be furnished from Navy appropriations. — Ed.

Old Henderson and Pilots

SIR: (1) Where and when was the old *uss Henderson* built? I am referring to the prewar transport that shuttled between Norfolk, Va., and the Asiatic station.

(2) When a naval vessel has a harbor or river pilot aboard, does that relieve the commanding officer of the responsibility of the navigation or safety of the ship?

(3) Does the same rule apply to merchant vessels in U. S. or foreign ports? — E. E. O., CHMACH, USN (Ret.).

• (1) *uss Henderson* (AP 1) was built at the Philadelphia Naval Shipyard. She was launched 17 June 1916, and was commissioned 24 May 1917. *Henderson* had an overall length of 483 feet 10 inches, an extreme beam of 61 feet 1 inch, a mean draft of 16 feet, 2 inches, and a standard displacement of 7,750 tons.

(2) No, it does not. Article 0752, para. 2, U. S. Navy Regulations 1948, says that "A pilot is merely an adviser to the commanding officer. His presence on board shall not relieve the commanding officer or any of his subordinates from their responsibility for the proper performance of the duties with which they may be charged concerning the navigation and handling of the ship."

(3) Yes, the same rule does apply to merchant vessels. The pilot does not relieve the master of his responsibilities. — Ed.

Can't Revert If Passed Over

SIR: I am a permanently commissioned officer, unrestricted line, with the rank of lieutenant and have about 14 and a half years service. I was discharged as a chief quartermaster, permanent appointment, on 26 July 1946 in order to accept a permanent commission.

At that time Alnav 418-45 (AS&SL, July-December 1945), stated in effect that personnel in my category who were separated from the Navy involuntarily by the workings of the permanent promotion law would be authorized at their own request to enlist as chief petty officers immediately following separation. Subject Alnav has been cancelled by BuPers Circ. Ltr. 33-49, (NDB, 28 Feb 1949).

(1) If I am passed over twice for selection to lieutenant commander with less than 20 years service what will happen to me? — if over 20 years service, what happens?

(2) Please give the applicable references upon which you base the answers to these questions. The point which I am particularly interested in is, if I am involuntarily retired in accordance with the permanent promotion law, can I revert to chief quartermaster or do I get booted out with two years' pay? — A. J. F. McC., LT, USN.

• Your pay entry date was 25 Sept

1935 and you became a commissioned officer 15 Aug 1943.

Under present law, if you are on the active list upon completion of 20 years' active service, including 10 years' commissioned service, you would be eligible for voluntary retirement (section 6 of Act of 21 Feb 1946, Public Law 305, 79th Congress).

You were promoted to lieutenant effective 1 Jan 1949. You will be eligible for consideration for promotion to lieutenant commander in fiscal year 1953 but probably will not be in the promotion zone that early.

(1) The Officer Personnel Act of 1947 provides that lieutenants who have entered a promotion zone and thereafter have twice failed of selection for promotion shall be honorably discharged on 30 June of the fiscal year of the second failure, with severance pay of not to exceed two years' active duty pay. [See Section 312(h)].

(2) There is no provision for reversion to enlisted status, but an officer so discharged could apply for reenlistment. — Ed.

Duty with NROTC Program

SIR: I have tried unsuccessfully to obtain information concerning NROTC duty for enlisted men but thus far the information has been conflicting and confusing. Can you please clear this up for me by answering the following questions:

(1) Which colleges or universities in the 11th, 12th, or 13th Naval Districts use enlisted personnel in their NROTC program?

(2) What are the qualifications as to rate experience, schools attended, etc.?

(3) To whom is a request for this duty addressed? — D. C. K., CMC, USN.

● (1) All NROTC units in the 11th, 12th and 13th Naval Districts have six Navy petty officers and one USMC non-commissioned officer. The units are as follows: 11th Naval District; University of California at Los Angeles, Calif.; University of Southern California, Los Angeles, Calif.; University of New Mexico, Albuquerque, N. M.; 12th Naval District; University of Utah, Salt Lake City, Utah; 13th Naval District; University of Washington, Seattle, Wash.; Oregon State College, Corvallis, Ore.; University of Idaho, Moscow, Idaho.

The rates assigned to each are as follows: one YNC, one SKC, one QMC, one GMC, one FCC, one ETC (or ET1 or ET2) and one sergeant, USMC, making a total of seven.

(2) All Navy petty officers should be chiefs with the exception of the ETs. No CMs of any rate are assigned to NROTC duty.

(3) Requests for this duty should be addressed to the Chief of Naval Personnel, (Attn: Pers B212) via commanding officer and via director of distribution of cognizant naval district. — Ed.

Answers to Most Questions Are in Your Own Personnel Office

Before you send letters to the editor concerning personnel administration, why not contact your ship's office first?

In most cases your questions can be answered on the spot. Navy regulations and directives are widely distributed, and your ship's office personnel become well acquainted with their provisions.

Here's an example: Answers to nine out of 10 questions on duty, detailing and transfers of enlisted personnel can be found in BuPers Circ. Ltr 36-50 (shore duty) and 189-49 (assignment and distribution) and the corresponding fleet circular letters.

Another example: ALL HANDS re-

ceives large numbers of letters asking what battle stars, citations, awards or other commendations have been awarded to a specific ship or other unit. In your personnel office on any ship or station is a publication (NavPers 15,790) which can answer all questions of this nature.

ALL HANDS receives from 400 to 600 letters per month from its readers, but only 40 or 50 are printed in the Letters to the Editor section.

You can help out by checking first with your personnel office. If you can't get an answer there because of the peculiar circumstances of your query, we'll be glad to help on the tough ones.

Rudders and Steering Wheels

SIR: I view with grave alarm the Norse long-ship pictured with H. O. Austin's excellent article on ships' steering gears. My alarm is caused by the fact that the artist has put the steering oar on the wrong side of the vessel — and hence has blown the good old word "starboard" right out of our vocabulary. The steering oar (or "steering-board") was hung from a boss just above the waterline, as the artist has shown it, but it was on the right-hand side of the hull.

From the steering oar's original name, which I seem to recall was *stjernbrød*, we finally wound up with steering-board, and the side of the vessel on which it was mounted thus became the "steering-board side." From this the evolution of the term to "starboard side" becomes obvious.

Incidentally, it was really a balanced rudder. There was a blade forward as well as aft of the stock, just as if it were a king-size oar. At the head of the stock, right in front of the helmsman, there was a "club" (or tiller) about three or four feet long which projected inboard at right angle to the stock. When the helmsman raised this club he twisted the stock, throwing the upper blade to starboard and shoving the stern to port. When he depressed the tiller, it acted in the opposite direction. The stock was secured to the boss by a heavy tarred line which came right through the boss and was secured inside the planking, acting as a swivel.

E. Keble Chatterton, in one of his many books, gives credit for the invention of the steering wheel to colonial America, around 1760. Austin gives it to the Venetians, in 1719. Have I misread Chatterton? — G. F. M., CDR, USNR.

● The artist who illustrated our history of rudders admits, shame-facedly, that there is more poetry than truth in his drawing of the Norse long-boat. Concerning the first use of a ship's wheel, however, we are prepared to swap blow for blow.

Writing in the December 1923 issue

of The Mariner's Mirror, Journal of the Society for Nautical Research, Mr. R. C. Anderson, author and book reviewer, says of Mr. E. Keble Chatterton's volume entitled Ship Models:

"Mr. Chatterton's 'considerable research' on the subject of the introduction of the steering wheel has been somewhat disappointing if 1747 is the earliest positive evidence he can produce. Sutherland mentions it in his book of 1717, and it was definitely established in Venetian men-of-war in 1719." — Ed.

ROTC Time Doesn't Count

SIR: I had two years of Army ROTC at the University of Oklahoma in 1928, 1929 and 1930. I attended one summer camp and completed several correspondence courses. However, being unable to pass the physical examination when the time came to get a commission, I simply dropped out.

I volunteered as a naval aviator in 1942 and served three years. Since my discharge I have been associated with the Volunteer Reserve unit here in Oklahoma City. Can the time I spent in the Reserve Officers Training Corps be counted for longevity and retirement purposes? — A. C. A.

● Time served in the ROTC cannot be counted for longevity and retirement purposes. — Ed.

Visiting Hawaii on Leave

SIR: I would like to know if it is possible for a person who is serving in the States to take his leave in the Hawaiian Islands. He would have a leave address while staying there. — R. L. K., YNSA, USN.

● Naval personnel on active duty may visit Hawaii while on authorized leave of absence without specific permission from the Chief of Naval Personnel. Authority for this is Article C-11107 (Para. 2), BuPers Manual (1948). — Ed.

History of AP Rating

SIR: (1) When was the rate of aviation pilot established and discontinued?

(2) Could a chief petty officer, acting appointment, reenlist as chief petty officer, acting appointment, or does he revert to petty officer first class?

(3) NavPers Poster, July 1949,

170067-5, shows recruits in about five different branches; one stripe white, the others blue, green, red, and so forth. Are men enlisted in branches other than seaman? If so, do they wear the branch markings before completing training? — O. E. M., HMC, usn.

• (1) The aviation pilot rating was established by BuNav Circ. Ltr. 18-1924

of 13 Mar 1924. It was then available as a pay grade 1 rate only, and only CPOs were authorized to change thereto. Various ratings, however, could have held a "certificate of qualification for heavier-than-air flying" earlier than date of this directive.

The aviation pilot rating, as established above, was abolished by BuNav Circ. Ltr. 66-1927 of 21 Sept 1927 when the following ratings were established: chief aviation pilot, CAP, pay grade 1; aviation pilot, first class, AP1c, pay grade 2.

BuNav Circ. Ltr. No. 10-1933 abolished the ratings of CAP and AP1c, and all APs were changed to an aviation rating or radioman rating with the designation (NAP). Examples: AMM1s (NAP) and RM1c (NAP).

Use of the designation (NAP) was discontinued in March 1942 when the following rates were established by BuPers Circ. Ltr. 43-1942: CAP, AP1c, AP2c, and AP3c.

On 27 July 1942 the rate of AP3c was abolished by BuPers Circ. Ltr. 104-1942 and all enlisted pilots in old pay grades 5 and 4 were automatically advanced to AP2c.

Alnav 54-1943 authorized commanding officers to advance all AP2cs to AP1c and directed that all personnel, upon graduation from flight training, were to be rated AP1c. The rate of AP2c was not abolished but was retained for disciplinary cases involving reduction in rating.

The ratings CAP, AP1 and AP2 were abolished on 2 Apr 1948 when the post-war rating structure became effective and all enlisted pilots were changed to one of the aviation ratings and designated (NAP). BuPers Circ. Ltr. 5-49 reduced this designation to (AP).

(2) At the present time when chief petty officers, acting appointment, are discharged and, if reenlisted under continuous service conditions, they are reenlisted in the same rate they held upon discharge and not a petty officer first class rating. See Articles C-1402(3) and C-7208(3), BuPers Manual.

(3) NavPers Poster, July 1949 170067-5, indicates the stripes in four colors and not five. This poster puts into a picture what Article 9-50, Uniform Regulations (1947) states in words:

White Stripes: SR, SA, SN, HR, HA, HN, DR, DA, DN, TR, TA, TN; Red Stripes: FR, FA, FN; Light Blue: CR, CP, CN; Emerald Green: AR, AA, AN.

An the present time all new recruits are enlisted as seaman recruit or airman recruit and some have identifying specialty designators. Article 9-50, Uniform Regulations, 1947, states that such persons "shall wear" group-rate marks.

However, programs open to original enlistment vary to meet the needs of the service. Therefore, various rates might be open to enlistment from time to time. — 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 LST 1024: All former crew members interested in attending the first reunion of this ship should write to Roger J. Hennessy, Excelsior, Minn. Place and date of reunion are still to be chosen.

• USS LST 272: The second annual reunion for former crew members is planned for an indefinite future date. All who are interested should contact Wm. J. Chuelak, 1401 York Ave., New York 21, N. Y., or Charles Coling, 3249 33rd St., Astoria, Long Island, N. Y.

• USS Mount Olympus (AGC 8): All former crew members who are interested in having a reunion of this ship should contact Hal Schell, 428 East 93rd St., Brooklyn 12, N. Y. Tentative plans call for New York City as the place and autumn 1950 as the time.

• USS Baham (AG 71): The second annual reunion will be held on 3 September, in Toledo, Ohio. Eligible to attend are all ship's company personnel, ship repair unit, ComSerRon and ComSerDiv personnel. For further information, get in touch with Olin Schmidt, 2822 Telegraph Road, St. Louis 23, Mo.

• USS Hemminger (DE 746): Former crew members of this ship who are interested in a future reunion should write Thomas J. Cotton, 169-11 90th Ave., Jamaica, Long Island, N. Y.

• USS LST 612: Former shipmates who are interested in a reunion in the near future should write to Vincent Rocereto, 115 Randolph, Topeka, Kan., indicating where and when they would like to have the reunion.

• USS Jouett (DD 396) — All former crew members interested in holding a reunion in New York or Philadelphia in the near future may contact either Joseph Schiaretti, 37 Pearl Street, Trenton, N. J., or Walter S. Brady, 40 Jones Street, Apt. 204, Jersey City, N. J.

• Ship's Service Department, NAS Quonset, R. I.: A reunion of World War II personnel who were attached

to this department will be held on 13 May 1950 at Boston Yacht Club, Rows Wharf Station, Boston, Mass. Write or call Chairman Richard C. O'Brien, Room 23, 108 Massachusetts Ave., Boston.

• USS Idaho (BB 42) — Reunion site changed from Boston to Chicago. All who have signed up will be notified of time and location by David C. Graham, QM1, usn, 1390 Niagara St., Anchorage, Middletown, R. I.

• USS Vincennes (CL 64): The first reunion of personnel of the cruiser Vincennes, to be held on 3 July 1950 at the Hotel New Yorker in New York City. For further information and for reservations, write Bud Flad, 240 Shafer Ave., Phillipsburg, N. J.

• USS Franklin (CV 13): A reunion to be held at the Governor Clinton Hotel in New York City on 1 July 1950. For additional information on this first reunion of Franklin personnel, write Robert A. Ladewig, 1309 Nelson St., Chicago 13, Ill., or George B. Shapiro, Room 729, Chrysler Building, New York 17, N. Y.

• USS Williamsburg (ex-PG 56): A reunion is planned for an indefinite date in September 1950, to be attended by "plank-owners" and "bluenoses" who served aboard this ship at some time between 8 Oct. 1941 and 23 Feb 1943, inclusive. Interested parties should write R. P. McDonnell, Headquarters, Commander Eastern Sea Frontier, New York 7, N. Y.

• PT Veterans: The fifth national convention will be held in Philadelphia on Labor Day weekend — 1, 2, 3, 4 Sept 1950. For further information, write Fabian W. Baisley, 85 Central St., Somerville 43, Mass.

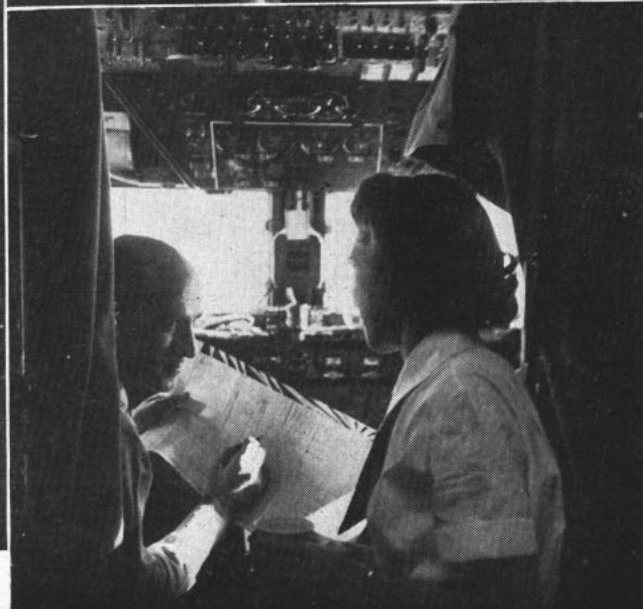
• Fifth Naval District Permanent Shore Patrol: Second annual convention to be held at Natural Bridge Hotel, Natural Bridge, Va., on 23 Sept 1950. For complete information write S.A. Bruce, Chief of Police, P.O. Box 745, Roanoke, Va.

• USS Sims (APD 50; ex-DE 154): All former crew members interested in holding a first annual reunion of this ship's company should write Gerard J. Niessen, 1400 North Kenilworth, Arlington, Va., or Dale D. Tool, 388 Chestnut St., Chillicothe, Ohio. Place and date are still to be decided.



SKY-GOING WAVE

FLIGHT orderly on MATS planes flying between NAS Patuxent, Md., and Frankfurt, Germany, Wave Ronnie Berg, AD2, is photographed in action during one of her regular runs. Clockwise from above: Manifest is checked at AFB Westover prior to take off for points east. At Lagens Field in the Azores, Ronnie picks up some supplies. Comfort of the passengers is auburn-haired Ronnie's primary responsibility. In the galley in the tail of the plane, she prepares hot coffee and refreshments. The aircraft's pilot checks over details of the flight plan with Ronnie so she can pass on the info to her passengers. Ronnie pauses to wish one of the small fry aboard a pleasant trans-Atlantic hop.



War Souvenirs Make Lethal Playthings

A FEW YEARS back the ads used to claim you'd look nonchalant if you lighted up a certain make cigarette — but you may not stay nonchalant if you light one around that war souvenir you've been displaying on the family mantel.

Neither is it a particularly good idea to use said trophy as an andiron, hammer, football or nutcracker.

Some 77,000 people in this country have been killed or maimed since World War I ended by accidental discharge of "safe" war souvenirs.

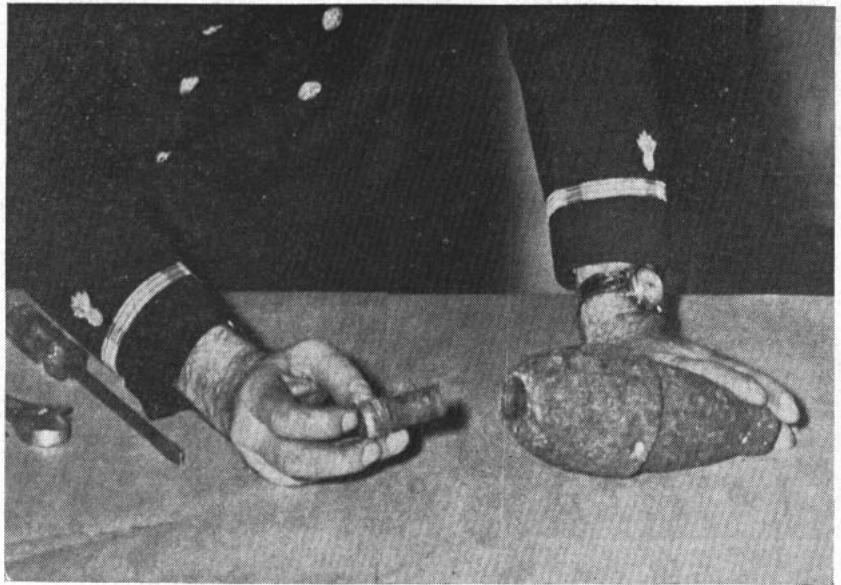
Not that the menace is limited to military knickknacks of comparatively recent vintage. Of 56 Civil War projectiles examined near Charleston, S. C., recently, 49 were found to be loaded with explosives and just as dangerous today as they were 85 years ago.

Here are some typical incidents to consider:

- A Japanese mortar grenade was being taken apart by a South Carolina veteran who was unfortunately an amateur at ordnance work. He pounded on the nose fuze until the pin broke, and the grenade discharged and killed him.

- At the invitation of her boy friend, a girl in Cincinnati, Ohio, fired a Jap rifle. The U. S. shell blew the breech apart, and she lost an eye.

- In Fresno, Calif., a 12-year-old boy tried to pry open a 60-mm. mor-



DEADLY today as they were 85 years ago, Civil War projectiles found near Charleston, S. C., are rendered safe by a team of Navy ordnance experts.

tar shell. It opened, but quick, with an explosion that was heard for blocks. The lad was fatally injured.

- Near Charleston, S. C., two men were playing catch with a souvenir hand grenade. A wild pitch jarred out the safety pin, and the score of the ball game was two killed, five injured. Nobody won.

- In Newark, N. J., five children at a birthday party found a bazooka rocket more interesting than ice

cream and cake. All were hospitalized, some crippled for life. Happy birthday!

For a change, here are a couple with happy — or lucky — endings:

- A Maryland man found a bunch of kids playing with an object in a vacant lot. It proved to be a 50-pound aerial demolition bomb, nose cap off, detonator button exposed. Being child-trophy-conscious as well as war-trophy-conscious, he called a halt to the game and summoned police.

- One man had an eight-inch armor piercing Navy shell — weight 260 pounds — as a trophy in his living room. Turned in for a check, it was found to be highly sensitive and was destroyed, blowing a hole in the ground roomy enough for — well, say, for a coffin.

- Then there's the gent who for three years had been using a 155-mm. shell as an anvil. He turned it in, found it was a live shell. Now, pale but hale, he should make his luck pay off at the races.

What to do about your potentially death-dealing war prizes? Well, the War Trophies Safety Committee, formed in April 1947 by joint action of the Navy, War and Treasury Departments and the National Rifle Association, and operating through local state committees, has the following to recommend: Contact your local police chief or sheriff, who



DANGEROUS work for all but the most highly trained ordnancemen, amateur mechanics should never attempt to deactivate military knickknacks.

should know what to do, but if he doesn't—

If your problem's a grenade, shell or bomb, call the nearest Army, Navy or Air Force installation. They'll see that it's made safe for you if possible, and return it to you. The Navy has sent ordnance disposal teams afield to collect such items, but don't wait for the authorities to come to you. Go to them.

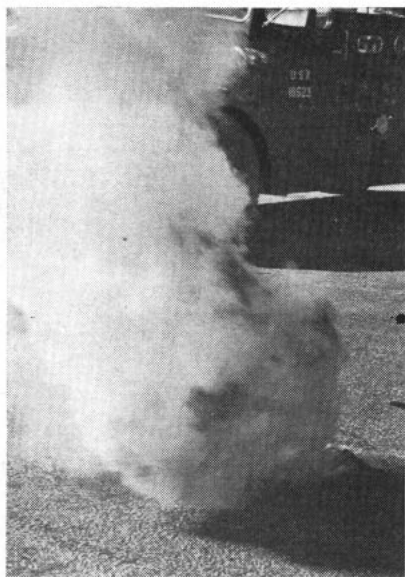
If it's a rifle, pistol or shotgun, take it to a qualified gunsmith or technical advisor who will help you determine the condition of the gun, and the proper ammunition for it. Or contact Army, Navy or Air Force. Or write to the National Rifle Association, 1600 Rhode Island Avenue, Washington 6, D. C.

If it's a fully automatic weapon or "gangster type" weapon (e.g., sawed-off shotgun), it can be deactivated by ordnance experts. But if not deactivated, Federal law requires that it be registered with the Commissioner of Internal Revenue.

Any and all questions will be answered by Coordinator, War Trophy Safety Committee, c/o Bureau of Internal Revenue, Washington.

In the meantime, if there is unavoidable delay in having your trophy checked, or if you're the type who just likes to live on top of a volcano, you might heed these suggestions:

- Treat the object like what it is, a dangerous killer.



EXPLOSIVE removed by experts from a once-deadly war souvenir goes up in a harmless puff of smoke.

- Do not turn knobs, pull out pins, drop, gouge, nudge, jiggle, titillate or otherwise disturb the object. In other words, don't monkey with it.

- If you must keep it around, at least don't allow children near it.

- Don't try home workshop deactivation. You might deactivate yourself.

- Don't try to clean explosives from containers. Objects containing substances such as TNT are potentially dangerous even when they appear clean.

- Don't make the mistake of thinking that time is a cure. Civil War duds dredged from the bottom of the Potomac have maimed people.

- Don't, finally, permit your family and friends to appear on a delayed war casualty list. After all, what you now keep as a souvenir was made to kill. It still can, and too often does, do just that. Remember, you're dead a long time.

Chief's Idea Very Helpful

Ponderous Navy PBM seaplanes can now be more easily beached, as the result of a clever idea by L. J. Sandusky, ADC, USN, of the beach repair crew, Advanced Training Unit Number Ten, located at NAS Corpus Christi, Tex.

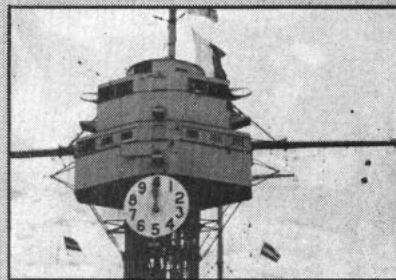
To move the giant seaplane out of the water and up on the ramp, tail beaching equipment must be fastened beneath the stern of the plane. Weighing upwards of 400 pounds, this tail beaching equipment is equipped with two wheels at one end. To maneuver it down the ramp and underneath the plane, one end of the gear must be lifted while pulling or pushing it into place. This is heavy and cumbersome work for repair crew members.

Sandusky reasoned that if a small metal wheel was welded to the end of the beaching gear that normally had to be lifted, the equipment could be rolled down the ramp and under the seaplane, thus eliminating the heavy lifting involved. The wheel he designed did not interfere with the normal function of the gear.

The idea met with approval by the chief's senior officers, and many of ATU No. Ten's beaching gear units have been converted. Not only has the device reduced the work of beaching crew members, but has also cut down damage to equipment that normally resulted when the tail beaching gear was lugged into place.

QUIZ AWEIGH

These questions should be a snap for gees with salt on 'em. Men who have started wearing the blue since the war may find them a little rough.



1. Now obsolete, these clock-like indicators were once located high on the masts of certain of our fighting ships. They indicated (a) range of target (b) position to be taken by certain ships in the formation (c) bearing of target.
2. They were found on (a) all ships over 8,000 tons (b) heavy cruisers and above (c) battleships only.

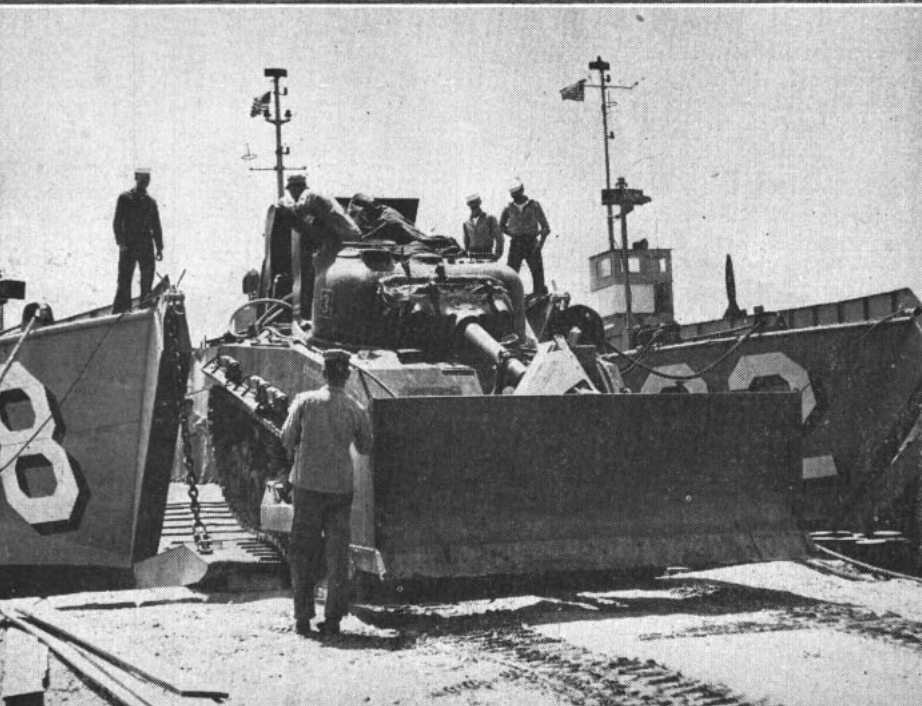
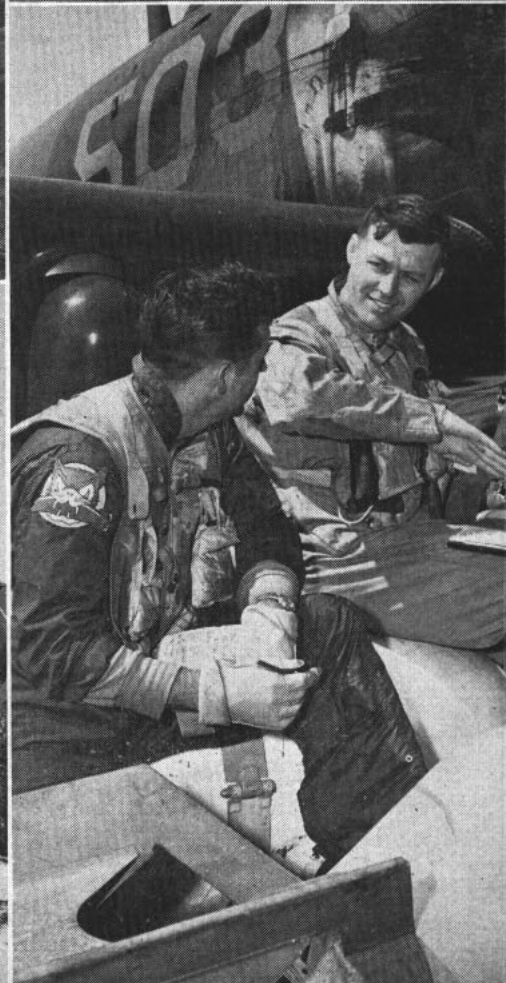
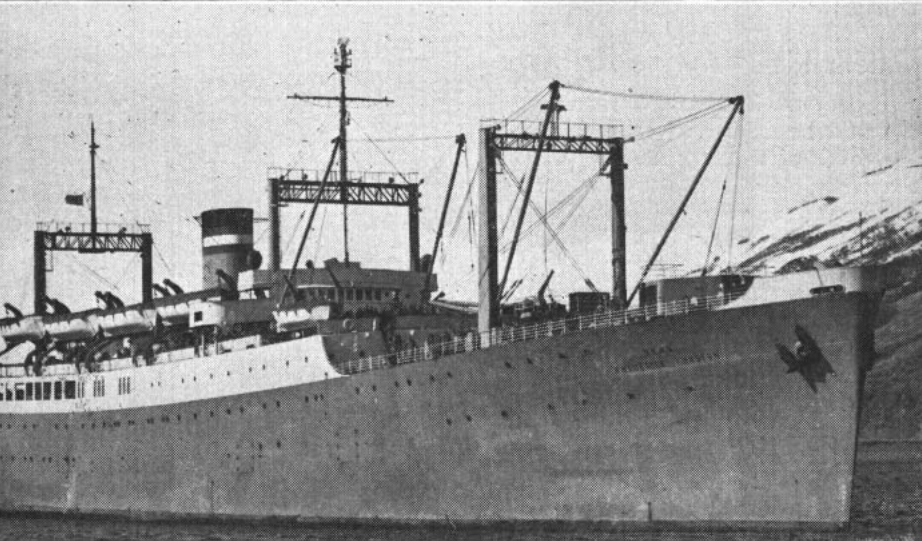


3. Veterans of fighting in the Pacific will never forget the (a) *Helldiver* (b) *Hellcat* (c) *Corsair*.
4. These planes were used as (a) divebombers (b) fighters (c) rocket-firing support aircraft.



5. Shown above is USS Guam. Now in mothballs, ships of this class are (a) pocket battleships (b) very heavy cruisers (c) battle cruisers.
6. Displacement of these ships is approximately (a) 27,500 tons (b) 24,500 tons (c) 21,500 tons.

ANSWERS TO QUIZ ON PAGE 53



TODAY'S NAVY

7 Squadrons Designated for Antisub Duty; Will Get Large, Single-Engine Airplane

The Grumman AF *Guardian*, believed to be the largest single-engine aircraft in the world, is now in production for the Navy. See p. 36.

As they are delivered to the Navy, the *Guardians* will be assigned to the Navy's antisubmarine squadrons. These squadrons, seven in number at present, have been designated "VS" squadrons to identify their primary mission—detection and destruction of enemy subs. Previously, the squadrons were designated by the letters "VC"—composite carrier aircraft. The VS squadron designation has not been used recently by the Navy until the present time. It was carried by scouting squadrons in prewar days and in early World War II before being discontinued.

The Grumman *Guardian* carries a

crew of four and is described as "in the medium speed and range class." The VS squadrons to which *Guardians* will be assigned are composed at present of Douglas AD *Skyraiders* and World War II *Avengers*. The *Skyraiders* are attack planes and the *Avengers* are torpedo bombers. The Grumman *Guardian* is equipped with the latest electronic detection devices and carries rockets as well as other antisub weapons.

Jet Squadron Goes to Sea

A new chapter in naval aviation history was written when Fighter Squadron 31 went aboard USS *Leyte* (CV 32) to cruise the Mediterranean, thus becoming the first single-engined all-jet fighter squadron to operate from a carrier.

Normally based at Naval Air Station, Quonset Point, R. I., VF-31 flies the new F9F *Panther* and carries a complement of 23 jet pilots and 150 maintenance men. The squadron will return to Quonset in September.

VF-31, originally commissioned in 1938 under the designation of VF-3, is one of the Navy's oldest fighter squadrons and has maintained a high record of efficiency throughout its 12-year history which has seen the transition from conventional engine type to jet-powered planes.

During the war, the "3rd" was dubbed the "Crazy Cat" squadron because of its daring exploits against Japanese forces.

← The Navy in Pictures

HULA TROUPE greets aircraft carrier USS *Valley Forge* (CV 45) on her arrival in Pearl Harbor (above right). Top left: Henrietta Grisot, JCSN, shows features of Wave uniform to four new 13th Nav Dist recruits. Left center: United States Naval Ship *Frederick Funston*, providing logistic support for the armed forces in Alaska, enters harbor at NOB Kodiak. Bottom left: At Morehead City, N. C., a powerful Marine Corps tank-dozer lumbers aboard amphibious utility landing ship in preparation for Operation Cross-over. Lower right: Perched on 6,000 pounds of explosives at North Island, pilots of VA-55 discuss flight tactics.

YESTERDAY'S NAVY



American sovereignty over Island of Guam proclaimed on 27 July 1944. CAPT Murray in the *Constellation* defeated a squadron of nine Tripolitan gunboats 22 July 1802. BuAer established as part of Navy Dept. 12 July 1921.

JULY 1950

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



CLUB NEPTUNE, the new, beautifully decorated enlisted men's club at NTC Great Lakes, celebrated opening night by serving free chow to all hands.

Navy Relief Society

This year, as before, 4 May to 6 June is the special period designated by the Navy Relief Society for its annual call for contributions. The May and early June period commemorates the Navy-Marine-Air battles of Midway and the Coral Sea.

During 1949, the Navy Relief Society made loans of more than two million dollars, granting them to 36,476 persons. An additional 3,564 persons or families received outright grants of money, totalling \$193,191. In addition, the society provided non-financial services in 59,934 cases.

No special quotas or goals have been set, regarding total donations. However, the society states, voluntary contributions will be gratefully received.

Seabees Salvage Plane

A Navy *Corsair* fighter, cruising over the Norfolk area, suddenly blew a cylinder. Its pilot coaxed the plane down on the first level stretch of ground he could find—which happened to be a section of soft, spongy beach nine miles south of Dam Neck Naval Base. The pilot pancaked the ship in, with only minor damage. He was not injured.

But real trouble developed when the job of salvaging the plane got underway. The nearest highway was nine miles away, and it was impossible to use the normal salvage methods because of boggy terrain.

A team of seven men from the 105th Construction Battalion took on the job. Equipment was moved to the scene, and as soon as the tide went out, operations began.

During the process of getting the 14,000-pound *Corsair* on a trailer, the crane broke down. By the time it was repaired, the tide was moving back in. Finally, after 23 continuous hours of work, the nine-mile trip across the mushy sand was completed, and the plane turned over to the air station. It will soon be flying again.



SECOND Regular Navy Wave to graduate from parachute rigger school is Roberta Clevenger, PRAN.

The Unknown Serviceman

"Here rests in honored glory an American soldier known but to God," is the inscription familiar to millions of visitors to the Tomb of the Unknown Soldier of World War I at Arlington National Cemetery in Virginia.

Now plans are being completed for a similar memorial enshrinement in May 1951 of an unknown fighting man of World War II who may be a soldier, sailor, marine, airman, or coast guardsman.

To be chosen from among 8,000 unidentifiable war dead in 16 overseas military cemeteries, the unknown serviceman will symbolize all American military servicemen who died in WW II.

Selection will be made through an elimination drawing system involving capsules containing a code number for each unknown serviceman of WW II. From these capsules, to be prepared by the Army Quartermaster Corps, 96 will be chosen and separated into containers representing the 16 cemeteries.

A delegation to be named by the Quartermaster General will meet in Washington and draw six capsules from each container. The first drawn will be the principle capsule; the others, alternates. This is necessary since a further exhaustive examination will be made to assure there is no possible means, now or in the future, identification of any body selected.

One unknown each will be selected from the European, Mediterranean, African-Middle Eastern, and Alaskan theaters, and two from the Pacific theater. Those from the Pacific area will be transported to the U. S. in a Navy vessel and those from other areas will be flown by Air Force planes. All will be assembled in sealed caskets on 26 May at Independence Hall, Philadelphia, where final selection of one unknown will be made. Precautions will be taken to insure that none of the caskets will be identifiable as to the area from which it came.

The final selection during the Independence Hall ceremonies will be made by one of five representatives of the Army, Navy, Air Force, Marine and Coast Guard who were presented the highest awards of those services during WW II.

The method by which the actual selector will be chosen and the manner in which final selection will be

made, is to be agreed upon by the service representatives just prior to the selection ceremony.

The chosen one will be taken aboard a naval warship to Washington where the body will lie in state on the catafalque of the Capitol rotunda until 30 May when it will be entombed in Arlington Cemetery during special Memorial Day services.

The six unidentified dead will be the first of WW II ever to be brought to the U. S. The five unknowns remaining after final selection will be returned under military escort to overseas cemeteries in accordance with an act of Congress which specifies that all unidentified dead, with the exception of the Unknown, will remain in overseas military cemeteries.

The Unknown Soldier of World War I was one of four unidentified Americans whose bodies were disinterred in October 1921 from four U. S. Army cemeteries in France and taken to Chalons-sur-Marne where a wounded and decorated Army sergeant (Edward F. Younger) selected one casket by placing on it a spray of white roses.

The casket arrived in Washington 9 November aboard the U. S. cruiser *Olympia*, Admiral Dewey's flagship in the Battle of Manila Bay, and was placed in the Capitol until Armistice Day when it was escorted to the Arlington Cemetery tomb by President Harding and high-ranking state and military officials.

Small but Mighty Turbine

Navy researchers have come up with another bundle of power in a small package.

A new gas turbine weighing only 200 pounds, yet capable of matching the power of a 3,000-pound diesel engine, has been developed under a Bureau of Ships contract.

Currently the new engine, which produces 175 horsepower, is being tested in trucks. Plans are that it will be used as a power plant for small craft.

The engine has been installed in a 10-ton tractor-trailer and will be test-run on the regular commercial freight hauls that pass over mountains east of Seattle, Wash. The light weight of the turbine is expected to allow trucks to increase their payload greatly.

Although the rate of fuel consumption of the new engine is more than that of conventional gasoline and diesel engines, it can operate on a



FIELD DAY is held prior to retirement ceremony for G. H. Stone, BMC, after 27 years in the Navy. Chief spent 10 in *California* (BB 44, that is).

Serves 27 Years, 10 in One Battleship

Ten years on board one ship should qualify a man to own not only a plank, but also the bolts that hold it down. That was the amount of time served on board the battleship *uss California* (BB 44) by Chief Boatswain's Mate George H. Stone, who is now in the Fleet Reserve.

Stone's release to inactive duty after 27 years in the Regular Navy was marked by a stirring ceremony at the University of Washington, where the chief had been serving on the ROTC training staff.

"I joined the Navy for adventure," Stone told a Navy reporter, "and I sure got it. Right out of recruit training, they shipped me to China for two years." The long hitch on board *California* took place between 1935 and 1945. During that time, the chief saw his ship sunk (at Pearl

Harbor), refloated, modernized and again activated. During the later months of the war, *California* was active in seizing and occupying the Marianas, Leyte and Luzon.

Witnesses at the ceremony had read to them a letter of commendation citing Stone's accomplishments. Among these was a perfect 4.0 record for conduct throughout the 27 years. The rites ended with three cheers from the midshipmen just before the chief was ceremoniously "piped over the side." Throughout the affair, Stone's shipmates had fallen into the spirit of the occasion with high good humor. They had even assisted him in shining his shoes and brushing his uniform for the event.

Plans for the future? "I'm going to rest up for awhile," the chief replied, "before going into business."

variety of fuels. Thus far the turbine has operated successfully on gasoline, kerosene, light and heavy fuel oil and "bottled" gas.

No cooling system is needed for the new engine. It develops full power immediately and does not stall. When used in a truck, it permits a gas-drive transmission similar to the "fluid" drive feature found in many automobiles. The engine also

permits better "power braking" than is possible with diesel and gasoline reciprocating engines.

While the basic design of the gas turbine is similar to that of a jet aircraft engine, there is one basic difference: a portion of the turbine power is utilized by a secondary turbine to turn the shaft, where in a pure jet this power is exhausted to provide thrust.



BLOOD bank contribution is made by CPL E. L. Boorigie with an assist by nurses Schroder and Bright. 105 El Toro marines donated in less than 4 hours.

Suggestion Saves Money

A suggested method of rigging a seaplane ramp, submitted by John L. Daley, BM1, USN, of Naval Air Station, Guantanamo Bay, Cuba, may save the Navy thousands of dollars each year.

Daley suggested the expensive manila lines used to tow seaplanes upon ramps be replaced with wire rope. Where manila must be replaced every three months due to rotting, wire can be used for one year, and provides greater safety and less breakdowns.

Cost of manila lines during one year's operation at NAS, Guantanamo Bay was approximately \$4,000. The wire rig costs approximately \$400.

Daley also suggested that winches be installed and used for towing planes upon the ramp instead of the presently used tractors.

Civilians View the Navy

In another in a series of orientation conferences being held to acquaint them with the armed forces, 73 prominent civilians got a good look at the air and undersea Navy.

Accompanied by SecNav Francis P. Matthews and CNO Admiral Forrest P. Sherman, USN, the 73 were taken on a practice dive on board two new guppy-type submarines of the Atlantic Fleet, *uss Amberjack* (SS 522) and *uss Corporal* (SS 346).

Amberjack and *Corporal* are sister

ships of *uss Pickerel* (SS 524), the snorkel-equipped submarine which recently completed a 21-day, 5200-mile submerged run from Hong Kong, China, to Pearl Harbor, T. H.

In addition to their trip on the submarines, the visitors reviewed the aviation cadet regiment at Pensacola, Fla., the "Annapolis of the Air." They also watched a performance by the "Blue Angels," the Navy's precision flight exhibition team.

The annual orientation meetings were originated by the late James Forrestal, former Secretary of the Navy and first Secretary of Defense.

Recruiting Quota Now 7,000

Navy recruiting quotas have been increased more than seven-fold over what they were a few months ago. Approximately 7,000 young men a month can now launch into a naval career.

Along with announcing the present stepped-up pace of recruiting, BuPers reaffirmed its policy of selectivity in enlisting personnel. Said one member of the Recruiting Division, "If our aim were merely to enlist 7,000 men each month, our job would be comparatively simple. But we're faced with the problem of obtaining 7,000 of the nation's *best* young men each month. For that type of young citizen, a person could safely say that our quota is practically wide open at present. This will probably be true for some time to come."

Qualifications for original enlistment in the Navy have always been high. These are, briefly:

- Be of good morals and character.
- Be over 17 and under 31 years of age.
- Must be a citizen of the U.S., either native born or fully naturalized, or a native of a U.S. insular possession.
- Be able to pass the prescribed physical and mental tests.
- Have consent of parents or guardian if less than 18 years of age.

The recruiting people point out the assistance that can be given by men on leave. They have been serving as ambassadors of goodwill abroad," one spokesman mentioned. "They



LARGEST single engine aircraft in the world, AF-2 *Guardians* will be flown by the Navy's seven newly designated VS (air antisubmarine squadrons).

could also be ambassadors of goodwill in their home towns. They meet classmates, renew acquaintances. Their friends are the type of young men the Navy needs."

"Recruiting stations are almost the only Navy contact with many of our inland areas," BuPers said. "Their task could be performed more easily and more effectively with assistance from Navy personnel home on leave. Others, too — those merely ashore on liberty — should remember that they represent the Navy and that their actions and attitudes often influence recruiting for better or worse."

A statement made in 1940 by then Secretary of the Navy Frank Knox is still retained in recruiting directives, and is characteristic of present recruiting policies. It is quoted here in part:

"In order that the efficiency of the Navy may be unimpaired, it is vital that only young men of the highest type be accepted for service.

"Thousands of young men are enlisted in the Navy each year and the very high requirements are being stressed constantly."

Midway One for the Birds

Little Midway Island, out at the northwestern end of the Hawaiian chain, is a very lonely place once more — lonelier than it has been at any time since 1935. The last service personnel were scheduled to be withdrawn by 15 June, and a commercial airline is closing out its own activities there at the same time.

Midway, as many people know, is nothing much but a circle of coral enclosing a lagoon which in turn surrounds two small islands — Sand Island and Eastern Island. The atoll came under enemy attack soon after the U. S. entered World War II. The Battle of Midway, which occurred in early June 1942, cost the U. S. the aircraft carrier *Yorktown* (CV 5) and many planes. However, it cost the enemy four carriers and most of their planes and sent the remainder of their ships fleeing for their lives. This action did much to relieve the threat of a Japanese attack on the U. S. west coast.

(For an excellent account of the Battle of Midway, see *ALL HANDS*, November and December 1943.)

The atoll which was later known as Midway was discovered, and claimed for the U. S., in 1859. Captain Brooks of the Hawaiian bark *Gambia* did the discovering, and for

When Chief Needs Some New Music He Writes It

When Chief Musician William Blake, USN, needs a new march for his San Diego Navy band, he simply sits down and composes one.

Recently, the stocky chief, his hair now graying slightly around the edges, stepped up on the podium in front of the glistening golden horns of his San Diego Naval Training Center band to give the downbeat for his newest and latest march.

A lively, bouncy one, chock full of the salty flavor of the sea, the Chief's new number is named *The Joseph A. Connolly March* for the skipper at the Training Center, Captain Joseph A. Connolly, USN.

Chief Blake unveiled the new march at a personnel inspection held at the Center by Captain Connolly. The skipper grinned from ear to ear as the band oompah-ed its way through the new piece, which had taken Blake four months to complete.

A veteran of 22 years in the Navy, Blake has composed several other band numbers as well. Among them is *It Can Be Done*, a march which gained considerable popularity during the war.

Strangely enough, Chief Blake started his career not as a musician but as a cook. Soon, however, the Navy found that its new recruit was better at blowing a horn than he was



SALTY march was written by W. Blake, MUC, in honor of CAPT J. A. Connolly, CO of NTC San Diego.

at baking a biscuit and shifted him to a musician's billet.

He's been a musician ever since, learning his trade at musician's schools at San Diego Naval Training Center, then at Naval Destroyer Base, San Diego, and finally at Naval Training School, Washington, D. C.

Chief Blake returned to San Diego last September to take charge of the Training Center band, the band in which he himself used to play.

Does he have a hobby? Sure — he listens to music.

awhile the place was called Brooks Island. For a period in the 1860s, America maintained a coaling station there.

In 1903, an American cable relay station was set up on Sand Island in Midway's lagoon. This provided a convenient and valuable telegraphic linkage between the U. S. and the Orient. Much was done to beautify the atoll shortly thereafter, with ironwood and eucalyptus trees, flower beds and special sand-binding grasses being nurtured.

Thirty-two years after the cable people arrived at Midway, Pan American Airways dropped in to set up a seaplane base. From that time to the present, PAA has maintained a base there. Now, however, its Midway facilities — like those of the Navy — will be closed down. Except for the remaining cable personnel, Midway will be inhabited principally by the birds.

Of the many species of birds which live at Midway, the friendly and unfrightened gooney birds (the Laysan Albatross) were most popular with men stationed there. The clumsy and amusing antics of these ungainly creatures did much to keep up the morale of the wartime garrison. In the late 1940s, to assist the feathery entertainers in keeping boredom down, Navymen on Midway built a fine recreation center. (See *Gooney Retreat*, *ALL HANDS*, December 1947, pp. 6-7.)

Upon being evacuated from Midway, many dependents were housed temporarily at the inactivated Kaneohe Naval Air Station near Honolulu to await service husbands and fathers still busily employed at Midway. Other personnel flew directly to the U. S. west coast. A number of Navy contract employees were stationed at the remote atoll until the general evacuation took place.

Flag Rank Orders

Flag rank orders for last month:

Admiral Thomas C. Kinkaid, USN, retired 1 May 1950.

Vice Admiral John W. Reeves, Jr., (AV), USN, retired 1 May 1950.

Rear Admiral Charles H. McMorris, USN, Commandant, 14th Naval District, Pearl Harbor, T. H., ordered to assume additional duty as Commander, Naval Base, Pearl Harbor.

Rear Admiral Howard H. Good, USN, Commandant, 13th Naval District, Seattle, Wash., ordered to assume additional duty as Commander, Naval Base Bremerton.

Rear Admiral Frank D. Wagner, (AV), USN, Commandant, 17th Naval District, ordered to 12th Naval District for temporary duty awaiting action on retirement.

Rear Admiral Osborne B. Hardison, (AV), USN, Naval Operations, Navy Department, ordered as Commander, Naval Forces Marianas.

Rear Admiral Allan R. McCann, USN, retired 1 May 1950.

Rear Admiral James Fife, Jr., USN, Commander, Submarine Force, Atlantic Fleet, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Joseph J. Clark, (AV), USN, Commander, Carrier Division 4, ordered as Commander, Naval Air Bases, 11th and 12th Naval Districts.

Rear Admiral Matthias B. Gardner, (AV), USN, Assistant Chief of Naval Operations, (Operations),



WORLD'S FIRST turboprop flying boat, the ultrafast XP5Y-1 is shown on her maiden flight. She's the latest weapon in the Navy's antisub arsenal.

Navy Department, ordered as Commander, Carrier Division 4.

Rear Admiral Lloyd Harrison (AEDO), USN, Assistant Chief for Design and Engineering, Bureau of Aeronautics, ordered as Force Material Officer, Commander, Air Force, Pacific Fleet.

Rear Admiral Albert M. Bledsoe, USN, Commander, Naval Base, Bremerton, Washington, ordered as Commander, Naval Operating Base, Guantanamo Bay, Cuba.

Rear Admiral William K. Phillips,

USN, Commander, Naval Operating Base, Guantanamo Bay, Cuba, ordered as Commandant, 8th Naval District.

Rear Admiral Stuart S. Murray, USN, Commander, Amphibious Training Command, Atlantic Fleet, ordered as Commander, Submarine Force, Atlantic Fleet.

Rear Admiral Hugh E. Haven, (EDO), USN, Commander, Mare Island Naval Shipyard, Mare Island, Calif., ordered as Commander, Puget Sound Naval Shipyard, Bremerton, Washington.

Rear Admiral Heber H. McLean, USN, Assistant Chief of Naval Operations (Fleet Operations), ordered as Commander, Fleet Activities Yokosuka, Japan.

Rear Admiral Richard H. Cruzen, USN, Commander, Naval Base, Pearl Harbor, ordered to duty on Staff, Commander in Chief, Pacific Fleet.

Rear Admiral Robert P. McConnell, (AV), USN, Member, General Board, Washington, D. C., ordered as President, Panel of Boards to Review Discharges and Dismissals, Navy Department.

Rear Admiral Wendell G. Switzer, (AV), USN, Commander, Carrier Division 16, ordered as Commander, Carrier Division 6.

Rear Admiral Milton E. Miles, USN, Commander, Cruiser Division 4, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral Thomas M. Stokes, USN, Naval Operations, Navy Depart-



INTRICACIES of modern electronics are taught members of certain foreign navies under a program underway at NavScol Electronics, Treasure Island.

ment, ordered to Commander, Cruiser Division 4, for duty.

Rear Admiral Robert E. Blick, Jr., (AV), USN, Commander, Carrier Division 14, ordered as Commander, Carrier Division 16.

Rear Admiral Hugh H. Goodwin, (AV), USN, Chief of Staff and Aide to Commander in Chief, Atlantic Fleet, ordered as Member, General Board, Navy Department.

Rear Admiral Albert K. Morehouse, (AV), USN, Chief of Staff, Commander, Air Force, Atlantic Fleet, ordered to Commander, Naval Forces Far East, for duty as Chief of Staff and Aide.

Rear Admiral Thomas B. Brittain, USN, Florida Group, Atlantic Reserve Fleet, ordered as Commander, Amphibious Training Command, Atlantic Fleet.

Rear Admiral Clark L. Green, USN, Staff, Commander, Western Sea Frontier, ordered to Naval Operations, Navy Department, for duty.

Rear Admiral William H. Angas, (CEC), USN, retired 1 May 1950.

Rear Admiral Spry O. Claytor, (DC), USN, Inspector of Dental Activities, West Coast, San Francisco, ordered as Assistant Chief, Bureau of Medicine and Surgery (Dentistry) and Chief of the Dental Division.

Rear Admiral Robert S. Davis, (DC), USN, Inspector of Dental Activities, East Coast, New York, ordered as Inspector, Naval Dental Activities, Pacific Coast.

Rear Admiral Henry R. Delaney, (DC), USN, Bureau of Medicine and Surgery, Navy Department, ordered as Inspector, Naval Dental Activities, Atlantic Coast.

Good Neighbor Visit

Operating out of New Orleans, La., the five ships comprising Destroyer Division 121 made an informal visit to Tampico, Mexico, with 550 Naval Reservists.

While the ships were in port at Tampico, Captain Gordon L. Caswell, USN, Commander DesRon 12, signed Tampico's "gold book" — a sort of guest register. He included words of friendliness and goodwill.

Wilbur Was SecNav

Curtis D. Wilbur, Secretary of the Navy from 1924 to 1929, was inadvertently referred to as William D. Curtis on p. 60 of the May 1950 issue of ALL HANDS, through a typographical error.



STREAMLINED new 40-foot personnel boat will take liberty parties ashore in style and comfort. Of plywood construction, she'll make 16 knots.

Sleek New Liberty Boat Joins the Fleet

The sleek, new 40-foot motor cabin personnel boat shown here has now been put in service aboard some of the larger ships of the Fleet.

On the drawing boards and in the boat ships for more than two years, the new boat has passed all of its tests and has been issued to replace certain of the 35 and 40-foot motor cabin boats now in general use. In time it may replace them all.

Powered by a Gray-Marine 64-HN10 engine, the streamlined craft can make 16 knots top speed as compared with the 10 or 11 knots for the boats that it will replace.

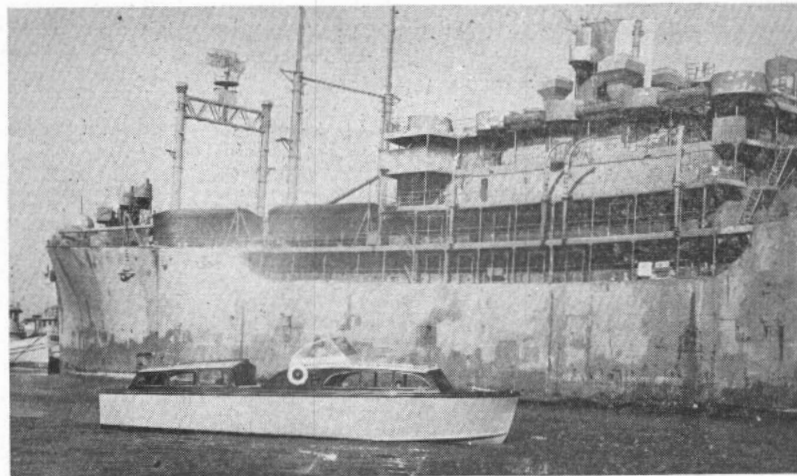
The coxswain stands behind the slanted windshield in an open cock-

pit atop the engine compartment near the center of the boat. His controls are handy.

Inside the two roomy cabins, removable seats line the sides. The seats are modern, comfortable seats of the type often seen on buses ashore.

One new wrinkle in the new 40-foot boat is the small plastic windows that are built into the two cabins. It's the first time windows of plastic have been used in small boats in this fashion.

Thirty-five of the personnel boats are now being built. Only ships equipped to handle them — aircraft carriers, repair ships and tenders — will get them at present.



IDLING alongside ships of the mothball fleet, new liberty boat displays her sleek lines, two roomy cabins and coxswain's screened open cockpit.

Brief news items about other branches of the armed services.

* * *

SIGNAL CORPS ENGINEERS, knowing that the U.S. must import most of its high-grade mica, have come up with a radio part which uses no mica — and does just as good a job.

Instead of a thin sheet of mica formerly used in condensers for Signal Corps radios and other equipment, the engineers say that a ribbon of glass will serve just as well.

Use of the newly developed glass ribbon instead of mica will not only help this country conserve its strategic materials, it will also produce a condenser of similar quality but of one-sixth the size of the old one.

Moreover, it will save money in the bargain. Long hours spent by workers sorting sheets of mica can now be turned to more productive labor.

* * *

A CREWLESS LIGHTSHIP, the first of its kind in ocean use, will soon undergo service trials by the Coast Guard at the entrance to New York Harbor.

In place of the usual 17-man crew, automatic instruments aboard the new lightship will do all the work. Special radio-controlled devices will operate the ship's fog signal and radio beacon. Its big, brilliant 10,000-candlepower light will shine continuously.

To oversee this crewless guardian of the sea lanes, an alert Coast Guardsman will sit before a control panel in a lookout tower on Sandy Hook, three miles distant. By flicking switches before him, he will be able to turn the fog signal off or on depending upon the weather, shift power to one of three electric generators or switch to a stand-by radio beacon in case of a beacon failure.

This new-type, self-operating lightship carries the number, EXP-99, Experimental Lightship 99. It carries no propulsion machinery. It must be towed into position, then securely anchored.

If its new lightship proves to be practical, the Coast Guard may install similar vessels at some of the 37 lightship stations along the U. S. coastline. In addition to being less expensive to construct, the vessels will save the Coast Guard as much as \$59,000 a year in reduced personnel costs for each vessel, it is estimated.



CREWLESS lightship being tested by Coast Guard may replace manned vessels guarding U. S. shipping lanes.

DISTINCTION of being among the first Air Force pilots to ever make a "thousandth landing" on an aircraft carrier belongs to Captain Curtis N. Metcalf, USAF, who is on exchange duty with the Navy.

Captain Metcalf, attached to Fighter Squadron 171 of Carrier Air Group 17, NAS Jacksonville, Fla., made the 22,000th carrier landing on USS *Philippine Sea* when returning from a routine mission during "Operation Portrex."



Capt Metcalf, USAF

It came as a surprise to the captain. He had no idea what was in store for him as he set his *Banshee* jet-fighter down on the broad flight deck.

"In fact," Captain Metcalf grinned, "I wouldn't have made it if I hadn't developed trouble with the retractable nose gear of my plane and had to return ahead of schedule. The first I knew of my feat was when I was summoned to the captain's bridge to receive the congratulations of the skipper and other officers."

Captain Metcalf also set another record that day. He is the first pilot of either service to set down a jet-plane for a "thousandth carrier landing."

In keeping with the traditions of a "thousandth landing" a huge 650-pound, 12-layer cake was baked that day by ship's bakers and Captain Metcalf was accorded the honor of cutting the immense thing. — Douglas J. Huggard, JO2, USN.

* * *

ALL AIR FORCE HOSPITALS at bases which have an active flying program are establishing a standard program for emergency standby medical service for crash victims. Facilities will include equipment for administering oxygen and large quantities of plasma, whole blood and other fluids.

The new program is an addition to present standby crash facilities provided at all Air Force bases. It is patterned after the crash service put into operation at Bolling Air Force Base Hospital, Washington, D. C. One of the most important items of equipment to be included at each hospital is a mobile operation cart. "Fracture beds" will be provided for accident victims with broken bones. All medical personnel at each base will be available immediately in the event of a crash.

* * *

OPERATING RANGE of the Air Force's F-84E *Thunderjet* fighter is now more than a radius of 1,000 miles, due to the installation of two additional 230-gallon fuel tanks.

The extra tanks are mounted on bomb shackles beneath the wings, and along with regular wingtip tanks, give the plane an external fuel capacity of 920 gallons. Wingtip and bomb shackle tanks are identical in design, and interchangeable. All the plane's external tanks may be dropped when additional combat speed is needed.

Prior to installation of the new tanks, the *Thunderjet* had a combat radius of 850 miles. Depending on the aircraft's mission, either the new tanks or bombs may be carried in the bomb shackles.

AS MANY AS 14 navigation students can receive instruction simultaneously in a new-type plane, a prototype of which has been received at Ellington Air Force Base, San Antonio, Tex.

The new plane, the T-29, is powered by two engines rated at 2,400 horsepower each at takeoff. Top speed is more than 300 miles an hour, cruising speed is approximately 250 miles per hour, and service ceiling above 27,000 feet. Approximate dimensions are: wingspan, 92 feet; length, 75 feet; height, 27 feet. Propellers are three-bladed, full-feathering, reversible-pitch.

The T-29 "flying classroom" is a modification of the Convair Model 240 transport. Four instructors or more can accompany students during each flight. This permits direct observation and training of cadet navigators during actual navigation problems.

* * *

A NEW SIGHT for use in directing machinegun fire or rockets from a jet fighter has been unveiled by the Air Force. The new electronic device, which is said to do "everything but fly the plane," is called the A-1C.

With the A-1C sight, all the jet pilot has to do is to keep his target inside a circular pattern of light or centered in the cross-hairs. The sight relieves the pilot of figuring such things as drift, angle, wind and distance — problems which are especially tough in high-speed jet planes. It can be used day or night against any target that reflects a radar beam.

The new sight was first used publicly at an Air Force gunnery meet at Las Vegas, Nev. At that time, manual controls were used, because targets employed there were not of a type that would produce radar "pips."

* * *

HERE IS WHAT, figuratively speaking, the Army is saying to the nation's farmers this summer:

"I'd like to buy 1,600,000 gallons of tomato juice — 12,855,000 pounds of it, if you'd rather sell by weight; or 18 swimmingpoolfuls, if you live in California. And how about 10½ million pounds of peaches and 9½ million pounds of corn and 7,774,000 pounds of string beans and around two million pounds of cherries (red, sour, pitted)? Check? Now for a few million pounds of sweet potatoes, and tomatoes, and peas, and carrots. . . ."

The Army Quartermaster Corps now does the canned fruit and vegetable buying for the Navy, the Marine Corps and the Air Force in addition to its own. In inviting bids for the task of supplying these needs of the armed forces, the Army listed 27 items, totalling almost 100 million pounds or nearly 50,000 tons.

Among the three smallest quantities asked for was that of spinach — only 371,000 pounds. The smallest of all was the requested amount of lima beans. Only 93,000 pounds of lima beans will be needed this year.

* * *

WHEN JET PILOTS are forced to hit the silk over barren Arctic wastes, they will get a measure of comfort from knowing they are carrying an airborne post exchange with them.

A new Arctic survival kit, developed by the Air Force Aero Medical Laboratory, should greatly increase the pilot's chances of survival while awaiting rescue.

Weighing only 24 pounds, the kit is fastened securely



ARCTIC survival kit designed by the USAF's Aero Medical Laboratory is currently undergoing tests in Alaska.

to the pilot's parachute and cannot be lost in descent. Twenty-two different items fit into the compact kit, which doubles as a seat cushion while the aircraft is in flight.

Among the items in the kit are 10 days' food rations, a canned heat cook stove, a .22-caliber pistol and 100 rounds of ammunition, ski goggles, arctic mittens, signaling mirror, flares, wool socks, water container, pocket knife, waterproof matches, survival manual and a vacuum-packed sleeping bag which will keep its occupant warm at 40 degrees below zero.

The kit is now undergoing tests in Alaska. The zippered container for the Arctic equipment will also be used for survival kits designed for land survival in warmer climates.

* * *

MOVIES ARE NOT the only shows produced in Southern California, as attested by an amphibious attack demonstration staged in May by combined Navy and Marine Corps land, sea and air elements for the benefit of 450 Army officers.

Known as "Demon III," the exercises were witnessed by student-officers (major or above) of the U. S. Army's advanced school, the Command and General Staff College, Fort Leavenworth, Kans., who were flown to San Diego in transports of the First Marine Air Wing based at El Toro.

Designed to augment that portion of the school's curriculum in which joint operations are taken under intensive study, the maneuvers included an amphibious landing attack of San Clemente Island under a bombardment by planes, naval guns and rockets, a demonstration of reconnaissance and beach approach clearance by underwater demolition and reconnaissance units, and the ship-to-shore movement of marine assault waves.

A second phase of the demonstration was conducted near Camp Pendleton at Oceanside where the Army officers gathered on a promontory overlooking the beach at Aliso Canyon to watch from a defender's point of view the actual landings, made while controlled demolition charges simulated shell, rocket and bomb explosions.

THE BULLETIN BOARD

250 POs in 59 Ratings Selected for Advancement to CPO

Advancement of 250 first class petty officers to chief petty officer, acting appointment, has been authorized by the Chief of Naval Personnel.

Selected for advancement were those personnel with the highest multiple standing in their respective ratings, as compiled from their scores in the Navy-wide CPO examinations conducted last December.

A list containing the name, service

number, duty station and other information on each candidate selected for advancement is contained in BuPers Circ. Ltr. 56-50, (NDB, 30 Apr 1950). This directive states that advancement of these candidates will not be effected earlier than June 1950, nor later than 1 Aug 1950.

Also contained in the circular letter is a list of candidates who passed their examinations, but whose mul-

tiplex standings were lower than those of the candidates selected for advancement. BuPers points out that because of the large excess of CPOs, a general increase in the pay grade E-7 reenlistment rate, and strict budgetary limitations, it is impossible to advance all personnel who passed their examination. Any additional advancements to CPO that BuPers finds it practicable to authorize will be of candidates whose names are contained in this "eligibility" list, selected in strict numerical order to final multiplex score.

A total of 1,702 personnel, whose names are not included on either the advancement or eligibility lists, passed their examinations. Their final multiple scores were not high enough for their names to be included on either list. However, the Chief of Naval Personnel states that in the event that changing conditions allow a greater number of additional personnel to be advanced than are named on the eligibility list, these further advancements would be of successful candidates in strict order of multiple computation from the remaining 1,702 successful personnel.

No lists will be published by BuPers containing the names of successful candidates who are not named in the advancement or eligibility lists, or of candidates who failed the exam. However, commanding officers may obtain the examination results of candidates assigned to their command by requesting this information from the Chief of Naval Personnel, (Attn: Pers E3).

Listed below are the number of personnel advanced to chief petty officer, acting, in each rating: BM, 3; QM, 2; GM, 2; FC, 3; DC, 1; RM, 17; RD, 6; SO, 3; MM, 2; EN, 2; AD, 2; MR, 3; TM, 2; MN, 1; AO, 1; FT, 3; ET, 41; AL, 1; AT, 26; EM, 14; AE, 2; IC, 2; BT, 2; ME, 2; AM, 1; FP, 2; ML, 1; PM, 1; IM, 1; OM, 1; TD, 3; AB, 8; PR, 1; AG, 2; AC, 6; YN, 27; PN, 2; TE, 4; SK, 2; AK, 1; DK, 2; MA, 5; PI, 1; LI, 1; PH, 1; AF, 1; JO, 2; CS, 2; SH, 6; MU, 1; BU, 1; CD, 2; SW, 1; UT, 1; CM, 1; CT, 11; HM, 2; DT, 1; SD, 2.

WAY BACK WHEN

Origin of Ships

One day back in extreme antiquity a primitive man was lying on the shore gazing out over the water when a log floated by. For the lack of anything better to do he waded out to the log and draped his body over it. He found that the log could carry him down the stream.

That's probably not the way the initial idea for the modern ocean-going vessels of today was born. But it might well be, because the early history of ships is just a mass of tradition and conjecture. This much is known: the legends of most early nations tell of ships.

Historians agree that the predecessor to the ship probably was the log, first a floating log and later one hollowed out by fire or the stone ax. To back this up is the fact that the word "ship" comes from the Greek *skaptein* which means to scoop out.

As the men of antiquity gained more confidence in their logs, they undoubtedly experimented with a group of logs to form a raft that could carry them more safely out on larger bodies of water. Also early in the game were the inflated skins that helped to increase their vessel's buoyancy. Where timber was not readily available, wicker

boats were made with reeds and bitumen or pitch.

Among the many legends about these early beginnings of boats and ships is the one by a Phoenician who explains that a god named Osous took a tree a storm had blown down and that lightning had hollowed out and first ventured to sea.

The voyage of the sons of Noah is the first mentioned in the Bible. Actually, the Ark, the first vessel referred to, was little more than a covered floating raft. But for its time it was a sizeable project. It measured 450 feet in length, 75 feet in beam and 45 feet high. Students of the subject have figured out that it was capable of carrying some 15,000 tons.

Chaldea, an ancient Semetic tribe and among the earliest of historic nations, probably had vessels out on the Persian Gulf. Later the Phoenicians who lived a dozen or more centuries before Christ brought the early sea knowledge to the Mediterranean.

The Phoenicians were the great maritime people of antiquity and were believed to have developed their vessels to the point where they had one or two banks of oars. Their vessels were characterized by a sharp prow and a high stern, were up to 40 feet long and were rowed by 18 to 22 men.

Phoenician ships used the Mediterranean as a private lake for many centuries. Their merchant ships even invaded the western Mediterranean and colonies which perpetuated their fame in maritime activities were widely established.

The Greeks gradually succeeded the Phoenicians as masters of the Eastern Sea and brought the ship well within the range of recorded history. The Carthaginians who followed in the wake of their illustrious predecessors and the Romans developed the warship during their struggle for supremacy.



Six-Month Course Open To Junior Officers Desiring Submarine Training

Junior officers who want to serve in submarines may apply for the six-month basic training course at Submarine School, New London, Conn.

The latest course will open 1 Jan 1951. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 15 Aug 1950.

Volunteers must rank from 5 June 1949 or before if they are lieutenants (junior grade) and from 1 Jan 1950 if ensigns. In addition, all officers selected must have at least one year of commissioned service as of 1 Jan 1951.

All officers who apply for the submarine training course must be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer will state whether the applicant is so qualified.

Officers will be selected for training on the basis of their fitness report records and their educational background as well as on their ability to stand an underway OOD watch.

Each officer's application must also be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for sub duty under existing BuMed standards.

The directive which announces the new class, BuPers Circ. Ltr. 59-50 (NDB, 1 May 1950), adds that there are a limited number of quarters available at the New London base for married officer students. Upon receipt of their orders, married officers should request assignment to quarters from the Commanding Officer, Submarine Base, New London, Conn.

Navy Wives Club Chapter Plans to Help Paraplegics

The Leo McDonough Memorial, Navy Wives Club of America, Inc., No. 61, of Brooklyn, N. Y., invites all eligible women of its neighboring area to join.

The Leo McDonough Memorial chapter is interested in helping paraplegics at the St. Albans Naval Hospital, St. Albans, Long Island. Ladies interested in joining the chapter should contact Mrs. Alice Corbett at 3018 Church Ave., Brooklyn 26, N. Y.



"But you told me we'd paint the town red."

Women Officers Will Wear Gold Stripes and Insignia

All women officers of the Navy are now authorized to wear dark blue uniforms with gold stripes and gold line or Corps insignia. The presently prescribed women officers' uniform is "Navy blue," a lighter shade, with light blue stripes to indicate rank. The changeover is to be completed by 1 July 1952, except for overcoats.

The style of women officers' uniforms will continue to be the single-breasted design. The coat collar device, prescribed for Wave officers, will be completely eliminated as of 1 July 1952. It will not be worn on the dark blue uniform. Navy nurses, whose old type uniform was double-breasted, are changing to the single-breasted style. Except for the line or corps device and variations in stripes indicating rank, all women officers' uniforms will be identical.

The dark blue overcoat will not be mandatory until 1 July 1955. Those owning overcoats of the lighter blue shade may wear them until that time. Except for overcoats, it will not be permissible to wear garments of the two shades of blue simultaneously.

Overcoats and raincoats for women officers will have shoulder straps. Set-in sleeves, since they are better adapted for the use of shoulder straps, will be substituted for the current "raglan" type used in women officers' raincoats. Beginning 1 July 1952, metal rank insignia will be worn on the shoulder straps. At the same time, overcoat sleeve stripes of braid will be removed and discarded.

The light blue shade, or Navy blue, uniform now worn by enlisted women will continue unchanged.

Did You Get Your NSLI Dividend Check? Mailing Job Will End This Month

The bulk of the job of refunding two and four-fifths billion dollars to holders of National Service Life Insurance will be finished by the end of June 1950.

At the end of three months of mailing out dividend checks, the Veterans Administration had distributed more than 13,000,000 separate refunds. This was by mid-April. At that time, "only" one and one-half million applications were on hand and unpaid. However, it was estimated that a million persons eligible for refunds had not yet applied.

The end of June, while given as the time when the task is expected to be largely completed, does not constitute a deadline for applications. Any applications made after that time will be processed as they arrive. Queries concerning non-receipt of checks will also be answered after 30 June, but until that time VA still requests policy-holders not to write concerning their dividends.

Those who have received their checks and wish to have questions concerning them answered should write to the VA office handling their accounts. Location of such office is given in printed material sent with the checks.

If, by any chance, you haven't applied for your NSLI refund, you can find out how to do so by referring to BuPers Circular Letter No. 124-49, NDB, 15 Aug 1949, or by getting a copy of ALL HANDS, September 1949. The information you'll want is on page 42.



"Mighty fine paint job you did on that ladder, Jeffery."

Advancement of Warrants Under Study

The subject of advancement of warrant officers to higher warrant pay grades is now under study by a joint committee, and the study will not be completed for several months. The Bureau of Naval Personnel requests that officers refrain meanwhile from correspondence on the matter, pending publication of regulations.

Here is background information on the subject of assigning warrant officers to the various pay grades:

All commissioned warrant and warrant officers, including those serving temporarily in the grades of ensign or above, were initially distributed on 1 Oct 1949 in warrant pay grades prescribed by the Career Compensation Act. Warrant officers were placed in pay grade W-1. Commissioned warrants with less than six years' commissioned service were placed in W-2. Those with more than six but less than 12 years' commissioned service were placed in W-3, and those with

more than 12 years' commissioned service, in W-4.

Commissioned warrant officers who had completed more than 10 or more than 20 years' commissioned service as of 1 Oct 1949, but had been denied certificates of creditable record for such service, were placed in W-2 and W-3, respectively. All commissioned warrant officers' commissioned service was computed from effective date—date on which pay commenced—of initial appointment, permanent or temporary, to commissioned grade through 30 Sept 1949. Date of rank was not used, because that is assigned solely for precedence purposes.

Only those commissioned warrant officers and warrant officers serving as such were entitled to pay based on their warrant pay grade assignments. In order to remove any doubt as to what pay grade these people were entitled to, BuPers Circ. Ltr. 192-49 (NDB, 15 Nov 1949) listed by name

all such people in pay grades W-4 and W-3. All other commissioned warrant officers serving as such were in W-2, and all warrant officers serving as such were in W-1. Officers whose temporary status as ensign or above were terminated after 1 Oct 1949 have been assigned their effective warrant pay grade in their termination letter.

After the initial distribution of all warrant officers, a board was convened as announced by Alnav 97-49 (NDB, 31 Oct 1949). Purpose of this board was to consider for placement in a higher warrant pay grade based on performance of duty commissioned warrant and warrant officers who had served or were serving under temporary appointments of ensign or above. BuPers Circ. Ltr. 35-50 (NDB, 15 Mar 1950) announced in its Enclosure (1) the pay grade assigned to all permanent commissioned warrant and warrant officers recommended by the board for a higher warrant pay grade on the basis of performance of duty.

Enclosure (2) of that circular letter announced for record purposes the pay grade assignment of all other permanent commissioned warrant and warrant officers based on their initial distribution as of 1 Oct 1949. All included therein who had served or were serving as ensign or above were considered by the board announced by Alnav 97-49, but were not recommended for advancement to higher warrant pay grades.

The record of every permanent commissioned warrant and warrant officer who has served or is now serving in the grade of ensign or above was submitted to the board and all received the same consideration. The number authorized to be recommended for advancement was limited for budgetary reasons. Non-advancement by the board is not an unfavorable reflection upon the careers of these officers.

There will be no further advancements to warrant pay grades based on performance of duty in the grades of ensign or above. Eligibility will be based on additional warrant or commissioned service accumulated after 1 Oct 1949.

As new information becomes available concerning this subject ALL HANDS will pass it on to readers.

Parallel Careers of Two Marines Finally Diverge

When they graduated from the same San Diego high school in 1938, Leslie Brown and Jay Hubbard entered junior college in the same class. A year and a half later they both quit and joined the Marine Corps together. Since then a lot has happened to them—usually to both at the same time.

The two Marine recruits were assigned to the same company at "boot" camp, graduated in the same platoon and were sent to sea school in the same class. Next, they were transferred to USS *Mississippi*. Later they were promoted from private to corporal, then to sergeant, on the same lists. Two years later both were transferred to the 12th Defense Battalion.

The two sergeants decided to get married—presumably at the same time. They married two girls they had double-dated in high school. It was, of course, a double ceremony.

Both Marines were sent overseas, Brown with the Second Marine Division, Hubbard with the Marine Raiders. Again, however, they were promoted to platoon sergeant on the same list. Later, both were spot promoted to second lieutenant—with,

don't guess, the same date of rank.

The two Marines ran into each other again on Okinawa, and although members of different divisions, returned to the U. S. within a few days of each other in 1945. Both were assigned to duty at Headquarters, Marine Corps, Washington, D. C.

They celebrated their third wedding anniversary by having their double wedding ceremony repeated.

In 1946 Brown and Hubbard were ordered to flight training and went through flight schools at Dallas, Corpus Christi, and Pensacola together. They received their naval aviator's wings at the same ceremony. About this time they became fathers—within a few weeks of each other. Each named his son after the other.

The parallel careers of Captains Brown and Hubbard finally became broken when Brown was ordered to jet training. He is now an instructor in Marine Fighter Squadron 311, while Captain Hubbard is assistant supply officer at an eastern base.

Captain Brown, incidentally, is senior to Captain Hubbard—by one number.

Enlisted Personnel Still May Qualify for NavCad Training

Enlisted men are reminded that they may still qualify for Naval Aviation Cadet training under the liberal qualification standards set for the program.

These qualification standards were listed in a joint BuPers-MarCorps letter of 18 July 1949 (NDB, 31 July 1949) and apply to enlisted men on active duty in the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve.

Under the NavCad program, men are procured both from the Fleet and

Marine Corps and from civilian life. To be eligible to be considered under the present qualifications, an applicant now on active duty in the Navy or Marine Corps must —

- Be a natural born citizen of the U. S. or naturalized for a period of at least 10 years.

- Have completed education as follows: At least two full academic years — 60 semester hours or 90 quarter hours — of passing work at an accredited college or university, or have graduated from an accredited high school or secondary school and attained high standard classification test scores. For high school graduates without two years of college, minimum test scores are, for naval personnel, GCT plus ARI 120; Mech 58. For Marine Corps personnel, minimum scores are GCT 120; MA 116. Completion of two years' college work is mandatory in the case of civilian candidates.

- Have reached his 18th birthday but not have passed his 27th birthday on the date his application is submitted.

- Agree to remain on active duty for four years including the period in training as a NavCad, unless released sooner by the Navy Department.

- Be unmarried and agree to remain unmarried until commissioned.

- Attain at least a "C" grade in the aviation classification test and mechanical comprehension test and a flight aptitude rating of at least "D."

- Be physically qualified and aeronautically adapted for duty involving flying and the actual control of aircraft. The current edition of the Manual of the Medical Department, U. S. Navy, gives the required standards in this respect.

- Be strongly motivated to fly.

- Possess officer-like qualities.

Men who previously have been dropped from any military flight training program by reason of flight failure are not eligible to apply. Also ineligible are those who previously have qualified as a naval or military aviator in any branch of the armed services.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of

the action taken in his case. The names of eligible applicants will be placed on a priority list, in accordance with their qualifications and men will be selected from this list for assignment to NavCad training.

In selecting candidates from this list, the Bureau will be governed by quota allowances. No specific information can be given as to when an individual will be ordered to flight training. Accepted applicants will be ordered by the Bureau or by the Commandant, U. S. Marine Corps, to report to the Chief of Naval Air Training, Naval Air Station, Pensacola, Fla. Upon reporting they will be processed for enlistment in or transfer to the grade of Naval Aviation Cadet, Class V-5, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or second lieutenants, USMCR, when they receive their designation as naval aviator.

Upon fulfillment of their contract after four years of service, candidates selected under this joint letter will be released to inactive duty. At that time, should vacancies in the service permit, a limited number may be kept on active duty — subject to their own request. After 18 months' commissioned service in the Naval Reserve or Marine Corps Reserve, a limited number may be appointed to the Regular Navy or Marine Corps. This, too, is subject to the needs of the service.



Fire-Fighters on Holiday Burn Down Old Piers

It's a merry day for firemen when they're called out to burn something down for a change.

That's what happened at NAS Alameda, Calif., where rotting ferry slips dating back as far as 1869 were serving no good purpose. On the negative side, they were downright hazardous to planes taking off from the field.

The station's fire marshal, Chief Machinist R. D. Foster, USN, called out his fire fighters, and the piers were soaked with 1,500 gallons of salvage oil and another 500 gallons of gasoline.

Then, with the help of a Marine Corps sergeant who knows about such things, the fire marshall lined up behind a flame thrower in a boat and let the piers have it.

The scarred, smoldering pilings that remained after the fire burned out were combed through by the base's public works personnel for scrap iron and other salvageable materials.

Former Enlisted Man Gets Wings in NavCad Program

The first former enlisted man to earn his commission under the two-year-old NavCad program has received his wings of gold.

He is Ensign Rupert L. Warren, Jr., USNR, an aviation machinist's mate first class before he entered NavCad training.

Warren was selected for flight training under the cadet program while on duty at Naval Air Facility, South Weymouth, Mass., and received his commission and his wings in graduation ceremonies at Naval Air Station, Corpus Christi, Tex.

Hazardous Duty and Special Pay Covered by Third in Series

This is the third in a series of articles on the new pay law — the Career Compensation Act of 1949 — which ALL HANDS is publishing to acquaint its readers with the new pay provisions.

In the first, you read how the Navy figures out your pay increases due to longevity. In the second, you found out how your subsistence and quarters allowances differ under the new pay law. In this one, let's take a look at Incentive Pay and Special Pay.

Incentive Pay

It has been recognized by the armed forces for some time that certain peacetime duties are more hazardous than others. A job like that of a bomb disposal man is a lot tougher on the individual than, say, recruiting duty. Since certain billets are tougher, the Career Compensation Act continues to authorize additional pay for duty in these billets.

Under the new law, sailors will get a little something extra in the pay envelope for all hazardous duties authorized under old regulations — and



"Where's McCann? ... Bet he'll be glad to know his transfer came through."

for two other duties as well. The two duties added are: duty involving contact with persons afflicted with leprosy, and demolition duty. Regulations for these two new categories, however, have not yet been issued. As ALL HANDS goes to press, the Department of Defense Personnel Policy Board is meeting to decide the provisions under which sailors will draw hazardous duty pay for working with lepers and demolition duty.

In addition to adding these two new categories of incentive pay, the Career Compensation Act also makes a change in the method of payment of incentive pay for "flight pay," "submarine pay" and "diving pay."

Flight pay, sub pay and diving pay used to be authorized on a percentage basis. For example, a crew member authorized flight pay got an increase of 50 per cent of basic pay added to his monthly pay check. Now, he will get a flat amount, depending upon his grade — the higher his grade, the greater his flight pay, up to O-6.

Here is a run-down of the types of hazardous duty pay now authorized for Navy personnel under the Career Compensation Act:

• **Flight pay** — Take a look at the accompanying chart for your new pay scale for flight pay. In most cases, you will notice, the amount of flight pay you get has been reduced from the amount you drew when flight pay was 50 per cent of basic pay. It was felt that the new scale was more in line with the incentive pay authorized for other types of hazardous duty.

The requirements for flight pay,

however, remain what they were under old regulations, although they may be amended at any time in the future. To be eligible, crew members must make "frequent and regular aerial flights." Incidentally, aviation cadets are not eligible for flight pay under the new law.

• **Submarine pay** — Sub pay is figured on the same basis as flight pay for crew members — a flat monthly rate instead of the old 50 per cent. As a result, sub pay too has been reduced. Look at the accompanying chart to find out what you now get for sub duty. Duty on a submarine, as defined in the new law, is any duty aboard a commissioned submarine. This duty may begin while the sub is "under construction" undergoing builders' trials.

• **Flight pay for non-crew members** — This means photographers, weathermen, flight surgeons and other observers. Flight requirements here are similar to those for regular airmen and call for "frequent and regular aerial flights." Eligible officers receive \$100 a month; eligible enlisted men \$50 a month.

• **Duty with lepers** — This is one of the new ones and requires personnel to have duty "involving intimate contact with persons afflicted with leprosy." Eligible officers receive \$100 a month; enlisted men \$50 a month. Not yet authorized.

• **Demolition duty** — This one is new too. Personnel who have duty

Flight and Sub Pay

Incentive pay for hazardous duty in Navy aircraft and in Navy submarines is based on the same table. If you are eligible for hazardous duty pay for either duty in the air or duty in subs, this table will give you the figure which applies to your pay grade.

Pay grade	Monthly rate
O-8	\$150
O-7	\$150
O-6	\$210
O-5	\$180
O-4	\$150
O-3	\$120
O-2	\$110
O-1	\$100
W-4	\$100
W-3	\$100
W-2	\$100
W-1	\$100
E-7	\$75
E-6	\$67.50
E-5	\$60
E-4	\$52.50
E-3	\$45
E-2	\$37.50
E-1	\$30

Sea, Foreign Duty Pay

Sea pay is no longer awarded on the basis of 20 per cent of your basic pay. The Career Compensation Act awards sea pay on the basis of enlisted pay grades. By looking in the table below you may learn how much sea pay you are entitled to if you are eligible to draw it.

Pay grade	Monthly rate
E-7	\$22.50
E-6	\$20
E-5	\$16
E-4	\$13
E-3	\$9
E-2	\$8
E-1	\$8

"involving the demolition of explosives as a primary duty, including training for such duty" are eligible for incentive pay in this category. Officers receive \$100 a month, enlisted men \$50 a month. Not yet authorized.

• **Sub training** — Officers and men who have duty at one of the Navy's submarine escape training tanks (one is at New London, Conn., the other at Pearl Harbor, T. H.) are eligible "when such duty involves participation in the training." Eligible officers receive \$100; enlisted men \$50 a month.

• **Diving school duty** — Finally, personnel on duty at the Navy Deep Sea Diving School (Washington, D. C.) and the Experimental Diving Unit (also Washington, D. C.) get incentive pay "when such duty involves participation in training." Eligible officers receive \$100 a month; enlisted men \$50 a month.

According to the provisions of the law, the President may in time of war suspend the payment of any of these incentive payments for hazardous duty. As set forth here, these hazardous duty boosts are meant primarily for peacetime conditions.

A further provision of the Career Compensation Act states that no person can get more than one hazardous duty payment at a time. Even though he may possibly qualify for two or more types of incentive pay, he may only be paid for one.

Special Pay

Four types of Special Pay are kept in force under the Career Compensation Act. Every sailor is familiar with at least two of these four — sea and foreign duty pay, and reenlistment bonuses. In addition to these two, there are two others: special pay for divers, and special pay for doctors and dentists.

What changes have been made in these four types of pay under the provisions of the new act? Briefly, here's the answer to that one:

• **Sea and foreign duty pay** — There have been two big changes here. Sea pay for all officers has been eliminated under the new law, and sea pay for enlisted men has been approximately cut in half. For enlisted men, instead of getting 20 per cent of your basic pay for sea pay, you get a flat amount depending upon your pay grade. As a result, sea pay is



"May I remind you again, Speed, this is a ship . . . not a hotrod."

placed on the same basis as sub or flight pay, although the amount paid is less (see accompanying chart).

Congress decided to eliminate sea pay for officers after it heard a report from the Hook Commission, a civilian commission appointed to draw up plans for the new service pay scales.

The Hook Commission reported in part: "Officers do not deserve extra pay for this type of duty (sea duty) since the (regular) pay recommended

for them is apportioned to their relative responsibility as executives and administrators, regardless of their site of operation. Sea duty should be expected as a normal incident in a chosen career."

• **Reenlistment bonus** — The new law changes this from a reenlistment allowance to a reenlistment bonus. The old reenlistment allowance was paid on the basis of the number of years a man had served. The new reenlistment bonus is paid on the basis of the number of years for which a man signs up.

At present, the Navy has two enlistment periods — four years and six years. Under the new pay law, a man reenlisting for four years will receive a bonus of \$160. A man reenlisting for six years will receive \$360.

It should be noted that this is a reenlistment bonus, not a bonus to be paid upon an original enlistment. The bonus will be paid in a lump sum at the time of reenlistment as in the past. It will not, however, be paid for more than four reenlistments

Only Plankowner Shipped Over to Be With Carrier

The only plankowner now in *uss Cabot* (CVL 28) is a man who couldn't bear to see his ship go to sea without him.

James S. Heitz, SN, USN, fought from *Cabot's* deck through some of the toughest months of the Pacific war. Now he's back on board his ship as a member of her peacetime team.

Heitz, who is on the thin side and has a wry smile, stayed with the ship right from her date of commissioning in July 1943 to shortly before the fighting carrier was decommissioned and put in mothballs following the end of the war.

He went back to his home, Westmont, N. J., and settled down in civilian life. One day, however, he picked up a newspaper and read that *uss Cabot* was to be unzipped and sent back to active duty once more. The first carrier in the Re-

serve fleet to be taken out of mothballs was slated to relieve *Wright*.

That did it. He reenlisted shortly thereafter and got himself assigned to *Cabot*. When *Cabot's* commission pennant went up for the second time, Heitz was there to see it.

Now the veteran carrier is on duty as the training ship for Navy fliers operating out of Pensacola, Fla. (ALL HANDS, March 1949, p. 24). During the war the ship was known around the fleet as the "Iron Lady" and was credited with 353 enemy planes shot down by her planes and guns as well as with a total of 29 Jap ships sunk.

Seaman Heitz now has nine years in the Navy, fully half of it having been spent in *Cabot*. He enjoys being the only man on board who was with the ship when she was first commissioned, and is the leading seaman in the First Division.

"Yep, I figure I have steamed about eight-and-a-half times around the earth in this ship," he says with that grin. "And I guess I'll put in a good many more miles before I leave her." —Robert Mitchell, JOSN, USN.



James S. Heitz, SN.

(after 1 Oct 1949). Also it will not be paid for any period that would give the enlistee more than 30 years' service.

At present, a man may *extend* his reenlistment for one, two, three or for four years. For each year that he thus extends, the new pay law provides that he will receive \$20. He gets the bonus in cash lump sum at the time of extension.

There's one thing to remember here though: you can get this extension bonus only if your extension plus your reenlistment period together total no more than six years. No extension bonus, however, is payable upon extension of the first enlistment or upon extension of an enlistment entered into prior to 1 Oct 1949. Comptroller General decisions are now pending on several provisions of extension bonuses.

To be eligible for his reenlistment bonus, a man must reenlist in the Regular Navy *within three months* from the date of discharge from compulsory or from voluntary active ser-

HOW DID IT START



Sailmaker

An important and necessary member of the crew on big clipper ships was the sailmaker whose job it was to keep the large sails in repair.

On the large sailing vessels the job of the sailmaker was no easy one. A 2,000-ton full-rigged ship, for example, had over 30 large sails. And all the clipper captains carried as much sail as their ships could stand. To save their best, newest and strongest sail for foul weather, the clippers wore their oldest, patched and thin grey canvas during the fine-weather voyages.

The sailmaker, like the cook and the carpenter, was not required to stand watch. One of the so-called "idlers," he worked all day and presumably slept all night.

Band Plans Fall Tour; Completes Spring Trip

The United States Navy Band is home again after swinging through a spring schedule which called for stops in 35 cities in 12 states. In addition, the group played at three VA hospitals.

A fall tour is scheduled for the period of 16 October through 21 November. This jaunt will take the Navy musicians through nine western states, while the spring tour touched Virginia, West Virginia, and 11 midwestern states.

The U.S. Navy band travels without expense to the government when on tour.

vice in the Regular Navy. However, 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 a reenlistment bonus.

• **Diving duty**—Special Pay for diving duties is continued much the same as it was under old regulations. This pay closely parallels extra pay awarded for dangerous dives and work underwater in civilian industry.

Enlisted divers, when they are assigned to diving duties, will draw the following additions to their monthly pay check:

Master diver	\$20
Diver first class.....	\$15
Salvage diver	\$12
Diver second class...	\$10

Enlisted divers are also eligible to receive additional special pay for dives of more than 120 feet and for diving in salvage or repair operations. For dives of more than 120 feet, enlisted divers get five cents a foot for each foot over 120 (this amount not to exceed a total of \$10 for master divers, \$15 for divers first class, and \$18 for salvage divers and \$20 for divers second class when they are required to make a deep dive).

Enlisted divers (as well as officer divers in this category alone) are also entitled to \$5 an hour (or fraction thereof) when they participate in tough salvage or repair jobs. It is possible for an *enlisted* diver to draw all three of the above Special Pays—

monthly diving pay, additional pay for deep dives and additional pay for difficult salvage jobs.

Officers are eligible only for special salvage pay. They cannot draw this salvage pay and hazardous duty pay at the same time.

• **Physicians and dentists**—Special Pay for doctors and dentists is continued in effect by the new pay law. Briefly, Regular Navy Medical Corps doctors and dentists as well as certain Naval Reserve doctors and dentists who are on extended active duty are eligible for an extra \$100 a month.

Interns, however, are *not* now eligible for this special pay (unless they were previously eligible for it and can now claim it as part of saved pay under the provisions of the Act). This special pay shall not be counted when figuring future retired pay or severance pay for these officers.

Training Program Planned For Navy's Food Handlers

Cases of illness due to food poisoning should be almost unknown in the Navy when the new training program for food handlers gets under full steam.

The food handlers' training program which is shaping up throughout the Navy was sparked by sanitary reports from ships and stations to Bu-Med. A questionnaire was circulated to all sanitation officers in the Navy and the answers were favorable toward such a program. Then the Bureau of Medicine and Surgery contacted Public Health representatives throughout the U. S. and they enthusiastically offered help in every way.

District by district, preliminary conferences have been held and initial training courses started. Plans have been made to include the training in the recruit training curriculum, the Hospital Corps School, the Independent Duty School, the Hospital School of Administration, and the cooks and bakers schools.

Plans call for indoctrinating every person whose duties involve handling food. Movies, posters and "chalk talks" will be employed.

While food poisoning never has been prevalent in the Navy in proportion to the number of people involved, an even better record should result from the training program which is under development.

Questionnaire Tests Your Interests—Vocational, That Is

Working from the premise that most men of recruit age are strangers unto themselves — psychologically, at least — the Navy is experimenting with a new plan to discover and measure both the expressed and the hidden interests its new men bring into the Navy from civilian life as an aid in assigning job classification codes and vocational rating groups.

This is to be done, if the plan proves workable, by means of a "vocational interest inventory" — a questionnaire which measures a man's interests as a supplement to tests already devised to measure his aptitude and ability. This interest measurement instrument was devised by the University of Minnesota working in close contact with the Bureau of Naval Personnel under a contract provided by the Office of Naval Research.

Many CPOs and PO1s already have taken the interest inventory to provide a working standard for future comparison with the answers given by recruits and new men. Taken as a whole, the new men's answers will provide an interest pattern indicating that Navy vocation in which each will have the most interest.

That large numbers of recruits are too confused and mentally bewildered at the age of 17 or 18 when they enter the Navy to make the best choice of vocation without expert help is a foregone conclusion on the part of psychologists. But the theory of interest measurement assumes that by the age of 17 vocational interest patterns are well enough developed so that they can serve as an aid to job placement.

The new Navy interest inventory is made up on the assumption that a young man in civilian life through a process of trial and error, with or without guidance from friends, employers or professional agencies, tends to drift or plan toward those occupations whose workers have interests like his own.

In the Navy it is not so easy to give up a job in which the young man has been trained, transfer to another rating group and start all over again. It is the object of the vocational interest inventory to discover what the recruit's interests are — something he himself may not know — and apply the findings to the assignment of a



"Now, doesn't that look much nicer?"

rating group and a Navy job classification code.

By recording via the interest inventory questionnaires the interests of CPOs and PO1s — a practically "pure" group from which large numbers of miscasts and uninterested personnel have been eliminated or failed of promotion — the Navy will know what to look for in the interests of new men. If the plan is successful, the marks made in the vocational interest inventory will be recorded and entered in

the recruit's record the same as GCT and other basic test battery scores are now.

Many CPOs and PO1s have already taken the interest measurement examination. In Washington, D. C., 541 yeomen, gunner's mates and fire controlmen have completed the inventory, and at the Naval Air Technical Training Center, in Memphis, Tenn., all ship's company personnel in the two highest enlisted grades in aviation machinist's mate, aviation electronic technician, aviation ordnanceman, and aviation structural mechanic ratings have cooperated.

Eventually, questionnaires will be compiled from about 200 personnel in each of the Navy's 20 most populous rating groups.

All of the questions of the vocational interest inventory are significant, even though some are seemingly unrelated to the vocational pursuits. For example, one question asked which you would rather do —

- String an aerial for a friend's radio.
- Try to win someone over to your side in an argument.
- Experiment with making candy without knowing the recipe.

Other questions come closer to

Chiefs Develop "Naval Officers" to Teach Rank

On duty with the Recruit Training Command, San Diego, Calif., are a couple of "naval officers" who certainly have been up and down the promotion ladder. Often they advance from ensign to fleet admiral and revert to ensign all in the space of a few minutes. Sometimes they're warrant officers for awhile.

These two wearers of the Navy gold are unconcerned as their stripes come and go. The truth is, they don't give a hoot, one way or the other. They don't have a brain in their heads, frankly. You see, they're mechanical — man-made.

The duty station of these silent partners is the Indoctrination Unit of the Recruit Training Command. The purpose of all their running up and down the commissioned scale is to teach recruits how to tell officers of one rank from those of another.

Creation of these two characters first began in the minds of two CPOs who are instructors at the training center. The chiefs went to the training aids people, who soon produced a pair of life-size likenesses of officers. One was in khaki and the other in blue.

So now the two are on duty daily. Stripes and insignia can be changed on sleeves, shoulder-boards and hats by a twist of the wrist, making gold braid business as clear as crystal to the recruits.

Credit for having the original spark of inspiration goes to W. O. West, BMC, USN, and J. E. Dvoracek, MMC, USN. The person responsible for actually having brought the two well dressed creations into the world is N. E. Foster, QMC, USN. All three feel much like new fathers — as far as pride is concerned, at least.

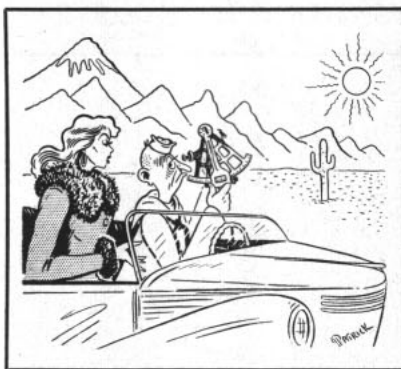
well-established vocational fields, such as the one which asks which would you rather do among the following:

- Operate a drill press.
- Be a cook in a restaurant.
- Take shorthand.

The total number of questions asked is 190, of which each has three parts as above. A plus is marked for the thing the examinee likes to do most, a minus for the thing he likes to do least. One of the three is left blank. The majority of men complete the test in half an hour.

To management advisers and other experts in the vocational fields, the vocational interest inventory is a new step in the direction of providing the best possible career guidance based on the man's natural tendencies and makeup. Although similar interest surveys have been conducted in the professional and college groups, this is the first to be held for civilian tradesmen and Navy men of comparable skills. Aptitude and ability have long been measured for men of these vocational levels, but interest until now has been neglected. For perhaps the largest technical organization in the world—the United States Navy—its possibilities are of especial interest.

The experimental development of the inventory started with a survey made of civilian tradesmen—electricians, milk wagon drivers, painters,



"Would you mind if I looked at the road map?"

plasterers, bakers, sheet metal workers, printers, plumbers and others—to have them fill out the inventory. In this manner, 1,143 tradesmen were surveyed.

Scoring is a complex statistical task, and the significant results are achieved by noting the degree of difference between the answers given by personnel of one specific vocation, Navy or civilian, as compared with the group as a whole. This difference may denote either a significant degree of liking or of dislike for a certain item by personnel of a specific vocation.

Scoring keys are prepared from the CPO and PO1 tests, in the Navy's use of the inventory, and then the results are tabulated. When the results of the CPO and PO1 tests were compared with the civilian tradesmen results, some interesting facts turned up. When responses of Navy groups are compared with those of civilian workers, it was noted, it was found that yeomen tend to possess interest patterns somewhat like those of printers, that fire controlmen possess interest patterns somewhat like those of electricians, and that gunner's mates do not resemble closely any of the eight civilian occupations with which they were compared.

The four aviation ratings which already have been tested were considered to offer special opportunities, since those personnel are believed to have an unusually high degree of interest in and satisfaction with their ratings.

Ultimately, the Navy hopes to conduct the tests at recruit training stations or, possibly, at recruiting stations to test the interest of applicants even before they enter the Navy.

Academy, NROTC Middies To Be Junior Officers During Fleet Cruises

This spring and summer, for the first time in 33 years, U.S. Naval Academy and NROTC midshipmen of the senior class will make a "fleet cruise," serving as junior officers under instruction aboard various ships of the Atlantic and Pacific fleets, during normal operations. Since 1917, Navy midshipmen have cruised each summer aboard certain designated ships, assigned specifically for midshipmen training.

Approximately 1,600 first class midshipmen will be absorbed by fleet units this summer, of whom some 400 will be Academy seniors. The remainder will be seniors of the Naval Reserve Officer Training Corps program. They will serve aboard nearly all types of naval vessels, including aircraft carriers, cruisers, destroyers, fast mine layers and attack transports. The first-classmen will also serve in submarines in the Pacific and in the Chesapeake Bay area during the summer.

By resuming the "in-fleet" training program, the Navy is providing advanced training to both NROTC and Naval Academy midshipmen as junior officers.

The battleship *uss Missouri* (BB 63) and eight destroyers will make two six-week midshipman cruises of the traditional type. That is, the cruises will be conducted specifically for the benefit of the midshipmen aboard. These two cruises will provide training for a remaining 340 Annapolis seniors and 1,020 Annapolis third-classmen, besides 1,420 senior and sophomore NROTC midshipmen. The first of the two cruises was scheduled to begin on 3 June and to continue until 15 July. The second is slated to get underway on 22 July and to return on 7 September.

All second-classmen (juniors) of the Naval Academy will have an active summer, although it will not include a cruise. Aviation and athletics will be stressed, and participation in Camid V—a joint Army-Navy amphibious exercise—will be included.

Here is a roundup of cruises slated for this summer:

- U.S. Naval Academy - NROTC cruises.

These are the two cruises men-

Radiological Defense Among Three New Courses Listed

Two new Naval Reserve correspondence courses and one new Navy Training Course are now available to qualified personnel. The correspondence courses are:

Radiological Defense and Atomic Medicine (3 Promotion Units)

Insect, Pest and Rodent Control (2½ Promotion Units)

Application for these two correspondence courses is limited to MC, DC, MSC, NC and HC officers and enlisted men. The first course is available for officers only.

Application for enrollment should be made to BuMed either on NavPers form 992 or by letter request giving name of applicant, rank or rate, corps, file or service number and address.

The new Navy Training Course is: Aviation Storekeeper, Vol. 1...NavPers 10396

tioned just above, to be made by Missouri and eight destroyers. All midshipmen for the first cruise, totaling 690, were slated to report to USNRS, NB Norfolk, Va., on 30 May - 4 June. Those for the second cruise, 732 in all, are to report there on 20 July. Twenty-nine colleges and universities will be represented by members of their NROTC units. Itineraries include U.S. east coast ports and ports of Canada and the Caribbean.

• *Pacific NROTC cruise.*

Nine hundred seventy-seven NROTC sophomores and seniors are slated for this cruise, and will report to U.S. Naval Station, Treasure Island, Calif., on 17 and 18 June. Twenty-four colleges and universities will be represented. The cruise will get underway on 19 June, aboard a carrier - *USS Badoeng Strait* (CVE 116) - and cruisers, destroyers and other ships. Pearl Harbor and San Diego will be visited before the ships return to San Francisco on 30 July. Seniors will get submarine indoctrination at San Diego.

• *Senior NROTC junior officer billet cruising - Atlantic.*

Forty-one NROTC units will order approximately 920 seniors to junior officer billets in the Atlantic Fleet, with reporting dates of 4 June to 30 July. The last cruise is scheduled to end on 16 September. Six to 25 midshipmen will be assigned to each of the many ships involved. Embarkation ports will be Boston, Mass., Newport, R.I., Norfolk, Va., New London, Conn., Charleston, S.C., Pensacola, Fla., and Key West, Fla.

• *Senior NROTC junior officer billet cruising - Pacific.*

Two types of operations are involved here - regular fighting-ship cruising out of Pacific coast ports; and "Barex-50," this year's Point Barrow resupply expedition. In the first-mentioned type of training, midshipmen will be assigned - two to 24 to a ship - to aircraft carriers, a cruiser, destroyers, and 10 submarines. These ships will sail from San Francisco, Long Beach and San Diego for operation in Pacific waters.

In Operation Barex-50, the middies will sail in an APA, four AKAs and an ice breaker for the north coast of Alaska. Assignment to various ships will be in numbers of six to 10, for a total of 44. Some high adventure is promised for those aboard the ice



Supply Line, NSCS Bayonne

"I dunno . . . I just ordered a hamburger with."

breaker, which is to provide supplies to an infrequently visited island. Embarkation date for Barex-50 ships is set at 5 July or thereabouts, with debarkation planned for the last week of August. Midshipmen scheduled for other ships of the Pacific Fleet are due to embark on 18 June and to debark on 12 August. Approximately 220 midshipmen are slated for the fleet cruise in the Pacific.

• *Aviation amphibious training - NROTC juniors.*

More than 1,900 NROTC junior midshipmen will take part in this training, which will begin at NAS Pensacola, Fla., for one group, and end up at Naval Amphibious Base, Little Creek, Va., and vice versa for the other group. The second class midshipmen or juniors, representing all 52 colleges and universities taking part in the NROTC program, will be divided into two groups of approximately 970 each. The first group will report to Commander Midshipman Unit, Pensacola, on 24 June. They will start for Little Creek on 22 July and complete training on 5 August.

The second group will begin at Little Creek on 8 July, proceed to Pensacola on 22 July, and complete its training on 19 August.

• *Contract NROTC seniors - Atlantic cruise.*

Contract NROTC seniors from the 52 NROTC units will report to Commander Midshipman Unit, NB Norfolk, on 6 July. They will embark at Hampton Roads aboard an escort carrier and seven destroyers of DesRon 8. The task group is scheduled to depart Norfolk on 10 July and return on 29 July. "Contract students," of whom there will be 269 taking part in this cruise, are NROTC students who will become Naval Reserve officers upon graduation. Other NRO-

TC students, in most cases, are commissioned in the Regular Navy after completing college.

• *Marine NROTC training.*

Regular NROTC seniors designated as Marine Corps students from the 52 NROTC units will report to the CO, Basic School, Marine Corps Schools, Quantico, Va., on 19 June for eight weeks' training. Date of detachment is set for 12 August; number of men involved - 276.

Contract NROTC seniors designated as Marine Corps students from the 52 NROTC units will report to the CO, Basic School, Marine Corps Schools, Quantico, Va., on 9 July for three weeks' training. Date of detachment 29 July; number of contract students - 37.

• *CEC training for NROTC students.*

This is a new plan recently authorized by the Navy Department. It provides that engineering students enrolled in the NROTC program and interested in Civil Engineer Corps commissions may take a summer surveying course instead of the course conducted for candidates for line commissions.

The training will be conducted by Ohio State University this summer, at its "summer surveying camp" in the Zaleski State Forest in southern Ohio. Midshipmen will be ordered to report to the Professor of Naval Science, NROTC Unit, Ohio State University, Columbus, not later than 1000 on 18 June.

**Navy Nurse Corps Member
Is Full-Blooded Indian**

To be added to interesting persons in interesting professions is a member of the nursing staff of U.S. Naval Hospital, St. Albans, L. I., N. Y. - Lieutenant Loren-cita Naranjo, NC, USN, a full-blooded Pueblo Indian.

Born on the Pueblo Reservation, New Mexico, Miss Naranjo is a graduate of Haskell Institute in Kansas, the government school for Indians, and of St. Vincent's Training School for Nurses at Sante Fe, N. M. She joined the Navy Nurse Corps in 1943.

Before St. Albans, Lieutenant Naranjo served at Mare Island, Hawaii, Portsmouth (Va.), San Diego, and Guam.

Certain Navy and Marine LDOs Can Broaden Service Fields By Changing Designations

Officers designated for limited duty only can in many cases broaden their occupational field in the Navy or Marine Corps by obtaining a different designation.

A joint BuPers-MarCorps letter of 29 Mar 1950 (NDB, 31 Mar 1950) points out the following:

"Public Law 381 of the 80th Congress, the 'Officer Personnel Act of 1947,' provides that, upon application, officers appointed for limited duty only may, in accordance with regulations prescribed by the Secretary of the Navy, be designated in one of the categories listed below:"

For the line of the Navy — engineering duty only, aeronautical engineering duty only, special duty only, or unrestricted performance of duty in the line of the Navy.

For the Staff Corps of the Navy — unrestricted performance of duty in the Staff Corps concerned. This is applicable only to the Supply Corps and the Civil Engineering Corps.

For the Marine Corps — supply duty only, or unrestricted performance of duty.

To qualify for designation in one of the categories mentioned above, a limited duty officer must:

- Have served at least one year as a limited duty officer before applying for designation in another category.
- Be junior to the grade of lieutenant commander or major; and, in the case of applicants in the grade of lieutenant, USN, or captain, USMC, shall not have served more than three years from date of that rank.



"... and another thing, about loose gear."

• Meet the physical requirements applicable to other officers in the same grade and category for which application is made.

• For officers above the grade of ensign, be qualified to stand officer-of-the-deck watches underway and in port in the case of applicants for the category of unrestricted performance of duty in the line of the Navy.

• Have the necessary professional or graduate degree which may be required for the category requested, where applicable.

• Be recommended by his CO as qualified for designation in the type of duty requested.

Having met these requirements, applicants will be considered by an appropriate board. Applicants whose selection is approved by the Secretary of the Navy will be examined in professional subjects appropriate to the category for which they have been selected.

The directive reminds limited duty officers that upon being designated for other duty, their status as an officer designated for LDO will terminate. They will become subject to the same selection and retirement procedures as other officers of the category in which they are designated. No change will be made or authorized in their lineal positions and precedence solely as a result of the LDO designation being removed.

Limited duty officers who desire to be designated in one of the categories mentioned may submit applications via official channels to the Chief of Naval Personnel or the Commandant of the Marine Corps as appropriate.

Dischargees from Regular Navy Urged to Enlist in Class V6, Naval Reserve

Enlisted personnel being discharged from the Regular Navy are urged to keep in touch with the Navy by enlisting in Class V6, U. S. Naval Reserve.

A BuPers directive points out that those personnel eligible to enlist in Class V6, USNR (Inactive), include all persons separated from the naval service with an honorable or general discharge certificate for reasons other than physical disability, inaptitude or unsuitability.

Women are not eligible for enlistment if they are a parent, adoptive parent or have personal custody of a child under 18 years of age. If a woman is the step-parent of a child under 18 years of age and the child lives within her household for more than 30 days per year, she likewise is not eligible. These restrictions do not apply to men.

Applicants must be native born or natural born citizens of the United States. Physical and mental examinations are not required. The term of enlistment for all enlistees is four years.

As listed by BuPers Circ. Ltr. 51-50, (NDB, 15 Apr 1950), here are some of the advantages to Regular Navy dischargees to reenlist in Class V6, USNR:

• Personnel are enlisted with the rating held at time of discharge from Regular Navy. They are eligible for advancement in rating while in the Inactive Reserve.

• Basic rate of pay increases with years of service in the Reserve. (Somewhat similar to increases in longevity under old pay system.)

• While on training or active duty for more than 30 days, members of the Naval Reserve are protected by the same death and disability benefits that are provided for Regular Navy personnel.

• Upon reaching the age of 60, qualified members of the Inactive Reserve are eligible for retirement with pay.

• Personnel are paid for all active and training duty they perform. For each two-hour drill period that Reservists attend, they receive a full day's pay. Personnel assigned to aviation components receive four days'

Marine Private Veteran Of Army and Air Force

After six years of military service divided between the Army and Air Force, David C. Wilson, Pfc, USMC, a native Texan, is now at home on the firing range with the First Recruit Training Battalion at MCRD San Diego.

While, with the Army, he served as a telephone linesman with the Ninth Regiment of the Second Infantry Division and was wounded three times during Omaha Beach action. His Air Force time was spent as a cook at Hamilton Field, San Francisco. Now that he's in the Marine Corps for at least a four-year hitch he hopes to become an aviation mechanic.

pay for each monthly weekend drill attended.

- Valuable training is gained through courses, instruction periods, and "on the job" training on board ships, air stations and other naval facilities.

- Personnel receive Reserve ID cards which entitle them to limited privileges at all naval establishments.

Members of the Organized Reserve go on summertime cruises, attend drills and perform other active duty for which they are paid. Personnel must first become members of the Volunteer Reserve (V6) before they can join the Organized Reserve. Members of the Volunteer Reserve are not required to attend any drills, or perform any type of active duty in peacetime unless they volunteer for it. Members of the Naval Reserve may, in peacetime, be discharged at any time they request it. When discharged, they receive a regular discharge certificate and other separation papers.

WHAT'S IN A NAME



Glass

A glass today may mean a barometer, an old-time telescope or a measure of the various spirits that bend the elbow. But that was not what the briny poet had in mind when he wrote the following:

*He chased us to windward
For glasses one or two;
He chased us to leeward,
But nothing could he do.*

A glass, in the days when pirates pursued the merchantmen on the high seas, was half an hour. The term grew out of the fact that the sand glass, the ancient timepiece, had to be turned every half hour.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 31.

1. (a) Range of target from the flag-ship is indicated by the hand on the range clock.
2. (c) Battleships only.
3. (c) *Corsair*. Japs called them the "whistling death."
4. All three are correct.
5. (c) Battle cruisers. *Alaska*, *Guam* and *Hawaii* were the first battle cruisers ordered by any Navy since the Washington Conference in 1921. Construction on *Hawaii* was suspended before completion. Three others, *Philippines*, *Puerto Rico* and *Samoa*, were authorized in 1940, cancelled in 1943.
6. (a) 27,500 tons (32,000 tons full load).

Schedule Set for Courses At Naval Justice School

Classes at Newport, R. I., in the regular seven-week officers' course in naval justice and the seven-week legal training course for yeomen will convene on the first Mondays of July, September, November, January, March and May until further notice. The current class convened on 1 May 1950.

BuPers Circ. Ltr. 52-50 (NDB, 15 Apr 1950) points out that the U. S. Naval School, Naval Justice, has been relocated at Newport, R. I., and gives information regarding assignment to that school. Students will report for instruction on the Saturday preceding the convening date.

Other information in the circular letter follows:

- Requests for quotas shall be directed to the CO of the Naval School of Justice. Commands allocated quotas shall arrange for issuance of suitable TAD orders and shall provide for travel and per diem costs in accordance with established procedures.

- General line and aviation line officers are eligible to attend the regular Naval Justice course. Enlisted personnel in yeoman ratings are eligible for assignment to the seven-week legal training course.

- Classes for Reserve officers at the Naval Justice School, Newport, R. I., are scheduled to convene on the following dates for the remainder of the calendar year 1950: 19 June, 3 July, 17 July, 7 August, 21 August and 4 September.

Selected Reserve Divisions Will Be Increased By an Allowance of Waves

Complements of 20 selected Organized Reserve Surface Divisions are slated to be increased by an allowance of Women Reservists.

To each of these selected divisions will be assigned two Reserve Wave officers and 25 enlisted women Reservists, who will be integrated into the organization for training and administration. Purpose of assigning women Reservists to these divisions, states BuPers, is to provide a nucleus of trained personnel for mobilization assignments within the fleet support shore establishments.

Each of the selected Organized divisions will be assigned one Wave lieutenant commander and one Wave lieutenant (or below). Five women petty officer billets will be assigned, two of which will be filled by a yeoman and a hospital corpsman.

Women Reservists assigned to Organized Reserve billets will be transferred from the Volunteer Reserve in the same manner as men are currently transferred. The program will become effective 1 July 1950.

3 Sets of Twins Cause Triple Double Trouble

It is not uncommon for brothers to serve together in the Navy, and occasionally a set of twins will join up, but from Recruit Training Command at NTC Great Lakes, Ill., comes the story of the simultaneous training of three pairs of recruits who not only are brothers, but twins to "boot."

Under the circumstances, confusing but amusing incidents were bound to occur. For instance, there was the day when Joseph Berry, SR, was halted in the mess line by a supervisor who informed him that if he wanted seconds he'd have to wait at the end of the line. Joseph had a bit of trouble convincing all concerned that it was not he but his twin brother Henry who had already gone through the line. The Berrys, identical twins, hail from Lawrence, Mass.

The other twins are Franklin and Frederick Blakeslee of Grand Rapids, Mich., and Charles and John Gbur of Lowellville, Ohio.

Roundup of Legislation of Interest to Naval Personnel

Congressional action on bills of interest to the naval establishment is summarized below. The last summary of legislation appeared in *ALL HANDS*, May 1950, p. 54.

Justice Code — H.R. 4080: Passed by Congress and signed into law by the President; to establish a Uniform Code of Military Justice.

Record Review — H.R. 8177: Introduced; to authorize the Secretary of the Navy to review the records of commissioned naval officers who failed of advancement during the war. (This bill is similar to S. 780, which was passed by the Senate.)

DFC Awards — Senate Joint Resolution 166: Passed and signed by the President; to authorize the Navy to make an award posthumously of an appropriate decoration to the officers and crew of the Navy *Privateer* who lost their lives in or over the Baltic on 8 Apr 1950. (The award is the Distinguished Flying Cross.)

Award Extension — H.R. 6825: Passed by Congress and cleared for the President; to extend the time limits for the award of certain deco-



"It's the only solution to our complement problem."

rations. (This permits any decoration or device in lieu of decoration previously authorized by Act of Congress, Executive order or service secretaries, to be awarded at any time not later than two years after the passage of this bill for any act or service performed in World War II.)

Bonus Termination — H.R. 5921 and S. 2389: Passed by Congress and cleared for the President; to terminate lump-sum benefits provided by law to certain Reserve officers of the Navy and Air Force. (This terminates accrual of credits for the payment of annual bonuses to Navy and Air Force aviators by amending the law providing for \$500 annual bonus for a period of not more than seven years to graduate naval cadets, and amends another law pertaining to Air Force personnel. Actually, accrual of these credits was suspended in 1948.)

Administering Oaths — H.R. 6171: Passed by Senate with amendment to be sent back to House; to authorize commissioned officers of the Army, Navy, Marine Corps and Air Force to administer the oath required for the enlistment of any person, the oath required for the appointment of any person to commissioned or warrant officer grade, or any other oath required by law in connection with the appointment or enlistment of any person.

"Anti-plucking" Bill — S. 2335: Passed by Senate with amendment and cleared for the House; to make revisions in the Officer Personnel Act of 1947. (This bill provides a system of selecting flag officers for retention on duty instead of designating cer-

tain flag officers for retirement to make room for the required percentage of Navy captains and Marine Corps colonels selected for flag rank.)

Airlift Decorations — S. 2853: Passed by Senate with amendment and cleared for House; to authorize the acceptance of foreign decorations for participation in the Berlin airlift.

Security Measure — S. 277: Passed by Senate and favorably reported by House Judiciary Committee; to further enhance the security of the United States by preventing disclosures of information concerning the cryptographic systems and the communication intelligence activities of the United States. (Purpose of the bill is to prevent revelation of important information about the United States communication intelligence activities and United States codes and ciphers by persons who disclose such information without proper authority, and to prescribe penalties to those knowingly and willfully revealing such information. The bill would make it a crime, punishable by not more than \$10,000 fine or 10 years' imprisonment, or both, to reveal two categories of information. These are (1) information which would nullify the efforts of United States communication intelligence agencies, and (2) information which would permit foreign governments to read the secret official communications of the United States.)

Sale of Records — S. 3391 and H.R. 8090: Introduced; to authorize the Secretary of Defense, the Secretary of the Army, the Secretary of the Navy, and the Secretary of the Air Force to reproduce and sell copies of official records of their respective departments. (This bill permits the sale of papers, manuscripts, documents, books, photographs, lantern slides, motion-picture films, and sound reproductions, consistent with national security, at prices and fees they may prescribe. The records are those used in the current operation and administration of the department.)

Service Registers — S. 3390: Introduced; to authorize the Secretaries of the Army, the Navy and the Air Force, with the approval of the Secretary of Defense, to publish official

Commendation Ribbon Wearers' Metal Pendant

Wearers of the Commendation Ribbon can look forward to receiving a metal pendant.

Alnav 39-50 (NDB, 15 Apr 1950) announces that individuals who have been awarded commendation ribbons are eligible for the metal pendant. The Alnav states that no application for the pendant should be made to the Navy Department until the pendant is available for issue and instructions for its procurement are published.

The title of the Commendation Ribbon and requirements for eligibility remain unchanged.



registers for their respective services. (This bill permits publication, annually or other designated times, of official registers containing the names of and pertinent data concerning officers of the Regular and Reserve components.)

Fund Raising — H.R. 8022: Introduced; to establish a national lottery, the proceeds from which are to be used toward the payment of a Federal bonus to veterans of the armed services of World War II. (This bill provides for a National Lottery Commission to conduct a lottery to raise funds to be held by the Treasury Department as a World War II Veterans' Bonus Fund. Certificates for participation in the lottery would be sold by the Post Office Department at two dollars each, and a drawing would be held once a month. First prize would be \$10,000, with the total amount of prizes equaling not more than 50 per cent of the money derived from certificate sales each month, the remainder going into the Bonus Fund. Prizes would be known as voluntary tax refunds and would not be included in computing gross income for tax purposes.)

Disability Provision — H.R. 8002: Introduced; to remove an inequity in the service connection of certain disabilities. (This bill provides that "any person who, on or after 27 Aug 1940 served in the armed forces of the United States and who was discharged or separated under conditions other than dishonorable on or before 25 July 1947, and who shall have suffered an injury or a disease not the result of his own misconduct while en route from point of discharge or separation from the armed forces to his bona fide domicile or place of acceptance when inducted into service, voluntarily enlisted, or ordered to active duty, will be considered to have incurred such disability in active military or naval service.")

Compensation Increases — H.R. 7995: Introduced; to amend present law so as to adjust the rates of death compensation paid to certain dependents of veterans. This bill provides for these monthly rates of compensation to be paid to the surviving widow, child or children, and dependent mother or father of any serviceman who died as a result of injury or disease incurred in or aggra-

vated by military or naval service: widow but no child, \$80; widow with one child, \$105 (with \$25 for each additional child); no widow but one child, \$60; no widow but two children, \$85 equally divided (with \$25 for each additional child, total amount to be equally divided); dependent mother or father, \$65; both mother and father, \$35 each.

Crew of Lost Patrol Plane Awarded DFCs for Action

Crew members of the Navy *Privateer* patrol plane lost on a flight over the Baltic Sea are being awarded Distinguished Flying Crosses.

The four officers and six enlisted crew members of the plane are being cited for "performing assigned tasks with courage and skill on a peacetime mission," and "rendering outstanding service to the Navy and to their country." Citations accompanying the medals are signed by the Secretary of the Navy.

These citations read: "For outstanding and heroic service in the performance of duty in an aerial flight as a member of the aircrew of a United States Navy *Privateer* airplane (PB4Y2) during a flight over the Baltic Sea, 8 April 1950. Taking off in an unarmed patrol plane from Wiesbaden, Germany, on 8 April (name of flight crew member) participated in a flight over the Baltic Sea. Performing his assigned tasks with courage and skill on this peacetime mission from which his plane failed to return, he rendered outstanding service to the Navy and to his country. His performance of duty under hazardous flight conditions reflects great credit upon (name of crew member) and upholds the highest tradition of the United States Naval Service."

The medals are being forwarded to the next of kin of the 10 crewmen, via their district commandants. Missing members of the plane crew are Lieutenant John Henry Fette, USN; Lieutenant William Seechaf, USN; Lieutenant (junior grade) Robert Durward Reynolds, USN; Ensign Tommy Lee Burgess, USN; and the following enlisted men: Frank Lloyd Beckman, USN; Joseph Jay Bourassa, USN; Joe Henry Danens, Jr., USN; Edward Joseph Purcell, USN; Joseph Morris Rinnier, Jr., USN; Jack William Thomas, USN.

Information on Examination Of Officers for Promotion Contained in SecNav Letter

Under certain circumstances, commissioned and warrant officers may now be examined for promotion "on their records," supplemented in some cases by written examinations in one or more professional areas.

A SecNav letter to all ships and stations, dated 19 Apr (NDB, 30 Apr 1950), inserts this information, among other, in BuPers Circ. Ltr. 178-49 (NDB, 31 Oct 1949), which is the directive governing professional examinations for promotion of officers. The SecNav letter continues, stating —

"Nothing in this authorization may deny the right of any officer to file objection to his examination on the record only, and having so objected to appear personally before a statutory naval examining board for examination."

In any case, the directive points out, where a naval examining board finds the record inconclusive, the board may take such action with regard to further examination as the circumstances in the individual case may warrant. This may include arranging for the personal appearance of the officer before the board, but is not restricted to that particular action.

Student officers in the following two categories will be examined on their records, supplemented by written examinations in the executive area (see p. 4):

- Those taking a formal course of instruction of 10 months' duration or more.

- Those who have completed successfully such a course within the preceding three months.



"I thought he was the guy that didn't go for permanent waves."

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. 31 — Announces President's approval of selection of Chaplain Corps officers for promotion to lieutenant.

No. 32 — Announces President's approval of selection of Medical Corps officers for promotion to lieutenant commander.

No. 33 — Announces President's approval of selection of Dental Corps officers for promotion to lieutenant.



"I don't care if it is a new song — no dit, dit, da."

No. 34 — Announces President's approval of selection of women Marine Corps officers for promotion to lieutenant colonel.

No. 35 — Announces President's approval of selection of line officers for promotion to lieutenant commander.

No. 36 — Gives information on flight pay and hazardous duty pay.

No. 37 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to lieutenant commander.

No. 38 — Announces President's approval of selection of Supply Corps officers for promotion to lieutenant commander.

No. 39 — Concerns eligibility for the medal pendant for commendation ribbons holders.

No. 40 — Clarifies basic allowance for subsistence under Career Compensation Act.

No. 41 — Cancels Alnav 106-49 on advances in pay.

No. 42 — Concerns officers taking courses of instruction when due for promotion examination.

BuPers Circular Letters

No. 43 — Contains information for 1950 Rhodes Scholarship competitors.

No. 44 — Includes instructions concerning DD Form 93, "Record of Emergency Data of the Armed Forces of the U. S."

No. 45 — Gives procedure for submission of requests for recruiting duty.

No. 46 — Announces discontinuance of All-Navy sports program.

No. 47 — Gives procedure for enlisted men accepted for appointment to U. S. Military Academy or U. S. Coast Guard Academy.

No. 48 — Announces professional examinations for aeronautical engineering duty officers and special duty officers (photography).

No. 49 — Contains information on medical internship program.

No. 50 — Gives details of All-Navy golf championship for 1950.

No. 51 — Lists procedure for reenlistment of personnel separated from active naval service.

No. 52 — Publishes schedule of classes for Naval School, Naval Justice, Naval Base, Newport, R. I.

No. 53 — Directs reporting of test scores to Personnel Machine Accounting System.

No. 54 — Contains instructions for distribution of service-wide competitive examinations.

No. 55 — Concerns "Report of Enlisted Aviation Pilots."

No. 56 — Contains list of personnel advanced to chief petty officer, acting appointment.

No. 57 — Lists modifications of several officer designator numbers.

Four EMs on DDs Honored for Heroic Rescue Work

Four Navy enlisted men on board three destroyers were awarded the Navy and Marine Corps Medal for heroic rescue work they did during cold-weather refueling exercises in the Davis Straits Area, west of Greenland. An additional man aboard one of the destroyers received a Secretary of the Navy Letter of Commendation with Commendation Ribbon in the same incident.

Names of the men who received the awards, and of the ships to which they were attached when the rescues were made, are as follows:

Navy and Marine Corps Medal and permanent citation — Richard F. Enos, BM2, USN, USS *Lloyd Thomas* (DD 764); Claude E. Ward, SN, USN, and George D. Veverka, SN, USN, USS *Henley* (DD 762); John Zdarko III, SN, USN, USS *Douglas H. Fox* (DD 779).

Secretary of the Navy Letter of Commendation with Commendation Ribbon — James V. Burchett, SN, USN, USS *Douglas H. Fox*.

All the actions for which these awards and commendations were made occurred on the same day. Three persons were washed overboard from various ships that day, two of whom were rescued through

the valiant efforts of the men mentioned.

The citation which accompanied the award to Veverka is typical of all of them and describes the cruel conditions under which the rescues were made. It is quoted in part:

"Acting as a member of the life guard detail, Veverka plunged into the sub-arctic waters, protected only by an exposure suit and a tending line, to effect the rescue of an officer who had been washed overboard from another ship. After several unsuccessful attempts to secure a line around the exhausted man, he then tried to hold the officer with one hand while clinging to the rung of a sea ladder with the other. When a strong wave threw him against the side of the ship, rendering his right arm useless, he persisted in his efforts to save the officer until he himself was hauled back on board after a 15-minute struggle in heavy seas and below-freezing temperature.

"His courageous attempts to save another in the face of extremely adverse weather and sea conditions and personal injury, and his devotion to duty reflect the highest credit upon Veverka and the U.S. Naval Service."

Applications Now Accepted For Authority to Compete For Rhodes Scholarship

Applications are now being accepted at the Bureau of Naval Personnel for authority to compete in the 1950 Rhodes Scholarship competition under Navy sponsorship.

Such applications from qualified personnel are invited by BuPers Circ. Ltr. 43-50 (NDB, 31 Mar 1950). States the circular letter, regarding deadlines and method of submitting applications:

Applications are to be submitted

Unification Poses Problems To Navy Man on USAF Base

The program of armed forces unification unquestionably is proving its merit, but when a fellow finds himself to be the only sailor serving with a group of Air Force personnel, almost anything can happen, and in one instance, at least, it has.

Stationed at Kelly Air Force Base deep in the heart of Texas is James A. Williams, PN1, USN, the Navy's lone representative assigned to headquarters of Continental Division, MATS, USAF.

By virtue of his billet, Williams was entitled to and received an AFB airman's identification tag for his automobile. Not long afterwards, while driving along a nearby San Antonio highway, Williams was trailed and stopped by a policeman who had become suspicious of the combination of Navy "whites" and an airman's car identification tag. Our sailor, consequently, had himself a bit of a time proving ownership of the car and his right to the AFB tag, the alert officer first being of the opinion he had apprehended an automobile thief.

Returning to Kelly base with the "stolen" car, Williams found himself going through the whole thing again with a civilian guard at the gate.

However, the Navy personnel man has been around long enough now so that his unusual status is a matter of common knowledge, and his vehicular predicaments should be at an end. That is, until a new policeman happens along.

via official channels — with one copy direct to BuPers (Attn: Pers-4226) — to reach this bureau prior to 1 July 1950. They must be forwarded via the U. S. Naval Academy or a civilian institution, whichever is appropriate, for endorsement stating that the applicant is qualified to represent that institution in the competition. Graduates of civilian institutions should insure that academic transcripts of their previous education are submitted with their application.

Commissioned officers and midshipmen of the following categories will be considered eligible, the letter states:

- Male commissioned officers of the Regular Navy and Marine Corps now on active duty who are graduates of the U.S. Naval Academy or of an accredited civilian college or university.

- Midshipmen of the Naval Academy and NROTC units who will receive their commissions in the Regular Navy or Marine Corps prior to 30 Sept 1950.

All applications must include the following:

- A signed agreement not to resign from the naval service during the period of the scholarship and to serve, after completion of such study, two years in the naval service for each year of postgraduate work received.

- An essay of approximately 1,000 words giving the reasons for making application for the scholarship.

- The name of the state from which the competitor will be entered if he is authorized to compete.

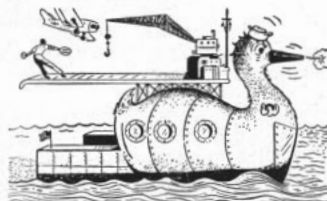
- A statement of willingness to defray the cost involved in appearing before the state committee which will interview candidates.

A board consisting of officers of the Navy Department and the Naval Academy will convene on or about 10 July 1950. The board will consider the requests filed and will recommend to the Chief of Naval Personnel those who are considered as possessing the necessary qualifications to receive Navy sponsorship in the competition.

Other items of interest to naval personnel who aspire to receive a Rhodes scholarship are included in the directive. Such persons should obtain full information by reading it thoroughly.

HERE'S YOUR NAVY

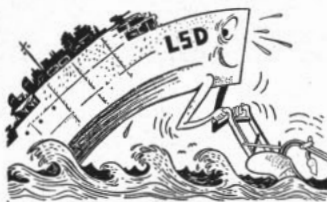
A Navy ugly duckling which proves to be a golden goose in time of action is the lumbering LSD—the landing ship, dock. These vessels, varying in displacement from 5,600 to 7,100 tons



depending upon their cargo, are a combination of landing-craft carrier, floating drydock, and tender. They are built around a large well-like drydock which occupies much of the after two-thirds of the hull.

★ ★ ★

An LSD can carry three small landing crafts, tank (LCTs), each with five tanks aboard—or two large LCTs, each carrying 12 tanks. Or, it can



carry 14 LCMs, containing one tank each, or 41 amphibious tanks, or 47 "ducks," complete with personnel. With such loads, weighing up to 1,500 tons, the LSD can plow along at 15 knots or more.

★ ★ ★

Approaching a beach, the LSD floods ballast tanks and admits water into the dock well until its landing-craft cargo is afloat within its walls. When near the shore, the LSD about-



faces and opens stern gates. Landing craft with engines already warm swarm out for action. Then the LSD's shops and repairmen, along with its dry-docking ability, keep 'em afloat and fighting.

BOOKS: ROMANCE, ADVENTURE IN MONTH'S READING

• *The Survivors*, by Hammond Innes; Harper and Brothers.

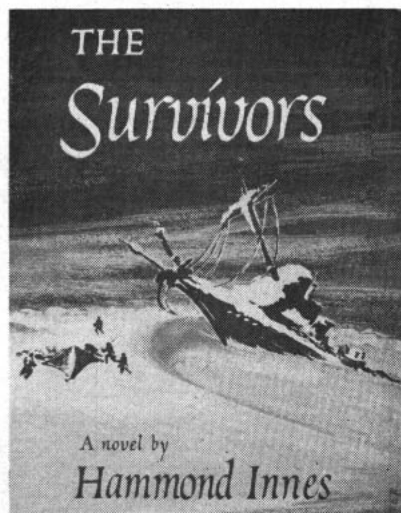
"She was a floating factory — a belching, stinking muck-heap of activity two thousand miles from civilization. Her upper works were black with grease and filth from the cloud of smoke that rolled out of her funnel. And over everything hung the awful smell of whale." This was the *Southern Cross*, as described by Author Innes. Bustling about her were the five "catchers" — the smaller ships that hunted down the whales and killed them. In every direction was the Antarctic sea, and the ice.

To this strange and sinister setting came Duncan Craig, ex-World War II frigate skipper, and Colonel Bland and Judy Bland, his daughter-in-law. Then came the day when the ice closed in, and *Southern Cross* was trapped with her catchers, and all the strange crew were castaways.

Here is romance, intrigue, crime, danger and adventure. Here is all anyone could ask in blood-stirring reading. Ask those who read it when it was published as a serial, under the title *Calling the Southern Cross*.

• *The Law of the Sea*, by William McFee; J. B. Lippincott Company.

In this volume one of the most distinguished of all salt-water fictioneers



BLOOD-STIRRING reading, *The Survivors* blends adventure, danger and crime with intrigue and romance.

turns factual to give us the word on maritime law.

We read the story of piracy, follow the evolution of privateering, the changing status of the able-bodied seaman, find mutiny — including that of the *Bounty*. We are told about the laws covering salvage, and have introduced intimately to us the famous marine insurer, Lloyds of London.

This is a book that fills a long-existing need — the need for a roundup of nautical law in the layman's language. Arm yourself with this volume, and the ill-advised "sea lawyers" about you will have to pull in their horns. They will be up against an expert.

• *No Time to Look Back*, by Leslie Greener; The Viking Press.

The scene was the prison camp at Panchor. The cast of characters included, among others, these three: Pendle, the painter; Andros, the dark young stranger with amnesia; and the Padre, who had been a popular parson in England before the war.

Pendle was torn with anguish over the fate of the young Chinese girl with whom he had fallen in love on clandestine trips through the barbed wire. On the last trip out he had married her; on the next day he had been transferred to another prison camp. And then he saw her again, momentarily, under terrifying circumstances.

Andros was gentle and spiritual, and in some ways disturbing. There were even those who thought he was working miracles.

The Padre was responsible for morale in the camp, and he had his problems. Would Pendle rebel and bring brutal reprisals down upon the prisoners? Were the officers right who said that Andros' miracles were nothing but sudden recoveries from psychoses? *No Time to Look Back* is both gentle and intense; both sensitive and sometimes savage. It's a touching and sincere novel.

• *Draggerman's Haul*, by Ellery Thompson; The Viking Press.

Wherever old salts gather, from Fulton Fish Market in New York City to Edgartown Harbor on Martha's Vineyard, the name of Captain Ellery Thompson of Stonington and

New London is known and respected. He is one of the best draggermen of them all. He is also a ship designer responsible for a large part of the Connecticut dragger fleet, and a marine artist of merit, a musician, a humorist and a philosopher. And now, as this autobiography fully proves, he is an accomplished writer.

Captain Thompson was born to the sea, of a generation of New England sailors and fishermen. At the age of 15 he was fishing out of New London on board his father's boat. At 20 he owned his first dragger — his first commercial trawler. Today, at 50, still an active draggerman aboard his own vessel, he can look back on 35 years of adventure on sea and land. He writes of them with gusto and originality.

While the style of writing is unpretentious and rather flat, the book contains many highlights that will be remembered a long time by all who read it. Some of these are the hurricane of 1938, the baby whale that helped make Quimbaug famous, and a girl named Flo, who ended up as a stunt rider aboard a motorcycle in a circus. Few indeed will fail to be highly amused by the seaman-author-artist's panic at the prospect of painting an unclad girl in an art class.

It's pleasant reading, full of salt spray and the smell of oakum and tar.

• *Captain Sam Grant*, by Lloyd Lewis; Little, Brown and Company.

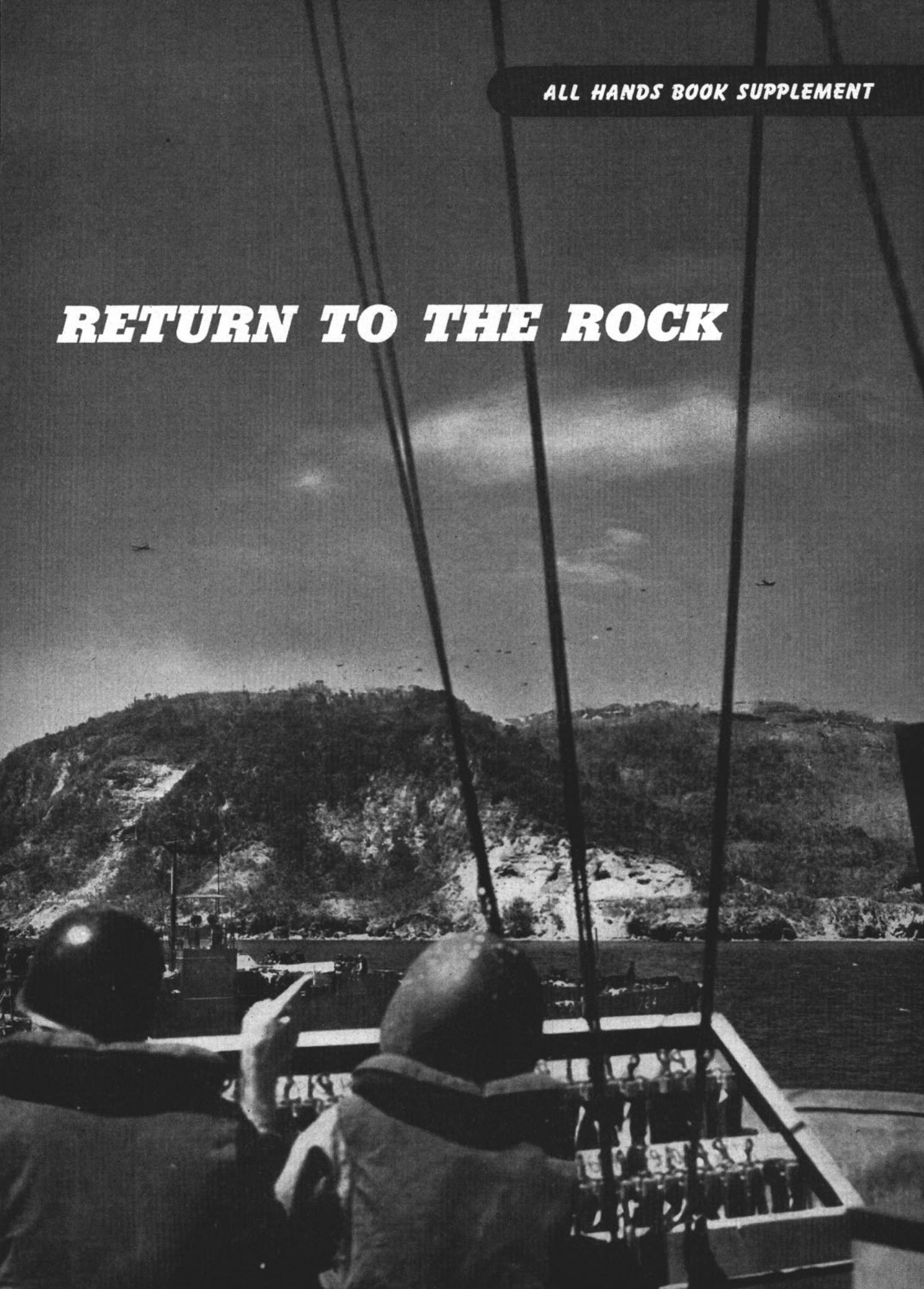
This is the biography of Ulysses S. (for Sam) Grant, of Civil War fame. The writer, and through him the reader, sees Grant as a human being here — not as a stereotyped figure from history. Boyhood, West Point years, marriage, duty in the Mexican War, all come to life. We see the hectic days between wars, his appointment with the rank of captain when the Civil War broke out.

A sympathetic and very human book, it covers, perhaps better than any other, such things as Grant's farming ventures between wars and his grim crossing of the Isthmus of Panama in gold rush days. Nor are the wars themselves slighted. It's a good account of the great soldier's early career.

BuPers has chosen these and others; the Navy has purchased them for you and your shipmates. Try 'em for tone and texture when you get the time.

ALL HANDS BOOK SUPPLEMENT

RETURN TO THE ROCK



RETURN TO THE ROCK



It was the last minute of a last-ditch stand in the last American stronghold in the Philippines. It was May 1942 on Corregidor.

Inside the radio operator's tunnel the ground shook under the Japs' bombardment, rocks were shaken loose from the wall, and the wounded moaned in every corner.

Quite on his own, a radio operator sat down and clicked out his last thoughts to a forlorn America across the seas:

THEY ARE NOT NEAR YET. WE ARE WAITING FOR GOD ONLY KNOWS. . . . WE MAY HAVE TO GIVE UP BY NOON. . . . THEY HAVE BEEN SHELLING US FASTER THAN WE CAN COUNT. . . . I'M REALLY LOW DOWN. THEY ARE AROUND NOW SMASHING RIFLES. THEY BRING IN THE WOUNDED EVERY MINUTE. WE WILL BE WAITING FOR YOU GUYS TO HELP. THIS IS THE ONLY THING I GUESS CAN BE DONE. GENERAL WAINRIGHT IS A RIGHT GUY AND WE ARE WILLING TO GO ON FOR HIM, BUT SHELLS ARE DROPPING ALL NIGHT, FASTER THAN HELL. DAMAGE TERRIFIC. TOO MUCH FOR GUYS TO TAKE. . . . THEY HAVE GOT US ON BOTH SIDES MEN ARE ALL FEELING BAD. . . . CORREGIDOR USED TO BE A NICE PLACE. BUT IT IS HAUNTED NOW. . . . JUST MADE A BROADCAST TO ARRANGE FOR SURRENDER. . . . I CAN'T SAY MUCH, CAN'T THINK AT ALL. . . . THE JIG IS UP. EVERYONE IS BAWLING LIKE A BABY.

After that, nothing more from Corregidor. "The Rock" was silent.

Where the Americans had fought, General Homma drove in his sparkling Cadillac, looking over the scenes like any sightseer. His troops would draw up and salute, and occasionally the impassive general would give the return with a floppy, limp hand.

It was a different story, 33 months later. Now the Japanese were beleaguered, and the Americans were on their way in. . . .

*Here's the story of one of the few invasions where the invaders were outnumbered. It is taken from Vol. V of the book *Battle Report*, by Karig, Harris and Manson.*

BY THE MIDDLE of February, 1945, as American troops closed Manila from the north and south, it became evident that if the city was to be used as a port it would be necessary to uncork the entrance to Manila Bay: Corregidor and the satellite islands had to be taken, Bataan peninsula and the Cavite shore to the south occupied.

The main block was, of course, Corregidor.

Enemy air had, by this time, been thoroughly swept from the skies. Opposition was expected mainly in the form of suicide boats and troops. Of the latter, 15,000, many of them service troops, were estimated to be on

Bataan. Army intelligence had it that Corregidor was held by only 850, an unbelievably inaccurate estimate.

The plan called for an amphibious landing at Mariveles Bay, on the southern tip of Bataan and only a silver dollar heave from The Rock. At the same time our troops would push south along Bataan's eastern shore to cut off retreat in that direction as well as to stop overwater evacuation from besieged Manila.

But before troops could be landed the waters that the ships had to traverse would have to be raked clean of mines. And mines there were aplenty. The Japanese had enriched their inheritance of the old U. S. minefields with new ones of their own.

The jobs of clearing the mine fields, seizing Mariveles Bay, and supporting the Corregidor assault fell to Rear Admiral Arthur D. Struble, who commanded the attack group, and Rear Admiral Russell S. Berkey, who commanded the fire support group. Recently captured Subic Bay, 30 miles north of Corregidor, was to be the base of operations.

The two admirals were given less than a week to prepare for the dual assault scheduled for February 15 and 16. Their orders were simple: first, sweep the seas to Mariveles; second, seize Mariveles; third, blast The Rock with crushing gunfire; fourth, seize Corregidor.

First, to sweep the mines . . .

"Until the mines were swept," recalled Admiral Berkey, "we were worried about moving the destroyers and cruisers in close enough to silence those Corregidor guns. Yet how could the minesweepers do their work well within range of those same coastal guns without being hit? It was a deadly dilemma.

"I went over the sweeping problem with the Minesweep King, Lieutenant Commander James R. Keefer. To do the job we had 15 YMS sweeps and six of the larger AM type which included Keefer's ship *Saunter*. Keefer and I agreed that our task looked pretty grim, scooping mines out from under those gun muzzles."

The sweeping operations here were not the largest of the war (an estimated 450 mines as compared to 1,000 in the Western Carolines) but the problems were probably tougher than any before. Not only would the sweepers be opposed by shore batteries at very short ranges; in some cases the mines were planted only 30 feet apart, and the large sweepers were 33 feet wide in the beam.

"We decided to divide the mined areas into zones," continued Berkey. "The zones, being considered dangerous, were named after women."

Long before daylight February 13 the sweeps went to work. Starting from the 100-fathom curve the large AMs

swept zones Audrey, Adelaide, and Karen cutting 28 old electrically controlled mines between La Monja and Corregidor, relics of U. S. Army days. YMSs swept the flanking areas Ruth and Mable but found nothing.

Meanwhile Berkey's cruisers and destroyers, following the sweepers, blasted selected targets in Mariveles Bay, and the islands of Corregidor, Caballo, and El Fraile, which had been converted by the Army during the American occupation into a fort in the shape of a battleship. It was called Fort Drum.

Admiral Berkey's gunners had trouble distinguishing specific targets that first day, not only because of the pall of dust and smoke kicked up by Army Air Force heavy bomber strikes, but also because the enemy held his fire. "What bothered me more than anything else," said Berkey, "was how to find the Jap guns and get them out of commission before the landing. The silence of the enemy guns gave us an uneasy feeling. We still had no idea of their strength after the first day. One thing that didn't worry us, however, was Jap air. For the first time in many months the AAF had complete control of the skies.

"That night we could hear across the water the rumble of the Army's big artillery and the sharp cracking echoes of rifle fire in the nearby hills as our troops rolled through Bataan."

Next morning, the day before the scheduled landing at Mariveles, the minesweepers moved into area Susie, the channel just south of Corregidor.

The Japs waited—and waited some more. They held fire until the first zig sweep went past Corregidor. Then—BLAM!

"They were well shot at, but fortunately not shot up" was the way Berkey put it.

Contact mines had been planted in Susie as thick as crab grass on a summer lawn. When cut from their moorings, they bobbed around like so many sea turtles sunning themselves on the surface. A couple of destroyers had been detailed as mine destroyers, but the job was too big for them. A hundred and ten mines popped to the surface that day. The destroyer *Claxton* at one time was completely surrounded.

The problem became so acute that *Phoenix's* skipper, Captain Jack H. Duncan, sent his "bug" pilots—Lieutenants (jg) James M. Manheim, Herbert A. Starbird, Robert H. Smyth, and John Hunt—into the air to spot for the hemmed-in destroyers from the air.

The Manila Bay "Turtle Shoot" was not as spectacular as the Marianas "Turkey Shoot," but it was much noisier. Added to the gunfire were the ocean-shaking explosions of the destroyed mines. The rumbling from Susie lasted all day and stopped only when the evening twilight made mine hunting too risky.

In the afternoon five YMSs supported by the destroyers *Hopewell* and *Fletcher* were sent to clean up Helen, the area north of Corregidor. Three enemy guns, concealed by the hills from the fire support ships, opened up and quickly scored seven hits on the YMS 48. Badly damaged, she had to be sunk.

The YMS following the 48 cockily queried over the radio telephone: "Shall I continue to sweep?"

"Hell no! Get out of there!" yelled Berkey in welcomed reply.

Lieutenant (jg) Howard A. Kaiser, skipper of YMS 48, tells of his predicament:

"Unfortunately at the time we abandoned ship, the current set was toward Mariveles Harbor and toward the

Bataan shore, which was held by the Japanese. We were in so close we had to dodge sniper fire. We could see Japs running around on the beach and darting through the jungles. We hoped that we would drift out to sea rather than drift into that hostile beach.

"About 45 minutes after abandoning ship the destroyer *Hopewell* came in to attempt our rescue. She was hit four times between the stacks by the same batteries that hit us and apparently suffered considerable damage because she turned and headed for sea before she had rescued any of my men.

"Soon six A-20s twin-engined attack bombers appeared from Clark Field and laid a beautiful smoke screen between us and those Corregidor guns, enabling *Fletcher*, although she too had been previously hit by the same battery, to slip in and pick us up.

"That smoke screen was about the most welcome sight that any of us had ever seen in our lives, even better than a steak dinner. We would have danced a clog if we had had a deck to stand on."

Admiral Berkey continues the story: "With two cans hit and one YMS sunk, I ordered the cruisers and destroyers to give them all we had. In seven minutes they poured 8,000 rounds of shells into Corregidor and not another shot was fired by the Japs from the north side of that island."

Berkey then told Keefer to reorganize his sweepers and get Mariveles Bay cleaned out. Struble was due the next morning with the landing force.

Mariveles was swept twice to a depth of 30 feet and so many mines popped to the surface that the destroyer *Lavallette* was told to steam to the mouth of the bay and sink floaters going out with the tide.

Admiral Berkey watched *Lavallette* as she cautiously crept into position. Suddenly a skull-shattering explosion shook the entire area and a geyser of water swallowed *Lavallette's* bridge.

Radford, steaming behind *Lavallette*, put a boat in the water with a line to tie on the crippled can's fantail and WHAM!—*Radford* had caught a mine in approximately the same place. *Lavallette*, damaged severely, was down by the bow but with fleet tug *Hidatsa's* assistance she was able to steam out of the area and take refuge around the corner of Bataan in Subic Bay. These mines, it was discovered later, were electrically controlled from Bataan.

Berkey doubted if his ships would have enough ammunition to support the landing the next day, after all the firing in support of the minesweepers. That night he sent for his reserve fire support unit of three heavy cruisers and six destroyers.

Then Berkey steamed north to rendezvous with Struble's attack force. They met about midnight.

"I am doubtful if our ammunition supply will last past noon tomorrow," said Berkey over the TBS. "I've sent for the heavies and they should be down by that time. We have been unable to silence all The Rock's guns. Do you want to delay the landing until they arrive?"

"Let's go ahead," replied Struble from his miniature flagship, the U. S. Coast Guard Cutter *Ingham*.

2

Second, to land on Bataan at Mariveles. . . .

Early on the morning of February 15 another check sweep was made of Mariveles Harbor. Then the assault waves formed up in column on the line of approach. On

RETURN TO THE ROCK

the left flank the destroyer *Picking* (Commander Benedict J. Semmes, Jr.) stood guard and on the right the *Wickes* (Lieutenant Commander James B. Cresap). Like parading troops the boats entered the Harbor.

Then from high on The Rock came a puff of brown smoke. Two destroyers, shelling nearby, elevated their guns less than half a degree and the Jap gun was smothered under an angry flurry of shells. Not another shot came from The Rock.

The 151st Infantry Regimental Combat Team and the 3rd Battalion of the 34th Regimental Combat Team, totaling 4,300 men, were soon firmly ashore. By the end of the day Mariveles Town and airfield had been seized against light opposition. Quickly the 151st wheeled eastward to meet the 1st RCT that was pushing down Bataan's east coast against spotty opposition of Jap stragglers, most of whom were evacuees from Manila.

Admiral Berkeley did not intend to press good luck too far and ordered his force put to sea that first night after the landing.

"It's still 'no man's land' as far as I'm concerned," he said. "My hunch is that the Nips will be waiting for us with some of those suicide boats."

And he was right.

The only ships left in Mariveles Bay were the three LSTs stuck on the beachhead and five LCSs guarding them. The LCSs—designated only by the numbers 7, 8, 26, 27, and 49—anchored 200 yards apart at the mouth of the harbor facing almost due west.

Five vessels at anchor, sitting ducks close to the beach: just the situation that the builders of Japan's "Maru 4 boats" had dreamed of. These Maru 4 boats, 15 feet of plywood, were driven by a Japanese version of a 6-cylinder Chevrolet engine. A coxswain, standing in the stern, manned the boat. The punch was furnished by 500 pounds of "Shimose" powder, a form of picric acid, stowed under the forward hatch.

On the night of February 16, when it was good and black, the Japanese rolled some 30 of the dolly-mounted boats out of caves around the bay. Engines were started, albeit with some difficulty. Not only were the engines rusty but, as the Japanese later confessed, too many of the boat operators had bolstered their spirits with the bottled variety.

Some of the suicide coxswains still felt the divine urge, however, and about 3:00 A.M. the mosquito fleet struck. Weaving to avoid gunfire, the water-borne kamikazes bored in against the five anchored craft, their coxswains screaming imprecations as they drew close. Owl-eyed radar picked up the little skimmers streaking across the water at 30 knots. LCS 27 opened the action. Her rattling, coughing guns quickly sank five of the boats, but a sixth exploded close aboard, badly damaging her.

"By the time our radar operators interpreted the signal," said Ensign D. C. Demeter of the LCS 7, "there wasn't much time for shooting. Not even time to man all guns. A few men on deck sighted small boats coming in fast from the east and the fight was on."

Demeter, himself standing a topside watch, grabbed a rifle and fired two shots before his magazine emptied. He had just fired two more shots from his .38 revolver when a blinding explosion knocked him unconscious.

"When I regained consciousness," continued Demeter,

"The conn was a mass of wreckage. The entire port side and superstructure was ablaze. Our rockets were going off and ammunition was exploding all around. Men were lying about the decks moaning with burns and broken bones. The ship was sinking."

The scene was much the same all down the row of LCSs as one Maru 4 boat after another plowed into the harbor sentries. Blazing oil spread over the water and heavy black smoke obscured the harbor entrance.

The LCSs fired with their 20mms and 50-calibers—but it was too little and much too late. Three of them—the 7, 26, and 49—were sunk. The two others were beached and so severely damaged that they would have to miss the Corregidor show later in the morning. Nor could the fleet tug *Hidatsa* be around. She was heavily damaged by a mine as she tried to pull the LCS 27 off the beach.

3

Third, to blast The Rock. . . .

The wounds of three years before had healed. The enveloping vegetation of the tropics had grown over the scars of the Japanese bombardment. There were jungles in the ravines again, until Berkeley & Co. moved in.

So, again, The Rock was blasted, seared, scorched. Again the topography of the little island was beaten and pounded into a different shape.

What had happened to Battery Way, to Battery Geary, to Battery Wheeler, to all the other batteries that had fought so hard and well three years before? Had they been restored by the Japanese? If so, how much punishment could they now take? Had the last of the batteries been finished off the day before when the two destroyers silenced the only battery on Corregidor that disputed the Mariveles landing?

The Americans took no chances.

At 7:00 A.M., February 16, Berkeley's cruisers and destroyers moved in close and again started gouging The Rock with shellfire. From the sky P-38s and A-20s dropped down from all angles in intricate glide-bomb runs. Heavy bombers shook Topside with demolition bombs. No known cave entrance was left unfilled, no fortification was left unruptured. It was one of the most closely coordinated surface and air bombardments of the war, a thrilling exhibition of unified teamwork.

4

Fourth, to crack The Rock. . . .

This was to be done by sowing paratroopers from the sky, hundreds of them, and smothering the Japs before they could blink their dust-filled eyes. Then they were to be kicked in the stomach by an amphibious landing.

The key to Corregidor was Topside. From the high terrain there the whole island could be dominated. To fight up the steep slopes from the beaches would have been very costly indeed. Too costly, even if only 850 troops were defending The Rock. So it was decided to take Topside from the Air.

There wasn't much room Topside. Photographs showed only two suitable places for a drop: the parade ground, which measured 250 yards by 150 yards, and part of the golf course, 75 yards longer than the parade ground and of the same width. Hardly enough room to drop a battalion of men!

That wasn't all. These small fields were surrounded on three sides by splintered trees, tangled undergrowth, and wrecked buildings. On the fourth they sloped abruptly to the tips of sheer 500-foot cliffs. They were pockmarked

with craters and littered with clods, rocks, bomb fragments, and torn tin roofing.

The Japanese commander on Corregidor took no precautions against an airborne invasion. He had been warned by headquarters to prepare for such an assault, but, after examining all possible areas in which paratroopers might be dropped, he ruled out the possibility of such an operation, even by the unpredictable Americans.

As the air and sea bombardment continued to keep the Japanese holed up in caves and tunnels of the honeycombed Rock, 31 C-47s took off from San Jose, Mindoro. Aboard them was the 3rd battalion of the 503rd Parachute Infantry.

The planes approached Corregidor in two columns of single planes in train, one column for each landing zone. A sudden 18-mile-an-hour wind swept the air clear of the smoke and dust kicked up by the bombardment that had ceased only minutes before.

Promptly at 0830 the planes began to spill out their chutes—white, red, blue, green, yellow—bearing men and equipment down to the golf course and parade ground. Small groups of Japs, usually two or three men, fired machine guns and rifles at the planes and parachutes. A few planes and a few chutes were holed before escorting planes strafed them into quiescence.

The transport planes circled and came back, this time at 500 feet instead of 650 to cut down the dangerous drift. Again they dropped sticks of men and equipment.

The Japanese were surprised, stunned. The infantrymen who fell from the sky quickly occupied vital Topside positions. Many were battered and injured by their drop. A few were killed. Some missed Topside and dropped down the cliffs and into the ravines.

A good number of these paratroopers were very grateful to the PT 376, skippered by Lieutenant John A. Mapp. She was one of twelve such boats employed in the assault.

The "Spirit of 76" had been stationed at a strategic point off Corregidor with orders to pick up any of the parachuting soldiers who missed the flat top of the island. Patrolling about 30 yards off the beach, the PT spotted a group of paratroopers hiding from enemy fire that pelted down from above.

As the PTers put their rubber raft into the water they could see enemy tracer bullets plowing all around them. Under this angry buzz of fire they rowed ashore and rescued seven soldiers.

Then at 1250 another load of paratroopers, from 51 C-47s this time, floated down on Topside. Again some of them missed. Again the "Spirit of 76" went in under enemy shore fire and brought out ten more beleaguered paratroopers.

Meanwhile preparations were made to land the 3rd Battalion of the 34th Infantry—lifted from Mariveles in LCMs—on the south shore of Corregidor at San Jose south dock. The landing beaches chosen were at the foot of Malinta Hill, which bulges at the neck of the island, separating the head of the tadpole, Topside, from its stringy tail. It was essential that Malinta Hill be in our control before an assault was launched to clear the tail. The plan was to seize the Hill quickly, while the enemy was still dazed and confused by the bombardment and by the airborne attack on Topside.

Three destroyers—*Picking*, *Wickes*, and *Young* (Commander Donald G. Dockum)—moved to within half a mile of the shore smashing at the beaches and at Malinta's

caves. As usual approaches had to be swept for mines.

"All three sweepers resembled little bulldogs as they squatted low in the water and tossed their shells at the beach as rapidly as their guns would fire," remarked Commander Thomas R. Fonick. "Their 20mm guns were blazing and they raked everything in sight. They proved they could fight and sweep at the same time."

The YMS 46 was hit by a shore battery, but counter-punches came quickly from the three destroyers.

At 1030 the troops hit the beach. Exploding land mines took heavy casualties but the soldiers pressed on to capture Malinta Hill. By the end of the day the assault phase of the battle for Corregidor was over.

The paratroop landings on Topside were a complete tactical surprise to the Japanese. Drop casualties in this dangerous operation had been expected, some estimates ran as high as 20 per cent. They turned out to be 11 per cent. Of 2,000 men dropped, 12 were killed and 267 injured or wounded in the operation.

The Japanese may have had a good plan for defending The Rock but, whatever it was, it never saw action—so complete was the surprise. Nearly 6,000 Imperial troops defended Corregidor, much to the chagrin of the G-2 planners who estimated 850. Half of these were stationed on a defense ring along the shores of the island, half were holed up in Malinta Tunnel.

The Japanese had evidently expected an American landing on the north shore of the island—the same side, it will be recalled, that they had landed on in 1942—for there the beaches were found to be heavily mined. The Japs had also mined the approaches to the caves in the shore cliffs from which they planned to launch Maru 4 boat attacks.

Within a few days Japanese resistance was reduced to a series of death battles by isolated groups in the caves and tunnels, in the dugouts and old concrete magazines.

By the end of the month the Japs trapped in Malinta Tunnel set off a series of suicidal explosions which wrecked the interior of the labyrinth, entombing hundreds.

The 503rd, with two battalions abreast, had, by the second day of March, pushed through the toughest of terrain to the eastern end of the island.

The flies were as maddening as the Japanese. Big blue ones, corpse fattened, buzzed and swarmed and stung.

"They were so thick," said one lieutenant, "that they showed up in aerial photos."

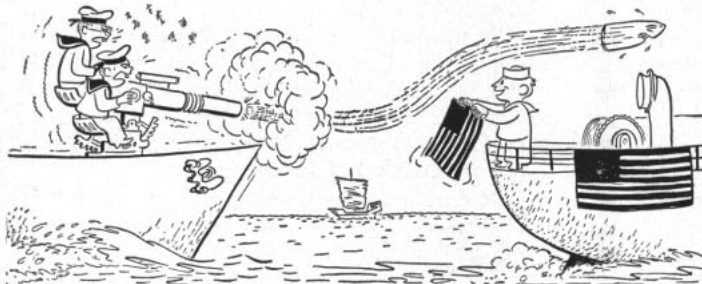
Except for small isolated pockets, Japanese resistance was now over. Dead were an estimated 5,850 Japanese. Of these 1,014 were known to have died as they tried to escape by swimming to sea. American casualties had been well over a thousand, a third of these killed, out of approximately 4,000 troops committed.

The Japanese are tenacious, at least that can be said of them. The last Japs on Corregidor were not rounded up until the beginning of 1946. A combat patrol, by cutting through jungle and scaling cliffs, reached an area on the south side of the island where holdout Japanese were known to be hiding. Japanese war prisoners who had been taken along were made to write notes informing their comrades that the Emperor had ordered all Japanese to surrender. These notes were left scattered about in the area. Nearly two months later, on New Year's Day, 1946, some 20 ragged Japanese, carrying the notes, walked up to a Graves Registration sergeant and surrendered. ■ ■

TAFFRAIL TALK

CAPTAIN Joseph Lademan's unusual story of an unusual ship (see *Gold Star Odyssey*, ALL HANDS, March 1950, pp. 59-63) brought many letters of comment. One was from Milton E. Brown, ADC, USN, now on duty at NAS Corpus Christi.

"I can well understand *Gold Star's* predicament at the outbreak of the last war, what with no armament to speak of," he says



from experience. He was a crew member in 1937 when the venerable crate plodded up the Whangpo to evacuate Americans during the Japanese bombardment of Shanghai. To do her job, she had to thread through gunboats of the Japanese Third Fleet which were firing on Chinese troops ashore.

Three old machine guns and a few rifles were all she had on board, but her best armament was something else. "We had all our American national ensigns flying from every yard, including the jack staff. This was to let the fighting forces know we were an American ship and to let the Jap flyers know the same thing, because the bombs did come pretty close at times. At night we would train floodlights on all the flags."

It worked. She made the 120-mile river trip, up and back, untouched.

* * *

Facts you never knew 'til we told you: The Army's navy, otherwise known as the Army Transportation Service, now transferred en toto to the nation's Navy, grew to such proportions during demobilization that if all its ships were underway at one time during its peak strength in November 1945, they could have carried 1,300,000 troops — one fourth of the Army's total soldiers and airmen at the time.

* * *

Word we have from Adak indicates one of the most widely read columns in the Adak Daily Sun, the naval station paper, is the daily menu of the general mess. You can find out what they're serving for all three meals and prepare yourself accordingly, all the way to the messhall.

* * *

You can see it at NAS Jacksonville, in big letters on a Navy *Banshee* fighter: CAPT R S FORTNEY USAF (S.W.D.)

The captain, an exchange pilot on duty with the Navy, added the (S.W.D.) to point out that he's a member of the Air Force in the "Salt Water Division."

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.

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The Bureau should also be advised if the full number of copies is not received regularly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

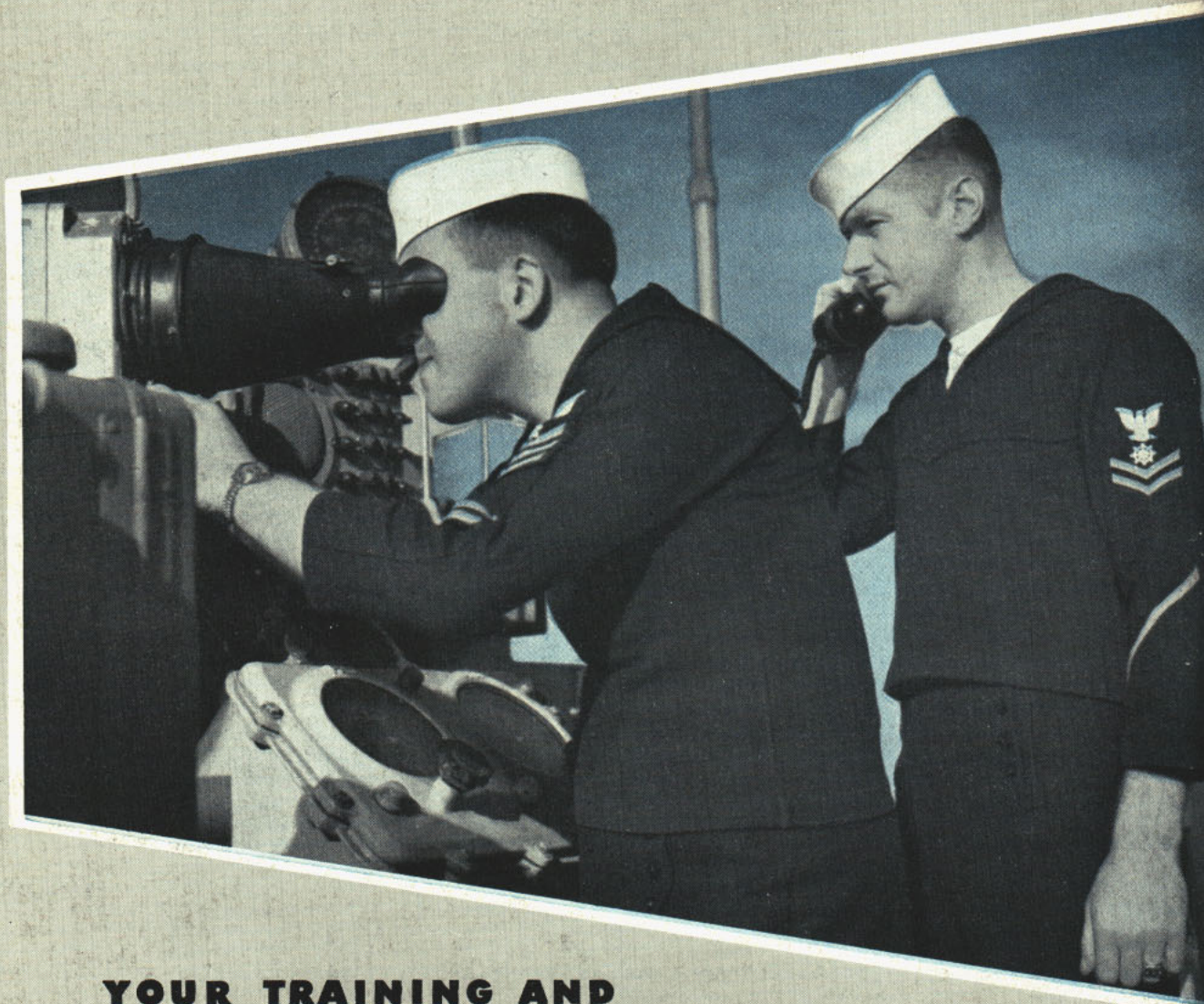
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Officers and enlisted personnel of USS *Razorback* (SS 394) swarm over the superstructure of their submarine for a last picture at Pearl Harbor before leaving for the Atlantic Fleet. ➔

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EXPERIENCE ARE
THE NAVY'S STRENGTH**

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