

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPER-0

JULY 1951



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Navpers-O

NUMBER 413

VICE ADMIRAL LAURANCE T. DUBOSE, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

CAPTAIN WILLIAM B. TUCKER, USN
Assistant Chief for Morale Services

Editor: LCDR George Dennis, Jr., USN

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● FRONT COVER: The hot dog is a good old American custom, symbolizing the democratic way of life guarded by a vigilant Navy. The two are Lavina Cockerham, SA, USN, and Harry W. Vitkow, SA, USN.—*All Hands* Photo by Walter G. Seewald.

● AT LEFT: Upon arrival of USS *Saint Paul* (CA 73) at Yokosuka, Japan, after more than a month's continuous bombardment of Communist supply centers in Korea, one of the heavy cruiser's gun mounts is checked by Charles L. Carroll, FC2, USN, and Robert B. Miller, GM1, USN.

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



MOCK LANDING behind troops is made by corpsmen training for the Fleet Marine Force at Camp Lejeune, N. C.

Navy Medics Train for Rugged Korean Duty

THE PLANES came in from the north, low and fast and on time to the dot. In single file, they hurtled down the beach like machine gun bullets and the earth spewed black smoke and sand where they passed.

In the rolling off-shore swells, idling amphibian tractors took heart at the sight. White water churning around each one, they plowed

shoreward like a line of sluggish water bugs.

The tractors swam in, grounded, and came to a dripping halt on the cratered beach. Stern ramps clanked down and spray-soaked marines in green battle dress streamed out to sprint for cover among the dunes.

D-Day at Inchon? Much closer home. The scene is Camp Lejeune,

N. C., and the landing force officer and hospital corpsmen students from the Field Medical Service School—accent on the “Field”.

It happens every five weeks at Onslow Beach as each class of approximately 40 officers of the Navy’s Medical, Dental, Medical Service Corps, Hospital Corps, and 250 hospital corpsmen nears the end of its rugged, four-week training for duty with Leathernecks of the Fleet Marine Force.

Before Operation Bandaid is over, the Navy’s medics in green execute every phase of an amphibious casualty evacuation exercise.

Company aid men beat the bushes for “casualties” and treat them on the spot. Stretcher bearers and jeep ambulances move the bandaged, splinted “wounded” to shore evacuation stations, passing them beachward through a chain of battalion aid stations and collecting and clearing stations.

No believer in putting all the eggs in one basket, the school runs each class through a field evacuation hospital exercise a few days later. An air evacuation exercise rounds out the sea-land-air training in handling wounded.

A World War II veteran demobilized last October, the Field Medical Service School at Camp Lejeune has already trained and sent hundreds of Navy doctors, dentists, and corpsmen to Fleet Marine Force units. Graduates leave the



CASUALTY is hoisted into a waiting ambulance by men of a field evacuation point near the ‘front.’ Supervisor (left) checks the tag on a second patient.



SUPPLIES BY AIR reach corpsmen. Right: While one team bandages 'casualty,' another moves man to aid station.

school with a sound background of "know how" in tropical, desert, and cold weather medical techniques.

By lecture, demonstration, and practical exercises the school trains students to cope with war wounds, disease, field sanitation, and the threat posed by radiation effects from atomic weapons.

Because they will serve with marines, students learn Marine Corps history and the organization of divisions and force troop units long before they become full-fledged rifle company "docs".

With the training in helping others goes instruction in the fine art of staying alive in combat. Battle-wise Marine veterans teach scouting and patrolling, run each class through the school's gas chamber, and give expert instruction in weapons. Each class spends several days on the rifle range.

Graduation brings a shift from green field uniform to Navy blue or white—but not for long. Fleet Marine Force units absorb students as fast as they can be graduated. Some remain at Camp Lejeune, but for others the journey is longer: To the Fleet Marine Force, Pacific, and the embattled First Marine Division.

In saving countless lives in Korea, both military and civilian, some of the school's graduates have lost their own. Beyond question, both tolls have been reduced by the Field Medical Service School—accent on the "Field", please.—By TSgt Hugh Gibson, USMC.



CLOUD OF DDT is spewed from a rotary duster for the benefit of trainees. Below: Splints are studied by the men who must soon be able to apply them.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CHECK RECORD**—It's a good idea for naval officers to take a look at their records occasionally.

Persons in only four categories may see an officer's records. One, of course, is the officer himself. Another is a clerk of a court, with a valid order from that court. Officers of the Navy Department may inspect the records in the transaction of official business. And an officer may, if he wishes, give another person—a relative or friend—written authorization to see his records.

When you are in Washington, D.C., you may go the Officers Records Branch of BuPers and ask to see your correspondence, fitness reports and selection board jackets.

Make a check to see that everything is there. See that a consistent, uninterrupted picture of your naval service is reflected in your records. Be sure that certificates showing courses completed are there. Be sure that all commendations are included.

After satisfying yourself that "the picture" is complete, then imagine yourself a "selection board" of one. Try to analyze your strengths and weaknesses dispassionately on the basis of what is shown in your file jackets. Then devise a program—a plan of action—by which you can further your Navy career.

In this way your records will cease to be just so many sheets of paper in file jackets.

Liberty and Leave Prizes In Ship's Essay Contest

Crew members of *uss Tarawa* (CV 40) had an opportunity to sound off on a subject of deep significance. The commanding officer, in order to encourage interest and an understanding of world problems, suggested a ship-board essay contest on the subject of "Communism versus American Democracy and Free Enterprise." The following prizes were announced:

- To each man who submits a paper—a 1300 liberty.
- To the best paper in each department—a week-end liberty.
- To the winner—six days' leave.

Length of the essays ran from one-half page up to two pages.

There were 65 contestants. Two of them, Daniel G. McCarran, Jr., EMP3, USNR, and Julian S. McInnis, SN, usn, submitted papers of such excellence that both were awarded first prizes.

• **BURIAL ALLOWANCE**—Increased burial allowances have been authorized to help families pay burial and funeral expenses of deceased servicemen.

The Navy now allows \$125 for burial in a private cemetery and \$75 for burial in a post or national

cemetery. Formerly, only \$75 was allowed in either instance.

The new allowance became effective for the Navy on 1 May 1951. The procedure in effecting payment remains unchanged.

• **CLOTHING ISSUE**—All temporary issues in kind of government-owned clothing, given to enlisted members of Reserve drilling units, will be repossessed by the commanding officer of their units before they report for active duty. Alnav 46-51 (NDB, 31 May 1951), announces 1 July as the effective date.

COs of activities handling the processing of enlisted Naval Reservists will forward all items of government-owned clothing—erroneously held by reporting Reservists—to the nearest clothing issue activity.

• **DATA FORM**—There has been some confusion regarding the submission of Emergency Data Form DD 93, which replaced pages 7 and 8 of the service record last January.

This form contains information for use in an emergency, including a list of dependents, insurance policies, beneficiaries and the like. It is to be submitted to BuPers at the following times:

- When a person first enters the naval service.
- Upon reenlistment in the Navy.
- Whenever there is any change in marital status, number of dependents, or if the serviceman wishes to change the listing of beneficiaries.

DD 93 should not be submitted regularly on 1 July of each year, according to BuPers Circ. Ltr. No. 80-51 (NDB, 15 May 1951). There is no specified "regular" date on which the report should be sub-



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mitted. It should not be resubmitted merely because of a change of station.

Additional information is contained in BuPers Circ. Ltr. No. 44-50 (NDB, Jan-June 1950) and will be included in subsequent changes in the BuPers Manual.

• **DENTAL TRAINING**—Joint training of Navy and Air Force dental technicians has been extended indefinitely at the Naval Training Center, Great Lakes, Ill.

Begun in July 1950 on an experimental basis, the course has proved very successful. To date, several hundred persons have completed the course and have returned to their stations.

Bluejackets, airmen, Waves, Wafs and Coast Guardsmen are taking the training which includes eight weeks of theory and four weeks of practical work in laboratories and dental clinics.

• **PACIFIC TRAVEL** — Restrictions have been relaxed somewhat for space available travel on MSTS vessels between the United States, Alaska, Hawaii, Guam and the Philippines by Alnav 34-51 (NDB, 30 Apr 1951).

Any person may now be authorized, by one of the government departments, to travel on a "space available" basis in an emergency involving catastrophe or possible loss of life, when other means of transportation are unavailable or inadequate. Requests for such travel from U.S. ports must be submitted to BuPers for consideration.

Commercial passengers may travel to and from Guam on MSTS vessels, on a "space available" basis, subject to certain restrictions and regulations.

Other categories of space available travelers whose transportation may now be authorized include members of Congress traveling on unofficial business and their dependents, employees of the Coast and Geodetic Survey and the Public Health Service, officials and employees of Federal government agencies, secretaries of the Army and Navy department of the YMCA, and members and employees of the Hawaiian government.

Travel of dependents to Japan is still suspended and requests for transportation to that area cannot be approved until further notice.



Club Named for Dog

The new enlisted man's club at Quarters "K," Naval Receiving Station, Washington, D. C., is unique in one respect—it is named for Jason, the station mascot. For being such an inspiration, Jason was given a bright red fire plug from grateful members on opening night.

In pictures: Crowd jams comfortable lounge of Club Jason (above). Center: Barbara Harlow does a hula as part of the entertainment. Below: Pooch-of-honor Jason surveys the situation from between two Waves. (For more on Jason, see *ALL HANDS*, January 1951, p. 35).



Good Chow — Good Morale



LOTS OF MOUTHS must be fed each day at Naval Receiving Station, Pearl Harbor. Average is 1,800 men per meal.



MEAT BALLS are removed from the oven, hot and pungent. Below: Enough dough to make 300 pie crusts oozes from mixer into a tub in the bake shop.



USUALLY, a sailor can hardly wait to get out of a receiving station and move on to his permanent assignment. But that doesn't hold true at NRS Pearl Harbor. There they say, "I hope I *never* get transferred from this place."

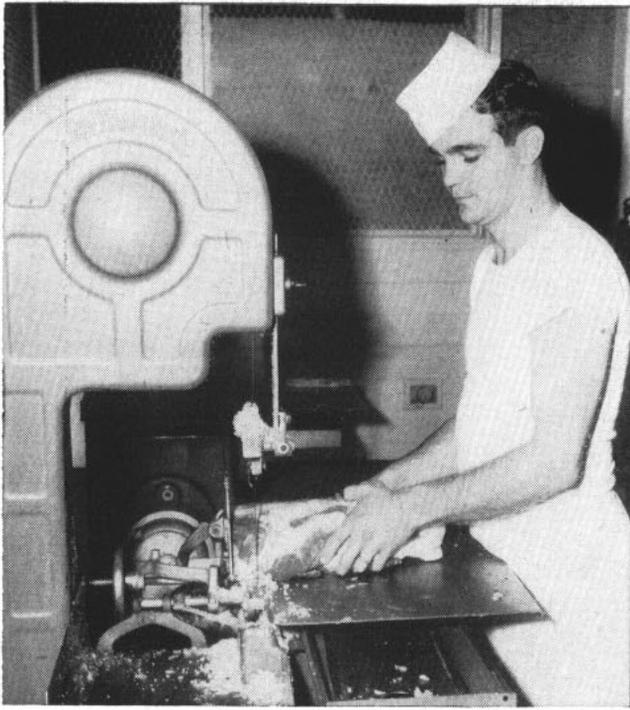
Why is this?

It's the food, and the way it's prepared, and the way it's served.

The credit for this must be distributed equally to all concerned. Says the chief commissaryman, "One of the biggest morale builders in the Navy is good meals, well served. All the cooks, bakers and butchers stationed here take great pride in their work."

The staff consists of 20 cooks, five bakers, four butchers, five men in the food preparation room, and 56 messmen. This group prepares meals for an average of 1,800 men, a total of 1,095 times a year.

Working days for the cooks begin at 1300, and end at the same time one or two days later. The 48-hour "watches" occur on Thursday through Monday; the 24-hour stints on other days. While the cooks don't work all the time they're on duty, they do put in plenty of hours. The day begins at 0400 and ends after 1900. To prepare each meal requires approximately three hours, and in addition there's the task of preparing a midnight lunch for watch standers. But, to compensate for their long days, the cooks are required to work only 15 days a month.



COMMISSARYMAN cuts a side of beef on his power saw. Right: In the galley, cooks prepare meat balls for the oven.

Twenty 80-gallon steam kettles and eight electric ranges are among the galley equipment now in use. Four rows of steam tables in the mess hall keep the food hot while it's being served.

Menus are carefully planned two weeks in advance by the Receiving Station supply officer, and are submitted to the CO for approval. Balance is the by-word. While quantities and variety are generous, careful and skillful preparation prevents waste.

As men stop by the salad bar, laden tray in hand, to make their selection of fruit or raw, green vegetables, they agree on one point: No other transient home was ever like this.—Arthur H. Sweet, BMC, USN.



CHERRY PIES are taken bubbling from the 7-decked oven by a smiling pie man. Below: Hungry sailors attack the salad bar, a unique feature at NRS.





TORPEDOES dropped by Navy bombers shatter Hwachon flood gates. Communists wanted to seal gates, dry up the river flow. Skyraiders from USS *Princeton* participated in first aerial torpedo attack since World War II.

THE CONTINUING ATTACK on the enemy's lengthy supply lines and centers in North Korea has been the prominent role played by the Navy during the two phases of the Communists' latest offensive.

In their spring offensive the Chinese and North Korean Communists have launched two attacks on the U.N. lines—the first in late April, and the second in mid-May. But in both cases they were unable

to withstand the overwhelming weight of the allied fire power and—equally important—they were unable to overcome the problem of supply.

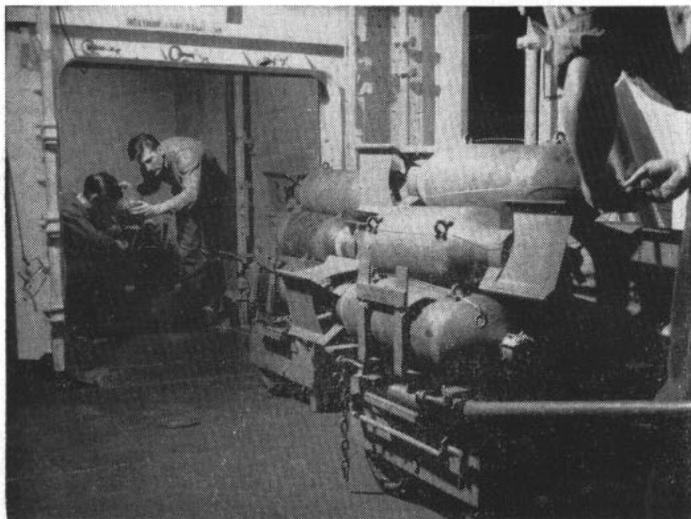
Expertly timed missions in advance of U.N. troops by Navy and Air Force planes cleared the paths for counterattacks by Army and Marine troops, who have once again forced the aggressor forces back behind the 38th parallel.

The close air support has been

accomplished by a combination of napalm, bombing, rocket and strafing fire. At times, the pilots could see enemy troops frantically trying to escape the raging fires caused by the spread of flaming napalm bombs.

Behind the Korean front lines a different kind of battle has been waged.

Coming down from the Manchurian border, convoys of trucks and human carriers must channel most



LETHAL LOAD of bombs is moved to flight deck of USS *Princeton* (left) while a Skyraider, already armed, takes off.

of their supplies along coastal roads and railways, since the routes through the central mountains are few and bad.

Taking these routes subjects the Korean aggressors for 300 miles to the mercy of Navy, Air Force and Marine planes, while the guns of the U.N. fleet are able to tackle the intermediate supply points. The flow of supplies has not been stopped completely, but it has been considerably slowed down.

Such tactics on the part of the United Nations forces have played an important role in halting the latest offensive of the Communists.

Day in and out, through fair weather and foul, the shells of three, five, six, eight and 16-inch guns have blasted into vital bridges, junctions, by-pass routes, highways and rail lines.

Battleships, cruisers, destroyers, frigates and minesweepers have been in on the attacks, while planes from the growing fleet of aircraft carriers have dealt their blows in dive-bombing and strafing attacks.

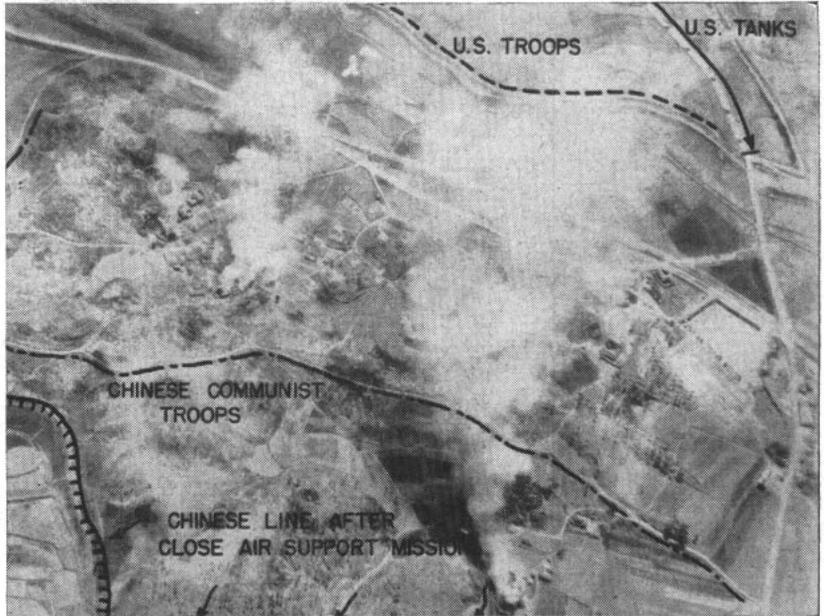
Rocket ships batter artillery and other shore positions, moving from target to target as the enemy is silenced. During a period of one week, a total of 5,000 high explosive rockets were targeted at a single strategic area.

After five years' silence, the bristling 16-inch guns of *uss New Jersey* (BB 62) joined the U.N. coastal bombardment. The "Big J" replaced her sister ship *uss Missouri* (BB 63) in the Korean theater following a demothballing job which was accomplished in the record time of one month's activation work. After completing her shakedown, and manned largely by Naval Reservists returned to active duty, *New Jersey* headed for the Korean theater to join the U.N. forces. In her opening fire against Korean coastal targets, *New Jersey* scored two bull's eyes on a strategic enemy bridge outside of Ambion.

A "recap" of action reports from the Navy's surface and air units against a single strategic supply point will serve to indicate the force of the blows which the North Koreans have had to bear.

Take, for example, the first 100 days of continuous naval bombardment of the city of Wonsan, and its transportation facilities, equipment and defense positions.

Wonsan is the southern terminus



PANORAMA of battle shows enemy gun positions destroyed (see smoke) and troops retreating to new positions before aerial onslaught by Navy bombers.



CLOSE SUPPORT like this requires pinpoint accuracy and the Skyraider has it. Below: The bombing over with, a Marine patrol moves out to reconnoiter.





PROPAGANDA signs left by Reds are examined by a Marine. Right: ROK troops move into the line during advance.



PRISONERS brought in by GIs walk past some of their dead comrades (above). Below: A rocket launcher sends its missiles screeching into the enemy lines.



of the important northeast Korean coast road and rail supply line, and leads directly to the central Korean battle line.

During the 100-day attack the Navy poured over 73,000 rounds of high explosives at Wonsan. It accounted for approximately 9,200 troop casualties; a total of more than 600 troop shelters and buildings were damaged or destroyed, along with 91 ammunition and supply dumps.

Some 345 trucks were damaged or destroyed, plus another 125 probably damaged. The scoreboard also showed a toll of 183 railroad cars in the destroyed, damaged and "probable" columns, along with 11 locomotives. In the same area U.N. ships and naval aircraft dealt knockout or damaging blows against bridges a total of 137 times. Three important tunnels were reported hit, and 21 miles of railroad trackage were destroyed or damaged. The Navy also scored a total of 175 hits or damaging near misses on North Korean gun positions.

In the Wonsan area movement of North Korean and Communist supplies via sea was virtually eliminated. The only craft venturing into coastal waters were a few sampans, boats, and junks, of which more than 50 were destroyed and about 240 damaged.

There are many rail and highway bottlenecks like Wonsan which stand along the coastal supply routes to feed the Communist forces, and each of them is subject to the same kind of concentrated attack by the U.N. naval forces. Comparable statistics

could be compiled for Songjin, Chongjin, Kanson, and other supply points.

The role of naval aviation in the Korean fighting has been a varied one, working full around the clock. In addition to providing close air support by day, heckler planes from Navy carriers prowled the skies long after dusk to keep the Communists under cover. Marine night fighters add their punch to terrorize the enemy.

The photograph of the aerial torpedoing of Hwachon Dam shown on page 8 illustrates spectacularly the ready adaptability of naval aviation in utilizing all weapons on hand. Making preparations for a powerful thrust southward, the Communists had closed the gates of the Hwachon Reservoir Dam in order to lower the level of river waters, and thus facilitate the movement of trucks and supplies across the river beds.

A call to reopen the dam went out to *USS Princeton* (CV 37), which loaded aerial torpedoes into *Sky-raid*ers and dispatched them to the scene. The aerial torpedoes, first to be used in an attack since World War II, scored direct hits on the dam, and kept the waters flowing during this crucial period.

Similar to the torpedo attack in their efforts to destroy a hard-to-reach target have been the "bridge-busting" and "tunnel-busting" campaigns. In the latter cases it has been necessary to "throw" a bomb into the mouth of a tunnel, a technique at which naval and Marine aviators are becoming more and more adept.



HANDS IN THE AIR, scared North Koreans await a frisking by men of *USS Manchester* (CL 83). The cruiser is part of the U. N. Korean blockading force.



FIERY NAPALM is called on for a variety of purposes. Here a napalm bomb spreads its searing mantle over three Communist boats used as minelayers.



PANTHER JETS jettison unused gas prior to landing aboard *Princeton*. Gas left in plane is a potential fire hazard.

How to Act When You Get in Cold Water

FREQUENTLY, when warships or planes meet enemy action, somebody's soon spitting salt water. This doesn't mean that the Navy's careless about its manpower, but the very nature of naval warfare often does set a few people adrift in the deep despite all precautions.

The world has a lot of water on it, and much of it is cold. And considering the global nature of modern-day war, whatever fighting the Navy is called upon to do in the future may be done at least in part in the frigid type of H₂O.

How, then, does a person stay alive and in good shape till he's rescued? How can his rescuers get him back in good shape pronto?

Some smart people have been wondering about the answers to those questions, and a couple of interesting answers have resulted.

For one thing, they say now that if you're overboard



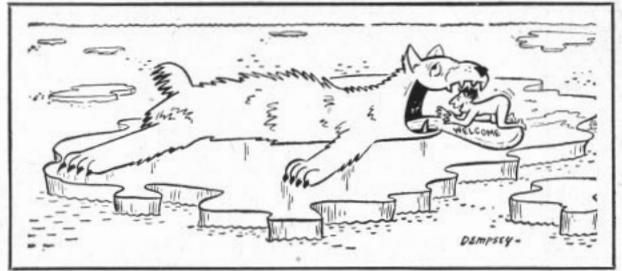
... keep moving and you'll keep yourself warm ...

in cold water you're better off swimming, if you can swim at all, than you would be with a life jacket on. Your exertions will help keep you warm and will thus prolong your life as much as would a Mae West or a handy piece of flotsam. A man who is swimming hard will, for a long time, produce approximately the same amount of heat as he'll lose in water near the freezing point. Ordinarily, he won't perish of the cold as long as he can swim. Limbs being exercised will often remain warm enough to keep them from getting stiff, and will steal less heat from the rest of the body after rescue than they would if unexercised.

This doesn't mean that a person should swim away from a drifting boat, of course. Neither should he disobey his ship's regulations concerning life jackets. But



... quick-thaw was found to be the best method ...



... warming up in a cozy room is a bit slow ...

any floating object that will leave him up to his neck in frigid water will probably do him more harm than good unless he keeps moving—steadily and vigorously. In water so warm that numbness and stiffening of muscles are no problem, the picture is entirely different. There, a man can usually survive a lot longer riding a life jacket or a piece of driftwood than he could otherwise.

Another thing: doctors now know that it's better to warm up quickly after severe chilling than to warm up slowly. (This doesn't apply here to frozen tissues or tissues actually damaged by the cold.) The best way to regain proper body temperature after immersion in cold water is to climb as quickly as possible into a good warm bath. One hundred to 102 degrees Fahrenheit has been found to be about the right temperature for the water.

With the victim in a deep, warm bath, his shivering and blueness promptly disappear, giving way to a



... good hot bath right away is important ...

pleasant warm feeling. On the other hand, merely re-warming badly chilled men in the air of a cozy room may take several miserable hours.

Temperatures deep inside the body fall rapidly and drastically right after the subject's removal from cold water. That's one reason why it's important to start the warm-bath treatment quickly. In experiments, one subject's "deep temperature" fell more during the first 20 minutes he was out of the cold tank than it did during the 60 minutes he had been in it. Air temperature was 73° at the time; water temperature 50°.

To find out these things, some brave men climbed naked into a tank of cold water at the Naval Medical Research Institute, National Naval Medical Center,

Bethesda, Md. They shivered like mad, turned blue, and suffered a numbness in their toes — but they stuck it out their allotted time: approximately an hour in most cases, down to a quarter hour in others. Afterward, with rapid rewarming in water, the Bethesda volunteers came out of it in fine shape. They were just a little tired and sleepy at the day's end.

Water in the Research Institute tank was kept at temperatures between 42 and 50 degrees — mostly around 48. Not so cold—? Well, not many people would want to get into it. The North Atlantic in the vicinity of Iceland lingers around the 45° mark in midwinter. The Yellow Sea averages 47° in February; the Japan Sea doesn't get below 50. The Bering Sea is sometimes warmer than the water in that tank.

And it's not only in the winter or in the far north that a person is in danger of cold immersion. When the hospital ship *USS Benevolence* (AH 13) collided with

Where to Get Information on Survival

If you want to be really sharp on all phases of survival as a castaway, as all savvy sailors should be, here is some good reading matter on the subject:

How to Survive on Land and Sea; U. S. Naval Institute.

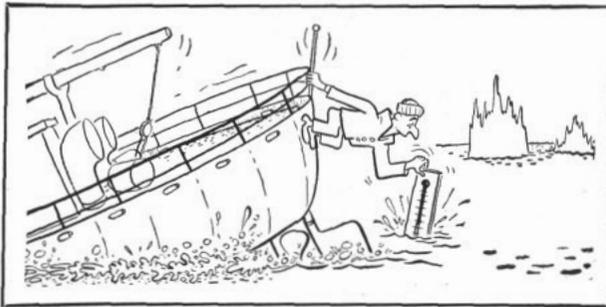
Survival on Land and Sea; Office of Naval Intelligence, U. S. Navy.

ALL HANDS, March 1943 (pp. 8–11); May 1943 (pp. 12–13); November 1944 (p. 17); March 1944 (p. 25 and pp. 28, 29 and 46).

See your librarian. It could save your life.

galley soup coppers can be drafted into service. If there aren't enough of *them* to go around, no doubt the deck force and the damage control gang can throw together a vat of wood and canvas. Meanwhile, the victim or victims can be warming under a fast tepid shower.

When limbs or other portions of the body are actually frozen, the picture is different. Present treatment begins with gradual and judicious rewarming. Experimentation has been conducted with rapid rewarming, with pressure dressings applied afterward but conclusive decisions on such treatment haven't been reached. At any rate, treatment for actual freezing or frostbite is a matter for the doctor — and for nobody else — if a doctor is available. If a doctor isn't available, gradual and judicious rewarming is about the only thing possible. Some people, remembering barbarous folk-lore, recommend rubbing frost-bitten parts with snow. That treatment is not only useless and cruel; it's likely to be harmful. Don't do it.



... just what is cold water and what isn't? ...

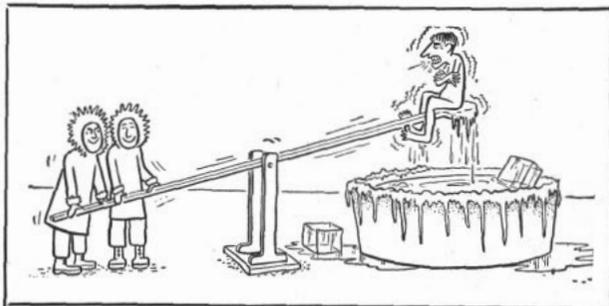
a freighter and went down off California's Golden Gate, survivors suffered terribly with the cold. No doubt the loss of at least some of the 23 dead or missing was due to that cause. The date was 25 August (1950).

To get back to Bethesda, one man who took part in the experiments there said he didn't get as cold in three hours in air at 20 below zero as he did in an hour in water at 45 above. Of course, he had clothes on in the 20-below experiment — but still, the water was 65 degrees warmer. That shows how much a relatively cold dunking can chill a person.

So one should keep struggling and swimming if he goes overboard when the water's cold. If a man is pulled out of such a predicament, chilled but not frozen, he should be deposited as soon as possible into a generous quantity of warm water. If the rescue ship has no bathtubs — a most likely situation — the



... keep your shirt on—you may need it later ...



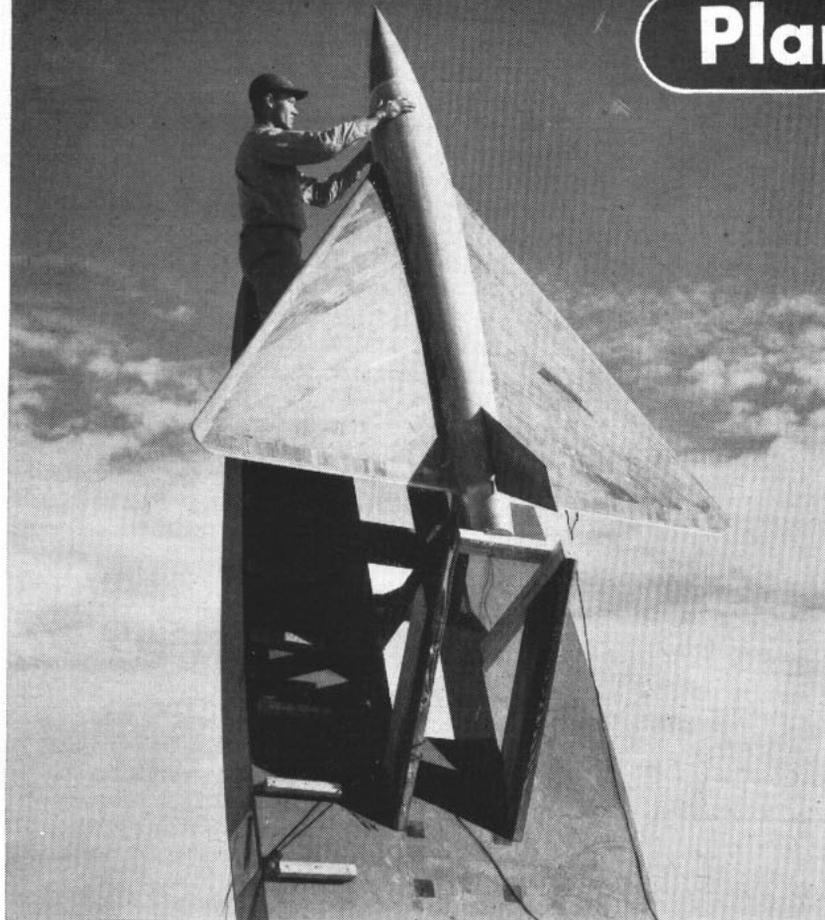
... experiments proved that 50 degrees is cold ...

A person might well ask, "What's cold water and what isn't?"

The Bethesda experiments were conducted in water up to 50 degrees, and that temperature was considered low enough to make them valid. Water a good deal warmer than that can be mighty chilly if you're in it very long. When those toes start turning numb and those teeth start hammering, the water you're in is cold.

If overboard in cold water, it would probably do no harm to pull off your shoes and peacoat if you think you can stay afloat longer without them. But keep the rest of your clothes on. They'll retain a little heat, even when soaked with water, and under many circumstances they'll be valuable later on. — H. O. Austin, JOC, USN.

Plane Brains



POINTING SKYWARD, rocket-powered model is prepared for its trip to the heavens. Radio equipment in missile will send flight data to NACA observers.



PROBING FINGER of radar tracks missile as it arches into space. Making use of the Doppler Effect, this unit can tell speed of missile at any instant.

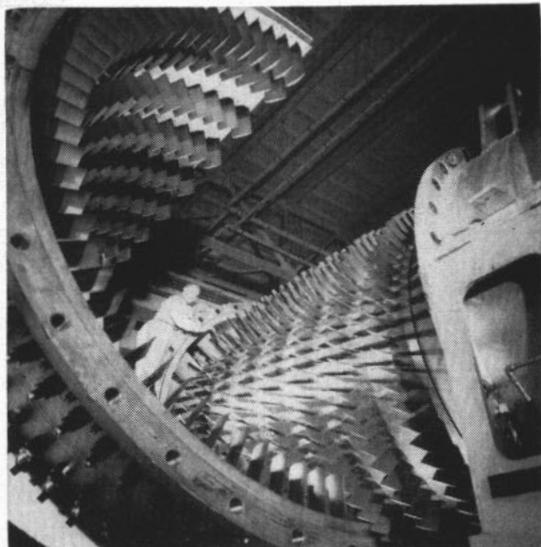
A HUGE BULL HORN mounted high in the control tower booms out the diminishing seconds. "Minus fifteen . . . minus ten . . . minus five . . ." With an earthshaking, thundering swoosh another rocket-powered NACA test missile hurtles skyward out over the Atlantic to destruction.

From Wallops Island off the coast of Virginia, the National Advisory Committee for Aeronautics has for the past six years been launching rocket-propelled free-flight models in the organization's never-ending quest for information which will help build the planes of the future. Committee scientists, who have been working with hand-in-glove cooperation from the Navy since the committee was established in 1915, are able to gather from these free-flight models an amazing amount of information about the behavior of aircraft in the transonic and supersonic speed ranges. The value of this sort of research comes from the fact that relatively larger models at faster speeds can be studied than can be currently handled in wind tunnels.

How do these research hot shots learn anything from the model's high-speed, one-way trip? One of the answers is the telemeter. This is a compact, complex portable radio station that can send back to receivers on the ground information about what's going on aboard the destruction-bound missile. It can supply the answers to 10 questions about each missile. Information about the pressures acting on this or that portion of the missile, the temperatures along the surface, stresses and strains occurring as the model is rammed through the atmosphere are all radioed back to the technicians on the ground.

The models and equipment used in these tests must be light and strong to withstand the high aerodynamic loads and accelerations imposed on them. A 10 channel telemeter installation weighs but 13 pounds and can withstand remarkable accelerations sometimes exceeding 100 Gs (units of gravity).

Another method of obtaining information is through radar tracking. For example, speed of the test vehicle is determined by Doppler radar. This special equipment makes



FUTURISTIC wind tunnel (left) is one of several at Langley. Above right: Air compressor dwarfs man. Right: Weird antenna gathers signals from missiles.

use of a phenomenon known as the Doppler Effect. Everyone has experienced it in the form of a train whistle or a jet airplane. The pitch of sound rises as the object approaches, diminishes as it recedes. Radar impulses are effected in the same manner as sound waves. This equipment is so sensitive it can track a .22-caliber bullet and accurately determine its speed at any given instant.

The sleek, weirdly beautiful models are built and instrumented at the Langley Laboratory of the NACA. Each one is unique because each is designed to investigate a different aerodynamic problem. The models are taken from the shops at Langley to the Wallops Island firing area which—NACA officials emphasize—is a research facility *not* a proving ground, checked over with the greatest of care and launched.

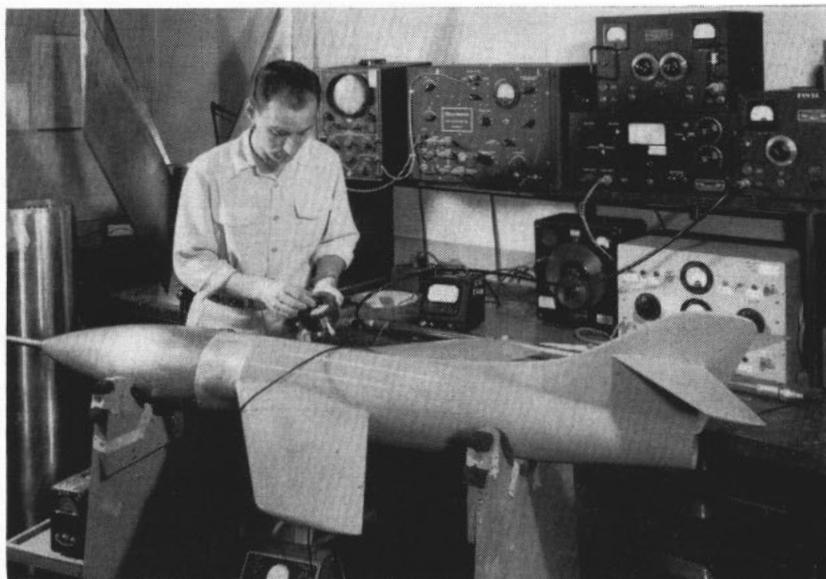
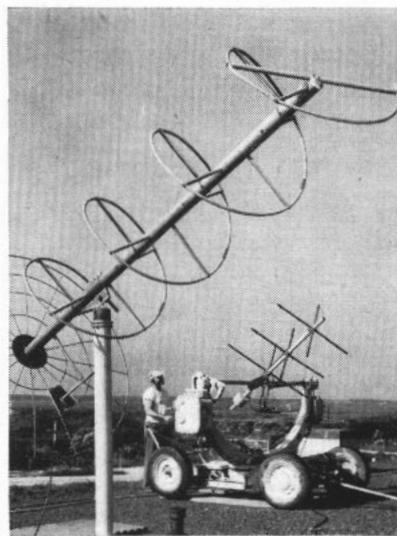
Due to the meticulous care that goes into the construction, instrumentation, and launching of the test vehicles, NACA scientists obtain a remarkable amount of information from each "shot." An average of over 90 per cent of the information sought is obtained from these rocket-propelled models.

Does it pay off? The Navy's famous *Skystreaks* and *Skyrockets* (D-558, Phases I and II) as well as other tactical and research aircraft utilize aerodynamic data obtained by this free-flight method.

However, no one technique can supply answers to all the researchers' questions. One piece of equipment of which the NACA is pardon-

ably proud and one which they confidently expect will enable them to fill in a lot of blanks in their theories of transonic aerodynamics is the great new 16-foot Langley transonic wind tunnel.

Because tomorrow's planes must be supersonic, they must also pass through the transonic speed range. In this range, air is a mixture—part slower than the speed of sound, part faster. It is sort of a twilight zone and some very strange things go on in there about which researchers must learn a great deal. The airflow is so complex that development of a theory to cover speeds in this range



PLANE MODELS flown at Wallops Island are an intricate bit of business. Technician here checks circuits connecting instruments seated in missile's nose.



THIS PHOTOGRAPH of USS *Santa Fe* showing a group of survivors of USS *Franklin* is purported to show Litzenburger (circled) in foreground.

Do You Know the Identity of This Man?

Here is another wake-of-war mystery such as those solved so promptly in the past by ALL HANDS readers.

At the height of World War II, there was in the crew of the submarine *uss Kete* (SS 369) a young gunner's mate third class named Frank Litzenburger. On 20 Mar 1945, *Kete*, en route to Pearl Harbor from the western Pacific, disappeared and was never heard from again.

On 16 April 1945, Litzenburger's

mother received an official telegram reporting her son missing in action. However, on the 18th of May she saw in a newspaper a picture which had been taken on the day prior to *Kete's* disappearance two months earlier. The picture showed the deck of the light cruiser *uss Santa Fe* (CL 60) crowded with survivors from the sunken aircraft carrier *uss Franklin* (CV 13). In the foreground of the picture was a young man whom the mother and some 200 of her neighbors identified to their own satisfaction as Frank Litzenburger!

There the case rests. If Frank Litzenburger, GM3, usn, happened to be on board *Santa Fe* on that day before his submarine disappeared, what later became of him? He could hardly have rejoined his ship before her disappearance. If the man in the photograph isn't Frank Litzenburger, who is he? Years of saddening correspondence by Litzenburger's mother have brought no satisfactory answer to that question.

Perhaps you can answer it. If you can—if you're the man indicated in the accompanying photograph, or if you know without a shadow of a doubt who he is or was—write the Editor, ALL HANDS, Room 1809, BuPers, Navy Department, Washington 25, D.C.



CLOSE-UP of Frank Litzenburger? More than 200 neighbors identified this man as one who is listed as lost.

has been very difficult. What's more, the principal tool of aeronautical researchers — the wind tunnel — was found to have crippling limitations in this speed range. Very simply, it choked up.

Up until rather recently it was believed that nothing could be done about this "choking." Learned books on the subject merely assumed that it was something that "had to be" and went on from there. That wasn't good enough for the NACA experts.

In the early '40s NACA pilots dived Navy fighters to supercritical speeds to establish the character of air flow under such conditions. The information was also valuable in studying the choking phenomena experienced in wind tunnels at the same speeds. After lengthy study, NACA finally licked the problem.

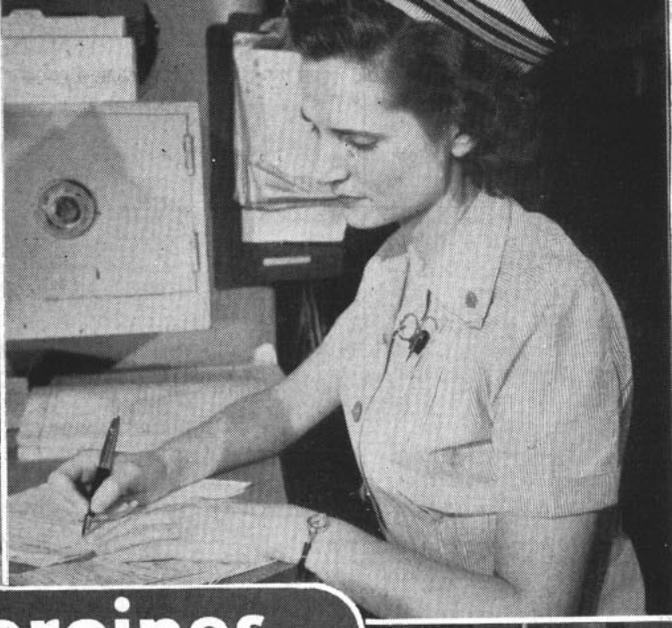
How the problem was licked is something secret. No one else is believed to have learned the "trick." It utilizes an entirely new tunnel concept. When enough experiments jibed with the new theory, NACA started building. John Stack, NACA's Assistant Head of Research and principal designer of the tunnel, described the concept as, "so simple it scares you."

The first of these new research tools to be placed in operation was the eight-foot transonic tunnel at the Langley Laboratory. The largest of the transonic tunnels now complete is the Langley 16-footer. With these tunnels air flow through the test section is as accurate as can be maintained in other modern tunnels designed for use in other speed ranges.

The 16-foot tunnel is a thing of awesome beauty . . . like a giant cavern in a dream of the future.

Everything about it spells power and speed. Two 30,000 horsepower motors are connected by 60-foot drive shafts to the fans. Thirty-four feet in diameter, the front fan has 25 blades, the rear fan 26. This is to prevent the creation of sympathetic vibrations which would destroy the smoothness of the air flow. This tunnel can accommodate models sufficiently large to yield results typical of a full-sized modern fighter plane operating at 40,000 feet.

The aircraft operating with our Fleet today are the world's finest. The research "brains" of NACA are doing everything in their power to assure us that they will remain so in the future.—1st Lt. John L. Vandegrift, Jr., USMC (Ret).



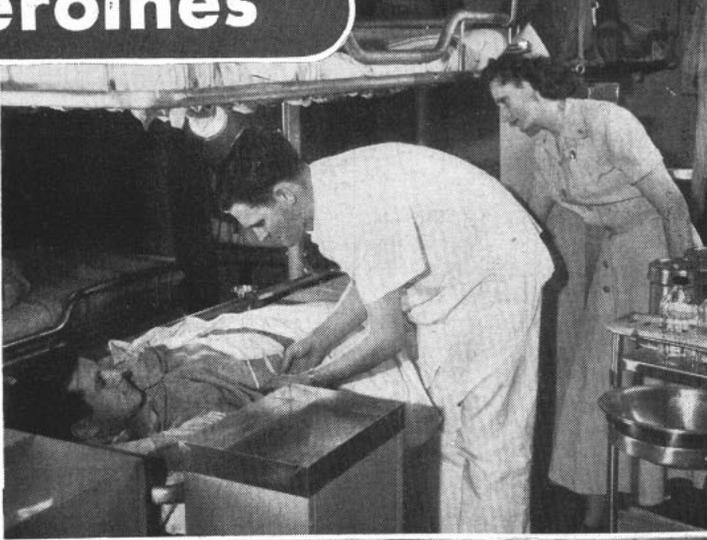
Sea-Going Heroines

HEROINES in their own quiet way are the Navy's nurses on board hospital ships in the forward area.

Working tirelessly among their patients in the dimly lit wards below decks, these highly skilled women have contributed much toward the magnificent record compiled by the mercy ships in Korea. One ship, for example, *uss Consolation* (AH 15), reported only 10 deaths out of 2,500 patients admitted at Inchon and Wonsan.

A nurse's day is a busy one. For Lieutenant Eveline Kittilson of *uss Repose* (AH 16) even an ordinary day means plenty of work.

In pictures, LT Kittilson dines with two visiting nurses (upper left); fills out a newly admitted patient's chart (upper right); watches a corpsman redress a wound (right center); makes the rounds with the doctor (lower right); and discusses treatment with a corpsman.



Brief news items about other branches of the armed services.

A NEW PLANE-CRASH SAFETY HARNESS developed by the USAF's Air Materiel Command will provide vastly increased protection for passengers who sit side-by-side along the walls of cargo planes and gliders. The tough new nylon net harness will withstand a crash force of approximately 8,000 pounds.

For paratroopers and combat infantrymen, the new harness—made from a triangle of nylon mesh webbing—will fit snugly over the wearer and his 150-pound combat pack, protecting him from the force of crash impacts and takeoff and landing bumps.

The new harness includes a built-in pillow. A strap—padded to form a soft headrest—crosses the side of the wearer's neck to protect his head from severe shock or jar in case of crash.

★ ★ ★

SAVING THE LIVES of survivors of plane crashes at sea may be accomplished in the future by unmanned remote-controlled radio lifeboats designed to carry 15 men. The new device developed at the Wright-Patterson Air Force Base, Dayton, Ohio, will be standard equipment on SB-29s of the Air Force's Air Rescue Service in approximately a year.

A massive 100-foot parachute is used in dropping the all-metal 30-foot lifeboat in the vicinity of survivors. After it hits the water the parachute is automatically jettisoned. Its engine is started and its direction determined by radio control signals sent by an operator in the rescue plane.

The operator's first signal releases stabilizing fins which hold the boat steady in its descent, frees the rudder, opens the engine's air vents and cranks the motor. The boat then travels in desired directions under radio control by the rescue plane. The operator stops the boat when it comes to the survivors' raft, and idles the motor while they board. The boat is equipped with duplicate controls which enable the survivors to break off radio control and take over when ready.

A ONE-PIECE FLYING SUIT has been developed by the Air Force to protect airmen from frostbite in temperatures as low as -65°F. Several thousands hours of tests in Alaska indicate the coverall will keep the wearer comfortably warm for over 48 hours in frigid temperatures.

The garment can be worn over the standard uniform and contains an electrical heating unit described as the safest yet developed and which can be adjusted by the wearer to one-third, two-thirds, or full-wattage, as needed.

Men who have worn the "hot suit" say it is as warm as a heavy flying suit even without the heat turned on.

The electrical connection with the aircraft is permanent enough to prevent accidental disconnection but allows the flyer ample freedom for movement and will not hamper him in bailouts.

During World War II, electrically heated clothing was used to supplement the heat for aircrews on high altitude flights. Most of these were four-piece outfits, consisting of a two-piece outer garment with an additional two-piece interlining carrying the wiring or heating unit. The new suit, called the "G-1" has a nylon outer shell, a nylon inner lining, double-faced wool pile interlining and a cotton innerlining which carries the resistance wires.

★ ★ ★

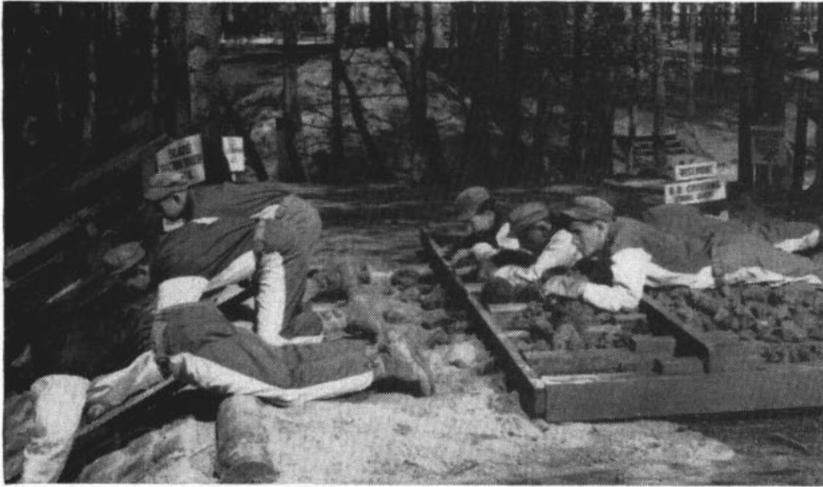
THE PAIN AND PSYCHOLOGICAL HAZARD of the hypodermic needle in administering "shots" may be eliminated in the future by a new high pressure injection apparatus now in advanced experimental stages in the U.S. Army Medical Research and Graduate School, Washington, D. C.

With multiple-dose apparatus, large numbers of people could be given protective vaccines or medication in a short time.

Discovery of this method of using high pressure jet to force medicaments through the skin appears to have originated when it was found that automotive lubricants were accidentally forced by pressure into tissues under the skin of mechanics working on grease racks.



DOWNED FLIERS can rely on on-the-spot assistance from the Air Force's Air Rescue Service. ARS uses helicopters and dog teams to perform its mission (left). Right: 'Paramedic' who can be dropped to help an injured airman.



ROCKS AND SOLES—Special Army testmen give pre-combat trial to its new uniforms. Left: Soldiers try out a new twill by crawling across cinders, down rock slide. Right: A recorder checks damage to boots after 15 miles.

A "G-STRING" TRANSMISSION LINE is a new and inexpensive method of beaming television, radio and radar waves, developed by the U.S. Army Signal Corps. The line runs from transmitter to antenna, or from antenna to receiver.

Nicknamed after the inventor's initials—Dr. George Goubau of the Army Signal Corps Engineering Laboratories—the "G-string" is expected to carry at least 30 television channels in long distance transmission, compared to one carried by the present day coaxial cable.

In this new method the antenna mast, usually 50 to 200 feet high, serves as the "G-string." Signals travel along the surface of the mast rather than inside a cable, and then are reflected towards their destination by a pair of flat plates mounted at a 45-degree angle on top of the mast.

Costly and bulky antenna structures used in conventional systems are not needed. Complicated rotating joints formerly needed to change a radar signal's direction, as in "sweeping" the sky, are also eliminated.

* * *

A HIGH-SPEED PUSH-BUTTON telegraphic communications network, developed to facilitate handling of multiple-address messages, is now being operated by the Air Force on a nationwide basis.

The system uses five switching centers—operated by 350 WAFs and located at Washington, D. C., Sacramento, Calif., Dayton, Ohio, Montgomery, Ala., and Fort Worth, Tex.—to transmit multiple-address messages from any station on the 128,000 mile circuit to any or all of the 179 stations now linked with the network.

After receiving a message from one of the stations, the operator at a center merely presses buttons on a control panel to connect the center's transmitter to the stations that are to receive the message. He then presses a starter button and the message is simultaneously and automatically flashed to all addressees.

Telegraph communications formerly took several hours because 28 centers and many operators were needed to relay the messages. The new system elim-

inates 23 centers and reduces the number of personnel involved by 400. The Air Force hopes to effect an eventual saving of over \$1,000,000 annually as a result of its new telegraphic procedure.

The potential capacity of the network has not yet been determined but one center has "switched" more than 1,200 messages per hour—which means an average of 3,400 words per minute passing through one center.

* * *

SERIOUS BURNS heal more quickly when a new system of high caloric feeding is used, Army researchers report.

Extreme or extensive burns, especially those that have become infected, often result in a toxic state in which the patient loses his appetite. This, in turn, causes a loss in strength and weight.

A liquid diet—rich in energy food—is fed through a small plastic tube inserted through the nose and extending directly into the stomach. The food is carried to the stomach by means of a specially designed pump.

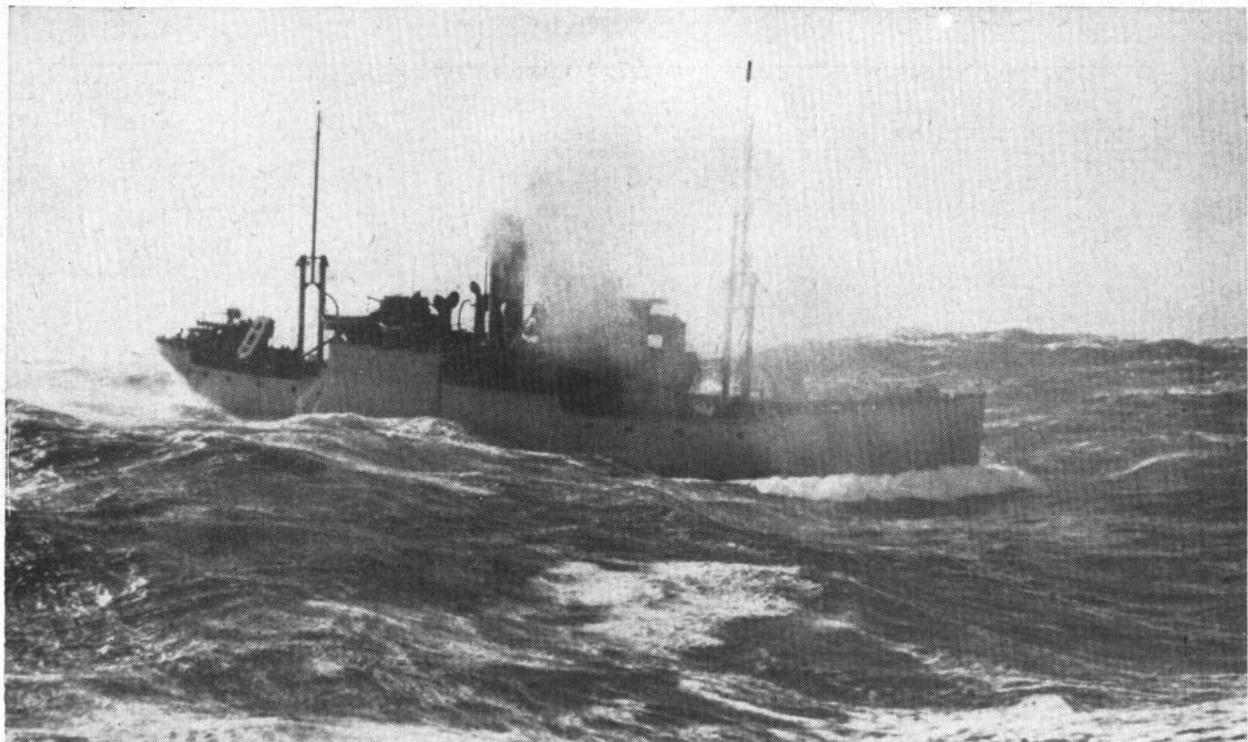
The diet is fed at an extremely slow rate—about one-twentieth to one-thirtieth of an ounce per minute. This allows the food to be well assimilated without causing nausea or vomiting. By operating the pump 24 hours a day, several thousand calories can be fed.

The process is continued after the patient is able to eat full, normal meals and begins to gain weight, until the healing is well under way.

* * *

ONE OF THE RARITIES of the gun-smith's trade, an over-and-under gun (one barrel over the other), has been developed by the Army Ordnance Corps for the Air Force. It is a combination .22 caliber rifle and .410 gauge shotgun.

Designed as a wilderness survival weapon for downed fliers, the rifle section is accurate up to 200 yards and can be used to kill a deer. As a shotgun it can be used for shooting small animals and birds. This gun, which can be folded to less than 15 inches in length, carries four shotgun and nine rifle shells in its stock.



MERCHANT SHIPS—plowing the broad Pacific—have delivered the bulk of the material used in the Korean fighting.

The Sea-Going Merchant Marine Reserve

FROM TIME immemorial merchantmen have contributed their ships and men to the fighting navies of the world.

Until a comparatively short time ago however, in time of war a nation's reserve manpower was "recruited" by the infamous press gangs. Contrary to popular belief, these "recruiters" did not, as a rule, snatch unoffending landmen from their firesides but concentrated whenever possible upon seizing skilled merchant sailors who were thus forced against their will to become men-o-war. Square-rigged ships-of-the-line, with their intricacies of sail, required skilled hands. As navies had neither facilities nor inclination to train green landlubbers, their press gangs usually preyed on able-bodied, healthy merchant seamen recently returned from extended voyages.

However, in the last century and a half, as the distinction between combat and merchant ships rapidly widened, a more stable system of naval reserve manpower also developed.

Based on the experience of the Naval Collier Service established in 1898, and on the success of the Naval

Auxiliary Reserve, the United States Navy gradually evolved a plan of enrolling seagoing officers and men actually serving afloat in merchantmen in a component of the Naval Reserve long before the beginning of World War II.

Thus, as soon as war began, a definite number of trained seamen could be counted on to man their own or other merchant ships requisitioned by the Navy. However, instead of being forced against their will into the naval service as in the past, most Merchant Marine officers were eager to join and to participate in naval training.

Today, about 200 ships of the Merchant Marine are commanded by Reservist skippers and fly the blue pennant of the Naval Reserve, signifying that more than 50 per cent of their officers, as well as the master, are Reservists, and that the ships are suitable as naval auxiliaries.

Drawn from the pool of 15,000

**Many's the 3rd Mate Who Has
Traded His Merchant Ship
For a Korean-bound Warship**

Naval Reserve officers who make up the Merchant Marine Reserve component, the 1,500 Merchant Marine Reservists now on active duty are playing an important part in the battle for Korea.

The role of the Merchant Marine and the men who serve therein has been fully acknowledged by top Navy officials. For example, in referring to the Hungnam evacuation, Assistant Secretary of the Navy John T. Koehler, addressing a Propeller Club meeting, said:

"In the face of greatest possible odds, despite the handicaps of terrain and worse weather, and regardless of enemy assaults, the Navy safely loaded aboard ship and evacuated 105,000 fighting men, 100,000 civilians, 17,500 vehicles and 350,000 measurement tons of material.

"It would obviously have been a physical impossibility to carry out this staggering task without the ships and crews of the American Merchant Marine who were a vital component of this operation.

"Not only at Hungnam, but at Pusan, Inchon, and other Korean ports these merchant vessels have played vital roles in every operation since hostilities began. Consequent-

ly, our traditional 'Well done' goes equally to the American Merchant Marine and to the Navy."

If more figures are needed, here are a few: In a four-month period following the outbreak of the Korean hostilities, nearly 4,000,000 tons of cargo, exclusive of petroleum products, were moved from the continental United States to the Pacific theatre in support of the United Nations forces. Of this, more than 80 per cent moved in privately owned American flag ships. In addition, 185,000 military passengers were moved to the fighting front.

In the field of passenger transportation, some kind of a world's record was established during the evacuation of Hungnam when the 7,607-ton *Meredith Victory*, a freighter designed to accommodate 12 passengers, evacuated 14,000 terrified refugees to Pusan in a single three-day voyage. Top capacity of the 81,235-ton *Queen Mary* during World War II was 15,000 troops.

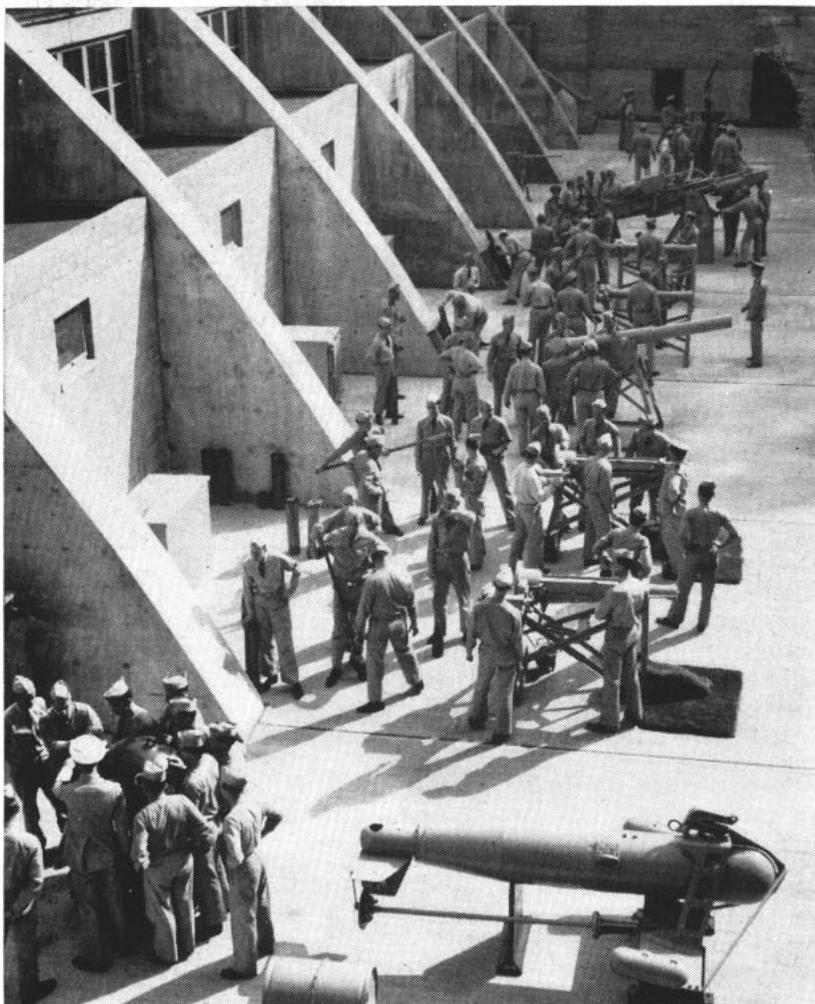
Although the Merchant Marine Reserve component is a comparatively small portion of the over-all Reserve, its historical place in the scheme of the naval establishment has always loomed large. It is worth remembering that every candidate selected for an officer's billet in the naval service in 1794 had formerly served in a ship of the Merchant Marine. Almost every early naval hero was an ex-merchant mariner.

The tradition established by these heroes was continued by officers of the Merchant Marine Reserve who, with their specialized knowledge, helped fill important assignments during World War II.

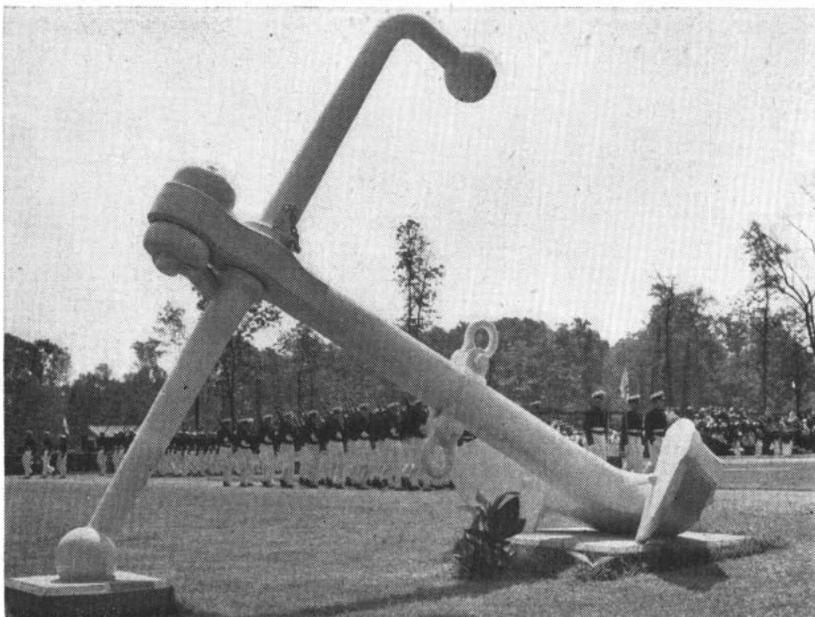
Although not a part of the armed forces, the Merchant Marine saw heavy action. Between 1 Sept 1939 and 8 May 1945, the losses of the U. S. merchant marine amounted to 1,554 ships of 6,277,000 deadweight tons. Six thousand Merchant marine seamen were killed in action.

In the final year of the war, more than 50 per cent of the large attack transports and amphibious cargo ships in the Pacific Fleet were commanded by MMRservists. An even higher percentage of MMRserve officers were in charge of the engineering departments of auxiliary ships, filling billets on nearly every C-2, C-3 and Victory attack transport and cargo vessel.

The kind of training that made our young Navy great in Revolution-



FUTURE OFFICERS of the Merchant Marine learn the fundamentals at Kings Point. Each one will get his license and a commission in the Naval Reserve.



SPIT AND POLISH of a regimental review is part of the cadet's training. Besides the federal academy, there are four state merchant marine schools.

ary days is continued today as a part of the tradition of our modern Merchant Marine.

A cadet may attend a federal academy or one of the four state academies. Four-year courses are held at the New York State Maritime College, Fort Schuyler and three-year courses at the Massachusetts State Maritime Academy, Hyanis; the Maine State Maritime Academy, Castine; and at the California State Maritime Academy, Ballego, Calif.

The curriculum offered at the federal academy at Kings Point, Long Island, New York, is characteristic. Potential deck officers receive courses in orientation, navigation, electronics, mathematics, English composition, marine engineering, mechanical drawing, boat handling practical seamanship, theoretical seamanship and firefighting. The same subjects, with greater emphasis on mechanics, are offered to engineer officers. The second year of a four-year course is devoted to actual training at sea.

The cadet midshipman receives a concurrent appointment as a midshipman in the Reserve, serving in an inactive status. Upon successful completion of his course at one of the maritime academies, he is licensed as a third mate or third as-



SEXTANT-TYPE stadimeter is operated by a cadet-midshipman during one of his periodic training cruises.

sistant engineer, and is then commissioned as an ensign.

To develop a strong Merchant Marine Reserve, the government requires that all of the deck and engineer officers employed in vessels on which an operating differential subsidy is paid, must be members of the Naval Reserve, if physically and otherwise qualified.

In time of war, MMR officers are

ready for duty in their own or other ships taken over by the expanding Navy. Whether they are called to active duty or remain in the maritime service, they are of value to the Navy. While serving on board merchant ships they are still members of the Navy team and able to put their training to good use. Familiarity with the naval organization, methods and procedures is of benefit in such joint problems as task force formation, or convoy and escort work.

To maintain its Merchant Marine Reserve component, the Navy has established offices in the headquarters of the District Directors of Naval Reserve in the important port cities.

Principal duties of the officers supervising these activities are to maintain liaison with officers afloat and ashore, who are employed in the administration of merchant ships, maritime academies, and allied government agencies connected with the seafaring professions.

Present-day opportunities for Merchant Marine Reservists to train aboard Navy ships is the reverse of the original custom. After the Revolutionary War, there was a surplus of naval personnel and fewer men-o-war.

Today, training for Merchant Marine Reservists is similar to that for other members, with variations made to adjust the program to the needs of this particular service.

Although two-week annual training duty is open to MMR personnel, they are permitted to group four annual training periods and take 56-day cruises between voyages in the merchant service.

Active training billets are open to a limited number of Merchant Marine officers. Such training is considered a valuable recommendation to owners of steamship lines. Junior officers gain valuable experience in watch standing as well as an orientation in naval organization and administration by performing this duty.

The Navy's officer correspondence courses provide additional training for the merchant mariner while he is at home or afloat.

Rank and promotions for members of the MMR are based on the same factors as other components of the Naval Reserve subject to running mate system rules which prevent discrimination against any one component of the Reserve or Regular Navy.



MACHINE SHOP skills are absorbed by eager trainees. At present, 1,500 former cadet-midshipmen are serving on duty as Naval Reserve Officers.

This Successful Hobby Shop Keeps Bluejackets Happy

THE BLUEJACKET is always happy when engaged in some kind of creative work on his own initiative. Wherever a hobby shop has been established—at sea and ashore—it is an infallible source of interest and contentment for naval personnel.

But hobby shops really come in to their own in distant spots, where time is long and recreational activities are sometimes short. To see what a naval outfit can do about this situation, let's take a look at the Adak, Alaska, Naval Station.

"This is the most completely equipped recreation building I have seen—in the States, or anywhere." These words are typical of most visitors who tour the new Welfare and Recreation building at the Adak station. According to the station's CO, the new recreation center has "caused morale to skyrocket on our isolated outpost."

Opening a year ago June, the "rec" hall provides sailors and their families with the latest movies in a modern theater, or swimming in a heated pool. Other popular recreational facilities include a 15,000-volume library, two glass-encased lounges, each with scenic views, and a game room offering pool and Ping-pong.

The hobby shop is the station's most recent addition to off-duty leisure-time activities and is operating at its full capacity. Each night about 60 men are busily engaged in working on some personal project. Among the 37 available crafts in the hobby craft program, nearly



HOBBY LOBBY at Adak is this spacious workshop which is stocked with equipment for leathercraft, woodworking, plasticraft and photography.

everyone finds some hobby to help him develop skill in a particular field.

"A poll would probably show leathercraft, photography, and woodwork to top the hit-parade of popular hobbies," according to the station recreation officer.

Considerable skill is shown by a few men who have produced costume jewelry.

Model building is also high on the production list, featuring planes, ships, "hot rods"—and recently miniature railroads have put in an appearance.

One large room, designed exclusively for hobby crafts, furnishes 24 places for leathercraft and

model making. There are eight double workbenches for woodworking and carving and three for sailors working in plastics and lapidary arts. Hobbyists working in metals and costume jewelry have four double benches.

Along with the most modern thinkers in the field of personnel management, the Navy believes the individual should be busy in order to be happy. The Adak hobby shop program provides all the needs of equipment and material supplies essential to success of the individuals' projects. A rotating fund was appropriated from the welfare and recreation fund to maintain a complete stock of hobby supplies.



SAILOR CRAFTSMAN shows how he tooled leather for purse. Right: Other hobbyists turn to on pet project.

Leathernecks



STROLLING down the famed Champs Elysee, three Marines who form part of guard detachment at the American Embassy, pass towering Arch of Triumph.



OLD CANNON on the grounds of the Paris military school gets close scrutiny from a modern warrior. The city this year celebrates its 2000th anniversary.

AS A FIRST choice of most Navy men on the list of foreign shore duty stations, Paris possesses that indefinable unity of atmosphere which has fascinated writers, poets and painters for centuries past. For the adventure-spirited American servicemen of World Wars One and Two, Paris remains legendary and forever a source of wartime tales to wow the younger generation.

This year as Paris celebrates the 2000th anniversary of her historical beginning as the town of *Lutetia Parisiorum*, a group of United States marines on duty with the guard detachment at the American Embassy in the gay capital of the French, are sharing some of the honors as host to the visiting world.

Two centuries after Caesar's conquest of the Gallic fishing hamlet on a small Seine River island now largely occupied by the huge Palace of Justice and the Cathedral of Notre Dame, the little town has grown to near five million population.

It is on the West Bank of the Seine, in the section of Paris where most of the governmental offices, embassies, legations, and the military are located, that we find the U. S. Embassy on the Place de la Concorde. Here the U. S. marines stand security watch around the clock.

Both on duty and on leave or liberty, the marines "see France" in the finest fashion—the illustrious provinces of Normandy and Brittany, the chateaux country; Alsace and Lorraine and the Alpine Savoie; in the south Biarritz, and the Basques; the Pyrenees and Carcassone in southern France, a medieval walled city and one of the architectural marvels of Europe; the scenic beauty of Europe's famous playground, the glittering Riviera, is within reach for a weekend liberty.

Hobbies of the Leathernecks in Paris are many and varied, and shutter-bugs have great opportunities to exercise their yearnings. Study of the French language has occupied many leisure hours of the marines. It is notable that every man of the detachment is enrolled in courses of the Marine Corps Institute in general military education covering phases of leadership, weapons, mapping, etc.

Performances of grand opera at

in Paris

the French National Opera House, one of the architectural showplaces of the Old World, is among the favorites of a long list of recreational opportunities. Familiar to the men are the art treasures of the Louvre, including da Vinci's Mona Lisa, and the famous representation of Aphrodite in sculpture, the Venus de Milo.

Sports activities for the marines center around the basketball court. "Court" in the Parisian sense is a far cry from what the men played in stateside tournaments. They have "played on wooden floors, cement floors, and just plain dirt floors." The last is dubbed "terre battue" by the French. Names of some of the competing clubs are memory book items for the marines. *Amicale Sportive des Cheminote de L'Est* is an example.

The marines practice in the gymnasium of the American Church in Paris. Occasionally they recruit team members from the offices of the air and military attachés in the U. S. Embassy.

The social calendar of the year is highlighted by the annual Marine Ball. Guests of honor in 1950 included Ambassador and Mrs. David Bruce. The formal affair was staged in the swank French Continental Club in Paris.

Last Christmas the marines played Santa Claus to needy French kiddies. Each marine "adopted" four young-



VENUS DE MILO, historic statue created in ancient Greece and now on display at the Louvre museum, gets appreciative glances from off-duty Marines.

sters, selected by the Salvation Army. Sacks of candy, clothing, toys, cake, ice cream—all the ramifications of a U. S. Christmas party helped change the French children's conception of Santa Claus from that portly old man with white whiskers, to one of a stalwart young man in forest green uniform.

The annual Ambassador's Garden

Party in Paris is attended by the Marines in full dress uniform. The affair is held in the headquarters of the U. S. Information Service.

The U. S. marines are not alone in this choice duty for all the other branches of the U. S. armed services are represented, including the Waves, Wacs and women marines.—Kenneth Barnsdale, JO1, usn.



PANZER TANK stirs professional curiosity. Right: leathernecks pass another famous museum piece, *Winged Victory*.

LETTERS TO THE EDITOR

Prices at Ship's Stores

SIR: Do all sea stores charge the same price for the goods they stock or does each ship establish its own price list?—C.R.T., GMM3, USN.

● *The sales prices of all items in a ship's store are the responsibility of the supply officer. There are no standard or prescribed retail prices. However, items must be sold at prices to remain within the prescribed overall profit limitation, which is 15 per cent of sales at cost price. A price list corrected to date, signed by the supply officer and approved by the commanding officer, will be posted in full view of prospective purchasers. Additional information may be found in the BuSandA Manual, Articles 43300-1 and 543305-2.*—Ed.

Government Employees

SIR: A discussion recently arose concerning the President's Proclamation of 1950 regarding inventions and useful devices developed by "employees of the government."

I maintained: (1) That naval enlisted personnel are not employees in the strict sense of the word. (2) The government could not claim rights to an invention made by a Navy man under the terms of that proclamation.—D.B.H. Jr., EMC, USN.

● *You're speaking of Executive Order No. 10096 of 23 Jan 1950.*

This order defines government employees as "any officer or employee, civilian or military. . . . This definition is considered sufficient to include enlisted members of the armed forces.

Accordingly, inventions made by enlisted members of the armed forces are governed by the policy as set forth in section 1 of Executive Order 10096.—Ed.

Sea Duty Counts

SIR: Does sea duty count for purposes of advancement if it was performed in a previous hitch in a different rating of the same pay grade? I served the sea duty requirement of six months as an AOM2 in a previous enlistment. I am now a PN1.—H.L.J., PN3, USN.

● *Yes. The sea duty requirements for advancement to pay grades E-6 and E-7 are "sea duty in pay grade"—not in rating—and there is no stipulation that they must be fulfilled under continuous service conditions.*—Ed.

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

Rotation to Shore Duty

SIR: I'm a corpsman with the first Marine Division in Korea. When I get to the states on our rotation plan, would I be able to go to a shore duty station, or will I be sent to sea to finish my sea duty? If I can get shore duty would it be a station of my choice?—J.C., HN, USN.

● *Navy enlisted personnel serving with the Fleet Marine Force, Pacific (of which the first Marine Division is a part), who are returned to the continental United States for rotation of duty, are currently being assigned duty at a shore activity. Wherever possible, the location of the shore activity is one of two preferences indicated by the individual.*—Ed.

Armed Service Police Patrols

SIR: I would appreciate information on the unified system of military police. Does a permanent rating go with this? Would it be possible to request duty in the Hawaiian Armed Services Patrol?—C.S., GMC, USN.

● *Armed Service Police Patrols, consisting of a detachment of personnel from each of the services, are currently established in various areas in which considerable numbers of armed service personnel are stationed.*

Navy detachments for these patrols consist of general service ratings made up of personnel specially qualified for this type of work.

Naval personnel selected for this type of duty normally must meet the following requirements: minimum age 22 years, minimum height 5'8", rated personnel only, excellent military record, physically strong and mentally alert, GCT 50, must have had previous experience or be interested in military police work, recommended for such duty.

If you meet these requirements you may request duty in the Hawaiian Armed Services Patrol. You should submit your request via official channels to Commander Service Force, Pacific Fleet.—Ed.

President Rates a Salute

SIR: There is a debate going on here regarding rights to a personal salute. Does the President of the United States rate a personal salute? In February 1951 ALL HANDS, page 28, you say an individual rates a salute because of his right to wear a uniform. In March 1951 ALL HANDS, page 26, you say the President is the civilian commander-in-chief of the armed forces and that he isn't eligible to wear a military uniform unless he is a veteran.—S.G.E., BML, USN.

● *The President, as commander-in-chief, is entitled to a hand salute from all military personnel. For additional information, refer to U.S. Navy Regulations, 1948, Article 2110(4).*—Ed.

Staff Corps Precedence

SIR: Public Law 210, which provides that officers of the various staff corps (Medical, Supply, Dental, etc.) will take precedence according to the seniority of their running mates in the Line, is not in agreement with Navy Regs.

When and in what manner will the service be generally advised of the changes made by that law, or has this change been issued, and I have not been able to locate it?—H.O.S., LT, USN.

● *Article 1303 (3), U.S. Navy Regulations, 1948, is now in the process of being brought into conformity with the precedence changes resulting from the passage of Public Law 210, 81st Congress.*—Ed.

Housing for Navy Couple

SIR: According to existing regulations, when two service personnel marry, neither may claim the other as a dependent. Thus it seems that Mr. and Mrs. Navy aren't eligible for Navy housing, because each is furnished "quarters in kind." But why can't something be done to grant such couples permission to occupy Navy housing and pay rent from their base pay?—B.M.G., SK1, USN.

● *ALL HANDS does not know of any law or regulation which would prevent occupancy of Naval rental housing by two married service persons. It's possible that because of the extremely critical housing situation in your area, this is a local administrative regulation.*—Ed.

Transfer to Seabees

SIR: Before enlisting in the Navy I was in building construction work for several years. I would like to be transferred from the Atlantic Fleet cruiser in which I am now serving to the Seabees. How do I go about requesting this transfer?—J.W.D., SA, USN.

• There are two possible courses of action open to you. First, you may submit a request to ComServLant (your administrative command), via the chain of command, for assignment to the Naval School, Builders, Class A, CB Center, Port Hueneme, Calif. Personnel successfully completing the course are designated qualified builder strikers and assigned to some Seabee activity.

Second, if you don't feel you need the school or you're not able to obtain a quota in the near future, you may submit a request to ComServLant, via the chain of command, for transfer directly to some Seabee activity within the Atlantic Fleet.

In such an assignment it would be possible for you to perform the general duties of a CN, or even BU striker, which would offer you an opportunity to request a change in rating from SN(SA) to CN(CA) and ultimately to advance in rating as a builder (BU).

The builders school would still be available to you after assignment by ComServLant to a Seabee activity, should you still desire to attend at a later date.

Approval of any request which you might submit would depend upon the needs of the service and the policies of ComServLant governing transfers.—Ed.

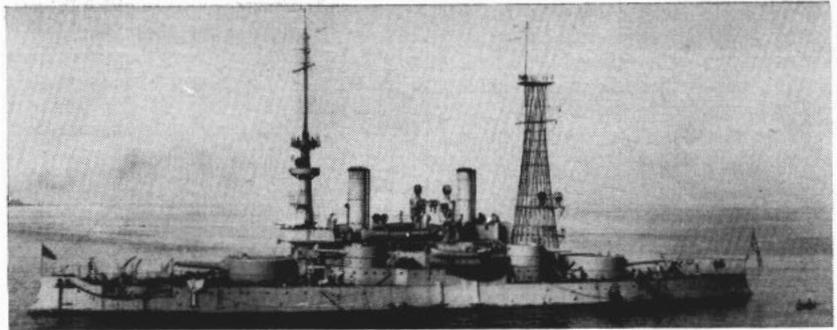
Training and Sea Duty

SIR: In all the BuPers circular letters I have read, I have found no definite information as to whether recruit training and service schools attended are considered as sea duty for the computation of eligibility for a normal tour of shore duty.—H.P.K., YNSN, USN.

• Recruit training and Class "A" service schools attended immediately after recruit training are not considered as sea duty for computation of eligibility for a normal tour of shore duty.

A person first enlisting in the Navy commences sea duty on the date of transfer to sea upon completion of recruit training. If he attends a Class A service school upon completion of recruit training, he commences sea duty on the date of transfer to sea upon completion of his course.

BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) is the latest directive giving a thorough coverage of shore duty matters.—Ed.



USS OREGON (IX 22)—As BB 3, she played a vital part in the Spanish-American War.

Plans of Battleship Oregon

SIR: Would you please send me the dimensions and deck plans of the battleship Oregon?—B.K., ex-USN.

• Sorry, there are no deck plans of Oregon (IX 22, ex-BB 3) available for distribution. Here are some of her dimensions: overall length, 351'2"; extreme beam, 69'3"; displacement, 10,288 tons.—Ed.

Receiving Sea Bag Issue

SIR: In 1949, after a year in the Regular Navy, I took my discharge and was transferred to the Naval Reserve (USNR-EV). Last September I voluntarily returned to active duty. Was I entitled to receive a sea bag issue upon my return to active duty?—A.V.H., SN, USNR.

• As a USNR-EV, you were not attached to an Organized Reserve unit and would therefore not have received a sea bag issue as a Reservist. Consequently, it appears that you are entitled to an initial clothing monetary allowance under the provisions of paragraph 12-b(2), item 3, MPIM 8, BuSandA Manual.

Personnel who are entitled to this allowance and who have not received it may submit a claim in letter form to the General Accounting Office (Claims Division), Washington 25, D.C., via their disbursing officer, the Chief of Naval Personnel and the Chief of Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio.—Ed.

Instructor Duty

SIR: I have a Bachelor of Arts degree in education. Is there any job in the Navy in which I could apply my education?—J.J.S., RMN3, USNR.

• You probably possess the educational qualifications required of instructors in service and Fleet schools, but are not eligible to apply until you meet the rating requirements. Information regarding assignment to duty as instructor in BuPers-controlled schools is contained in BuPers Circ. Ltr. 38-49 (AS&SL, January-June 1949). Candidates for instructor must be rated first

class petty officer or higher and normally must be eligible for shore duty in accordance with BuPers Circ. Ltr. 36-50 (Corrected) (AS&SL, January-June 1950).

In general the same policies and procedures are applied by Service Force commanders in making assignments to duty as instructors in Fleet schools.

Should you desire instructor duty you may, when rated first class or higher, and when eligible for shore duty, submit a request to BuPers via chain of command for such duty at the Naval School, Radioman, Class "A," Norfolk, Va., or San Diego, Calif., or you may submit a similar request to the appropriate Service Force commander for assignment as an instructor at an appropriate Fleet school. Since your qualifications in education were acquired in civilian life, there is no complete record of them in your service record. Therefore you should attach an affidavit to any request you might submit, outlining these qualifications.—Ed.

Going into Fleet Reserve

SIR: I completed 20 years' service in the Navy on 24 Aug 1950. Can I retire at the present time and go into the Fleet Reserve on inactive duty?

My present status is LTJG (T). If I apply for retirement and enter the Fleet Reserve, will I be reverted to my permanent rate and still be retained on active duty?—LTJG J.G.S., USN (T).

• To transfer to the Fleet Reserve, you would have to terminate your temporary appointment and revert to your enlisted status. In accordance with Alnav 73-50 (NDB, 31 July 1950), you would be retained on active duty.

At the present time there are no provisions whereby you could be reappointed to commissioned rank after transfer to the Fleet Reserve.

In view of the above and inasmuch as appointments are not being terminated upon request at this time, your transfer to the Fleet Reserve could not be effected.—Ed.

Sea Time for PO1

SIR: My question is about the 18 months' sea duty period that a HM2 must have before he is militarily eligible for HM1.

Does sea duty performed while an HM3 and HM2, prior to being reduced in rating from HMC to HM3 (in this case the result of a GCM), count for the 18 months' requirement?—R.L.H., HM3, USN.

• Yes. Sea duty performed in pay grades E-4 and E-5 prior to date of courtmartial counts toward fulfillment of the six-month sea duty requirement for advancement to HM1.—Ed.

Sea/Shore Rotation

SIR: In accordance with the provisions of BuPers Circ. Ltr. 36-50, it would seem that I'm eligible for a tour of shore duty. However, many people at this activity believe that requests for BuPers-administered shore duty are to be held in abeyance pending receipt of information that BuPers is once more accepting requests. What's the score on this?—R.R.M., YN2, USN.

• Personnel who meet the eligibility requirements may submit a request to the Chief of Naval Personnel (Attn: Pers-B211k) for placement on the Shore Duty Eligibility List for consideration when a vacancy occurs on duty desired. Requests should be made on card form NavPers 2416 (rev. 2-50), and in ac-

Rating Badge on Mess Jacket

SIR: Is it necessary to put a rating badge on a steward mess jacket? Although I've been in the Navy for five years I have never heard of it. Our leading chief has ordered us to put on our rating badges. Is this correct?—B.A.H., TN, USN.

• Stewardsmen are required to wear their rating badges on their mess jackets. Navy Uniform Regulations, 1947, Article 9-70(b), footnote 6, covers this requirement.—Ed.

cordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

While transfers of enlisted personnel to a normal tour of shore duty have been held in abeyance since 12 July 1950, there have been no restrictions whatever upon applying for placement on the Shore Duty Eligibility List, and new names have continually been added. See page 44 for present word on rotation.—Ed.

Mounts—Not Turrets

SIR: This letter is being written to correct the answer to a question by D.C.G., QM1. "Did uss Pensacola (CA 24) and uss Chester (CA 27) have their main batteries housed in "turrets" or "mounts?" (ALL HANDS, April 1951, p. 29).

The main batteries of the early treaty

cruisers, of which the Pensacola and Chester were two, were 8-inch 55-caliber twin and triple gun mounts and not turrets.

Turrets are gun installations in which the mounts are enclosed by armor plates. They are supported on roller paths which are supported by cylindrical structures built up from the lower decks of the ship. These supporting structures are protected by armor plating enclosing — but not directly attached to — the structure.

Mounts, on the other hand, have their roller paths and foundations supported by the deck. There is no special protection for the roller path in the case of an enclosed gun mount—A.K., ex-BMG1, USNR.

• ALL HANDS was 180 degrees out of train in its answer to D.C.G. as A.K. and others have told us. One of the letters mentioned a term not known by many in the Navy—stool. It's a structure member joining the hull at the ship's bottom which supports the turret's lower roller path.—Ed.

Final Retired Pay

SIR: At the time of transfer to the Fleet Reserve and release from active duty I had nearly 26 years longevity credited to me. Since being recalled to active duty I have been placed on the retired list (inactive)—my 30 years completed.

What bearing does active duty performed after retirement have on my pay after final release?—A.H.A., YNTC, USN (Ret).

• Active duty performed after retirement is countable in the computation of retired pay after release to inactive duty on the retired list.—Ed.

Navy Bureaus and Offices

SIR: In a recent inter-office test a question was raised as to how many officers and bureaus there are in the Navy Department. There has been much discussion as to whether the Naval Technical Assistants are considered as offices.

If NTAs are not in the category of an office, could you tell me why they are listed in Navy Regs under the chapter heading of "Bureaus and Offices" (p. 33)?—T.J.C., PN1, USN.

• There is no definition for the term "Bureaus and Offices" in Navy Regulations, however, that term is generally construed to mean those organizations which are under the Naval Technical Assistants. A Naval Technical Assistant is an individual and the Bureau or Office (BuOrd, BuPers, Office of Naval Research, etc.) is his organization.

Naval Technical Assistants are listed by title in Article 0102.3 Navy Regulations. Their general duties are covered in Section 1, Chapter 4.—Ed.

Advancement to Temporary Rate and Confirmation as Permanent

SIR: An article in the January issue of ALL HANDS states that advancement to second class, first class and chief petty officer rates will be temporary starting 1 Jan 1951. (1) Does this mean that I will have to take the test for SK2 again at a later date or will the appointment become permanent in a matter of time? (2) Will my shipping over have any effect as to whether or not the rate is permanent?

(3) Since the advancement is temporary, can I be reverted at any time to third class, at the discretion of BuPers? (4) Can a man, whose enlistment has been involuntarily extended, apply for discharge for the purpose of going into another branch of the services?—E.G.F., SK3, USN.

• (1) According to BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950), if you are advanced to a temporary rate as a result of a service-wide competitive examination, that temporary rate probably will be made permanent unless revocation of your temporary rate is required to keep from exceeding rating or pay grade limitations throughout the Navy. If such limitations make it necessary to revoke a temporary rate—to which you are advanced as a result of a service-wide

exam—you may be readvanced to that rate later, and confirmed as permanent without reexamination and without regard to service requirements—provided you maintain the required conduct marks and proficiency in rate.

(2) Reenlistment will have no effect on your temporary or permanent rate.

(3) Your temporary rate can be revoked only by the Chief of Naval Personnel and such revocations will be resorted to only if such action is required by rating and pay grade limitations or budgetary ceilings.

Personnel serving in temporary rates are, of course, subject to regulations governing reductions in rating by the commanding officer or by courts or courts-martial. Personnel so reduced in rating must qualify for readvancement through service-wide competitive examination after having fulfilled prescribed eligibility requirements.

(4) Discharge may be authorized for the purpose of accepting a commission in another branch of the armed forces but not for the purpose of enlisting in another branch. Prior to authorization for discharge, bona fide evidence that a commission has been offered and accepted must be forwarded to BuPer.—Ed.

Exams for Corpsmen in Korea

SIR: I have been serving in Korea since the Inchon landing as a hospital corpsman attached to the First Marine Division. I was unable to take the examination for advancement in rating that was given several months ago. Is there any chance that HMs will be able to take the exam later? What are the policies concerning "field promotions?"

Are there any plans for the relief of hospital corpsmen who have been serving in Korea for a long while?—W.S.S., HM3, USN.

• Approximately five out of every seven eligible and recommended HMs and DTs serving with First Marine Division units in Korea were given the January competitive exams. About 46 percent of the men examined qualified for advancement as compared with a service-wide average of 25 percent for the two ratings combined.

The examination requirement has been waived to provide equal opportunities for advancement for HMs and DTs who were unable to take the January exams. The commanding general of the First Marine Division has been given a quota, based on the percentage of successful candidates, for the advancement of the best qualified HMs and DTs who could not take the test.

A similar quota will be assigned to ComGen1stMarDiv for the advancement to HMCA(T) and DTCA(T) of those who are considered to be the best qualified among those eligible for advancement to CPO who could not be examined because of operational commitments of their units.

In addition, a few meritorious advancements have been authorized as a reward for especially meritorious conduct and outstanding performance of duty against enemy forces.

The return to the United States of Navy hospital corpsmen on duty with the First Marine Division is being carried out in accordance with Marine Corps rotation policies.

The Bureau of Medicine and Surgery is supplying replacements for HMs serving in Korea and it is believed that most of those who have served there since the Inchon invasion will be on their way home by the time this is published.—Ed.



USS WALDRON (DD 699)—This tin can took a roll of 60 degrees during a gale in the Med.



USS MANATEE (AO 58)—Veteran oiler rates eight stars on her Asiatic-Pacific medal.

Wearing Gold Hash Marks

SIR: (1) If a man received a conduct mark of 2.5 in May 1948, and for 12 years from that date commits no offense to lower his marks, is he eligible to wear gold hash marks? (2) What awards does USS Manatee rate?—M.N., YN2, USN.

• Yes. According to Article 9-80 (b), Navy Uniform Regulations, 1947, enlisted personnel shall wear gold lace service stripes if they have 12 years' continuous active duty (full time) during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal.

USS Manatee (AO 58) is credited with the following: Asiatic-Pacific campaign medal with eight stars, Philippine Liberation Ribbon with one star, Navy Occupation Service Medal with Asia clasp and the China Service Medal.—Ed.

Recording Leave in Deck Log

SIR: Am I correct in stating that BuPers distributed a circular letter or other directive directing that enlisted personnel going or returning from leave need not be logged in the deck log? Is this directive still in effect?—J.R.A., LTJG, USN.

• Yes. BuPers Circ. Ltr. 22-45 (AS&SL, January-June 1945) advised all commands afloat that the Bureau of Naval Personnel does not consider the recording of the time of departure and return of personnel on leave in the ship's log necessary and directed that the practice of recording this information in the ship's log be discontinued immediately. The letter further advised that these instructions shall not be interpreted as authoriza-

tion for the discontinuance of recording unauthorized absences.

BuPers Circ. Ltr. 22-45 is considered effective to date. Recording authorized leave of personnel in the ship's log is not required by U.S. Navy Regulations, 1948, BuPers Manual, and the "Directions for Keeping the Ship's Log," appearing in the Deck Log Book, NavPers 130 (Revised 1944).—Ed.

Broken Service and Fleet Reserve

SIR: A man is on sea duty immediately before transfer to the Fleet Reserve. After transfer to the Fleet Reserve he is ordered back to active duty and immediately assigned to sea duty. Can his previous sea duty be counted in determining eligibility for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950)?

In my opinion, such a change in status would, in effect, constitute broken service insofar as sea duty for rotation purposes is concerned.—W.E.H., YNC, USN.

• You're right, if he was in the Fleet Reserve more than 90 days. Personnel reenlisting, or personnel ordered back to active duty, under broken service conditions don't receive credit for sea duty in prior enlistments for establishing eligibility for shore duty or in computing total sea service for precedence on the Shore Duty Eligibility List. More than 90 days spent in the Fleet Reserve constitutes broken service.—Ed.

Destroyer Rolled 60 Degrees

SIR: While on duty in the Mediterranean in the latter part of 1949, the destroyer USS Waldron (DD 699) took a big roll while going from Trieste, Italy, to Cyprus, Greece. Could you tell me how many degrees she rolled? Is Waldron now back in commission?—F.W.L., CS2, USN.

• The smooth deck log of USS Waldron (DD 699) for 19 Dec 1949 states as follows: "1132. Changed speed to 15 knots (139 RPM). Very high seas, wind fresh gale force. Ship was overtaken by extremely heavy seas on port quarter, ship taking maximum roll of 60°."

Waldron is in commission and at last report was nearing completion of overhaul in Charleston, S.C.—Ed.

Ship Reunions

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

• *uss Borie* (DD 704): Former members of ship's company from Sept 1944 to Oct 1945, a reunion 2 and 3 July 1951 at American Legion Park, Lexington, Ky. For details contact Horace E. Matters, 2223 Newry St., N.S., Pittsburgh, Pa.

• *73rd Naval Construction Battalion*: Will hold its annual reunion at Hotel Texas, Fort Worth, Tex., on 27, 28 and 29 July 1951. For further information and reservations contact Charles C. Barnes, 412 Merritt St., Fort Worth 11, Tex.

• *National P.T. Veterans' Association*: All P.T. veterans are invited to attend the association's sixth national reunion, Boston, Mass., 31 Aug, and 1, 2 and 3 Sept 1951. Ladies Auxiliary convention will be held at the same time. All mothers, wives and sisters are welcome. For further information, contact Fabian W. Baisley, P.O. Box 884, Boston 3, Mass.

• *302nd Naval Construction Battalion*: The fourth annual reunion will be held 3, 4 and 5 Aug 1951 in the Hotel Roosevelt, Pittsburgh, Pa. For further information, contact Earl H. Eaton, 3841 Delco Road, Pittsburgh 27, Pa., chairman; or Harry W. Price, Jr., 135 W. 3rd St., Lewistown, Pa., secretary.

• *Waves*: National Reunion will be held 28 and 29 July 1951 in Benjamin Franklin Hotel, Philadelphia, Pa. For information address Waves Reunion Committee, Bldg. 4, U.S. Naval Base, Philadelphia 12, Pa. For hotel reservations contact Benjamin Franklin Hotel, Attn: Mr. Robert Bennett, 9th and Chestnut Sts., Philadelphia, Pa.

• *uss Foss* (DE 59): Former members of ship's company interested in possibility of a reunion at a time and place to be decided, are invited to contact Douglas S. Lambeth, 615 Sweet Bldg., Fort Lauderdale, Fla.

• *uss LCI(Mortar) 673*: All former members interested in a reunion in the near future, with time and place to be decided, are invited to contact John H. Norton, Clampett Bldg., Fairfield, Conn.

Burial at Sea

SIR: In a discussion of burial at sea, the point was brought up that when the last stitch is taken on the canvas shroud it is passed through the nose of the deceased. Many "old timers" have heard of it, and some say they have seen it done. Will you please give us the background on this legend.—A.M.N., LT, USN.

• *Naval Customs, Traditions and*

Usage, by Leland P. Lovette, states: "According to a very old custom in preparing a body for burial, the sailmaker in sewing the canvas shroud takes the last stitch through the nose of the deceased. Research has disclosed considerable instances of this custom."

Herman Manville, in White Jacket, also speaks of this custom in his writing of the conversation of an old sailmaker with a seaman as to whether or not it should be done.—Ed.

Shorthand Systems

SIR: Regarding shorthand systems for promotion to YN1 and YNC, the Manual of Qualifications for Advancement in Rating (NavPers 18068) says that any method of shorthand may be used. Would you please list the shorthand systems that are acceptable to the Navy?—J.S., YNI, USN.

• *Shorthand systems acceptable to the Navy include Gregg, Pittman, speedwriting, brevitype, stenotype, or any other system by which a speed in excess of 120 words per minute may be attained.—Ed.*

Accepting LDO Appointment

SIR: When an enlisted man receives an appointment to the rank of ensign through the LDO program, just prior to expiration of his enlistment, is he entitled to wait a short period in order to reenlist before accepting the appointment in order to receive reenlistment bonus, travel allowance and pay for unused leave? How many days does he have in which to accept an LDO appointment after receipt of notification?—R.P.P., QMC, USN.

• *The laws which authorize lump sum payment for unused leave, travel allowance and reenlistment bonus were not passed with the idea that a man would delay accepting a commission so that he could become entitled to the allowances which accrue upon discharge and reenlistment.*

It appears that a delay in acceptance of appointment under the circumstances described would be a subterfuge. Accordingly, it is very doubtful if payments of the above items would be considered legal where the member had knowledge of his appointment to commissioned rank and could have accepted such appointment prior to expiration of his enlistment.—Ed.

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They Repair the Dental Gadgets Used to Fix Your Teeth

EVER WONDER about the man behind the man behind the dental gadgets? The unsung hero of the dental corps—the dental technician who keeps those dental gadgets in smooth operating condition?

In the four years of existence, the dental technician who specializes in repairing defective or damaged dental equipment has saved the Navy much costly gear.

Previously, if equipment couldn't be fixed with a screw driver and a pair of pliers it might be out of operation for months while it was being repaired or overhauled by a stateside manufacturer, or it might have to be surveyed. Then, in 1947, a dental equipment repair school was established at the Naval Medical Center, Bethesda, Md.

Applications were accepted from dental technicians who possessed mechanical ability and who wanted to learn the intricacies of equipment repair. Graduates emerged from the stiff six months' course as a combination dental technician, machinist and electrician, able to repair practically any piece of dental equipment.

Until 1950, however, there were no separate dental repair units established for the fleet. Those who graduated from the school returned to their own ships or tenders and—armed with only a tool box and "know-how"—went to work.

With the increase in the number of ships in the Atlantic Fleet, the urgent need for a shore-based repair unit was recognized. This



AGILE FINGERS of John Condrey, DTC, disassemble a drill which has been sent to him for repair. After overhaul, drill will be returned to its ship.

resulted in the dental equipment repair unit at the Naval Amphibious Base, Little Creek, Va.

First of its kind since World War II, the unit is staffed by John N. Condrey, DTC, usn, and Willie Wright, DT2, usn. Its men are on call 24 hours a day, every day.

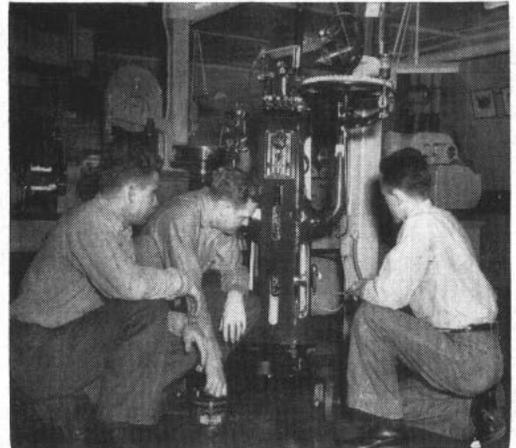
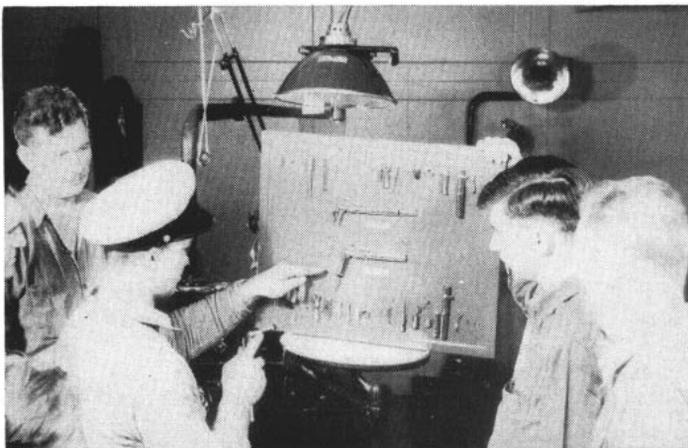
With a pick-up truck and a small boat at their disposal, they can reach any ship in the Tidewater area in 30 minutes.

Chief Condrey's toughest assignment came when a dental operating unit for an aircraft carrier arrived only 36 hours before the ship was to leave Norfolk. It had

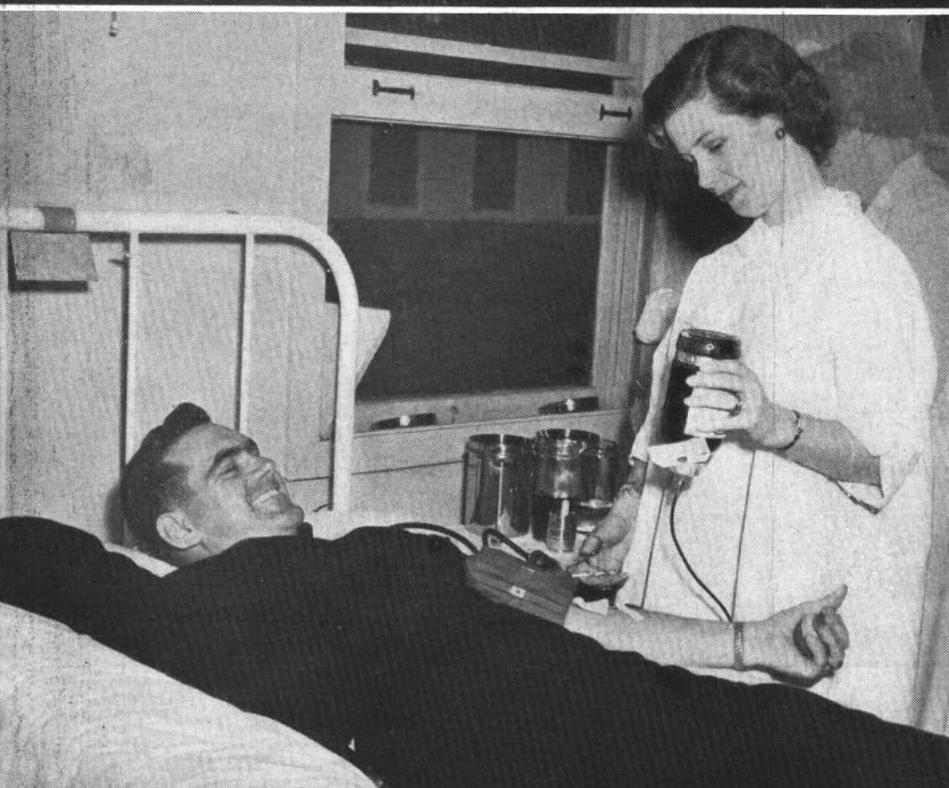
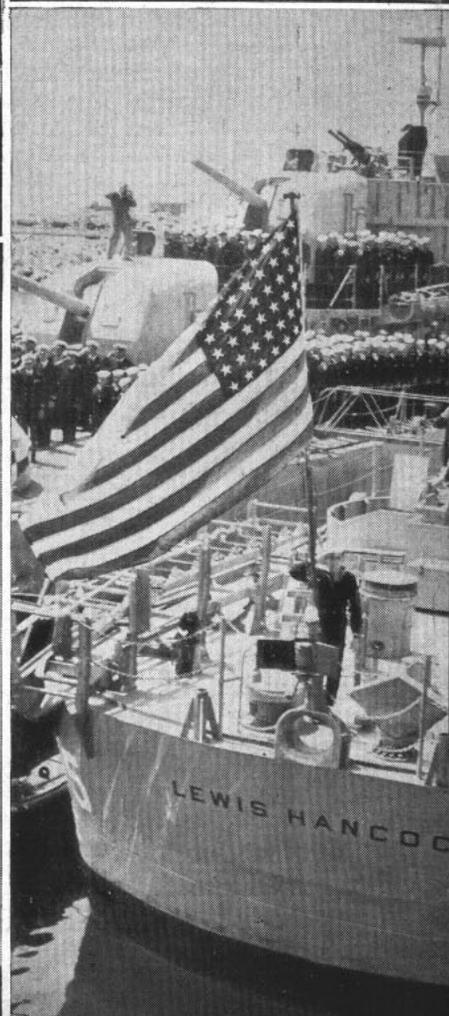
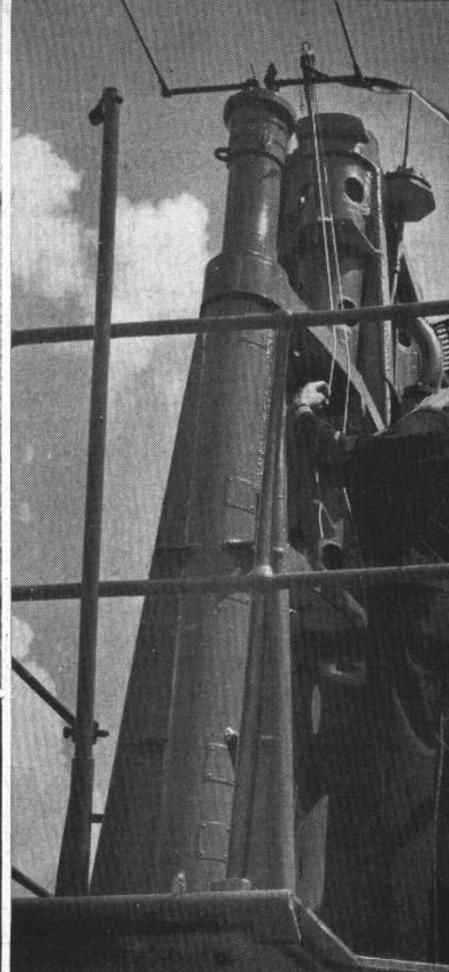
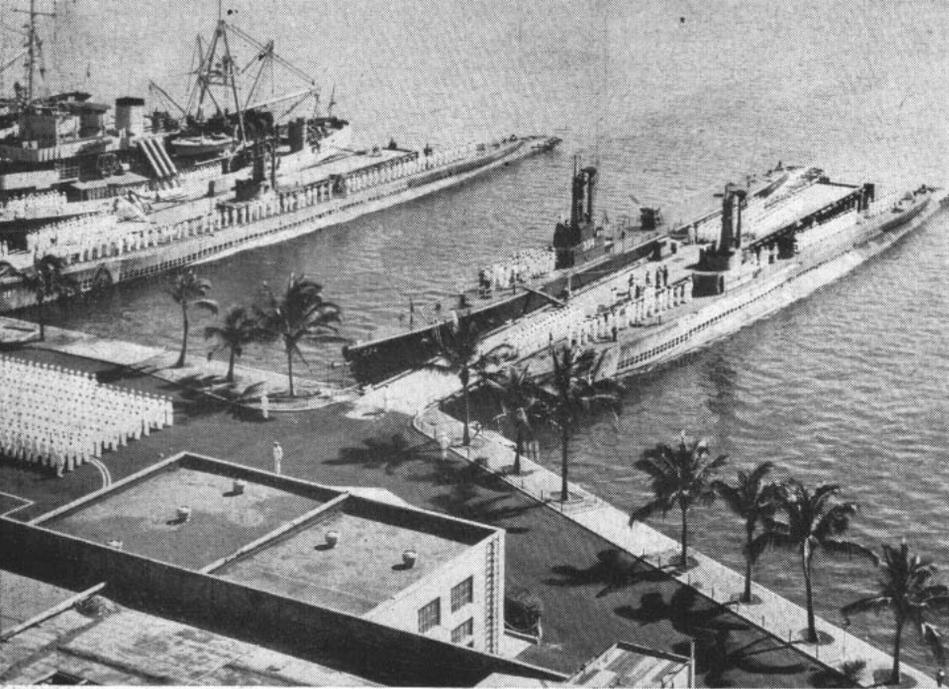
to be installed before the ship got underway. Condrey answered the call and worked 28 consecutive hours, installing the unit and putting it in operating order.

Plans are now being made to add more men to the repair staff as they become available.

Meanwhile, the two-man staff at Little Creek is serving as the nucleus for an organization that will eventually be capable of handling dental repairs for the entire Atlantic Fleet from Main to Panama, and for all ships and stations in the Mediterranean area.—H. E. Davis, JOC, usn.



DENTAL SCHOOL at Bethesda, Md., gives men the know-how they need to repair precision dental equipment.



TODAY'S NAVY

Navy Underwater Sound Lab, Only One of Its Kind, Conducting Research in Sub and Anti-Sub Warfare

New permanent quarters now house the Navy Underwater Sound Reference Laboratory at Lake Gem Mary, Florida. The nine-year-old laboratory, the only one of its kind, is going ahead with research related to submarine warfare and antisubmarine techniques. Since 1942 it has operated in temporary facilities at another location across the lake.

The new permanent quarters consist of a two-story laboratory building, a floating pier, a fixed pier, and other facilities. The floating pier has special housing for recording instruments.

Included in the main building are several laboratories and shops which can perform all stages of building new scientific equipment. Apparatus and techniques are developed at the laboratory for determining how effective underwater sound transducers and certain electronic devices are in picking up sound. Besides developing

equipment and techniques for making such tests, the laboratory makes many such tests itself.

Lake Gem Mary has been considered from the start to be an ideal spot for such a laboratory. The lake has a perfectly funnel-shaped floor, whose soft mud is a very good sound absorber.

But for a long time there was one difficulty: fish. (See ALL HANDS, September 1949, p. 8). Their movements made noises which interfered with the research. The Navy turned thumbs down on destroying the fish, so the laboratory people devised a "fence" of weak electrical charges which keeps the fish away.

Management Seminar

A group of Naval Reserve officers with extensive administrative experience participated in a two-weeks' active-duty-for-training seminar for organization and methods Reserve officer, held in Washington, D. C., conducted by the Office of the Management Engineer, EXOS.

Representatives of Navy Department bureaus, other branches of the armed forces, government agencies and private industries discussed phases of management engineering.

Among the many subjects covered during the seminar were personnel management, production management, industrial management, production planning and control, material and quality control and management cost control.

← The Navy in Pictures

BACK IN COMMISSION, veteran submarine USS Croaker (SS 246) has her commission pennant hoisted by two crew members (top right). Top left: Submariners at Pearl Harbor line the rail to watch RADM C. B. Momsen, USN, become ComSubPac. Left center: 700 men of USS Monterey (CVL 26) spell out a welcome to New Orleans, La. Below left: A. J. Ruffiange, RD2, USN, of USS Norton Sound (AV 11) adds his pint to the total donated by his ship. Lower right: Recommissioning of the fighting tin can Lewis Hancock (DD 675), in ceremonies held on Armed Forces Day.

YESTERDAY'S NAVY



Atom bomb dropped on Hiroshima 6 Aug; on Nagasaki 9 Aug; Japan surrendered 14 Aug 1945. French Guerriere captured by USS Constitution 19 Aug 1812. Allies invaded Paris and liberated city on 23 Aug 1944.

AUGUST 1951

SUN	MON	TUE	WED	THU	FRI	SAT
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HOME AGAIN with eight months of combat under their belts, three USS *Missouri* sailors grab a bite at a party.

New Model of Neptune

A new model of the *Neptune* long-range patrol plane is making its appearance throughout the Navy. The latest model, P2V5, differs from its predecessor in that it has a nose turret and center-mounted wing-tip fuel tanks. In addition, it can carry a heavier load.

While the earlier models, the P2V4s, carry .50-caliber guns in a pilot-fired nose installation, the P2V5s carry 20-mm. cannons operated by a turret gunner.

The wing-tip fuel tanks are center mounted on the new models, rather than underneath the wing tips as in earlier models. According to one expert's description the patrol plane's wing tips look like carrots speared with knives.

Like the earlier model, the P2V5 is primarily a submarine killer. It is equipped to detect its underwater target by radar and then destroy it by torpedoes.

Five years ago the third *Neptune* delivered to the Navy, a model P2VI, established a record for non-refueled long range flights when it was flown 11,236 miles non-stop from Perth, Australia, to Columbus, Ohio.

Use of the *Neptune* will not be limited to the U.S. Navy. Great Britain and Australia will soon be receiving them and other allied governments have indicated special interest in this anti-submarine patrol plane.

Naval Air Power Discussed

Fleet Admiral William F. Halsey, usn, (Ret.) lectured on "Air Operations in the Pacific in World War II" before members and guests of the Naval Historical Foundation, in Washington, D.C.

Admiral Halsey, a vice president and trustee of the foundation, pointed out the decisive influence of naval air power and emphasized the teamwork necessary between the various naval activities and other branches of the armed forces.

Navy Looking for Water

It's a Navy gusher at Wajawa Gulch, or will be as soon as the digging is done.

Has the Navy gone into the oil producing business? Not exactly. Instead, it's the water producing business.

To get to the heart of the matter, Honolulu—and Pearl Harbor, where the Navy has some interests—is faced with a water problem, or was. Old wells there are getting salty, and while that's permissible for old sailor's it's not good for wells. For this reason, the Navy, approximately two years ago, started work on its Wajawa Gulch tunnel on the island of Oahu.

In Hawaii, where the underground structure of the earth is unusual, such tunnels are well known as a water source. The rainfall of wide areas seeps into them, and is conveyed to storage basins where it is purified and stored for use. The Wajawa Gulch tunnel, which will be able to supply 45 million gallons of water a day, is approximately a third of a mile long and as much as 12 feet in diameter. The nearly vertical entrance shaft to the pump room is 26 feet across.

While the project will be able to meet, alone, a greater water consumption than Pearl Harbor and Honolulu have ever created to date, it will probably not be called upon to do so for some time. It will go directly into use, but will be used along with two existing tunnels which have furnished much of the district's water supply for many years.

The two older tunnels are operated jointly by Honolulu and the Navy. The Navy will operate Wajawa Gulch, but water therefrom will be available for use by the civilian population.

Salvaging Scrap and Scraps

Most Navy men, when they dump food scraps into mess hall GI cans or toss last month's magazines into barracks trash bins, think that's about the end of it.

Such is not the case, however. The greater part of the Navy's waste paper, garbage, scrap rubber, old uniforms and scrap metal finds further use under the Navy's year-in, year-out salvage program.

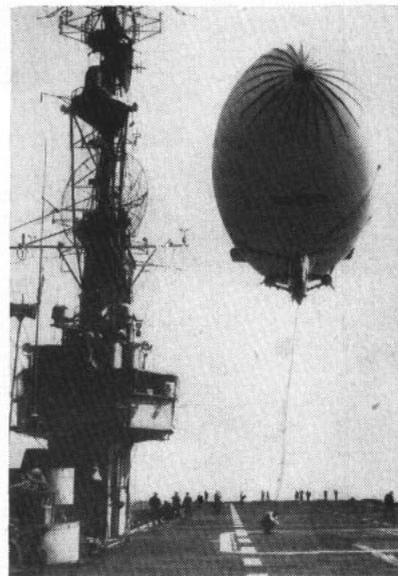
A good example is the Naval Training Center at Great Lakes, Ill. Waste material collected here and sold by lots or under running term contracts brings in an estimated \$75,000 yearly.

About \$35,000 in gross profits comes from the sale of garbage and grease collected from the Center's 10 mess halls. The garbage goes mainly to hog raisers, while "rendering plants" buy most of the grease.

Scrap materiel is collected in the Training Center Salvage Yard. Here old uniforms beyond economical repair are pressed into 800-pound bags and sold as rags. Waste paper is made up into bales weighing up to 1,500 pounds.

Waste paper is the largest cash item. Gross income from salvaged cardboard alone reached \$15,000 last quarter.

Strategic materials such as scrap rubber and non-ferrous metals are not sold. They are turned over to



REFUELING a blimp from shipboard—a new development—USS *Mindoro* pumps fuel to a hovering airship.

the General Services Administration which in turn uses them in the national program of stock-piling strategic materials.

With 75 tons of scrap metals collected monthly by the 12 employees of the Training Center Salvage Yard, it can easily be seen how this activity and others like it help the national stock-piling program.

The BuSandA Airline

In the first days of the Navy's operations off Korea last year an urgent call came from the Far East Command for thousands of tons of ammunition.

How to get these supplies to the West Coast immediately for air shipment overseas was a challenging problem to BuSandA's transportation specialists. At that critical time MATS and commercial airlines had shifted many of their four-motored cargo carrying planes to the Pacific and there was a shortage of air space to move the Navy's supplies across the continent.

Diving into their problem, BuSandA came up with a speedy answer in "Operation Quicktrans." This is the Navy's transcontinental airlift, a commercial charter operation known as "the BuSandA Airline."

It began in July 1950 when a charter was negotiated to lift 96,000 pounds of ammunition from coast-to-coast for reshipment via air to the Far East. With this job completed the Navy still urgently needed air space and the chartered line was requested to keep the fleet of C-46 cargo carriers flying for the Navy.

The performance of BuSandA's airline has exceeded the fondest expectations of its founding fathers. The chartered line has provided a dependable schedule and fast transcontinental delivery, with supplies arriving at their destination within 24 to 48 hours seven days a week.

Operation Quicktrans' aircraft carry a maximum pay-load on the long transcontinental haul, averaging 98 per cent of capacity. The operation is also economical, comparing favorably with costs of coast-to-coast air carriers.

Use of the charter flights and central traffic management control have enabled BuSandA and Navy Overseas Air Cargo Terminal, NAS Alameda to provide prompt logistic support to the Fleet and overseas bases when and where it is needed.



OUTSTANDING rating was received by the sub chaser USS PCS 1431 during last inspection. Ship as a whole rated 'excellent' for fourth time in row.

Little Patrol Ship Earns a Big Hand and Gets it

When a little ship is good enough, she and her crew receive all the recognition a big one would get. Doubt it? Ask the crew of the experimental antisubmarine patrol craft USS E-PCS 1431.

In an inspection by ComServDiv 61, to which she is attached, the pint-size patrol ship received the rating of "excellent." One department on board her was rated as "outstanding." This was the fourth consecutive inspection in which the ship had attained its high over-all rating.

Word went from ComServDiv

61 to Commander Service Forces Atlantic Fleet, and from there to the Chief of Naval Operations. Mention of the excellent showing went into the personal records of the CO and 20 men of the crew. Morale soared among the white hat sailors and buttons well nigh popped off CPO shirts.

Incidentally, E-PCS 1431 served the cause of public relations some weeks later by taking along 13 Sea Scouts and five Scout officials when she made a training cruise from southern Florida to Havana, Cuba.

Remote Control Steering

A newly developed steering device, one of several types of equipment under consideration by BuShips, provides for portable electric steering of ships by hand. This unit will be used with a completely automatic steering installation already in use on board certain Navy ships. It is being installed on board a destroyer now under construction.

A remote control box that enables the ship to be steered from several different spots is the most unique feature of the portable steering device. A helmsman carrying this box could follow the conning officer out on the wing of the bridge or to a position aloft, allowing a better field of vision for both conning officer and helmsman. In the event of damage to one part of the ship, the remote control box can be carried to another part of the ship to carry on steering functions.

The portable unit employs magnetic amplification rather than the

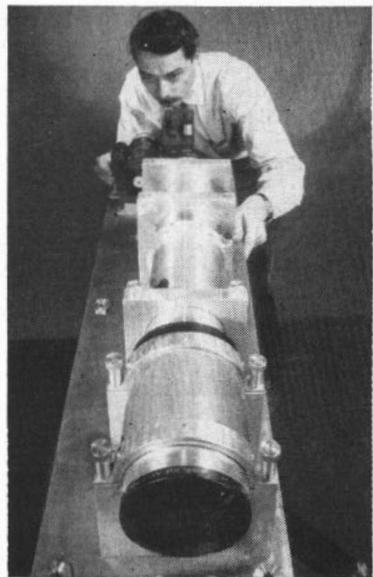
conventional vacuum tube amplification. An important feature of this equipment is an instantaneous override which permits the helmsman to take control away from the automatic steering installation to initiate evasive action.

Ship-Launched Guided Missile

A blueprint for a guided missile has been logged in at the Bureau of Ordnance as its one millionth drawing. The missile, scheduled for production as standard Fleet equipment, is designed for shipboard launching against aircraft.

Details concerning size, speed and method of guiding the missile have not been disclosed.

BuOrd shows a continuing stream of progress since 1885, when the carriage for a 5-inch gun, later installed on the frigate, *uss Chicago*, became Ordnance Drawing No. 1. Almost half of the total number of drawings have been filed since the end of World War II.



NEW LENS will enable scientists to follow flight of missiles and study action of parachutes in the air.

Super Telephoto Lens Will Keep Its Eye on the Sky

A special 40-inch telescopic lens assembly adapted for use with a standard 16-mm. camera and capable of making long-distance movies has been developed by the Naval Ordnance Laboratory, White Oak, Md.

The new lens will aid the Navy in studying the operation of mine parachutes at high altitudes and flight patterns of missiles at distances previously impossible.

When the standard lens or normal telephoto lens is replaced with the 40-inch focal length lens, the camera may take movies of objects not discernible to the unaided eye.

For example, a photographer's mate perched aloft San Francisco's Golden Gate bridge with this lens on his camera would find it simple to take close-up motion pictures of activity topside a ship two and a half miles at sea.

Other uses currently indicated for the new lens lie in studies of a missile's pitch and yaw (that is, deviation in flight from gun to target).

The camera and lens assembly are mounted on a power operated gun turret so that the unit can be trained with accuracy on the object to be photographed.

Planes Get Quick Strips

When the Navy's task forces first began operating off Korea over a year ago, a hurried call was transmitted back to the states requesting delivery of more air power.

Within a matter of hours Operation Quick Strip went into action on the double. In a desert in the Southwest the "air arsenal of the Fleet" was readying itself to deliver the goods.

As soon as the order came to unzip the mothballed planes of World War II, it was relayed to the Navy's Litchfield Park Air Facility near Phoenix, Ariz. The naval unit at Litchfield was the custodian of close to a billion dollars worth of first line aircraft.

Months of careful and tedious work had gone into the deactivation of more than 2,000 naval aircraft during the years of 1945 to 1950. At the outbreak of the Korean fighting there were 400 acres of planes in outdoor storage at this facility. Out in the dry Arizona air, where corrosion is at a minimum, some 18 types of aircraft were lined up row upon row. Bombers, trainers, transport and fighter planes, including the hardy Corsair, were tied down securely, resting between bouts.

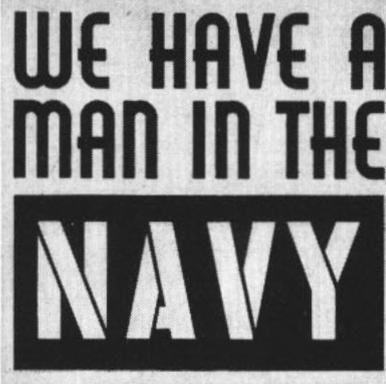
The lines of planes at Litchfield are smaller now, as more and more demothballed planes take to the air on the way to overhaul and repair bases to be prepared for training and combat missions.

To keep these aircraft in a state of preserved readiness was the job of Litchfield storage facilities. Regular inspections and annual "hot-runs" were necessary to maintain the planes in first-rate condition.

Perishable or pilferable items such as clocks, life rafts, first aid kits and batteries had to be removed by trained technicians. Radio and radar equipment, switches and movable controls had to be covered with sun-proof material. Fabric and plexiglas surfaces had to be sprayed with a flexible protective blanket of liquid plastic which could be stripped off quickly.

Equally proficient at the job of reactivation, Litchfield delivered operational aircraft to the battlefronts within 45 to 60 days after the Korean situation developed.

More than a thousand planes, enough to equip 10 aircraft carriers, were returned to service by the end



STICKER for the window at home is 4 by 4-inch blue and gold emblem, available at any recruiting station.

of the first eight weeks. The costs involved were a fraction of the expense of replacing those planes at the factory, when a single new plane may cost up to several hundred thousand dollars.

Naval and civilian personnel at Litchfield Park did a good job and did it fast. They created a reserve force of flying might that put naval air power in close air-ground support of United Nations forces in Korea when it was urgently needed.

New and Important Weapons

Approximately 500 million dollars of the funds available to the Navy in 1951 will go for production of post-World War II-type ordnance material. Also, aside from this, research and development of new ordnance items will continue to be emphasized.

Some of the new and important weapons for which contracts are being let are as follows:

- Aviation weapons, including air-to-air weapons for use against high-speed planes; streamlined bombs for jet aircraft, new machineguns and ammunition for modern aircraft, and anti-aircraft guns with automatic radar fire control systems and increased rates of fire.

- New types of high-speed torpedoes which can be fired from surface ships, submarines and aircraft and which will be deadly against any type of submarine known today.

- A new rocket launcher which rapidly discharges rockets having improved range and underwater performance.

In conducting its accelerated procurement program, the Bureau of Ordnance is broadening its base of suppliers. This it is doing by placing

orders with as many companies as possible, instead of placing larger orders with fewer companies. This, says BuOrd, is for three purposes:

"To establish production facilities on a one-shift basis, ready to expand to two-shift or three-shift operation if full mobilization is ordered.

"To diversify the geographical regions involved," and

"To spread contracts among as many small and large industrial concerns as practicable."

Mobile Power Plants

Eleven mobile power plants, originally constructed for lend-lease purposes during World War II, are being readied by the Navy for use in event of emergencies and power failures at naval and military establishments.

The units are mounted on special railroad cars and each contains a diesel-type 600-kilowatt generator. Each is capable of providing at least the minimum amount of power needed for most establishments in an emergency.

The Navy plans to space the units throughout the country in such a way that they could be available to any of several stations in a given area. In the event of a natural disaster, major sabotage or bombing, the plants would be able to operate within a few hours after reaching their destinations.

Eight of the plants had been on loan to Mexico since 1949 because of a power shortage. They were returned to the Navy last December. All have to be converted from the 50-cycle generator, used by several foreign countries, to the 60-cycle type used in the United States.

Two 10,000-kilowatt generators also are maintained by the Navy. One is now at Mexico City. The other is at Mare Island Naval Shipyard, San Francisco, Calif., where it was used for four months last year while the main turbine generator was down for overhaul. In 1948, it was used to supply power for irrigation during a drought in the Salt River Valley, Utah.

Use of power generators mounted on railroad cars is a rather new Navy project. Previously, however, ships have been used to provide emergency power to port cities. In the 1920s, for example, *uss Lexington* put in at Bremerton, Wash., to supply power during a plant failure there.

Chief Witnesses 31 Years of Navy Achievement

Back in 1919, as he sat scrubbing skivvies in a bucket of cold water, recruit Thomas Ray Drumm probably envisioned the future as a constant round of dirty clothes, harsh soap and "dishpan hands."

But in 1951, Chief Aviation Machinist's Mate "Teddy" Drumm can say it wasn't so. He celebrated his retirement by tossing some skivvies into a gleaming automatic washing machine and watching the modern device do the menial task.

The chief's shipmates in Fleet Aircraft Service Squadron Eight, NAS Alameda, Calif., marked the occasion in another way. They stood at inspection for his review, then "piped him over the side" in the traditional manner. His total service was 31 years, six months and 24 days in the U.S. Navy. Of this, 26 years were sea duty. For many years, the chief had been called "Teddy" because his first two initials are the same as the initials of the late Theodore Roosevelt.

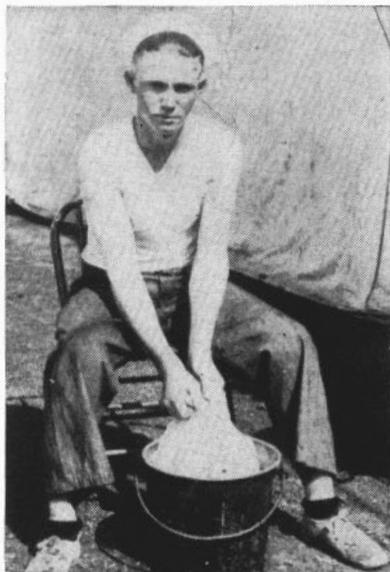
Baseball and softball are special enthusiasms of Teddy, and he has played on many Navy teams. He pitched for the Fleet Championship Nine from the carrier *Langley* in 1940 and '41, and has played every position in baseball except first base.

Teddy joined the Navy in Leeper, Mo., when he was 18. He took

recruit training in San Diego. After advancing to chief quartermaster over a period of years, he changed over to aviation and went to school to qualify for chief aviation machinist's mate.

At the time of the Pearl Harbor attack, Chief Drumm was in the Philippines with a patrol bomber squadron. His squadron lost seven planes in 22 minutes when the Japs struck at Subic Bay, 12 Dec 1941. "But we got four Zeros," the chief recalls. Continuing, he tells how the American, British and Australian forces picked up the pieces of the disrupted Pacific defenses and formed joint emergency squadrons. "I was in the Australian Air Force for two weeks," he recounts with a grin. "Then I flew patrol in a Dutch PBY for four days. It came back one day with 72 holes shot in it."

Teddy Drumm is a good aviation mech, and isn't going to rust away because he's retired. Immediately after retirement he went to work as a civilian in the overhaul and repair department at the same air station where he had been serving as a CPO. When he isn't overhauling aircraft engines, the ex-chief will teach small-fry teams how to play baseball.—William J. Mead, JOSN, USN.



THEN AND NOW—Dishpan hands (left) are things of the past as Chief Drumm will testify. He now watches (right) modern machine do menial task.

Sub Interiors Streamlined

Submarines are getting their faces lifted—inside. New materials, new lighting fixtures and new color schemes are being used to make them more livable, more utilitarian.

Lighting fixtures have been redesigned to reduce glare and minimize the danger of eye strain. Fluorescent lighting—advantageous because of lower power consumption, less heat radiation and less glare—is being used in the new fixtures.

Rub-boards, made of formica and having the appearance of plywood, are being used in passageways. Formica was chosen because it is not a source of light reflection and does not scratch or mar easily.

Two basic color schemes have been selected which should help make submarine life more cheerful. Bulkheads and overheads are being painted yellow-grey in living spaces and green-grey in working spaces. Colored accents such as beige draperies for the wardroom, tan colored upholstery for chairs, maroon bed-

spreads for staterooms and light brown formica rub-boards for passageways, add variety. Light grey linoleum is being used for desk and table tops.

These steps toward modernization are expected to result in less fatigue on watch, more efficient operation and higher morale.

Free Piston Engine

A new type "free piston" engine is being tested at the Naval Engineering Experiment Station, Annapolis, Md. It is believed to be one of the most compact of all heat engines.

The plant combines the high "thermal efficiency" of the diesel cycle and the light weight and moderate bulk of the gas turbine. There is no vibration.

Use of the "free piston" eliminates the crankshaft, flywheel and moving parts such as connecting rods, cranks and bearings. This means less friction and thus more power for propulsion.

RFD—Rapid Fleet Delivery

Any way you look at it an outfit that handles many tons of mail a month is doing a lot of business. One unit that maintains this load is the Mobile Post Office now located at Sasebo, Japan.

This mobile unit claims that it is currently the Navy's most active post office with direct delivery to the operating fleet. Approximately ten thousand individual pieces of mail are handled each month by this postal facility. This is the only mobile distribution post office operating in the Far East at this time.

About two tons of mail each day come in from the Fleet Post Office in San Francisco for distribution to fleet units. Approximately six tons goes to the states daily, gathered not only from the Navy but from other branches of the service as well.

Money orders to the tune of \$100,000 a month and stamp sales worth \$650,000 are handled at this unit. The crew of this Navy post office do their work in three quonset huts.

One of the most numerous items in stateside-bound package mail is chinaware, an average of 35 sets going through daily. This outfit endeavors to rewrap packages that become untied or damaged in transit.

Keeping 'em Flying

A progressive maintenance program aimed to keep the Navy's two sky-giants—the *Constitutions*—in operation for their longest possible service life has been approved by CNO.

The first of the two double-decked transport planes is now undergoing complete overhaul on the West Coast after 1,500 flying hours. When this plane completes its heavy maintenance overhaul, its sister plane will undergo the same treatment.

The original progressive maintenance program for these two planes called for a heavy overhaul every 1,000 hours. When that figure was reached last year, however, necessary funds were not available.

Naval personnel of the Fleet Logistic Air Wing, at Moffett Field, Calif., then made a 1,000-hour check on one of the planes, assisted by civilian engineers who made a structural check. The concensus was that the *Constitution* was good for an-

Chief Metalsmith Doubles as Amphib Photographer

One metal-bender who really gets around—and has evidence to prove it—is Raymond J. Krenik, MEC, serving in USS *Krisnha* (ARL 38).

Krenik acts as Landing Ship Flotilla Two's photographer in addition to his metalsmith duties. He is a familiar figure to the crews of the flotilla's ship. Change-of-command ceremonies, dignitaries visiting the ships, damage and repair scenes—he's in there with his camera getting a record of it.



IN DARKROOM converted from a parts storeroom, Raymond Krenik, MEC, USN, washes his latest print.

Most of his photographic work consists of documentary pictures of damage and repair on flotilla ships and material.

His photographic assignments have taken him on land, sea and in the air nearly everywhere along the Atlantic Coast from Puerto Rico to Nova Scotia.

This extracurricular work brought him a letter of commendation from an LST squadron commander for his outstanding photographic coverage of the 1948 amphibious operations in the Caribbean.

He often works long after regular hours in the ship's photo lab, a converted radar parts storeroom.

Chief Krenik has exhibited some of his photographic art in the Norfolk Museum of Arts and Sciences. He has also provided photographic exhibits on board landing ships that visited East Coast ports on special occasions.

other 500 hours of operation without a heavy maintenance overhaul.

With more funds available and the progressive maintenance program underway the planes are now assured of a longer service life.

These 92-ton monsters have been carrying Navy personnel and cargo in the United States and on the West Coast-Hawaii run.

Redhead Has Big Heart

She may be small as compared to hundreds of larger ships in the Pacific Fleet, but *uss Redhead* (AMS 84) has turned in the biggest score of them all.

Leading the parade of Pacific Fleet ships, officers and enlisted personnel of *Redhead*, a little 136-foot wooden-hulled minesweeper, reached down in their pockets and gave to the March of Dimes. The personnel of *Redhead* contributed an average of \$5.66 per person in the annual campaign against polio.

The Pacific Fleet contributed a total of \$167,838.15 to the campaign.

Runners-up for first place were *uss Borie* (DD 704) with an average of \$5.48 per person, followed by *uss Missouri* (BB 63) with \$5.10 per person.

Commander Cruiser - Destroyer Force, Pacific Fleet, tallied with the largest total from type commands with over \$42,000, while Fleet Marine Force, Pacific, followed with more than \$36,000, and Commander Air Force, Pacific, donated over \$31,000 to receive third place honors for commands.

Contributions based upon Fleet manpower per capita showed a general increase of 40 per cent per person over previous years.

Replenishment at Sea

Replenishment of carriers at sea—a technique that helped make our World War II CVs the far-ranging hard-hitting ships they were—is being carried on again. This time it's in Korean waters.

A recently reactivated aviation stores ship, *uss Jupiter* (AVS 8) maneuvered alongside *uss Valley Forge* (CV 45) while both ships were underway. With all booms and lines rigged for transfer at sea, the transfer began.

At the peak of the operation 15 tons of aviation spare parts were swung over from the deck of *Jupiter*

to *Valley Forge* in less than 20 minutes.

The aviation gear swung over ranged from a complete wing boxed in its huge crate down to fittings so small that 100 could be held in the palm of the hand. Not one piece of transferred gear was damaged or dropped in the water.

In addition to the aircraft spare parts, *Jupiter* sent over personnel, food, ammunition, and mail from home. Some sailors call this operation a restoring; others a replenishment. Whatever its name, it's a welcome operation when supplies get low.

New Radiation Detector

A new Navy atomic radiation detector, light in weight and powered by a pair of flashlight batteries, may replace the bulkier Geiger counter in the decontaminator's bag of tools.

The new device, perfected by the Bureau of Ships and the Naval Research Laboratory of the Office of Naval Research, is called a radiac set, with the word "radiac" derived from the initials of "radioactivity detection, indication and computation."



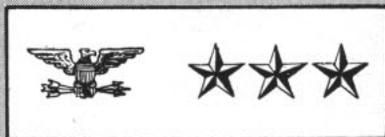
A waterproof, shockproof, plastic case houses the two batteries, side by side, and encloses other radiac "innards" such as tiny vacuum tubes. A dial on top reads from five thousandths of one roentgen per hour up to a maximum of 500 "r.p.h."—a fatal dosage if continued for an hour. A clip on the back of the instrument permits its two-pound weight to be carried on the trousers belt or other sturdy carrying point.

When in use, the radiac is usually hung around the user's neck by a plastic-covered cable so that the dial can be readily seen. Also, it can be moved about easily by one hand for detailed checking of compartments or similar areas.

For indicating faint traces of radioactivity, the radiac gives out an audible signal as well as an indication on the dial. So that the sound can be readily heard by the user, a small amplifier hangs at one of his ears by a special plastic bow, and is attached to the radiac by a flexible rubber-covered cable.

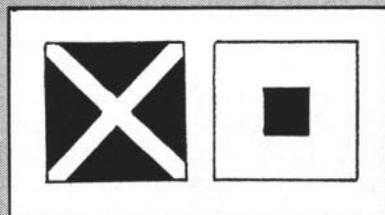
QUIZ AWEIGH

Those of in-quiz-itive mind may turn to the answer page before coming up with the right solution for all of this month's questions.



(1) The collar device at the left is worn by a captain in the Navy. A similar device also is worn by a colonel in the (a) Army (b) Air Force (c) Marine Corps.

(2) Three stars on the collar indicate the rank of lieutenant general in the Army, Air Force, and Marine Corps. The corresponding or equivalent Navy rank is that of (a) commodore (b) rear admiral (c) vice admiral.



(3) The alphabet flag (white diagonals on blue) at the left is the Mike flag. When a ship at anchor displays this flag at the foretruck from sunrise to sunset it indicates the ship has the (a) medical guard (b) ready guard (c) military guard.

(4) The flag at the right (blue square center on white) is the Sugar flag. If displayed under similar conditions it would indicate the ship (a) had SOPA aboard (b) had the visual communication duty (c) was engaged in a dangerous operation.



(5) The craft silhouetted above is an (a) LSM (b) LST (c) LSD.

(6) If you have No. 5 correct you will know this ship is a (a) landing ship, tank (b) landing ship, men (c) landing ship, dock.

ANSWERS TO QUIZ ON PAGE 53

Win Basketball Tourney

The best basketball team in the hoop history of Parris Island (S.C.) Marine Corps Recruit Depot is the winner of the first annual All-Marine Corps basketball tournament.

Tucking the All-Marine East Coast championship under their belts, the Parris Islanders traveled to California where they went onto the boards against the Marine West Coast champs of MCRD San Diego and emerged the victors of the national play-off contest.

The Islanders thus brought to a conclusion an outstanding season which saw them lose but six contests in 61 starts.

New (and Better) Dried Spuds

Things are looking up for the hard-working messcook. New dehydrated potatoes are available which are so natural tasting that they'll please the crustiest connoisseur of chow.

They'll nourish him, too. Nothing will be lost in the temporary separation of food and fluid that can't be regained in the galley.

To the food-fancier who shudders at the recollection of earlier dehydrated spuds, let the following be said: These are different. They're different because they're prepared differently. For one thing, the World War II potato was dehydrated raw. The new one is dehydrated cooked.

Two types of dehydrated potatoes are now offered—mashed potatoes and diced potatoes. The mashed type can be used for potato soup, pancakes, chowders, fish cakes, topping for meat pies, and as ordinary Sunday-style mashed potatoes. Also, by making them into a dough which is then cut up and fried in deep fat, a cook can turn them out as French-fries. The diced variety is recommended for hash-brown potatoes, potato salads, and also for chowders.

The new arid tubers were tried out at Bayonne, N. J., where they were eagerly eaten by the crews of submarines. And it's in submarines that they're expected to be the most valuable in their new form, because of their easy stowage. But they will be highly practical almost anywhere in the armed forces. Reason: Little time consumed in the task of preparation in the galley; no waste and spoilage.

Navy food distribution points now have the new style dehydrated potatoes in stock.

SIDELINE STRATEGY

People don't go around presenting orchids to rugged track athletes, but some expression of recognition is due Elwin Becker, outstanding distance trotter of NTC San Diego, for an incident during a meet with the San Jose State Spartans. Becker was competing in the mile run, his pet competition. He was so accustomed to winning this event that on this particular occasion there was little doubt but that he would add another laurel to his collection. However, when the race was over Becker had to settle for second place behind a Spartan sprinter. His fans' dismay soon turned to respectful amazement when it was learned that during the run Becker had fractured a leg.

Whenever Wheaton College is mentioned, we invariably think of the 117-year-old and strictly female educational institution at Norton, Mass. It was, therefore, with a bit of a start that we read of a wrestling match between Great Lakes' matmen and a team from Wheaton College. Our astonishment abated, however, when we were reminded that since 1860 there has been a coeducational college, also called Wheaton, in the Illinois town of the same name.

Along with the information that the 1951 "Flyers" of NAS Atlantic City had won

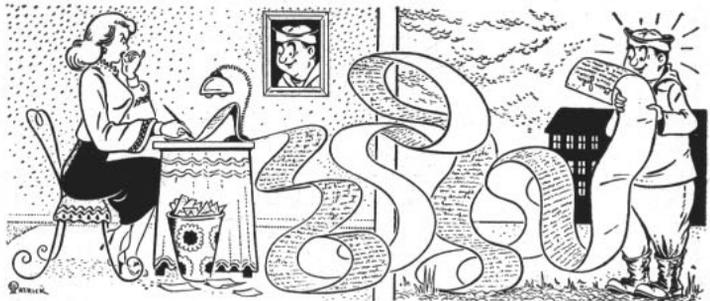
the 4th Naval District basketball title for the second straight year, come the additional data that they had accomplished something of a supreme achievement by averaging 88.9 points per game. Any wooden court quintet would revel in such a stunt; any of the service hoopsters, that is, except the "Flyers" who seemed to have slipped. The season before they compiled the phenomenal game point average of 100.6.

The Fourth Annual All-Marine Track Meet is being held this month at Marine Barracks, Camp Pendleton, Calif.

The Santa Ana, Calif., police are getting a little weary of shooting it out with the El Toro Marines, who for the fifth time have annexed pistol-leer honors for that competition.

We nominate for the most unusual scene of a basketball game, the hangar bay of uss *Oriskany* (CV 34) while the ship was in drydock.

One form of recreation, we suppose, is letter writing. A recruit at Great Lakes received a parcel of pages from his wife which took two hours to read, and about an equal length of time to answer the questions. The epistle was 104 pages long.—Ernest J. Jeffrey, JOC, USN.



THE BULLETIN BOARD

1,800 POIs Are Selected For Advancement to CPO; 5,400 Others Pass Exam

Advancement of 1,800 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

Personnel selected for advancement were those with the highest multiple standing in their respective ratings, as compiled from the scores in the Navy-wide examinations conducted in February.

BuPers Circ. Ltr. 76-51 (NDB, 15 May 1951), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible. Such advancements were to be effective not earlier than 16 June 1951, nor later than 16 Aug 1951.

All are temporary advancements subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, 15 Nov 1950), which states that all advancements of USN and USNR personnel on active duty to pay grades E-5, E-6 and E-7, on or after 1 Jan 1951, shall be temporary.

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

Besides the 1,800 advancements,

Environmental Sanitation Course Given to Corpsmen

The first class for environmental sanitation technicians has been graduated at the Naval Hospital, Oakland, Calif.

The course is five months long. New classes convene every two and one-half months.

Experienced hospital corpsmen receive training in military sanitation, vital statistics, epidemiology of communicable disease, bacteriology and immunology, administration and organization, and rodent control.

Many of the graduates are being assigned to epidemic disease control units.



there were approximately 5,400 other candidates who successfully passed the examinations but who could not immediately be advanced due to budgetary and pay grade limitations. A substantial number of further advancements may be authorized from among this group when future conditions permit.

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Pers-E3b). Information as to which operational tests were passed or failed is not available. However, failure of one or more operational tests will be indicated by the letter "F" written in the "op-test" column of the bureau's reply.

Listed below are the number of men advanced in each E-7 acting appointment (temporary) rating: ABC, 17; ACC, 9; ADC, 57; AEC, 26; AFC, 5; AGC, 11; AKC, 12; ALC, 15; AMC, 30; AOC, 22; ATC, 73; BMC, 116; BTC, 27; BUC, 5; CDC, 4; CEC, 2; CMC, 3; CSC, 31; CTC, 62; DCC, 19; DKC, 20; DMC, 1; DTC, 10; EMC, 117; ENC, 31; ETC, 73; FCC, 22; FPC, 31; FTC, 13; GMC, 64; HMC, 63; ICC, 8; IM, 2; JOC, 2; LIC, 3; MAC, 6; MEC, 21; MLC, 4; MMC, 91; MNC, 5; MRC, 14; MUC, 11; OMC, 3; PIC, 3; PHC, 5; PMC, 2; PNC, 36; PRC, 7; QMC, 105; RDC, 25; RMC, 105; SDC, 39; SHC, 29; SKC, 74; SOC, 46; SVC, 1; SWC, 5; TDC, 9; TEC, 29; TMC, 19; UTC, 3; YNC, 96.

Disability Claim Filing Procedure Is Clarified For Men Being Separated

Before any member of the Navy can be separated from the service because of physical disability, he should file a claim with the Veterans Administration for compensation, pension, or hospitalization. Or, he must state that this right to file a claim has been explained.

If for any reason, a claim is not filed at the time of separation the veteran does *not* forfeit any right to file a claim at some future time. This announcement has been repeated by the Navy Department in a joint BuPers-BuMed-Marine Corps letter dated 24 Apr 1951, to correct a misunderstanding among many naval personnel. At no time is a person who is discharged, retired, or hospitalized, required to sign a waiver which would prejudice his right to file a claim with VA.

When an individual doesn't wish to file, he signs the following:

"I have been told that I am to be (discharged) (retired) (released) from active duty in the naval service, by reason of physical disability and have been advised of my right to file a claim with the Veterans Administration for compensation, pension, or hospitalization. I have decided not to submit a claim for any of those benefits at this time. I understand that my failure to file a claim at this time does not prejudice any right to submit a claim in the future."

Figures Show Reservists Are on the Job in Korea

Naval and Marine Corps Reservists are really on the job in Korea. According to recent figures, 25 per cent of the Navy men now fighting in the Far East are Reservists.

USMC Reservists, ordered to active duty since last June, make up 40 per cent of the First Marine Division. Similarly, 30 per cent of the First Marine Air Wing are Reservists.

New Physical Standards Set for Enlistment or Reenlistment in Navy

New physical standards for enlistment and reenlistment of men in the Navy and Naval Reserve were established effective 1 May 1951 by BuPers Circ. Ltr. 65-51 (NDB, 30 Apr 1951). Standards outlined in the *Manual of the Medical Department* have been suspended.

All male applicants of all the armed services are now required to meet the minimum standards prescribed for Selective Service as published in *Physical Standards and Physical Profiling for Enlistment and Induction* (Army Regulation No. 40-115).

Minimum acceptable standards of an applicant include the following:

- Applicant must be "able to perform sustained effort for moderate periods."
- Moderate deformities of the upper and/or lower extremities (arms, legs, back, etc.) are not disqualifying if they do not interfere and have not interfered with function to a degree to prevent the individual from following a useful vocation in civil life.
- An applicant's hearing must meet the minimum requirements of 8/15 acuity, or 15/15 in one ear and less than 8/15 in the other ear, provided the defective hearing is not



"Say, what's your recipe?"

due to active or progressive organic disease. Acuity of hearing is determined by the whispered voice test. The individual is placed 15 feet from the examiner, with the ear being tested facing the examiner. If the man being tested cannot hear and repeat the examiner's whispered words at 15 feet, the examiner moves closer, foot by foot, until the words are repeated correctly. Each ear is tested separately.

- Minimum acceptable standards of vision call for 20/400 in each eye, correctible to 20/40 in one eye and 20/70 in the other eye, or 20/30 in one eye and 20/100 in the second eye. (These requirements are according to the Snellen chart system which was described in ALL HANDS, May 1951, page 48.) Also acceptable are those individuals with little

or no light perception in one eye, if such defective vision is not due to active or progressive organic disease, and providing vision in the other eye is 20/100 correctible to 20/20 with glasses. Color-perception test will be administered for record purposes only. Defective color perception is not disqualifying.

- An applicant without teeth but with full dentures may meet the dental requirements.
- Acceptable dental requisites call for individuals who are well nourished, of good musculature, are free from gross dental infections, and have a minimum requirement of upper and lower jaws, with or without teeth, corrected or correctible by a full denture or dentures.
- Height requirements remain the same. The minimum is 60 inches, and the maximum 78.
- An applicant must achieve a minimum or "critical" score in one or more of authorized intelligence tests.

Class B School Is Closed To Expand Class A School

The Class B Instrumentmen School at the Naval Receiving Station, Washington, D. C., was temporarily inactivated on 16 April due to a shortage of qualified candidates in the Fleet and to permit doubling the size of classes in the Class A Instrumentmen School.

A class of 10 trainees convened in the Class A Instrumentmen School on 16 April. Subsequent classes will be enrolled at 13-week intervals instead of the 26-week interval formerly used.

While there have been occasional changes in the size of classes at some naval schools, the Class B Instrumentmen School is the first school to have been closed temporarily.

The number of qualified candidates from recruit sources and the training requirements of the Fleet insure that all quotas for the Class A Instrumentmen School will be filled. For the first time in the school's history, women will become eligible for admittance to the Class A Instrumentmen School during this month.

The class of instruction at the Class A school covers the technical qualifications for instrumentmen—third and second class.

48% of Ship's Crew Who Took Exams Are Promoted

Though living conditions in the Korean area are not as healthy as in most other parts of the world, they don't seem to hamper the success of men taking advancement examinations. Two groups of men in that area lead the entire Navy in known group percentages for enlisted advancement.

On board USS *Hawkins* (DDR 873), a ship of the Seventh Fleet, 48 per cent of the crew members who took last July's service-wide exams were promoted. This is currently the highest percentage of advancement reported to BuPers.

Close behind *Hawkins* come the First Marine Division's hospital corpsman and dental technicians. These medical men prepared for

and took the January exams under what were probably the most adverse conditions for any group of Navy men.

Of the 464 who took the exams, 213 or slightly more than 45 per cent were advanced. The Navy men of the First Marines thus rank second in percentage of successful candidates for promotions.

These two groups are the champions unless or until better records are reported.

Service-wide percentages of successful candidates are as follows: for all pay grades, 42 per cent; for petty officer first class, 36 per cent; for petty officer second class, 41 per cent; for petty officer third class, 45 per cent.

Priority System Announced For Release of Marine Reserves to Inactive Duty

The Marine Corps has announced its program for the release of Reserve personnel now on active duty. Present plans call for the release of all USMCR personnel by 30 June 1952—except those who are voluntarily retained on active duty, according to Alnav 18 of 3 May 1951.

Reservists who have completed at least 12 months' service in their current tour of extended active duty are eligible for release under the new directive. The minimum service requirement will be waived when necessary, however, during the early months of the program.

For the purposes of the directive, the current tour of extended active duty—in the case of persons who were on active duty on 21 July 1950—will be considered as having started on that date.

Priorities, based on six categories of personnel, have been established to determine the order of release.

Enlisted Marine Reservists will be released from active duty either upon completion of 21 months' service in their current active duty tour or in accordance with the following priorities, whichever is earlier.

Priority one includes personnel in categories A through D. Priority two includes those in category E. Priority three, those in category F.

Here are the categories:

- A—Those who served for a period of 90 days or more between 7 Dec 1941 and 2 Sept 1945 in the Army, Navy, USMC, USAF, Coast Guard, Public Health Service or in the service of any country allied with the United States in World War II.

- B—Those not in category A who served for a period of 12 months or more between 16 Sept 1940 and 24 June 1948 in any of the services listed above.

- C—Those not in categories A or B who have completed three years or more of active duty service before 1 July 1951.

- D—Those not in categories A, B, C or F who will be 26 years of age or over, prior to 1 July 1951.

- E—Those not in any other category.

- F—Those with no prior service

WAY BACK WHEN

Sea Serpents

Recurring and wondrous tales of huge and awesome sea serpents are brought to mind with the announcement that a Danish scientific expedition has planned a two-year ocean depth-trawling cruise of the world's deepest ocean areas.

Despite the evident sincerity with which seafaring men have recounted their observations of sea serpents, scientists continue to discredit the existence of such denizens of the deep, pointing out that none has ever been caught or found. The Danish expedition, however, is hopeful of bringing to the surface hitherto unknown examples of strange marine fauna. They will be using special apparatus lowered on a 50,000-foot steel hawser with which ocean depths exceeding 5,500 fathoms will be explored for the first time.

The gigantic animals, presumably of serpentine form, ancient traditions hold have gobbled ships and men like tasty hors d'oeuvres. These stories have been properly debunked, the Danish and other oceanographers admit. The possibility still exists that the ocean may hold other unknown creatures—giant eels, for example—which would help explain some of the sea-serpent yarns spun by mariners through the centuries.

Some serpent stories are pure fabrication, and others have arisen when known sea creatures have been mistaken for an unknown monster. For instance, the elongated oar or ribbon fish which reaches a length of from 20 to 30 feet, and which normally inhabits the ocean at a depth of from 80 to 250 fathoms, may easily have been mistaken at times for an unknown monster. Also, under certain circumstances,

the writhing 30-foot tentacles of a giant squid may have been responsible for a whopper sea-serpent story.

That there were at least three species of giant reptiles in the seas during the Cretaceous Age (80,000,000 years ago) has been proved by the discovery of fossils of that era, but none of them corresponds to the general description of what the more reputable modern observers claim to have seen. Although known surviving sea reptiles are relatively small poisonous snakes about six feet in length, recent years have seen the catching of several fish thought to have been extinct since the Cretaceous Age, thus giving rise to the possibility that perhaps huge sea-serpent-like creatures still do exist in the deepest waters of some of the oceans.

For the time being, however, the question must be regarded as one of the unsolved problems of zoology.



who were immediately assigned to extended active duty upon enlistment after 16 Aug 1950.

USMCR officers—except second lieutenants—in categories A, B and C will be released in chronological order of date assigned to their current tour of extended active duty.

All other USMCR officers, including second lieutenants, will be released upon completion of 21 months of their current tour of active duty. Second lieutenants in categories A, B or C will be released with other officers in these categories, if otherwise eligible, upon their promotion to the grade of first lieutenant.

Because of the urgent need for

junior officers, second lieutenants and non-veteran officers are excepted from the priority categories and will be retained on active duty for 21 months.

Selection Board to Pick Captains for Rear Admiral

A line selection board will convene 2 July to recommend captains on active duty for temporary promotion to the grade of rear admiral.

All line captains who will have three years' service in grade on 30 June 1952, computed from date of rank, are eligible—except those serving in appointments of limited duration, according to Alnav 44-51.

**New Music Records Kits
Now Available to Ships
And Overseas Stations**

The latest in music will soon follow Navy ships wherever they go, and wherever bluejackets may be overseas. Available in handy record kits the hit tunes will go out each month to eligible subscribers for a small fee.

This new recording program service, known as Armed Forces Records, is similar to the V-Disc Record program of World War II. It is assembled in kits of 10 12-inch 78 rpm records made of vinylite.

Popular music will make up three-fourths of the selections. Novelty, classical and semi-classical numbers make up the remainder. The kits contain more than 30 numbers.

In addition, a song folio of words and music for several songs is included.

The first semi-annual subscription begins with July 1951. Each subscription consists of a kit-a-month for six months and will cost \$30.

Eligible naval commands may subscribe for this service after 1 July 1951 by forwarding payment at the rate of \$5 per month for the remaining months of 1951. Payment should reach the Chief of Naval Personnel at least 30 days prior to the first of the month in which shipment is desired.

To request the service, eligible

**ROC Training to Be Held
At T.I. and Great Lakes**

This summer the six-week ROC training program for 2,000 male Naval Reserve officer candidates will be held at Treasure Island, San Francisco, Calif. Facilities at Newport, R. I. and San Diego, Calif., where the training sessions were conducted in 1949 and 1950, were unavailable for the 1951 session. Training for female ROCs will again be conducted at Great Lakes, Ill.

ROC candidates are selected annually from among enlisted members of the Naval Reserve who are attending an accredited college or university. They are given a Naval Reserve commission after successfully completing their training and college work.



"Cap'n sez you can make some more biscuits, just in case we run low on ammo again."

commands should forward a check or money order for \$30 payable to "Chief of Naval Personnel," addressed to attention of Pers-Gll, Arlington Annex, Navy Department, Washington 25, D. C. Marine Corps and Navy ships of Military Sea Transportation Service are eligible.

In accordance with agreements between the armed forces and commercial companies, radio networks, and unions, the records will be issued and restricted to use of authorized ships, overseas activities and state-side naval hospitals. Unauthorized use and possession will subject the individuals and agencies to prosecution for misappropriation of U.S. government property.

BuPers has announced that contractual and technical details were completed much sooner than anticipated, enabling the contractors to furnish a kit for the month of June.

A limited number of June 1951 kits have been procured by BuPers and will be forwarded to the early subscribers without charge. In other words, the \$30 subscription will entitle the early subscriber to six regular record kits plus an extra June 1951 kit—as long as the supply lasts.

The selections for the June issue include 26 popular songs, four classical pieces, and three marches. They range from "It's Only a Paper Moon," "Kentucky Waltz," "Steel Guitar Wiggle," "Just Like Two Drops of Water," to Gershwin's "Rhapsody in Blue," and an abridged version of Tschaikowsky's 5th Symphony.

Further information on availability and eligibility of the record service is contained in BuPers Circ. Ltr. 69-51 (NDB, 15 May 1951).

**Navy Resumes Sea/Shore
Rotation on a Limited
Basis as of 1 July 1951**

After a year's suspension the Navy's sea/shore rotation program has been resumed on a limited scale, as of 1 July 1951. The rotation program was discontinued in July 1950 following the invasion of Korea. It will probably be some time however, before orders to a normal tour of shore duty are written in the same proportions that existed before Korea.

The limited resumption of the rotation program will permit a total of approximately 400 men per month to be assigned from BuPer's Shore Duty, Recruiting, and Instructor lists. Provisions as outlined in BuPers Circ. Ltr 36-50 (AS&SL, January-June 1950) are still in effect and govern sea/shore rotation.

During each of the past three months of April, May and June, the top 100 men on the Shore Duty Eligibility List were ordered to shore duty. At the present time there are over 13,000 names on the SDEL. The names of the men who have the longest continuous sea duty are at the top of the list for their rating group.

It should be realized that any adverse change in the international situation may make it necessary to hold this program in abeyance again. In the meantime BuPers plans to raise the figure of 400 a month for shore duty as rapidly as possible.

**Corps' Largest Promotion
Advances 3,213 Sergeants**

More than 3,000 Regular and Reserve Marine Corps sergeants were promoted to the grade of staff sergeant in the largest single mass promotion in the history of the Corps.

Of the 3,213 sergeants selected for promotion, 68 per cent are Reservists on active duty.

Promotion boards have also selected about 2,500 staff sergeants and 1,500 technical sergeants for early promotion to the next higher grade.

Requirements for the promotion of staff non-commissioned officers in the Marine Corps are similar to those for officer promotions. Time in rank requirements are the same for Regulars and Reservists.

Instructors Needed for Many Navy Schools; Qualifications Listed

There is a continuing need for qualified instructors in many of the Navy's schools.

Certain ratings in which there are relatively few shore billets may have their path to shore duty shortened through instructor duty, BUPers says. Experience has shown that personnel who possess a minimum GCT of 55, a clear record and a desire to instruct make the best instructors.

This information is contained in BuPers Circ. Ltr. 70-51 (NDB, 15 May 1951), covering the subject of instructor duty.

BuPers details enlisted instructors directly to the following training activities:

- Class A, B, C, and functional schools under the cognizance of BuPers.
- Aviation schools of the Naval Air Technical Training Command.
- Recruit training commands.
- Disciplinary barracks and re-training commands.
- Honor naval schools (QM, GM and EN only).
- Merchant marine and maritime academies.

Training of Women USNRs Limited to 9th NavDist

Numerous inquiries have been forwarded to BuPers concerning the recruit training program established for women Reservists at the 9th Naval District Headquarters, Great Lakes, Ill., which was mentioned in ALL HANDS, April 1951, p. 53.

Enrollment in this two weeks' course is limited to members of the 9th Naval District. Each naval district is administering its own programs for women.

- NROTC units (QM, GM, YN, SK, ET and FC/FT).
- Naval Examining Center. (CPOs only. Primary duty is preparation of exams for advancement in rating).
- Naval School, Officer Candidate.

The locations of A, B, and C schools, functional schools and aviation schools are contained in the pamphlet *List of Navy Schools and Courses* (NavPers 15795). The location of the other activities is contained in the publication *Catalog of Naval Activities*.

Chiefs and first class petty officers who desire instructor duty should submit requests via their commanding officer directly to the Chief of Naval Personnel (Attn: Pers-B212) using form NavPers-1247 (Rev. 7-49). If specific schools are desired they should be listed, otherwise choices by naval districts should be listed.

Requests for instructor duty are also desired from Wave CPOs and first class petty officers in all ratings for duty as recruit instructors at the Recruit Training Command, Great Lakes.

Enlisted personnel will be carried on only one of the following eligibility lists at a time: Recruiting Duty; Bureau Shore Duty (includes instructors); or Fleet Shore Duty.

When a man applies for Bureau Shore Duty he may enter his name on both the Shore Duty Eligibility List and the Instructor List at the same time by submitting, with his request for shore duty, an Instructor

Duty Request card. The Bureau will acknowledge receipt of requests for instructor duty.

Assignment to duty will then be made from either the Shore Duty Eligibility List or the Instructor List according to the needs of the naval service.

Personnel placed on the Instructor List should notify the Chief of Naval Personnel (Attn: Pers-B212), via their commanding officer, of change of permanent duty station, change of rate, change in choices of duty location or of desire to cancel instructor duty request.

BuPers will consider exceptions to the minimum GCT score of 55 if personnel are otherwise considered exceptionally well qualified and a waiver is recommended on the Instructor Duty Request card.

Inactive Enlisted USNRs May Extend for 1-3 Years

Inactive enlisted Naval Reservists, who have less than one year of obligated service remaining, can qualify for active duty by extending their enlistments for periods of one, two or three years instead of the four-year term formerly required.

The new policy applies primarily to Reservists serving in an involuntary extension. It includes personnel whose normal four-year enlistments expire between 28 July 1950 and 9 July 1951 and who were retained in service for an additional year.

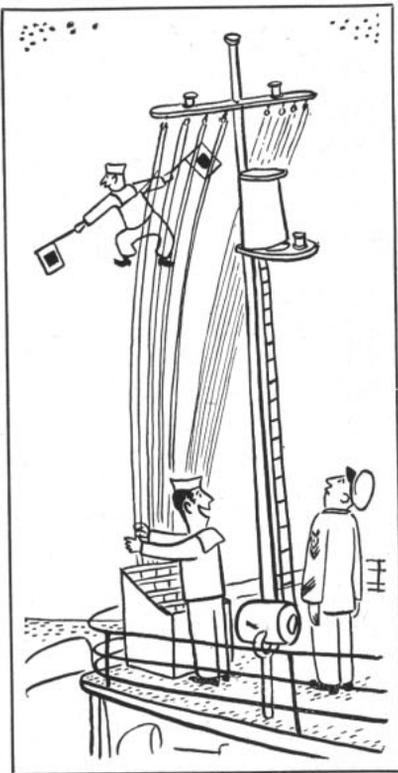
Previously this privilege was extended only to USN or USNR personnel on active duty.

Class A Boilerman School Opens at Philadelphia

Another Class A school for boilermen has been established, at the Philadelphia Naval Shipyard. This is in addition to the one recently started at Great Lakes, Ill.

Enlisted personnel will receive 14 weeks' training in the technical requirements for boilermen second and third class.

Twenty trainees will enter the school every two weeks. Fifteen will be selected from graduates of recruit training. Five will come from a quota assigned to ComServLant.



"He's our long distance operator."

**Trophy Winners Announced
For Annual Competition
Of Naval Air Reserve**

Three aviation trophies, won in nationwide competition of Naval Air Reserve activities, have been awarded to the top air units in their class.

- The Edward Francis Conway Memorial Trophy has been won by NAS Willow Grove, Pa., in the Naval Air Reserve Training Command contest for 1950.

Runner-up to NAS Willow Grove in the Conway competition was the 1949 winner, Naval Air Reserve Training Unit, Norfolk, Va. Third position honors went to Naval Air Reserve Training Unit, Seattle, Wash.

- In the annual competition for the Chief of Naval Air Training Trophy, NAS Oakland, Calif., was selected from the 27 naval air stations in the United States. Presented this year for the second time, the annual trophy is awarded to the Reserve station showing the greatest improvement over the preceding year.

Second and third places in the CNAT trophy competition were won by NAS New Orleans, La., and NAS Columbus, Ohio.

- The Naval Air Reserve's top squadrons in their class during 1950 have been awarded the Noel Davis Trophy. They are VF-931, Willow Grove, Pa., for fighter squadrons; VS-801, NAS Miami, Fla., for anti-submarine squadrons; VP-771, NAS Los Alamitos, Calif., for patrol squadrons; VR-773, Los Alamitos, for transport squadrons, and FASRon-861, NAS Norfolk, Va., for Fleet air service squadrons.

Competition for the Noel Davis

**6th Annual Operation Set
For Cadets and Midshipmen**

Second class midshipmen from the U.S. Naval Academy will join forces with second class cadets from the U.S. Military Academy for the sixth consecutive year, in Operation Camid VI.

This year the full-scale amphibious warfare operations will be held from 11 August to 27 August at Little Creek, Va., under the direction of ComPhibLant.



"Are you sure you belong to this outfit?"

Trophy is held annually among squadrons of the 27 naval air stations and NARTUs (training units) which maintain reserve air training facilities. The pilots for the most part are combat veterans of World War II, who have returned to civilian life, but who maintain their proficiency in naval aviation by flying and training at Reserve activities. Many of them are now on active combat duty with the Fleet in the Korean area.

The Edward Francis Conway Memorial Trophy was presented anonymously to the Navy in memory of the late Lieutenant E. F. Conway, who commanded the Naval Reserve Aviation Base, Floyd Bennett Field, N. Y. It is awarded annually to the best naval air station or NARTU.

The Noel Davis Trophy was presented by Harry Guggenheim, a Reserve aviator during World War I, in memory of Lieutenant Commander Noel Davis, who lost his life during an early trans-Atlantic flight. It designates the activity which has made the greatest progress during the year of competition.

**Air Intelligence School
Graduates 25 Per Month**

Approximately 25 officers per month are graduating from an intensive course of instruction at the Air Intelligence School at Naval Air Station, Alameda, Calif.

Now in its third year of operation, the West Coast air intelligence school is conducting successive four-week courses without interruption. The normal work day is 0800 to 1630, but the crowded schedule requires some night sessions and week-end problems.

Officer-students are taught first the primary objective of air intelligence:

"The compilation, evaluation and dissemination of information which can assist naval air combat units." They are given a thorough background of intelligence practices, objectives and history. Some specific subjects are: estimates of enemy strength, operational plans and orders, preparation of intelligence reports, research, and "oral briefs."

Considerable time is given to reading maps and charts and to using special devices for determining geographical locations.

Students for the Alameda school are selected by their COs, without special action on their part, after they have been found to have an interest in naval air intelligence.

The only other U. S. Navy air intelligence school is at Anacostia, D. C. It offers a course two months in length.

**USN Ensigns with 3 Years
In Grade Eligible for LTJG**

Regular Navy ensigns will be considered for permanent promotion to the grade of lieutenant (junior grade) after completion of three years' service in grade, according to BuPers Circ. Ltr. 72-51 (NDB, 15 May 1951).

Those Regular officers appointed to the grade of ensign of the line or staff corps with dates of rank in calendar year 1948 will become eligible for permanent promotion to LTJG during the calendar year 1951.

Therefore all such officers with dates of rank as ensign in the period 14 Apr 1948 through 31 Dec 1948, inclusive, are to be ordered to report for a physical examination for permanent promotion by a formal board of medical examiners. This applies whether or not the ensign has been temporarily appointed to LTJG under the provisions of Alnav 33-51 (NDB, 15 Apr 1951).

Individual letters initiating examinations of those with dates of rank earlier than 1948 have been sent to officers concerned.

The permanent promotion of corresponding Reserve ensigns on active duty will be handled by individual letters. At the present time, there is no change in the procedure for the promotion of inactive Reserve officers.

List of Ratings Eligible For Combat Aircrewman Increased by Directive

Enlisted aviation personnel who previously were restricted by their rating classification from being designated as combat aircrewmen can take encouragement from a new BuPers directive.

Commanding officers are now authorized by BuPers Circ. Ltr. 50-51 (NDB, 15 Apr 1951) to designate as combat aircrewman rated or non-rated men in an aviation rating provided they are fully qualified.

This affords the opportunity to be designated as combat aircrewmen to men in the ratings of AB, AC, AE, AK, PR and TD as well as to those formerly authorized (AD, AT, AO, AL, AM, AG and AF). Aviation strikers for the above listed ratings may also be designated combat aircrewmen.

To be qualified an individual must:

- Be a crew member of a combatant aircraft. This includes aircraft of utility squadrons armed and capable of both offensive and defensive action.
- Must volunteer for combat aircraft duty.
- Be physically and psychologically qualified.
- Be trained in operational duties and meet training standards laid down by CNO.

The combat aircrewman designator CA shall be included after individual ratings in all reports, records or other official correspondence. For example: Deadeye, Richard D., AO3 (CA).

Men who have previously been assigned the CA designation shall retain it provided they meet the above requirements.

This designation will be cancelled automatically by a CO whenever a man has not been assigned to combat aircrew duty for a period of two years. Opportunity is given such a person to requalify, however.

COs are to cancel a man's CA designation when the man:

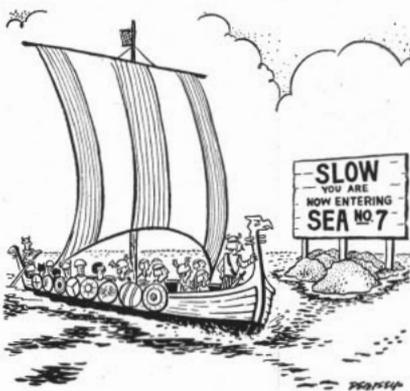
- Is no longer physically, psychologically or technically qualified for combat aircrew duty.
- No longer volunteers for combat aircrew duty to which he may be assigned by appropriate authority.

WHAT'S IN A NAME

Seven Seas

The salty-adventurous term "Seven Seas" is usually considered as referring to the greater per cent of the world's ocean area, but it should not be taken literally as applying to seven actual existing bodies of water.

A purely imaginary explanation is that



the seven seas included under the expression of the same name, are the Arctic, Antarctic, North and South Pacific, North and South Atlantic, and Indian oceans. This, however, could never have held true originally since "seven seas" was part of the vernacular of several countries long before some of these oceans were known to inhabitants of Europe and Asia.

"Seven seas" appears in the literature of the ancient Hindus, Chinese, Persians, Romans, and other nations of history, but in each case refers to different bodies of water. Moreover, in some instances, it refers only to mythical seas.

In more modern times, Rudyard Kipling popularized the phrase "The Seven Seas" by thus entitling a volume of his poems published in 1896. Kipling at that time explained that the term in that case might be regarded as referring to the seven oceans (mentioned above), although he realized that it was a very old and figurative name for all the waters of the world.

A signed statement to this effect must be in his service record.

- Is considered unsuitable for assignment to combat aircrew duty because of aggravated disciplinary offenses.

Personnel who qualify as combat aircrewmen are authorized to wear the naval aircrew insignie without combat stars. Individuals who were awarded combat stars under the provisions of previous directives are authorized to continue wearing the combat stars on the aircrew insignie.

Ensigns With 24 Months In Grade Are Promoted

Temporary promotions to the grade of lieutenant (junior grade) have been authorized for ensigns with two years in grade who are on extended active duty for more than 30 days. This new promotion program applies to USN and USNR ensigns of the line or staff corps. It does not apply to ensigns with probationary appointments. Details are contained in Alnav 33-51 (NDB, 15 Apr 1951) and BuPers Circ. Ltr. 67-51 (NDB, 30 Apr 1951).

Ensigns with date of rank within

the period of 14 Apr 1948 and 14 Apr 1949 are temporarily appointed to the rank of LTJG to date from 14 Apr 1951.

Those whose date of rank falls on or after 15 Apr 1949 will be promoted on the date they complete 24 months of active duty service.

Naval Reserve ensigns with 24 months' service, which includes active or inactive duty or a combination of both, will be temporarily promoted to the rank of LTJG on the date they report for active duty. Their promotion will rank from the date they complete 24 months of service or from 14 Apr 1951, whichever is later.

To be eligible for promotion, ensigns must pass a physical examination and be recommended by their commanding officers as "mentally, morally and professionally qualified."

The provisions of the Alnav are being modified to facilitate the temporary promotion of USMC and USMCR second lieutenants who qualify on the basis of date of rank and who meet the physical and mental requirements. Such officers will receive temporary appointments to the rank of first lieutenant.

Rules for Promotion of Warrants to CWO and Advancement in Pay Grades

Regulations have been approved by the Secretary of the Navy for the promotion of warrant officers to commissioned warrant officers grade and for advancement to the higher CWO pay grades.

The rules governing the program will be promulgated in a forthcoming BuPers circular letter. A second circular letter will list the names of warrant and commissioned warrant officers recommended by a recent selection board for advancement.

Personnel affected by these new regulations include all warrant and commissioned warrant officers, both permanent and temporary, on the active list of the Regular Navy, and all Reserve warrant and commissioned warrant officers, except those on the inactive-status list.

Also included are warrant and commissioned warrant officers of the retired list, or of the Fleet Reserve when on active during time of war or during any national emergency.



"What're you waiting for . . . get going."

Pay grades are assigned in the following manner: Warrant officers are in pay grade W-1, and when promoted to commissioned warrant grade are assigned to pay grade W-2. CWOs selected for advancement will be advanced to pay grades W-3 and W-4 when vacancies occur in the authorized numbers.

Here's a summary of the rules

governing promotion to pay grade W-2:

- Regulations provide that eligibility for promotion to commissioned warrant officer requires completion of six years in warrant officer grade.

- Warrant officers who are eligible for advancement to CWO rank must be recommended by a selection board convened in BuPers. They also must be declared physically qualified by a medical examining board.

The above procedure applies to all warrant officers eligible for promotion to CWO, with the following exception:

A permanent USN warrant officer becomes a candidate for permanent promotion to commissioned warrant officer after completion of six years in warrant grade. In such case the candidate must be found mentally, morally, and professionally qualified by a Naval Examining Board, and his physical qualifications approved by a statutory board of medical examiners. (The requirement of a written professional examination has been temporarily suspended.)

Regulations governing advancement to pay grades W-3 and W-4 are as follows:

They call for a minimum of six and 12 years' commissioned service respectively, under current appointment, to be eligible for advancement.

- The Secretary of the Navy may establish from among those officers with six or more years' commissioned service, a number who may be considered for advancement to pay grade W-3 and W-4. The list of those to be considered will be based on length of commissioned service. A selection board will recommend a percentage of these officers for advancement, as vacancies occur in these two pay grades.

- Warrant and commissioned warrant officers who have served temporarily in the grade of ensign or higher, and were assigned to pay grade W-2 or W-3 as of 16 Feb. 1950, will use this date for computing minimum service eligibility for advancement to W-3 and W-4, if that date will give them an earlier date for eligibility than their commissioned date of rank.

Where warrant officers and CWOs

Navy Doctor Averts Mess Sergeant Shortage

A shortage of mess sergeants in the First Marine Aircraft Wing at the front in Korea was narrowly averted by a quick-thinking Navy doctor. He improvised a flight helmet and an aviator's oxygen mask to substitute for the conventional oxygen tent to save the life of Marine Sergeant Marvin MacIntosh.

The 20-year old cook was brought to the dispensary critically stricken by bronchial pneumonia.

The doctor on duty, Lieutenant (junior grade) Robert A. Driscoll, MC, USNR, a flight surgeon attached to a Marine aircraft unit, knew that only an oxygen tent would save the sergeant's life. He

sent a medical corpsman running to borrow the oxygen equipment used by the Marine Panther jet squadron pilots based on the field.

The corpsman returned with a standard aviator's face mask, an aircraft regulator valve, and an oxygen bottle.

The Navy doctor quickly adjusted the flight helmet to his patient, clamped on the face mask and applied the oxygen.

The improvised on-the-spot treatment had the hoped-for effect. The sergeant's condition improved and he passed the crisis. In a few hours he was on the way to recovery.—Cpl. Bob Said, USMC.



have failed to be selected to the next higher grade, they will compute their eligibility dates from the date of approval by the Secretary of the Navy of the selection board by which they are later selected.

Names of warrant officers of the Regular Navy and Naval Reserve—active and inactive, who have been recommended by a recent selection board for appointment to commissioned warrant officer status will be published in a BuPers circular letter.

The same directive will list the names and assignments of higher pay grades of active commissioned warrant officers to those now assigned in W-2 and W-3 with commissioned service under current appointment from 1 Aug 1944 or earlier, or 30 June 1939 or earlier, respectively.

All the selectees to pay grade W-2 will be promoted upon qualification as required by the announcement letter.

Selectees of W-3 and W-4 will be advanced as vacancies occur in the presently authorized number for those grades.

Permanent commissioned warrant officers serving temporarily in the grade of ensign or above are not charged to the authorized numbers in pay grades W-3 and W-4.

Loss Claims Considered On an Individual Basis

Claims for lost personal property are approved by the Navy when the article lost is considered to have been "reasonable, useful, necessary or proper under the attendant circumstances."

The question of who gets reimbursed for what and how much has bothered almost every bluejacket who has lost a seabag or some article coming under the general classification of personal property or effects.

Only one set of rules is used to decide which claim should be paid and how much the person should receive. These governing directives are the Navy Personnel Claims Regulations (NDB, July-December 1949), BuSandA Manual (Volume IV), BuPers Manual, 1948, and BuPers-BuSandA Joint Ltr., 18 Jan 1951 (NDB, 31 Jan 1951).

Accordingly, claims can be submitted for property damaged, lost, destroyed, captured or abandoned in

Your Personality Has Strong Effect on Your Teeth

Your teeth, which have been coming in for a lot of naval attention, are more closely related to the rest of your system than you might have thought. Not only do they control, in part, the things that go into your stomach; they're controlled, in part, by what goes on in your head.

A study of 50 Great Lakes Naval Reservists showed that there's a strong relationship between the condition of one's personality and the condition of his gums. Men who are "good mixers" and have few neurotic tendencies were found to have good gums in most cases. Those who are very introverted (solitary, aloof) were found to have poorer gums—as were those on the neurotic side.

Fighter pilots have gum trouble in many instances, though they take better than average care of their teeth. The Navy doctor who conducted the study thinks the pilots may clench their teeth too tightly when flying. Such jaw-clamping may cause part of the trouble with neurotic people's teeth, too, he says. Also, poor psy-

chological adjustment in the case of the neurotic people can cause the acid level of stomach and mouth fluids to rise.

Thus, if you can stay truly happy, relaxed and friendly, you can expect to have better teeth than if you are grouchy and tense.

There was a great deal of peanut-chewing by a group of 38 men and 12 women, after which the peanuts were carefully studied. Statistical findings were of a type which would be interesting mainly to doctors and dentists. Other findings should be of interest to almost everybody.

Did you know, for instance, that most people who have a good set of teeth are "right-toothers," like most people are right-handed? They do their chewing on the right-hand side, more than on the left. But if their teeth are better on one side than on the other, they will chew on the better side. This fact indicates that a person with several pairs of matching teeth in one side of his mouth is better off than he would be if his few matching pairs were divided.



the service. All are considered on an individual basis. Generally speaking, the approval or disapproval of a claim depends upon the consideration already mentioned: "Was the article reasonable, useful, necessary or proper under the attendant circumstances?"

When losses occur, which justify submission of claims in accordance with the regulations, such claims should be submitted as soon as possible to your commanding officer. Regulations state you should include detailed information on the date, place, facts and circumstances of the

accident or incident. Your CO will appoint an investigating officer to check your claim. Adjudicating officers then decide for what articles reimbursement can be made and the amount of settlement therefor.

Whenever possible, sailors with approved claims for clothing articles will receive an issue in kind, to the extent available, from the local clothing and small stores officer if they so desire. Claims not fully settled for by issues in kind will be forwarded immediately to the Chief of Naval Personnel for cash payment of balance due.

Complete Information on New \$10,000 Free Indemnity for Service Personnel

Naval personnel, including midshipmen and naval aviation cadets, are now automatically insured—at no cost to themselves—for \$10,000 against death while on active duty, and within 120 days after separation from service.

This free indemnity, payable to members of the serviceman's immediate family, is authorized by the Serviceman's Indemnity and Insurance Acts of 1951, Public Law 23, 82nd Congress, which became effective 25 Apr 1951.

The new law prohibits future issuance of National Service Life Insurance, except in certain cases.

Qualified survivors of servicemen who die while on active duty on or after June 27, 1950 will receive an indemnity of \$10,000, payable in 120 equal monthly installments of \$92.90, if the serviceman had no government insurance. Survivors of servicemen who had NSLI or U.S. Government Life Insurance policies under \$10,000 will receive an indemnity making up the difference between existing government policies and \$10,000. For example, the beneficiary of a sailor who had a \$5,000 NSLI policy to be paid under "option one" would receive a lump-sum payment of \$5,000—provided for by option one—and 120 monthly payments of \$46.45—provided for by the indemnity. The maximum benefits any beneficiary will receive will be from \$10,000 face amount.

The law limits these qualified sur-

vivors or beneficiaries to members of the serviceman's immediate family—a surviving wife or husband, child or children, parents, brother or sister. If no beneficiary is designated by the serviceman, payment will be made to the first eligible class of beneficiaries in the order listed above. He may, however, choose any of the above persons out of order, as his beneficiary. He cannot designate his girl friend or business partner.

Indemnity benefits wherever payable will go to survivors of those who died between 27 June 1950 and 25 Apr 1951, the date the law became effective, as well as to survivors of those who die after the enactment of the law.

Those entering the armed forces on or after 25 Apr 1951 will be covered by the free \$10,000 indemnity but will not be eligible for any permanent plan NSLI or USGLI. They will, however be able to purchase government term insurance, renewable every five years, which has no cash or reserve value. This insurance will be "non-participating"—no dividends will be paid.

Future veterans with service-connected disabilities will be able to take out special NSLI policies.

Personnel now on active duty, or veterans who may be returned to active duty, who already have NSLI or USGLI policies have three alternatives:

- They may continue their cur-

rent policies by paying the premiums. (If such current policy is under \$10,000 the beneficiary would receive an indemnity to bring the total to \$10,000 face amount.)

- They may continue their current policies but apply for a partial or total waiver of premium payments, depending on the type of policy held. Only those premiums coming due on or after 2 June 1951 may be waived. Policies on which waiver have been executed become non-participating, while the waiver is in effect.

In the case of five-year level premium term insurance, all premium payments while on active duty may be waived. Alnav 42-51 (NDB, 15 May 1951) contains instructions for applying for waiver of term insurance premiums.

In the case of permanent plan insurance, that portion of the premium representing the cost of the "pure insurance risk"—the amount paid to insure one's life from month to month as differentiated from that paid into the reserve—may also be waived.

Information will be released later relative to the amount of the premium that may be waived and how much must continue to be paid into the reserve of the permanent plan policy. Meanwhile, members who apply for such waiver must continue to pay the full premium until told the exact amount required to maintain the policy reserve and continue the insurance in force. The VA will refund later any portion of a premium that has been paid and that is subject to waiver. Alnav 45-51 (NDB, 31 May 1951) sets forth instructions for applying for waivers in connection with permanent plan insurance.

- They may surrender any existing permanent plan of NSLI or USGLI and be covered by an indemnity while on active duty. After separation, they could reinstate the old policy or be granted a new permanent plan policy in the same amount, without evidence of good health. Term insurance that has expired while the serviceman is on active duty may be reinstated within 120 days of separation, if the serviceman shows evidence of good health. Term insurance, on which premiums have been waived, is automatically

Seabees Witness Interesting Japanese Religious Ritual

Seabees of Mobile Construction Battalion Two, working on their latest job of renovating and rehabilitating the Atsugi Naval Air Station, ran into the Japanese equivalent of St. Ferdinand, the patron saint of engineers.

St. Ferdinand, who has also been adopted as a patron by Seabees and CEC officers, has his counterpart in Uzunahiko No Mikoto.

Japanese engineers are building an aircraft parking apron and control tower on the field. These men, before breaking ground on the new job, beseeched Uzunahiko for good

luck and prosperity in the project.

This ritual, as observed by the Navy's Seabees, took the form of an interesting ceremony, long a part of the Shinto religion. An altar was set up at the air station. Shinto priests purged the altar and asked the saint of Japanese engineers to purify the job site and people working on the job. Wine, land and sea products were offered as a tribute.

Contrary to widespread belief in the U.S., the Shinto religion is authorized by the occupation authorities. The State Shinto, on the other hand, was abolished.

renewed—it does not lapse or expire.

The new law specifically states that it shall not be construed so as to restrict or cancel any rights under the insurance contracts issued on or prior to the enactment date of the law—25 Apr 1951. Reinstatement, conversion or other rights under such policies are, therefore, not affected by the new legislation.

Nevertheless, naval personnel are urged not to make hasty decisions. No general advice can be given to point out which alternative is "best"—each individual will have to decide for himself on the basis of the factors in his particular case.

He should consider the purpose for which he originally established the policy. He must consider his age at the time he will be separated from the service. His family status and the type and age of his insurance policy also must be given consideration.

For further information, see Alnav 35-51 (NDB, 30 Apr 1951) and Alnav 39-51 (NDB, 15 May 1951).

Applications Are Desired For Cargo Handling Class

The next class scheduled for the six-month course at Naval School, Cargo Handling, NSC Oakland, Calif., will convene 3 Oct 1951, it has been announced in BuPers Circ. Ltr. 77-51 (NDB, 15 May 1951).

The course is open to Supply Corps officers and other officers whose duties involve cargo handling. The instruction will include training in general transportation; shipping duties in various categories of shiploading and discharging; marine technical operation; air, rail, truck, and ocean traffic; and air-cargo-terminal operation.

Applications may be submitted by line and staff corps officers in grades of ensign through lieutenant commander, or nominations may be forwarded by interested commands. Applications should be routed in sufficient time to reach the Chief of Naval Personnel (Attn: Pers-C122) before 15 August.

Officers selected will be ordered on a permanent change-of-duty basis.

Applicants should be due for a tour of shore duty about the time the course commences.

HOW DID IT START

Anchors

"Anchor" comes from the Latin "ancora" or "anchora" from the Greek "ankyra," meaning, literally, "something crooked or hooked." Sailors today say "drop the hook" or refer to the anchor as "the old mud hook."

Although anchors today usually are made of iron or steel, ancient sailors used many forms, the earliest of which consisted of a stake driven into the ground through the boat's gunwale, bags of sand, single large stones, or baskets of smaller stones, the sand or stones acting merely as weights without hooking into the ground. Later, weighted hooked sticks with a single arm came into use. Eventually more arms were added so that anchors began to resemble the modern grapnel. Medals found in the Catacombs of Rome depict an anchor closely resembling those of the present day.

The earliest recorded use of anchors of any type was by the Egyptians on their Red Sea galleys, while the Greeks are credited with the use of the first iron anchor (consisting of one fluke or hook). The Chinese are believed to have used anchors as early as 2000 B. C. Early Greek and Roman navigators used stone anchors turned out by expert stone cutters. The ancient town of Ancyra or Anchyronpolis in Egypt is said to have derived its name from the manufacture of anchors in its quarries. Large lead trunks which are exhibited as an-



cient Greek anchors may be found in the archeological collections of the Museum Boreli at Marseilles, the British Museum in London, and in many smaller museums in southern Europe.

Originally weighing but a few pounds, anchors of necessity have kept pace with the development of shipbuilding, increasing in weight as the additional tonnage of the vessels demanded. The British *Great Eastern* (launched in 1858), one of the world's first great liners, carried among her several anchors one which weighed eight tons.

Some of today's fighting vessels such as the newer U.S. aircraft carriers have anchors weighing up to 20 tons each.

Active Duty Reservists Must Be Physically Fit

Naval Reservists ordered to report for extended active service under present conditions are expected to be able to perform unlimited duty at sea or on a foreign shore. They must meet the same physical standards as other personnel of similar rank or rating who enter into active naval service.

Those who require major surgical treatment or who are likely to need extensive medical care are to be considered not physically qualified pending further review of their records.

Reservists physically able to perform unlimited service but who have some minor defect or disability, may be granted a "conditional waiver" by the examining activity and considered otherwise qualified for active service. These waivers are not granted, however, if the member is un-

likely to be able to perform unlimited duty.

Additional information may be found in BuPers-BuMed Joint Ltr. of 8 May 1951 (NDB, 15 May 1951).



"He sends empty envelopes to his correspondence school and thinks he's playing hooky."

**Shipboard Drills Pay Off;
Destroyer's Personnel Knew
Jobs When Ship Hit Mine**

Here's proof that shipboard drills and familiarity with your ship's compartments pay off. Many lives and probably the ship itself were saved because men serving in *uss Mansfield* (DD 728) knew their jobs when the ship struck a mine in North Korean waters.

In addition six crewmen who knew their ship practically blindfolded, and who put their knowledge to immediate heroic use, have been awarded Silver Star and Bronze Star Medals.

William L. Corcoran, GM2, USN, awarded a Silver Star Medal, was mount captain of number one mount when the mine exploded and severely damaged the forward part of the ship. Although wounded he entered the damaged and smoke-filled compartments and assisted in the rescue of wounded shipmates until he collapsed. His actions aided materially in securing ready medical attention for 28 wounded men, all of whom survived.

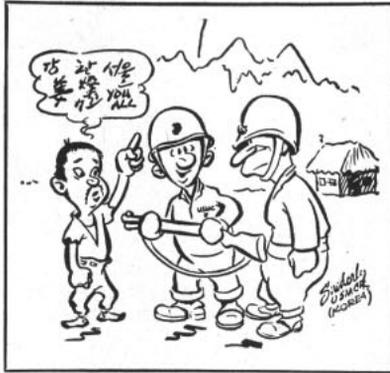
Lieutenant Commander Chester

**Carrier's Crew Helps
Shipmate in Distress**

When you're short of cash, it's nice to have friends.

The aircraft carrier *uss Princeton* (CV 37), flagship of Task Force 77, was operating in hostile waters off Korea. News of sickness at home resulted in emergency leave for a married seaman. While a courier plane was being readied to fly him to Japan, he admitted to friends that his funds were low. Most of his pay had gone home in allotments to his wife in the States.

The MAA force made a quick tour of the ship and came back with an envelope containing several hundred dollars. Few of the volunteer donors knew the sailor's name. Many wouldn't have recognized him as their shipmate if they had met him ashore. But they saw to it that he didn't start half way around the world on emergency leave, empty-handed.



"He keeps talking about corn pone and ham hock . . . I think he's from South Korea, Sir."

O. Hickey, USN, squadron material officer of DesRon 9, led the way into compartments filled with fumes, smoke and debris and conducted the rescue of wounded personnel from the CPO quarters. In addition he rendered valuable assistance in maintaining the ship as a fighting unit for which he has been awarded the Silver Star Medal.

Bronze Star Medals with combat "Vs" were awarded Lieutenant (junior grade) Victor S. Forys, USN; John W. Breckenridge, MMC, USN; Billie L. Coffman, SN, USN, and Robert W. Weaver, SN, USN.

Seamen Coffman and Weaver despite the extreme danger involved entered damaged compartments fogged with smoke and assisted in carrying wounded shipmates to safety.

Lieutenant (jg) Forys upon hearing the report of the detonation rushed forward from his damage control station, quickly organized the rescue and repair parties and led them into the damaged parts of the vessel.

Under his direction the flooding was controlled and the damaged deck space strengthened, many of them to their original strength. This enabled the ship to make a safe return to port.

Chief Breckenridge was CPO in charge of a repair party. His citation states that he "entered compartments filled with fumes, smoke and debris to assist in locating and repairing the damaged areas. In spite of the extreme danger involved, he calmly directed the control and repair of the damaged compartments. . . ."

**Medals Awarded Personnel
Of Three Destroyers for
Gunfire Support Actions**

For heroic service and achievement in the Navy's gunfire support mission against Inchon, Korea, nine Bronze Star Medals have been awarded personnel of three destroyers, *uss Mansfield* (DD 728), *uss Lyman K. Swenson* (DD 729) and *uss DeHaven* (DD 727). The medal winners carried out their tasks in the highest naval traditions in the face of heavy fire from coast defense guns and small-arms fire.

Personnel of *Mansfield* awarded Bronze Stars were Lieutenant Commander Paul W. Frazier, USN, officer-in-charge combat information center; Lieutenant Lawrence A. Farquhar, USN, gunnery officer and Edward S. Stammer, CSC, USN, control officer of the after 40-mm. battery.

Serving in *Lyman K. Swenson* and receiving awards were Lieutenants (junior grade) Charles P. Tesh, USN, and Frank E. Johnson, Jr., USN. Lieutenant (jg) Tesh served as machine gun control officer and gunnery liaison officer. Lieutenant (jg) Johnson was the ship's gunnery officer.

Bronze Star recipients on board *DeHaven* were Lieutenant Commander Farrell B. McFarland, USN, combat information evaluator; Lieutenant (junior grade) Arthur T. White, USN, gunnery officer; Ensign Donald E. Craig, USN, assistant gunnery officer and William J. Newman, FCSN, USN, main battery director rangefinder operator.

**Destroyer's Accurate Fire
Saves ROK ARMY Battalion**

uss Orleck (DD 886) has been credited with saving a Republic of Korea army battalion during fighting in Korea.

Communist troops had surrounded the battalion and threatened to annihilate it. Acting as spotters, ROK infantrymen pinpointed the destroyer's fire toward the Communist-held area and the ship's main battery took a heavy toll of enemy troops.

The Communist pincer movement was successfully beaten back. Later, in a similar engagement, *Orleck* destroyed an additional 300 enemy troops.

Eight Members of UDT 1 Decorated for Heroism In North Korean Area

Five Navymen and three marines, members of Underwater Demolition Team One, have been decorated for heroic achievements in the North Korean area.

The Silver Star was awarded to Lieutenant (junior grade) Edwin P. Smith, Jr., USN, for conspicuous gallantry during three night demolition raids against targets 200 to 300 miles behind enemy lines. His action contributed materially to the destruction of three railroad tunnels and two railroad bridges along the enemy coastal line of supply and communication.

In the same action Albert F. Bass, Jr., BM3, USN, was awarded the Bronze Star with combat "V" for his work in leading the raiding party from the beach to inland target-areas. He was one of the last of the raider group to leave the beach and return to his naval unit after checking to see that each of the enemy targets to be blown had been properly rigged.

The Bronze Star with combat "V" has been awarded the following men for their actions in the same three nights of hazardous operations: James F. Frazier, EMFN, USN; William J. Mack, SN, USN; SSgt Edwin Madejczyk, USMC; Second Lieutenant Philip D. Shutler, USMC, and Second Lieutenant Dana B. Cashion, USMC.

Lieutenant (junior grade) Phillip A. Wilson, USN, was awarded the Bronze Star with combat "V" for his leadership in rigging demolition charges on each of the separate objectives during these hazardous three-night raids far behind enemy lines.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 39.

1. (a), (b) and (c). The same for those three branches of service
2. (c) Vice admiral.
3. (a) Medical guard.
4. (b) Visual communication duty.
5. (b) LST.
6. (a) Landing ship, tank.

CO of UDT 1 Given Award For Leading Night Raids

The Silver Star medal has been awarded Lieutenant Commander David F. Welch, USN, for his leadership of an underwater demolition team in Korea. Under his command, UDT 1 conducted a series of highly successful night demolition raids and beach reconnaissance missions in the coastal waters of enemy-held Korea.

Lieutenant Commander Welch led and directed the night hydrographic surveys of three beaches. Despite strong enemy opposition the last of the surveys was completed and the reconnaissance party returned to its ship while under heavy fire.

29 Bronze Stars Awarded To ROK Navy Personnel

Twenty six officers of the Republic of Korea Navy have been awarded Bronze Star Medals by the U.S. Navy. This makes a total of 36 Bronze Stars that have been awarded to Korean naval personnel since the outbreak of the Korean conflict.

Silver Star Medals had previously been awarded to eight officers and enlisted men of the Korean Navy.

Most of the Bronze Stars went to Korean commanding officers of ships that were responsible for the destruction of enemy vessels during blockading activities in the early days of the Korean fighting. Other Bronze Stars went to the engineering officers of these ships for keeping the machinery of their vessels in operation despite an inadequate supply of spare parts and tools.

U.S. Marine General Given Korea's Highest Award

The Republic of Korea's highest award has been presented to Major General Oliver P. Smith, USMC, former commanding general of the First Marine Division. General Smith is now commanding general of Camp Pendleton, Oceanside, Calif.

Korea's Order of Military Merit with Silver Star has been awarded only a few times in the history of the republic.

PUC for Action in Korea Given 1st Marine Division And Its Reinforcing Units

The First Marine Division and certain reinforcing units have been awarded the Presidential Unit Citation for service in Korea from 15 Sept to 11 Oct 1950.

Names of the reinforcing units entitled to the award will be announced at a later date.

This marks the fourth Presidential Unit Citation the Division has earned—the others were for campaigns at Guadalcanal, Peleliu and Okinawa, during World War II. Division members may wear the blue, gold and red horizontal striped ribbon with appropriate bronze star.

"By executing three separate but superbly coordinated amphibious attacks over highly treacherous beach approaches against a prepared enemy on 15 Sept 1950," the citation reads, "the division recaptured the island of Wolmi-Do, the city on Inchon, Kimpo Airfield and made possible and assisted in the recapture of the Republic of Korea capital city of Seoul from enemy hands."

High-Flying Jet Plane Gives You a 'Snow Job'

If you don't turn on the air-cooling system at the right moment while flying high in a jet plane, you may get a "snow job." And that's no joke, mate.

Not so long ago, one of the major problems of high-altitude flying was protection against cold. Now—because engines are hotter, because there are more kinds of hot equipment and because the air flowing over the plane causes both compression and friction—flying at high altitudes in a jet is like flying in a Turkish bath.

If the pilot delays in turning on his air-cooling system, the sudden change in temperature may cause a snowstorm—a minor league blizzard. The cockpit becomes foggy and the pilot's visibility is sharply cut.

After experiencing a few uncomfortable moments in such a situation, most pilots resolve not to make this mistake twice.

**Risks Life at Fire, Sailor
Given Medal; Four Others
Lauded for Aiding Couple**

The Navy and Marine Corps Medal was awarded to Edward T. Kane, QM1, USNR, who risked his life entering a burning home to rescue the occupants.

When he discovered a frame house ablaze at Staten Island, New York, Kane smashed windows and doors in an effort to arouse the sleepers. Climbing to the porch roof, he heard a whimper. Kane smashed a window, entered the blazing house, and dragged a girl to the roof. After helping lower her to safety, he then reentered the house in a vain attempt to rescue the girl's father. Smoke and flames forced him to leave.

Four other Navy men gave of both their time and skill in rendering aid to two strangers near Yosemite National Park.

When Mr. Lawrence E. Clark, Honolulu, T.H., was suddenly taken ill while driving, his wife hailed a passing car which contained lieutenant (junior grade) Howard W. Bird, MC, USN; Emery J. Hatch, HM3, USN; Jack Birdsong, SN, USN; and Donald Felch, SN, USN—all of USS Norton Sound (AV 11).

Doctor Bird diagnosed Mr. Clark's illness as a stroke and, after rendering first aid, the men drove the couple to a nearby hospital. Abandoning their personal plans for the weekend, they arranged for lodging for Mrs. Clark and kept in close contact with the hospital, checking on Mr. Clark's progress.

Their commanding officer did not learn of their kind act until several months later when he received a let-



"I'm not making soup. I'm just cleaning the pot."

**Honored for Rescuing
Two Injured Shipmates**

For rescuing two shipmates who had been injured by huge waves which were about to sweep them overboard from their ship, Melvin M. Gabelhaus, BM1, USN, has been awarded a SecNav Letter of Commendation.

When USS Gilligan (DE 508) was entering the channel leading into Coos Bay Harbor, Oregon, its stern was engulfed by a huge wave. Two men were knocked down and injured and were about to be swept overboard by a second giant wave when Gabelhaus went to their rescue.

He assisted them to a place of safety just before the second wave engulfed the stern of the ship, thus saving the men from probable death.

ter from Lieutenant Commander W. G. Thatcher, USN, son-in-law of the Clarks.

A special commendatory mast was held and the Navymen were each given a letter of commendation.

**Four Cruises to Feature
NROTC Summer Training**

Summer training for NROTC midshipmen is now under way, with the first of four training cruises beginning on 4 June. Another is scheduled for 22 June and the other two will start on 3 August.

In addition to the customary at-sea training cruises of from four to six weeks' duration, the midshipmen will also receive aviation indoctrination and amphibious training.

Approximately 6,300 midshipmen—from 52 colleges, including about 1,825 from the U. S. Naval Academy—are participating in the program.

Training programs are also scheduled for Marine Corps seniors. About 200 Regular NROTC Marine Corps seniors will report to Marine schools at Quantico, Va., on 13 June for eight weeks' training, 80 more will take six weeks' training.

NROTC juniors who have been selected for the civil Engineer Corps option will start their summer training at Ohio State University on 18 June.

**Legions of Merit Awarded
COs of Four Naval Units,
Medical Corps Captain**

The commanding officers of four naval ships or units fighting in the Korean theater have been awarded Legion of Merits or gold stars in lieu of the second award for performance of outstanding service. Combat distinguishing devices accompanied the awards in each case.

A fifth award went to a Medical Corps captain serving with a Marine unit.

The gold stars were presented to Captain John S. Thach, USN, CO of USS Sicily (CVE 118) and Captain Eugene R. Hering, Jr., MC, USN, attached to the First Provisional Marine Brigade.

Captain Hering assumed control of a Marine Brigade Medical Service and developed and coordinated the components into a smoothly functioning team. He frequently visited

SONGS OF THE SEA



Down She Goes

*Oh whiskey straight and whiskey strong,
Give me some whiskey and I'll sing you a
song.*

*Oh whiskey makes me wear old clo'es,
Whiskey gave me a broken nose.*

*Whiskey killed my poor old dad,
Whiskey druv my mother mad.*

*If whiskey comes too near my nose,
I tip it up and down she goes.*

—Old Sea Chantey.

the forward aid stations in the face of heavy enemy fire to direct the evacuation of casualties.

For a period of six months Captain Thach operated his ship and its embarked air group as a superb tactical unit in carrying out attacks against the enemy.

Legion of Merits were awarded Captain Stephen M. Archer, USN, CO of a mine-sweeping group; Captain Arnold W. McKechnie, CO, *uss Badoeng Strait* (CVE 116) and Captain John C. Alderman, USN, who succeeded Captain McKechnie as CO of *Badoeng Strait*.

Captain (then Commander) Archer directed the mine sweeping operations in the approaches and harbor of Chinnampo. Employing various type vessels he successfully completed this essential assignment within 10 days despite extremely adverse weather conditions. He opened the former enemy-held port for friendly shipping without the loss of a ship or a man.

Captains McKechnie and Alderman received the awards for performance and skill in operating their ship and the attached air group against enemy troop concentrations, communications, aircraft and supply areas.

Special Operating Group First to Get Commendation

Members of a special operations group serving in Amphibious Group One, Pacific Fleet, have been awarded the Navy Unit Commendation ribbon, the first announced since the outbreak of the Korean conflict.

This group is composed of personnel of *uss Horace A. Bass* (APD 124), Underwater Demolition Team One, and the Reconnaissance Company of the First Marine Division, for their actions against the enemy during August 1950.

The three elements of the group were cited for effective cooperation in all phases of military operations against the enemy aggressor forces. The citation accompanying the awards states that this group penetrated confined and shallow waters off the East Coast of Korea 200 miles behind enemy lines.

Here, elements of the group got into their boats and headed for the beach. Ashore, they destroyed railway tunnels and bridges, carried

Hero in Korea, Pilot Given Medal of Honor

The Navy's first winner of the Medal of Honor for action in Korea is Lieutenant



LTJG Hudner

Thomas J. Hudner, USN, of Fall River, Mass., who received the nation's highest decoration from President Truman at a ceremony in the White House.

As a pilot attached to *uss Leyte*, (CV 32) Hudner risked his life in an attempt to rescue a fellow aviator, Ensign Jesse LeRoy Brown, USN, the Navy's first Negro aviator. Lieutenant (jg) Hudner was taking part in a close support mission in the rugged country around the Chosin Reservoir on 5 Dec 1950 when the incident occurred. Ensign Brown's plane, flying nearby, began trailing smoke and appeared to have been hit.

An eyewitness to the attempted rescue gave the following account:

"No sooner had we got the word on the smoke than we spotted the plane going down. We saw Brown set the plane down in a rough field about five miles beyond our friendly lines. He must have hit something in the field because the landing gear was up and the engine flew off the plane. I could tell the

pilot was alive so I went off to call a rescue helicopter and left Hudner and another pilot to destroy the downed plane as soon as the pilot was clear. While I was gone, I received word that Hudner had gone down to help him out."

According to other reports, Lieutenant (jg) Hudner began to circle the area in an attempt to protect the injured pilot against hundreds of Chinese troops in the vicinity. Seeing Brown's plane on fire, Hudner unhesitatingly crash-landed his own plane in the enemy infested area and ran to the aid of Ensign Brown.

Unable to open the canopy of the burning aircraft Lieutenant Hudner packed the fuselage with snow to keep the flames from Ensign Brown.

A Marine helicopter, piloted by Lieutenant Charles Ware, arrived with rescue equipment and the efforts to save Brown continued despite constant danger of enemy attack. However, Ensign Brown could not be extricated from the burning plane and his death came shortly afterwards. He was the first Negro naval officer to lose his life in any United States conflict.

The citation of Hudner stated that his "exceptionally valiant action and selfless devotion to a shipmate sustain and enhance the highest traditions of the United States Naval Service."

out night beach reconnaissance missions and made hydrographic surveys of enemy-held beaches.

The group inflicted "important damage" to its targets and gained "valuable intelligence, thereby aiding substantially in future operations."

Five Flag Officers Honored For Operations Against Foe

For outstanding services in operations against the enemy in Korea, five flag officers have been awarded the Legion of Merit or Gold Stars in lieu of the medal.

Rear Admiral George R. Henderson, USN, as Commander Fleet Air, Japan, was awarded the Gold Star in lieu of a sixth Legion of Merit.

Rear Admiral Heber H. McLean, USN, as Commander Fleet Activities, Yokosuka, and Japan-Korea, received the Gold Star in lieu of a third Legion of Merit.

Rear Admiral Albert K. Morehouse, USN, as chief of staff to Commander Naval Forces, Far East, was awarded a Gold Star in lieu of the second medal.

Rear Admiral Kenmore M. McManes, USN, as Commander Destroyer Flotilla One and Administrative Commander Cruisers and Destroyers, Pacific, received the Gold Star in lieu of a second award.

Rear Admiral Arleigh A. Burke, USN, as deputy chief of staff to Commander Naval Forces, Far East, received the Gold Star in lieu of his third award.

Here's the Status of Legislation of Special Interest to Naval Personnel

Below is a summary of congressional action on bills of interest to the naval establishment.

The last legislative roundup appeared in ALL HANDS, June 1951, p. 56.

Servicemen's Benefits—Public Law 28 (evolving from Senate Joint Resolution 72): extends to all service personnel who have served on active duty on or after 27 June 1950 (up to a terminal date still to be set) the same entitlement to benefits of medical, hospital and domiciliary care, burial benefits, servicemen's and dependents' compensation or pensions as provided by law for persons who served during World War II.

Tax Refund Deadline—Public Law 34 (evolving from H.R. 2654): amends previous legislation so that the date for filing applications for refunds on additional estate taxes of veterans who died during World War II is extended to any time prior to 1 Jan 1952.

NSLI Dividends—Public Law 36 (evolving from H.R. 321): provides that any dividend accumulations and unpaid dividends on National Service Life Insurance shall be applied in payment of premiums due after 1 Jan 1952, unless VA receives from the insured a request in writing for payment in cash.

Midshipmen's Clothing—H.R. 2736 and S. 843: Passed by House; to authorize advances for clothing and equipment for midshipmen at the Naval Academy and cadets at the Military Academy, removing top credit limit of \$250 currently set by law.

Dual Compensation—S. 352 and H.R. 3835: introduced; to simplify and consolidate laws relating to dual employment and compensation and to increase to \$5,000 the limit of total compensation receivable from more than one office or position with the government of the United States.

Combat Pay—H.R. 1753 and S.

579 previously introduced (related bills are H.R. 9182, 9204, 261 and 568); to provide additional pay of \$50 per month for enlisted personnel and \$100 a month for officers of the armed services actively engaged in combat in Korea, retroactive to 27 June 1950.

Correction Payments—H.R. 1181 and S. 308: approved by House Armed Services Committee; to amend existing law so as to authorize payment of claims arising from the correction of military or naval personnel records.

Operation of Messes—H.R. 1201 and S. 314: passed by House; to provide that a mess operated under the direction of a Supply Corps officer can be operated on either a quantity or a monetary-ration basis.

Attachés Reimbursement—H.R. 2737 and S. 314: passed by House; to authorize the reimbursement of certain naval attachés, observers and other officers for certain expenses incurred while on authorized missions in foreign countries.

Officer Personnel Act—H.R. 2733 and S. 841: approved by Senate and House Armed Services Committee to make revisions in Titles I through IV of Officer Personnel Act of 1947, and authorizing the President in time of war or emergency to suspend certain provisions of the act which govern distribution within grades of officers, promotion by selection, involuntary retirement and discharge of naval officers. One of the effects of the bill would be to suspend forced attrition of Regular Navy junior officers.

Social Security Benefits—S. 1471: introduced; to amend the Social Security Act to provide that veterans of World War II who died within five years after separation from active service shall be considered to have been fully insured under the act.

Free Postage—H.R. 4047: introduced; to provide free postage for members of the armed forces.

Marine Corps Strength—S. 677: passed by Senate; to fix personnel strength of Marine Corps at 400,000 and provides that its commandant be a consultant to the Joint Chiefs of Staff on all its problems and have a voice on matters pertaining to the Marine Corps. Related bill H.R. 4092 introduced in the House.

Latest List of Movies Available for Use by Ships and Overseas Bases

The latest list of motion pictures in 16-mm. film, available from the Navy Motion Picture Exchange, Brooklyn, N. Y., for distribution to ships and overseas bases during May is listed below. For the convenience of personnel drawing the films, program numbers follow the title of the movie.

ALL HANDS will carry new listings of motion pictures from time to time as obtainable from the Navy Motion Picture Exchange.

Lightning Strikes Twice (599): Mystery melodrama; Richard Todd, Ruth Roman.

Navy Bound (600): Drama; Tom Neal, Regis Toomey.

Lorna Doone (601): Drama; Barbara Hale, Richard Greene.

Air Cadet (602): Melodrama; Stephen McNally, Gail Russell.

Circle of Danger (603): Drama; Ray Milland, Patricia Roc.

Teresa (604): Drama; John Ericson, Pier Angeli.

You're in the Navy Now (605): Comedy; Gary Cooper, Jane Greer.

Flame of Stamboul (606): Spy melo-

drama; Richard Denning, Lisa Farraday.

Gambling House (607): Melodrama; Victor Mature, William Bendix.

Abbott and Costello Meet Invisible Man (608): Comedy; Bud Abbott, Lou Costello.

Operation X (609): Melodrama; Edward G. Robinson, Peggy Cummings.

Lullaby of Broadway (610): Musical; Doris Day, Gene Nelson.

Up Front (611): Comedy; David Wayne, Tom Ewell.

My True Story (612): Melodrama; Willard Parker, Helen Walker.

Soldiers Three (613): Drama; Stewart Granger, Walter Pidgeon.

Sword of Monte Cristo (614): Adventure; George Montgomery, Paula Corday.

Fury of the Congo (615): Adventure; Johnny Weismuller, Sherry Moreland.

I Can Get It for You Wholesale (616): Melodrama; Susan Hayward, Dan Dailey.

The Scarf (617): Drama; Mercedes McCambridge, John Ireland.

Rogue River (618): Melodrama; Rory Calhoun, Peter Graves.

The Company She Keeps (619): Drama; Jane Greer, Dennis O'Keefe.

Rawhide (620): Western; Tyrone Power, Susan Hayward.

Ma and Pa Kettle Back on the Farm (621): Comedy; Marjorie Main, Percy Kilbride.

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 *Alnavs*, *NavActs* 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. 40—Endorses work of the Navy Relief Society and urges full support in contributions to this organization.

No. 41—Concerns inter - service petroleum price changes.

No. 42—Third in a series of *Alnavs* providing additional instruction on \$10,000 free indemnity authorized in Servicemen's Indemnity and Insurance Acts of 1951, and outlines the form for waivers of premiums and stoppage of allotments for National Service Life Insurance.

No. 43—Establishes a new ration value of \$1.35 for midshipmen, *USN*, and aviation midshipmen.

No. 44—Announces convening on 2 July of line selection board to recommend captains on active duty with three years' service in grade as of 30 June 1952, for temporary promotion to rear admiral.

No. 45—Fourth in a series concerning free servicemen's indemnity and insurance, applying to members on active duty having permanent plans of *NSLI* or *USGLI*.

No. 46—Revises current regulations governing retention of temporary issues of clothing by enlisted Reserve members of drilling units who are ordered into active service.

No. 47—Contains administrative instructions on new Uniform Code of Military Justice.

BuPers Circular Letters

No. 68—Cancels *BuPers Circ. Ltr. 66-50* and contains detailed information on available postgraduate courses, eligibility requirements and application procedures.

No. 69—Announces new entertainment recording program known as Armed Forces Records, similar to *V-Disc* program of World War II.

No. 70—Lists requirements and

procedures for personnel applying as instructors in various naval schools.

No. 71—Announces removal of Naval Examining Center from Norfolk, Va., and relocation at NTC Great Lakes, Ill.

No. 72—Specifies *USN* ensigns will be considered for permanent promotion to lieutenant (junior grade) upon completion of three years' service in grade, notwithstanding temporary promotions previously authorized in *Alnav 33-51*.

No. 73—Provides for transportation of Canadian naval personnel by U.S. Navy via government or commercial facilities.

No. 74—Announces distribution of revised *BuPers Regulations for Commissioned Officers' and Warrant Officers' Messes Ashore*, 1951 (*NavPers 15782*).

No. 75—Sets forth administrative instructions concerning the issuance of travel orders to enlisted personnel.

No. 76—Lists 1,800 personnel passing examinations given 13 Feb 1951 for advancement to *CPO*, and anticipates additional advancements in the future of candidates passing examinations who could not be advanced now due to budgetary and pay grade limitations.

No. 77—Lists requirements for applicants to Naval School, Cargo Handling, Oakland, Calif., and sets 15 August as date when applications must reach *BuPers*.

No. 78—Pertains to *BuPers* quota control for certain schools open to general line officers.

No. 79—Announces award of first Navy Unit Commendation for action in Korean theater, to special operations group of Amphibious Group One, *PacFlt*.

No. 80—Amends instructions relating to *Form DD 93* and the preparation and forwarding of pages 7 and 8 of service records.

No. 81—Prohibits purchase of beer in cans by officers' and *CPO* messes, and enlisted men's clubs in continental U.S., when beer in other types of containers can be obtained.

No. 82—Pertains to regulations on military justice, and advises *COs* of obligations to explain at specific intervals the articles of Uniform Code of Military Justice to all enlisted personnel on active duty.

No. 83—Announces revised instructions on submission of new type

fitness reports of officers (*NavPers 310*).

No. 84—Concerns reenlistment and voluntary extension of enlistment of *USN* and *USNR* personnel on active duty, specifying conditions under which bonuses, allowances and other payments may be made.

No. 85—Outlines procedures for discharge, release, resignation, and retirement of Regular and Reserve officers and enlisted personnel from active duty status.

No. 86—Lists names of successful candidates applying for retention as permanent *USN* officers from aviation-midshipman status in 1950 and *NROTC* and college-graduate sources during 1948.

No. 87—Concerns use of irregular air carriers for unofficial travel for naval personnel at certain Navy installations

No. 88—Specifies deadline dates for certain *GI Bill* benefits, including educational benefits, loan guaranty rights and unemployment readjustment allowances.

No. 89—Calls for applications from *USNR* dental officers for appointment in Dental Corps, *USN*.

No. 90—Supplements *BuPers Circ. Ltr. 56-51* concerning release of officers from active duty, adding status and category of *USNR* officers serving under original *NavCad* contracts.

Ship Provides Water For Thirsty Fighters

When someone in the Korean area calls for fresh drinking water these days, he gets it — straight from the ocean. Three million gallons of drinking water—the full capacity of the storage tanks of Military Sea Transportation Service ship *USS Pasig (AW 3)*—are available for water-shortage emergencies anywhere along the Korean coast.

The call for precious water may come from the Army on a Korean beach or one of the Navy's many and sometimes thirsty ships. Every hour of the day *USS Pasig* gulps in five thousand gallons of the salty Pacific and turns it into pure drinking water. The ship's 16,000-ton triple unit distilling plant can deliver a spring-like flow wherever it is needed.

BOOKS: NON-FICTION VOLUMES FEATURED THIS MONTH

BUPERS has purchased a wide variety of new books for distribution to libraries ashore and afloat. Here are a few of the choicer non-fiction volumes:

- *Command At Sea*, by Rear Admiral Harley F. Cope, usn (Ret); W. W. Norton and Co., Inc. (\$3.75).

This is a new edition of the manual which long has been a friend and elder brother to the naval officer preparing himself for command at sea. The revised edition, published 14 May, is up to date in all respects.

Besides containing complete instructions for the new or prospective CO, the book offers a section for flag lieutenants and admirals' aides, and a coverage of U.S. Coast Guard history and organization. Most Navy libraries will have it. Personal copies can be purchased in well stocked book stores or directly from the New York publisher.

* * *

- *Best Sports Stories, 1951*; Edited by Irving T. Marsh and Edward Ehre; E. P. Dutton and Co., Inc.

In this book you will find 44 sports stories, written by 44 of the nation's best sports writers. In addition, there are 16 pages of 1950's best sports photographs—30 of them, mostly shots of players involved in the more active sports.

The stories cover every major sport, including baseball, football,

golf, horse racing, yacht racing, skiing, hunting and fishing. Among the writers are some of the best in the business—Grantland Rice, Bob Considine and Red Smith, to name a few. Here you will sit in on Joe Louis' defeat at the hand of Ezzard Charles; you will see Navy trounce Army 14 to 2 in the 1950 football classic. You will read a hair-raising article called "You Can't Kill a Hockey Player," and you'll find that "Ski Jumpers Are Born That Way."

It's top-notch sports stuff; the very best.

* * *

- *Proud New Flags*, by F. van Wyck Mason; J. B. Lippincott Company.

This is historical fiction of the Civil War, with accent on naval action. There's space here to say only that it's a thumping good tale, involving history and romance, by the author of *Three Harbours, Stars on the Sea, River of Glory and Eagle in the Sky*.

* * *

- *Return to Paradise*, by James A. Michener; Random House.

Here, the Pulitzer Prize winning author of *Tales of the South Pacific* returns to the scenes of those wartime tales which won him world recognition. In preparation for this literary return, he spent a year among those scenes—re-seeing, re-tasting, re-evaluating. And now he has put all the new impressions,

and some old ones, into a new book which will sweep him along on the tide of fame in which *Tales of the South Pacific* placed him.

There are eight articles and eight stories in this book. Their contents are as delectable and variegated as those of a wonderful south-sea salad. Likewise, many ingredients of the book as a whole are unrelated to each other except that they were discovered in the same general part of the globe.

James A. Michener shows us here the south seas of today, in the new, unfathomed era of fragile peace. To do that he peers, soberly but good-naturedly, into a multitude of faces, and tells us what he sees. He likes most of the things he sees, and so will you.

* * *

- *The Living Tide*, by N. J. Berrill; Dodd, Mead and Co.

This book deals almost exclusively with sea animal and plant life.

In down-to-earth language, the author talks about such diversified matters as the mating of squids and the lineage of sea turtles.

If you are interested in light reading on subjects ranging from abalone to *Zostera*, *The Living Tide* should keep you occupied for hours.

* * *

- *A Soldier's Story*, by General of the Army Omar N. Bradley; Henry Holt and Co.

After every war, books by government officials, newspaper men and military leaders appear in great quantities. One of the latest of these is *A Soldier's Story*, written by the chairman of the Joint Chiefs of Staff, General Omar N. Bradley.

This book by the "soldier's soldier" is of great interest not only for its discussion of the operations in Africa, Sicily and Normandy—beginning in 1943 and ending with the successful conclusion of the war in Europe—but because of the enlightening vignettes of the personalities running through those war years—Eisenhower, Marshall, Patton, Allen, Hodges, Montgomery and many others. Concerning "Monty," General Bradley says "Nothing becomes a general more than success in battle."

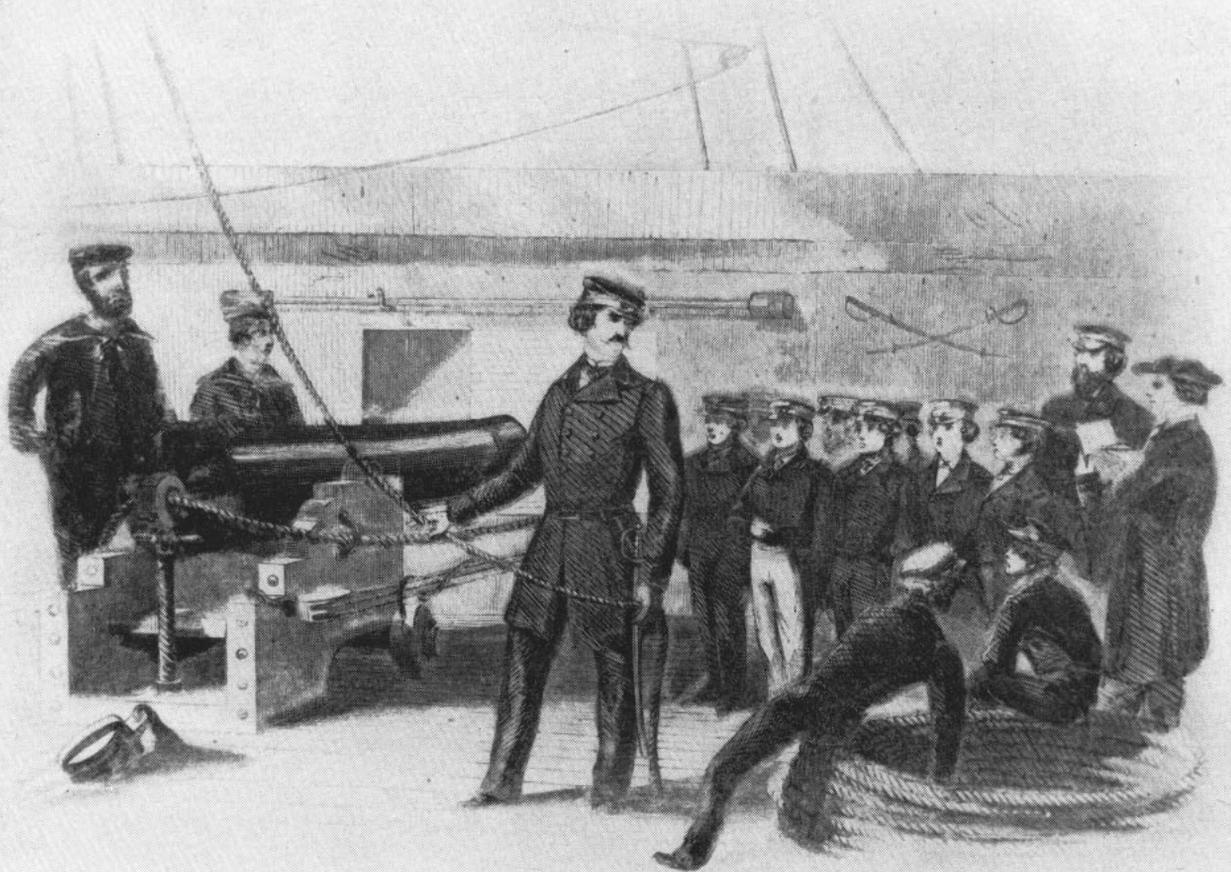
The narrative is straightforward, told in highly readable language. General Bradley gives, via flashback, some insight into his early years.



D-DAY ARMADA moves invading allied armies to the shores of Normandy. In *A Soldier's Story*, Gen. Omar Bradley tells how his brave G.I.s hit the beach.

ALL HANDS BOOK SUPPLEMENT

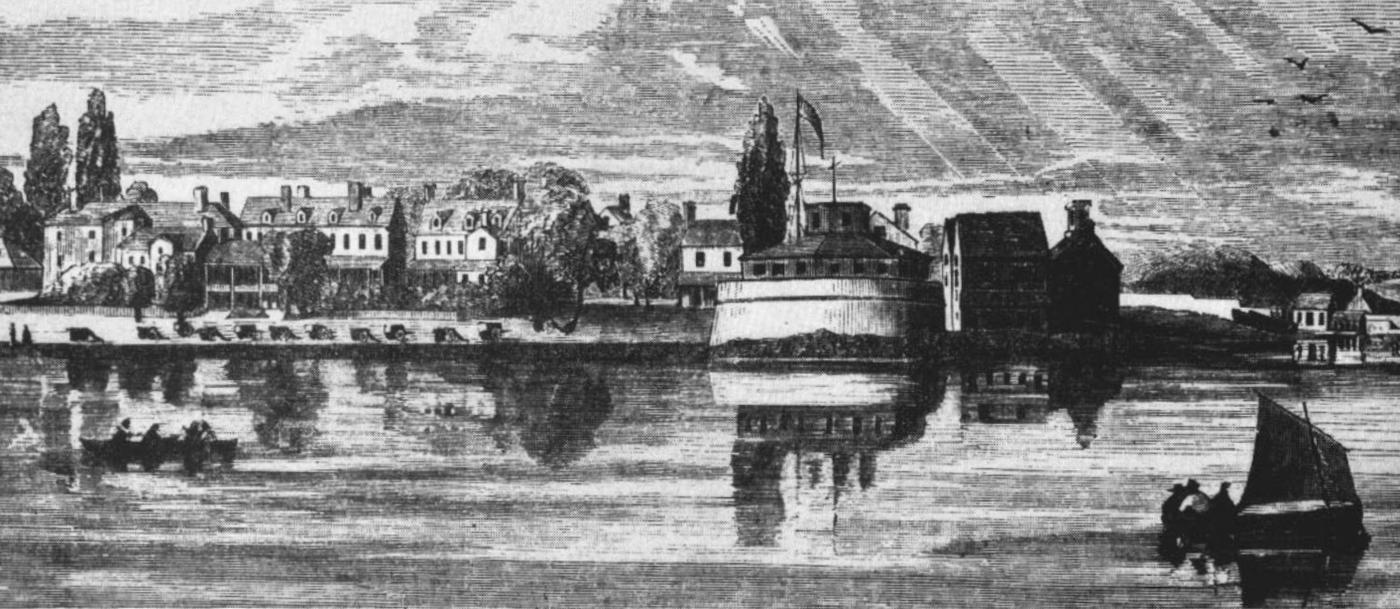
FIRST YEARS of the NAVAL ACADEMY



ANNAPOLIS: 1847-1848

Life at the Naval Academy was different in its early years, but the spirit of the midshipmen at Annapolis was much the same as it is today, as described by William Harwar Parker, in *Recollections of a Naval Officer*.

First Years of the Naval Academy



EARLY ENGRAVING shows the old military fort, reminder of the days when the site was an Army post, Fort Severn.

"I entered the U.S. Navy as a midshipman on the 19th day of October, 1841, being then 14 years of age." Thus begins the naval career of one of the early graduates of the Naval Academy, William Harwar Parker, who describes academy life in *Recollections of a Naval Officer*.

It was not until six years after entering the Navy, however, that Midshipman Parker and his classmates actually arrived at the Naval Academy to begin their classroom instruction. It was a "naval school" then.

In the early years of training midshipmen, it was the custom to send them to sea for an apprenticeship period in which they learned the fundamentals of seamanship. Their formal education at a naval school was primarily to prepare the midshipmen for their final examination to the grade of "passed midshipmen", and the shore school preparations lasted slightly less than a year.

There was still no naval school at Annapolis at the time Parker enrolled as a naval midshipman. It was not to come into existence until 1845, and it was preceded by a school known as the Naval Asylum School, organized in 1838, near Philadelphia, Pa.

The Navy's officer-training academy at Annapolis was born between the time Midshipman Parker went aboard his first line-of-battle ship—a "74" called USS North Carolina, which exuded a "curious odor of rum, tar, bean-soup and tobacco"—and his return from the Mexican War several years later, whereupon he entered the present Naval Academy.

The pre-school seagoing indoctrination of the early

midshipmen was very thorough, interspersed with only rare periods of liberty ashore.

When Midshipman Parker reported to a new vessel and requested his captain for a couple of days off to buy bedding and clothes for the cruise, or at least to pick up a trunk from his hotel, the captain announced:

"Sir, when I get a midshipman on board my ship, I never let him go ashore until I know something of him." Parker remained on board with his "old-timer" captain for 16 months, during which time he was granted permission to go on liberty only twice. "And yet," adds the midshipman "I was his aide, and was supposed to be his favorite."

In the war with Mexico, Midshipman Parker earned a fame for his ingenuity in an early amphibious operation. Landing a 32-pounder gun on a Mexican beachhead, Parker and his shipmates were perplexed by the problem of how to remove the heavy gun from their boat—until he solved it by taking the gun out through the boat's bottom. Then followed a bazardous and hilarious overland ride behind four Army mules, which saw one of the mules kicking up when its tail was shaved off by enemy cannon-shot.

The description of early naval academy life is described here by a man who later became an instructor in seamanship at USNA. He was not to remain there very long, however. At the beginning of the Civil War, Parker resigned his commission to serve with the South. He later organized the Naval Academy of the Confederate States.

REPORTED for duty at the Naval School, Annapolis, in September, 1847. The school had been established here in 1845 by the Hon. George Bancroft, then Secretary of the Navy. Previous to that time the school was held at the Naval Asylum, Philadelphia.

The first class to graduate at Annapolis was that of the midshipmen of the date of 1840—the class graduated in July, 1846.

At the time I joined the school it presented a far different appearance from what it does at the present time. The place had been known as Fort Severn and was transferred to the Navy by the War Department, March 15, 1845. The fort was built in 1808 and mounted a few 24 pounders *en barbette*, at which we were drilled.

Near the water's edge six 32 pounder guns were mounted on a platform built to represent a section of a ship's deck and we were also exercised at these guns. The walls enclosed but nine acres in all and the professors and midshipmen used the buildings left by the Army. There was not a new building on the grounds.

The large barrack-rooms were used as recitation rooms and quarters. Two small gun-houses were turned into quarters also. We called them "Brandywine Cottage," and the "Abbey;" the long barracks were called "Apollo Row" and "Rowdy Hall."

The curriculum embraced gunnery, infantry tactics, steam, mathematics, navigation and nautical astronomy, natural philosophy, chemistry, English grammar and French—seamanship the midshipmen were supposed to be prepared in and there were no vessels attached to the school.

The instruction in mathematics, nautical astronomy and navigation was very good, and that in natural philosophy, French, gunnery and steam was fair. The chemistry, English grammar and infantry tactics we paid but little attention to; the two last were taught only on Saturday and we made quite a farce of the recitations.

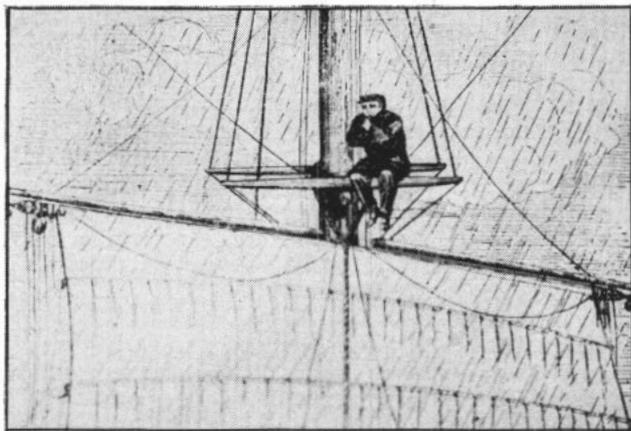
In the spring of 1848 Mr. Copeland, a distinguished engineer of New York, gave us some interesting lectures on steam; and about the same time Lieutenant Dahlgren (afterwards a rear admiral) drilled us a few times at the guns, and gave us some practical instruction in filling shells, driving fuses, etc. There were about one hundred men in the class, and as we had all been to sea for six years I fear we gave our good superintendent much trouble.

As a rule we studied hard—the class was so large that many were struggling for the first honor—for to be the "number one" of the 41's was almost equal to a patent of nobility in our estimation.

As might be expected of so large a number of young men assembled together we gave the citizens of the quiet old town something to talk of; the nocturnal revels of the "Owls" and the "Crickets;" the "Corn Hill Riot," etc., but take it all in all there was not much disturbance created.

Two duels were fought during the session. The first one was fought inside the walls of the school; the parties left the suppertable in advance of their classmates, and going behind the ten-pin alley in a few minutes one of the principals had a ball in his hip, and the "affair" was over.

When he was carried to his room Doctor Lockwood was sent for and it was intended to pass it off as the



MASTHEAD punishment was meted out to erring middie.

result of an accident. The doctor silently probed the wound, and then suddenly said: "What distance?" "Ten paces" replied two or three Middies without pausing to think.

A short time after this another duel was fought at Bladensburg and one of the party was wounded in the hip as before. The Secretary of the Navy was very indignant at these affairs; the impudence of the parties in the first case in selecting the grounds of the school for fighting was what he said he "could not get over," and the parties engaged—seconds as well as principals—were dismissed from the service by President Polk. About three years after they were re-instated by President Taylor. Only two of the principals chose to return to the Navy; they were the ones who had been wounded, and are at present commodores in the Navy.

If these duels had both been fought at Bladensburg I think the Department would have overlooked them. I know Captain Upshur (the superintendent), would have "winked" at them; for though no duelist he did as a passed midshipman, resign to fight his first lieutenant; but the commodore would not accept his resignation. Bladensburg has been a duelling ground since the "Bladensburg races," as the battle fought in 1814 is facetiously called.

But to return to the naval school. To Professor William Chauvenet is due more credit for its establishment than to any other man. Appointed a professor in the navy in 1841 he went to sea in the *Mississippi*, and here

RIFLE firing was meant to test the eyes—and the ears.



First Years of the Naval Academy

very soon discovered the defects in the method of instructing the midshipmen as pursued at that day. He was soon after sent to the Naval Asylum in Philadelphia to take charge of the school there, and from that time he applied himself to the task of establishing a school more fitted to the wants of the Navy. He saw from the beginning that such an institution must be a growth and not a creation. He remained in the Navy until 1859 when he resigned.

Up to the time of his resignation he was the life of the naval school. As an instructor he stood second to none. He left the Navy because his salary was too small for him to support and educate his family. A miserable economy on the part of the government permitted him to leave without an effort to retain him. Professor Chauvet died in 1870; but he lived long enough to see the naval school attain the growth he always predicted for it, and to achieve which he gave 18 years of his life.

It was our custom to meet on Saturday nights and hold "reformed banquets." Coming from different stations we were in the habit on these occasions of "swapping yarns;" and although I never wrote them in my journal, many remain in my memory, and some few I will relate.

Old Commodore Chauncey commanded the New York Navy Yard at the time when there was "no law for post captains." One Sunday in the chapel of the yard the chaplain read a notice which he said was by order of the bishop of the diocese: "By whose order did you say?" inquired the commodore, standing up: "By order of the bishop of the diocese," mildly replied the chaplain. "Well, the notice will not be obeyed," said old Chauncey: "I'll let you know that I am the bishop of this diocese."

One of our classmates was very precise and it was told of him that being directed by the lieutenant of the watch to report to the captain that "there was a sail in sight," he did so in these terms: "Captain, the officer of the deck desires me to inform you that there is visible on the extreme verge of the sensible horizon a small speck, which he conceives to be a sail."

One of our fellows told a yarn concerning the "practice" of a merchant captain who treated his crew by the Thompsonian method, in which all the medicines were marked from number one to ten. On one occasion a

man complained of being unwell and the captain judged he required the medicine marked number six; but on looking in the medicine chest he found that he was out of number six, so he gave the man two threes.

Many of our stories were of the captains we had sailed with, and old Captain Percival, or mad Jack, as the sailors called him, came in for his share.

Captain Jack was eccentric, but he always took a fatherly interest in his midshipmen. He wrote once to the father of one of them that his son had entered a profession "where he would either go down to his grave wept, honored and sung, or unwept, unhonored and unsung." A few days after, he got angry with the young man and at once sat down and wrote to his father: "Dear Sir—Your son is going down to his grave unwept, unhonored and unsung."

Captain Jack being upon a board for the examination of midshipmen announced the passing i.e., making satisfactory grades of one of them to his father (who was a commodore in the Navy) in the following delicate way:

"Dear X—Your son has passed. Do you recollect our taking the *Columbus* out of dock: She just grazed.—Yours truly, Percival."

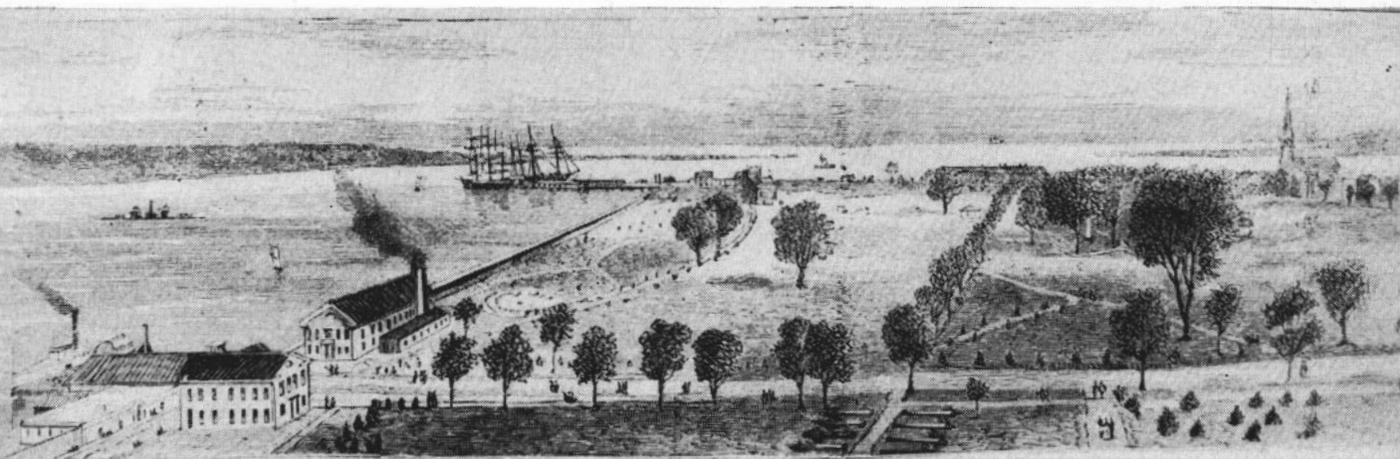
In July 1848, I passed my examination and became a passed midshipman, eligible to promotion to all grades above it and entitled to wear a star on my collar to back the anchor already worn there. I could bring in a great many elegant quotations here in relation to stars, but I'll "pass."

Upon passing my examination I received orders to the Boston Navy Yard and upon getting as far as New York on my way there found myself short of funds. There was nothing remarkable in this, because I generally got home in that condition.

Upon going to Brooklyn and applying to a friend for a loan, he informed me that he was going to Boston that afternoon and would meet me on the boat, pay all my expenses, etc. I gave myself no further trouble and at 5 o'clock went down to the *Bay State*, of the Fall River line. As the boat shoved off I happened to look up and words cannot express my dismay when I saw my friend standing on the wharf, carpet bag in hand, left!

Though I had no personal acquaintance with the captain, I resolved to make myself known to him and explain my peculiar (or pecuniary) condition.

One of the waiters pointed out the captain. He was a stout man, with a white beaver on the side of his head, and as he stood talking with a number of gentlemen to



save my life I could not introduce myself and break the subject to him; so I walked aft.

While I was deliberating whether to make another attempt to see Captain Brown, or jump overboard, I was accosted by a young man who seemed to know me well; he said he had been on board the *Ohio* with me in 1842. This former shipmate informed me that he had just returned from a cruise in the *Albany*, where he had served as captain's clerk, and had just been paid off. As soon as he got through his story, I told mine. I will never forget the joy with which he pulled out a handful of bank-notes and thrust them upon me. He wanted me to take a hundred dollars, but I only took twenty which I put in my pocket and became "a man again."

I saw this gentleman the following day in Boston at the old United States hotel and returned the loan. I have never been able to recall his name, nor have I any recollection of his being with me on board the *Ohio*. I have never met him since.

I remained attached to the Navy Yard in Boston about two months and cannot say I rendered any material service to the Government in that time. In fact there "seemed to be no scope for a young man of my transcendent ability. I was a passed midshipman, and consequently a "gnostic;" moreover, I was a 41 and we 41's did not hold ourselves cheap, I assure you.

It rather surprised me to see everything going on all right without my assistance, but so it was. I was zealous enough, but for the life of me I never could find anything to do.

One day the executive officer, Lieutenant Timothy Hunt, tired I suppose of seeing me "standing about", told me to see what Lieutenant Handy was doing, and to help him. I called upon Lieutenant H. and asked him what he was doing; he replied:

"Nothing."

"Well," said I, "I've come to help you." This was all the duty I remember to have done at the yard.

The evolution to the Naval Academy's four-year course for midshipmen came about in a series of changes.

Generally speaking, following the establishment of the new school on the Severn in the mid-forties (it was still called a "naval school" until 1850, when the name was changed to United States Naval Academy) the rule was that a midshipman must stay at the school for a year. Then he was to serve a probationary term of six months at sea, at which time he would receive his warrant. The next step was to complete the full term of sea service, in all three years, following which he was to return to Annapolis for a second year. This procedure, however, was not rigidly followed.

Another series of changes was authorized in 1850, with the new student entering as an "acting midshipman" for a period of two years' instruction at the academy. Then he was ordered to sea for six months, at which time, provided he was recommended by his ship's captain, he received his midshipman's warrant. Following three years at sea, the midshipman would then return to the academy for a final two-year period of instruction.

The consecutive four-year course of instruction at the Academy was finally approved in late 1851, after the innovation of annual training cruises in the academy's own practice ship.

Loyalty to the Navy Comes First

The days immediately preceding the Civil War were difficult ones for many midshipmen at the Naval Academy. Ex-Midshipman Parker, who came from the State of Virginia, and who was then a lieutenant, describes the problems confronting many men in another section of his book Recollections of a Naval Officer.

In the summer of 1860 I was ordered to the Naval Academy for the second time, and reported for duty as an instructor of seamanship and naval tactics.

Instructors in the strictly professional branches at the Academy at the present time, with text-books, models and apparatus at their command, can scarcely understand how extremely arduous we found our duties in 1860.

There were no books on seamanship or naval tactics exactly adapted to the wants of the midshipmen, so that the instructor had to do a good deal of compiling and translating. I wrote the *Seamanship* used by the senior class, and translated Chopart's *Naval Tactics* for them also; and as the class had to copy the manuscript it gave them much additional labor.

The secession of South Carolina in December, quickly followed by that of Mississippi, Alabama, Florida, Georgia, Louisiana and Texas, convinced all reflecting minds that a civil war was impending.

It may well be imagined that the constant state of excitement in which we were kept was not conducive to hard study; yet so good was the discipline that every thing went on as usual, and the midshipmen were kept closely to their duties.

As the states seceded, the students appointed from them generally resigned with the consent of their parents; but their departures were very quietly taken, and the friendships they had contracted at the school remained unimpaired.

Affairs remained in this state until the bombardment of Fort Sumter, April 11-13; but after that, as war was now certain, the scholastic duties were discontinued and the place assumed more the appearance of a garrison.

I resigned my commission on the 19th of April, 1861, upon hearing of the secession of Virginia.

Troops were sent to Annapolis on their way to Washington, which was supposed to be threatened by the Confederates.

While waiting to hear of the acceptance of my resignation I remained on duty, and was one night placed in a most unpleasant position. An alarm was given that the secessionists were coming up the river to attack us.

The long roll was beaten, and all hands were sent to their stations.

I was in charge of the howitzer battery, and like many of the midshipmen manning it who had resigned and were waiting to hear from Washington, had either to refuse to do duty or fire on our friends.

The alarm was a false one; I do not hesitate to say, however, that had we been attacked I should have stood by my guns and performed my duty by the school.

I was still an officer of the Navy.

TAFFRAIL TALK

ONE OF THE MOST unusual gifts we have heard of is an item presented by a U.S. Navy captain to an Italian sailor. It was a new left leg.

The American naval officer is Captain Park H. Brady, USN, and the Italian is Aquilino Montagnaro, port pilot of Pozzuoli, near Naples. He had lost his leg while serving in an Italian minesweeper during World War II, and later served as an interpreter for the Allies. Despite his disability, he became a port pilot in 1944.

Here his ability and courage came to the attention of Captain Brady about a year ago, and the captain promised the Italian port pilot a new limb. The gift presented a problem in logistics. First a plaster cast, the exact replica of his left leg, had to be made and forwarded to the United States. This was finally obtained and transported safely to America. A six-pound leg of willow wood with movable joints was then made, and Brady found an Italian admiral going home after a mission, who offered to take the leg along.

* * *

USS *Endicott* (DMS 35) has come up with a bright little yearbook, prepared and mimeographed during spare moments when the ship wasn't sweeping mines, or destroying batteries ashore, or acting as a combination escort-rescue hospital ship.

The yearbook commemorates the eighth anniversary of *Endicott's* commissioning and came to ALL HANDS as an example of "the high state of morale" on this and other Navy ships operating off Korea.

Among other operations, *Endicott* escorted an ROK LST on a lonely landing attack to Chang Sa Dong with the purpose of diverting the enemy's attention from Inchon and Seoul. Later, when *uss Pirate* was hit by a mine, *Endicott* lowered her boats and, in the face of intensified enemy shore bombardment and strafing, rescued 122 officers and men.

The only real crisis in *Endicott* appears to have occurred in Operation Waterplug, established to combat the shipboard water shortage. When it became acute, the yearbook says, "a water watch was placed in the head, and anyone caught not obeying the rules of the faucet relieved the watch. Many a poor man carried the board for nothing more than turning on the water without first closing the plug!"

* * *

The "Defenders of Freedom" appearing on the back cover of the May 1951 ALL HANDS, which commemorated Armed Forces Day, have drawn a lot of favorable comment from readers. The shipshape outfit which is seen undergoing inspection in the picture is Sub-Group One, of the Pacific Reserve Fleet's San Diego Group.

Publication of the photograph occasioned a letter from the outfit's skipper who informed us, "This command is not only justly proud of its appearance, but also of the work accomplished in returning some 30 ships of all types to active service since July 1950."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

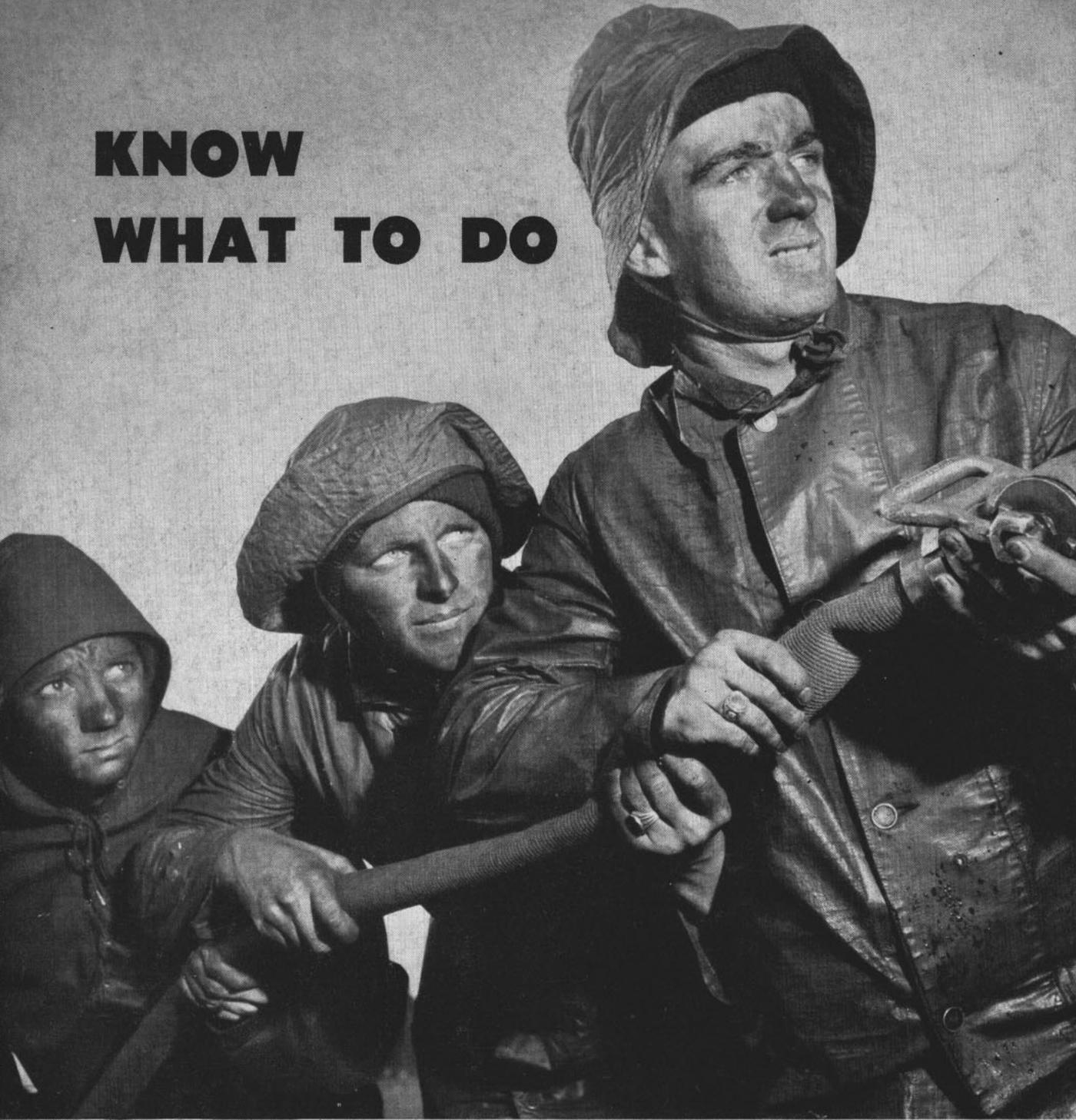
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

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: F9F Panther jet aircraft from the decks of the carrier USS *Princeton* (CV 37) wing homeward after another air strike at the Communist forces in Korea. In the background is the carrier USS *Philippine Sea* (CV 47). ➔



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WHAT TO DO**



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TEAMWORK AND SKILL
LEARNED DURING
SHIPBOARD DRILLS
SAVE LIVES AND PROPERTY**