

ALL HANDS

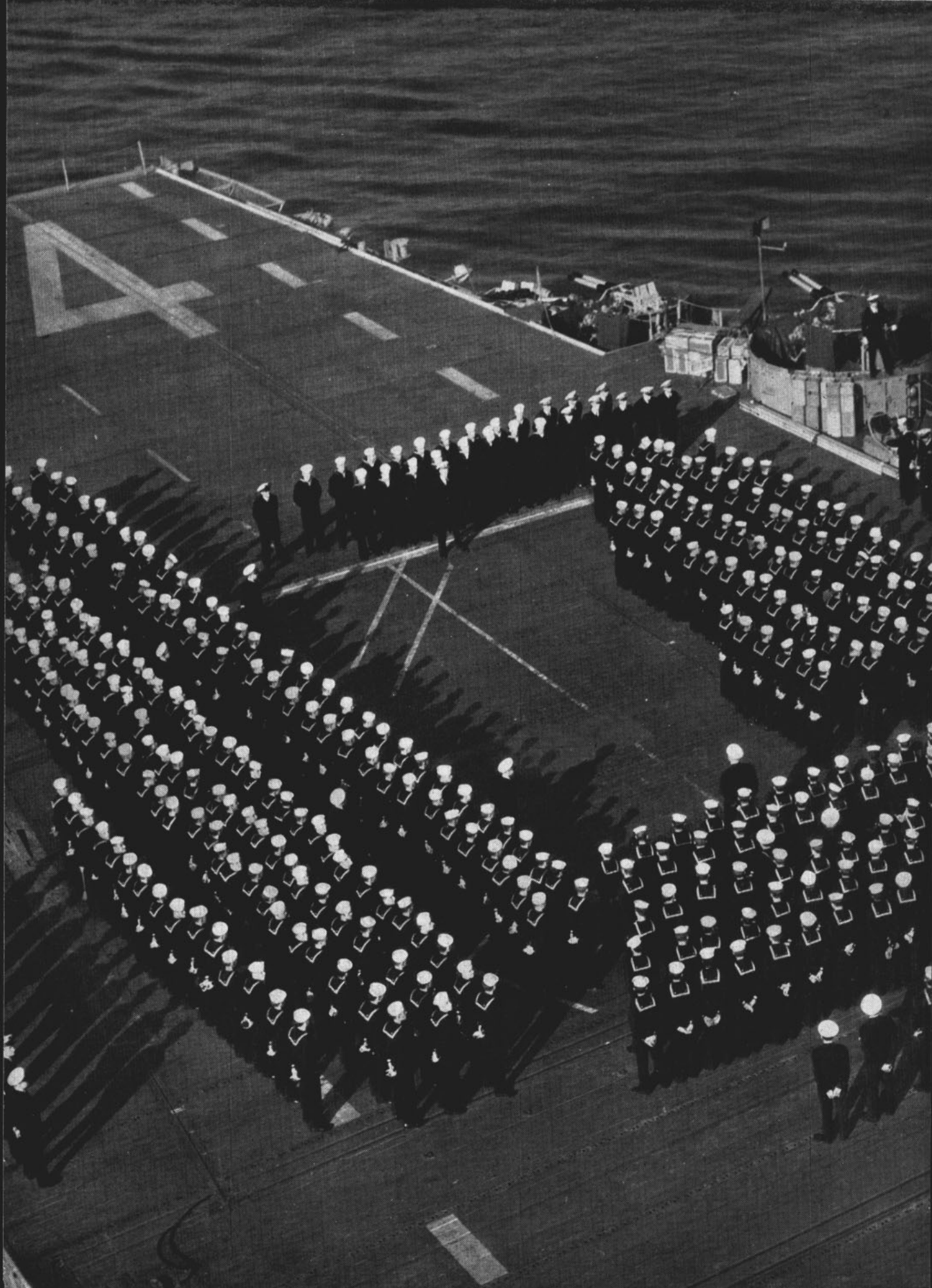
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

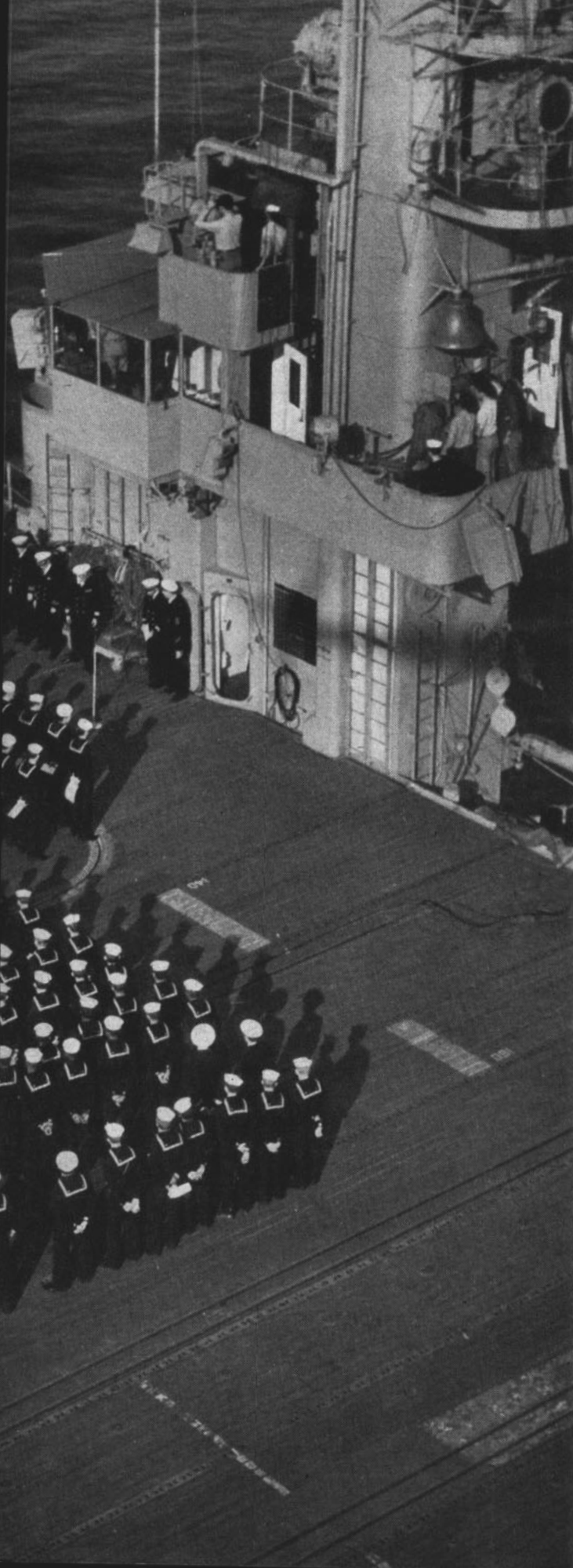


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NAVPER-0

JANUARY 1952





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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1952

Navpers-0

NUMBER 419

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• FRONT COVER: When the Fleet comes home the first port of call is the nearest phone booth. Happily conversing is William J. Larkins, PH3, USN, who perhaps is talking with the folks in Burbank, Calif.—Photo for *All Hands* by Denzil O. Evans.

• AT LEFT: In order to impress the importance of making third class petty officer on 94 new PO3s, the ship's company of USS *Rendova* (CVE 114) assembled on the flight deck to witness the awarding of petty officer certificates.

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

Modern Navy



THE DAY of plastics in the Navy is on its way, according to enthusiastic scientists and experimenters in the field. This does not mean the replacement of the "steel ships and steel men" of our era, but plastics are playing an increasingly large role as Navy materiel.

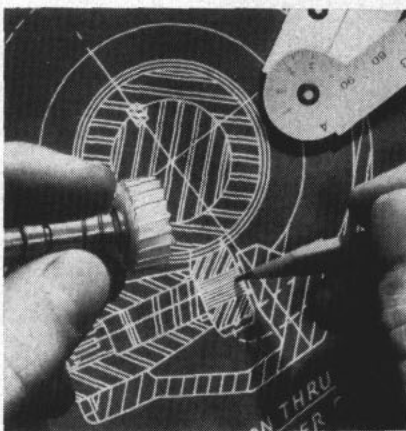
Naval architects, engineers and scientists have been for several years at work in research and experimental laboratories developing new and better materials for building and maintaining the world's largest and most modern Navy.

Thousands of new applications of plastics are now in everyday Navy use. In a single battleship, for example, there are more than 1,000 different uses of plastics.

Experience in World War II with plastic materials provided great impetus for the present-day improvements in production and quality. During the war, plastics were used as a substitute for many critical metals. Today, they exceed most of the nonferrous metals in production and use, including aluminum—except

in the construction of airplanes. It is estimated the value of finished plastic products for the year 1951, for both civilian and military uses, reached half a billion dollars, for a total of more than 750,000 tons.

There are many kinds of plastics. Each has its own identity depending



FROM GEARS to cosmic ray balloons—that's the story of plastics and their many, varied uses in the Navy.

upon its chemical composition and combinations of raw materials. The plastics industry, apart from its parent chemical industry, is now one of the few billion-dollar industries in the United States.

Back in 1922, the production of plastic raw materials was a meager 5,500,000 pounds. By 1941, this figure increased to 428,325,692 pounds. Today's industry is a far cry from 83 years ago when the Civil War had just ended and a 29-year old printer in Albany, N. Y., developed the first plastic—celluloid.

Seeking a substitute for ivory used in billiard balls, John Wesley Hyatt, in 1868, experimented with an impregnation of cotton fabric with collodion. He was unable to produce a commercial plastic until he introduced camphor as a plasticizer.

This experiment resulted in celluloid, a product soon to find its way into men's collars, cuffs and shirt fronts. Notably this discovery led to transparent celluloid, lightweight sheets, which established the first roll film for small cameras. In 1892, continuous lengths of this transparent plastic sheeting were developed and made possible today's motion picture industry.

The Navy's laboratory tests and experimental work with plastics expanded as the new industry grew. World War I use of plastics was limited, being utilized, for example, in electrical insulation and radio equipment. But by World War II use of plastics solved many shortages and really proved the practicability of these synthetic materials. Of course, in some applications of these synthetics they were complete or partial failures. The tremendous demands of war had brought a deluge of substandard and misapplied commercial substitutes.

Plastic materials today play a tremendous role in the Navy as electrical insulating materials. Without insulating materials, no electric or electronic equipment will operate. Such equipment is the hub of fleet operation in the power, lighting, communication and electric fields.

Millions of dollars worth of electrical insulating materials are used each year by the military services. The Navy's laboratory and research

Uses Plastics

projects have played a major role in the development of new plastic insulating materials—silicon varnishes, new laminated plastics, new molded insulations using asbestos and glass, motor and generator insulations, flexible plastic insulations and the like.

Today, one of the most important man-made materials, plastics are being used for everyday needs as well as in top-secret productions, such as the atomic bomb, the proximity fuse and high velocity missiles.

Plastics went to war in functional parts of shells, bombs, and rockets, as well as in radar equipment, assault boats, life-rafts, hand grenades, helmet liners, goggles, medical kits, small arms, binoculars, gears, and electrical equipment, to mention but a few of the applications.

What are the main advantages of plastics for Navy use?

- First, it is an ideal material because of its lightness and machinability and is not subject to corrosion.

- Natural products such as shellac, rubber and wood, lack the uniformity of plastics and cannot be controlled, while plastics can be extruded and molded with dies and need not be painted to preserve them as required for natural materials.

- When critical shortages could spell serious consequences in the national defense effort, plastics are proving themselves as synthetic materials. Not only do they save more critical materials, but they also help step up production because they require less time for die and tooling work.

There are certain disadvantages also. Some plastics as raw materials, are more expensive than metals. Because of high-speed production methods this high raw material cost is often offset, and the resultant product may be cheaper than the same item made of older and more common materials. Another difficulty is that some widely used plastics are low in tensile strength. Others reinforced with glass fibers have tensile strength equal to the best steel. Acrylic plastics are, for example, "soft" and lack heat resistance in applications where temperature exceeds 200° F. Thermosetting-reinforced plastic cannot be remelted.

The armed services have developed hundreds of applications for plastics and are ordering many types of new equipment where the use of plastic products were never dreamed of a few years ago. The Navy's developments alone include numerous applications where critical and more expensive metals were used before.

The Bureau of Yards and Docks was one of the first to use plastics in a program of conservation of critical materials by utilizing this material for machine parts and gears, floorwalks, prefabricated building materials, drydock parts, and a host of others.

One of the most successful plastic projects undertaken by BuDocks is its application to corrosion-resistant linings, paints, and protective coatings for concrete and steel fuel-oil storage tanks. Another outstanding application is its use as shatterproof windows to replace ordinary glass in Arctic-type Quonset huts. Portable barracks built of resin-bonded plywood will soon be a reality.

The Navy also is experimenting in

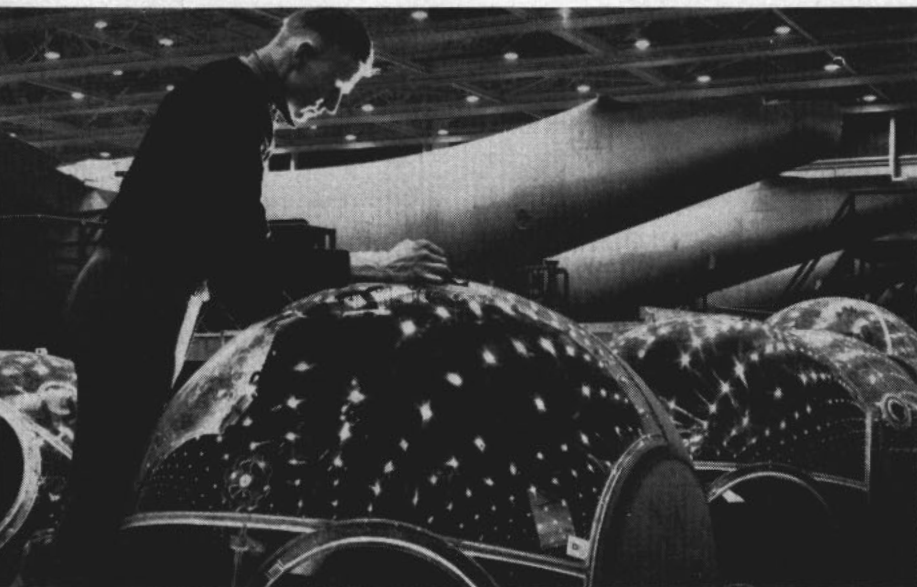
plastic construction for mass production of its small boats. The Bureau of Ships began experiments in 1946 with 28-foot personnel boats, the first one "stealing the show" at the National Motor Boat Show in New York City in 1948. In 1949 five experimental 3-foot plastic LCVPs were built. As a result, the Puget Sound Naval Shipyard entered into a program to produce plastic LCVPs possessing many new features. After exhaustive testing, plastic boat hulls proved superior to plywood boats of similar design.

The new type boats eliminate practically all hull maintenance cost. There are no seams to caulk, no fastenings to loosen and the hull cannot be affected by adverse weather. Desired colors are pigmented into the resins during the molding operation, eliminating the use of paint.

Plastic wherries have been produced for several years at Puget Sound Naval Shipyard. These 12-foot boats are replacing the present wooden craft carried aboard such



STRIPPABLE FILM—another plastic—is sprayed over the gun mount of a ship being mothballed. This method was widely used and saved millions of dollars.



GUN TURRETS made of plexiglas gleam in the light of an aircraft assembly plant. The turrets will go on the PBM Mariner seen in the background.

naval vessels as AMs, LSMs, LCIs and LCTs. Fully outfitted, the new 12-foot wherry boats weigh less than 200 pounds in comparison to 392 pounds for the wooden boats.

At Norfolk Naval Shipyard, their 26-foot plastic motor whaleboats are being tested. Reports from this project say, "The future of plastic in 26-footers and in even larger types of

Fleet boats looks very promising.

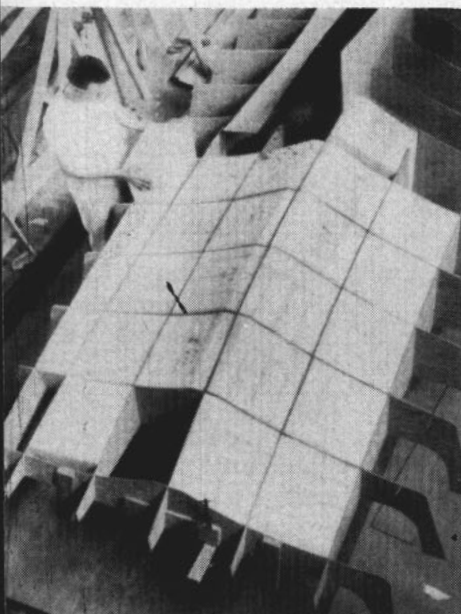
Another important recent development by BuShips is the use of a new expanded thermoplastic in making life rafts, life rings, buoys, and other flotation equipment. This plastic material is honeycombed with millions of tiny non-connecting cells which make it extremely light. It is strong, fire resistant and not af-

fected by sun or salt water. Life rafts made of this material will stay afloat indefinitely without moisture absorption. Although patterned after the present type life rafts, the plastic-type rafts are not canvas-wrapped and do not require painting. Fully equipped, it is much lighter than the balsa wood and canvas type floats now used.

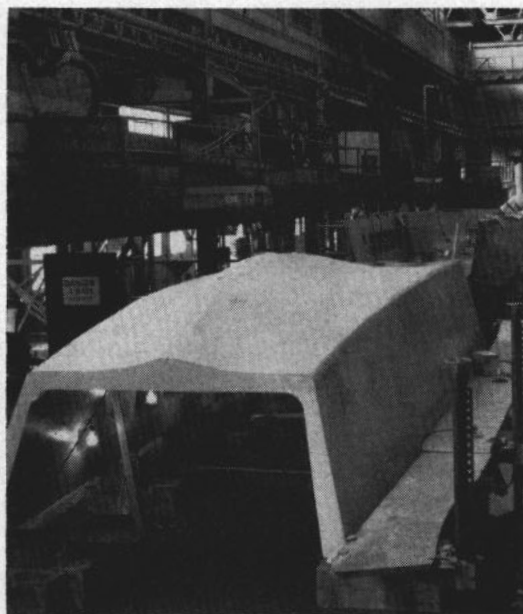
Plastic pipes may become standard in Navy vessels. A BuShips experimental installation of 90 feet of fibrous glass reinforced-synthetic resin plastic pipe in continuous operation on board USS *Robert F. Keller* (DE 419) since May 1951, proved its advantages in saving critical nickel and copper alloys and two-thirds the weight at half the cost. Plastic pipes proved to be superior in resistance to corrosion and erosion. Their use also conserves critical asbestos normally used to cover metal pipe. In addition to this development, BuShips is applying plastics material to numerous other projects.

The most widely publicized of the Navy's uses of plastics is in the preservation of our fleet of mothballed ships. Another highly successful application of the mothball idea is the great number of Navy planes of most every type, which were placed in storage at Litchfield Park, Ariz. In these operations plastics are saving

Making a 36-ft. LCVP Out of Plastic Is a Tricky Job



CUTTING styrofoam blocks to shape, a worker uses plywood skeleton for a pattern. Center: Hull as it ap-



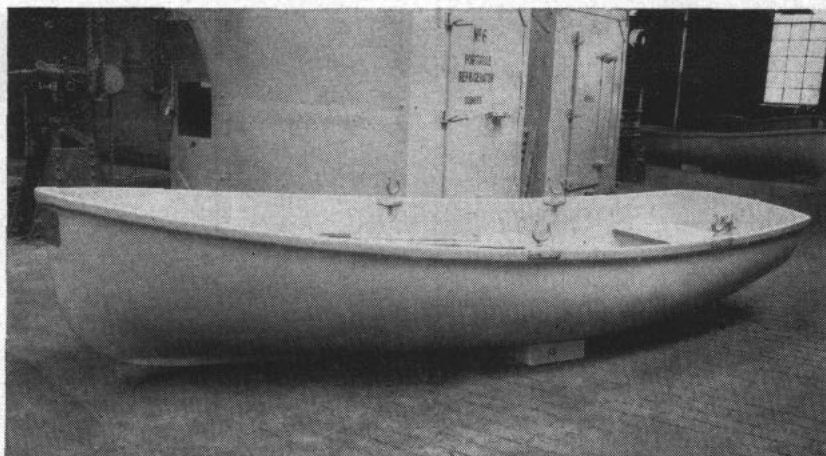
pears after it is removed from molds as a finished 'sandwich.' Right: The boat is put on a cradle for fitting-out.



huge sums of money and have enabled the nation to maintain a readiness for national emergency never before attained. The shipments of newly manufactured planes to far-off destinations are protected by a covering of plasticized material. As a vessel and aircraft preservative, the plastic is applied by spray-gun in thin films on a cloth-like material, which provides a weather-proofed covering.

At a cost of less than 10 per cent of the original construction, guns, machinery, precision instruments and vital equipment, protected in post-war years, are now unzipped for almost immediate recommissioning and combat duty.

One plastic material used as a preservative since World War II is ethyl cellulose. As a dip-coat compound it protected vital metal parts of guns and machinery in storage and shipment. This plastic is used for rocket inhibitor strips, to maintain uniform burning rates. The rockets using these inhibitor strips are the high-velocity-type missiles launched from airplanes and rocket ships. The rockets are about the equivalent of a 5-inch shell and bear such names as *Old Faithful*, *Holy Moses* and *Tiny Tim*. A new and bigger rocket, the *Tarzan*, is reported to be equipped with a proximity fuse, in



SMALL BOATS like this plastic wherry are the craft of the future. This 12-foot boat came out of its mold complete except for the seats and oarlocks.

which plastics play an important part.

Nylon, trade name of another plastic (a superpolymer), is a favored material for the armed forces. Its applications are numerous. Among the most recent developments is a laminated nylon helmet. Tests report it has greater resistance to missiles than the present steel helmet. The plastic portion is worn beneath an aluminum shell, and the helmet can be used as a water container.

The new helmet is different in design from the present helmet. The

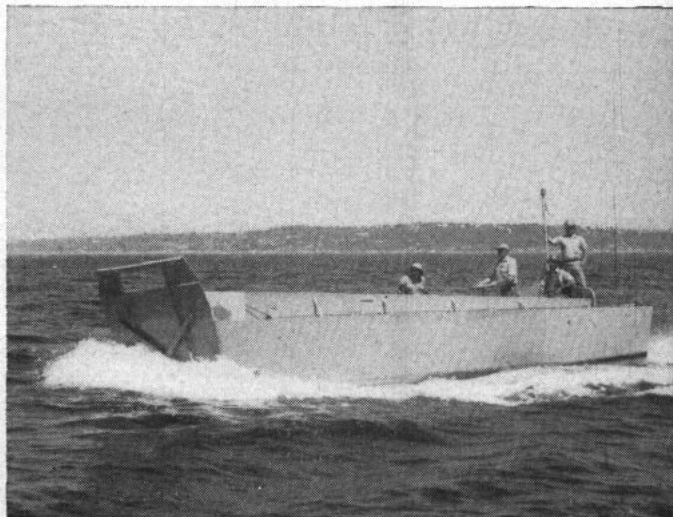
edge over the eyes has been raised to permit use of sighting and optical instruments. The sides are flared outward so that headphones may be worn without removing the helmet. The new design also affords better protection for the face and neck.

Medical corpsmen in Korea are being issued a new type field dress—lightweight plastic armored clothing—to minimize battlefield casualties without seriously interfering with their efficiency in evacuating wounded from the battlefields.

Developed by the Army Quarter-

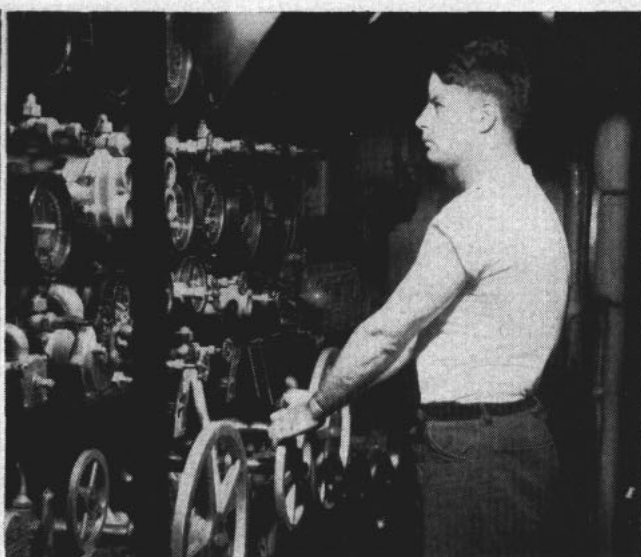
Simply described, building a plastic LCVP is something like making a three-sided sandwich. Two metal molds, one of which shapes the exterior surface, the other the interior, hold the developing sandwich together. A layer of glass cloth is firmly fixed against the

inside of each of these "slices." Then styrofoam blocks, cut to the exact depth of bottom or side, are fitted in. Finally, resin is forced between the slices and dries, fusing the blocks and glass cloth into a solid surface. The slices are then removed.



COMPLETED boat, with its engine and propeller unit installed, is taken to the water on a giant crane at

Puget Sound Naval Shipyard (above). Right: Underway, the lightweight plastic craft proves its seaworthiness.



IT'S PLASTICS now for many instruments on board ship—devices like the plotting table (left) and gauges (right).

master Corps after several years' research, this armored clothing is made of heavy-cotton cloth. The front and back of the "Doron" jacket is covered with pockets. Into the pockets are inserted flat rigid panels made of several laminated layers of glass fiber and plastic. The panels of plastic are capable of stopping a .45-caliber bullet at pointblank range.

A lighter-weight jacket for combat infantrymen is made of several layers of nylon fabric pressed together. Tests have shown that the lighter, more flexible jackets have protective properties similar to the Doron jacket. Studies by the Army Medical Service have shown that the majority of wounds are caused by shell fragments and small-arms fire which have

lost most of their velocity. The lightweight armor would afford but little protection against high-velocity missiles such as rifle or machine gun fire at pointblank range.

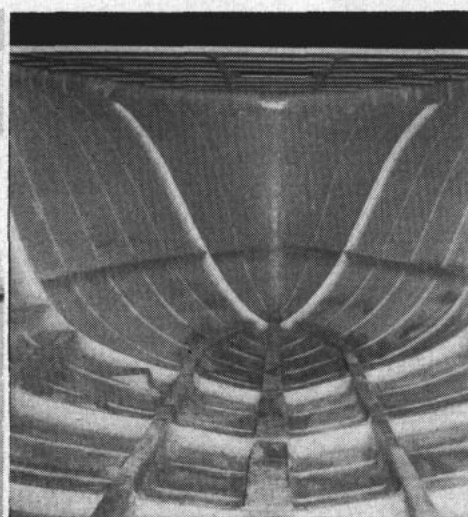
Laminated nylon is the material used for an experimental "flexible armor" airplane seat. It would fit around the pilot, protecting him from ground fire. Pilots, sitting on their parachutes, are the proverbial "sitting ducks" for ground fire. With the new seat, they could wear the 'chutes on their backs, and the 'chutes would be protected against damage from ground fire.

Navy electrical panel board installations on board ships are using melamine-glass and silicon-glass plastic "laminates" as a result of research and tests since V-J Day.

The material is more economical and has less tendency to come apart (delaminate).

Another important application of sheet plastic that has come into everyday use since the Korean conflict is the "vacuum molded" relief map. More than 3,000 relief maps of Korea have been molded from rigid vinyl. The maps cost approximately two dollars to produce in comparison to the hand-painted plaster or sponge rubber maps that cost up to \$1,000.

As today's modern Navy expands, plastic materials will take their place as iron and steel did in the era of sailing warships. In today's Navy, no sailor can escape the everyday use of plastics in some form.—Harvey H. Mitchell, JO1, USNR.



CABIN CRUISER is of all-plastic construction. Note (at right) how the ribs and keelson are molded right into the hull.

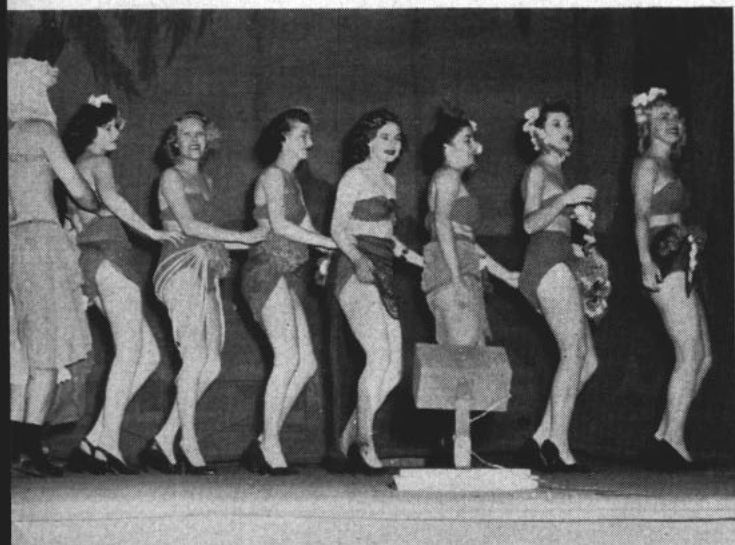
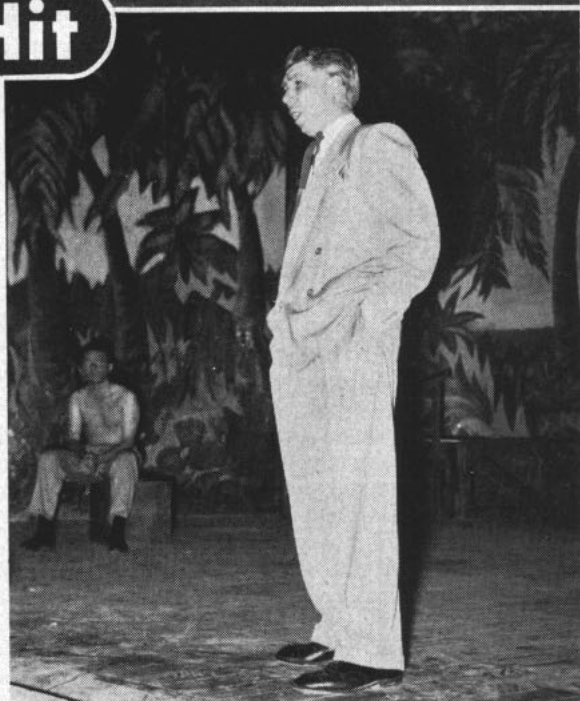


Service Show a Hit

SOUTH PACIFIC, that charming musical story of romance under the tropical sun, cast its bright rays into a cold corner of the Far North thanks to the combined effort of a group of soldiers, sailors, airmen and civilians.

Conceived at 17th Naval District headquarters at Kodiak—and aided and abetted by the famous authors, Richard Rodgers and Oscar Hammerstein—the well-staged play made use of the talents of Alaska-based Army, Navy and Air Force singers and actors, the Navy band, and two leading civilian singers from Anchorage, 200 miles away. Stagehands turned out colorful sets. Prop men dug up items ranging from a boar-tooth necklace to a set of grass skirts. Bandsmen knocked out a complete orchestral score for the highly-successful musical show.

The success of all this work is evident in these pictures—Top left: Stewpot chides big-dealing Luther Billis (center). Top right: Emile deBecque turns on the charm for Nurse Nellie Forbush. Right center: The French planter sings “This Nearly Was Mine.” Lower right: Emile and Nellie are happily reunited at show’s end. Lower left: Shapely girls sparkle in the “Honeybun” number.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MEAL PRICES** — The rate for sale of meals from Navy general messes to authorized persons—whether by cash or by payroll checkage—has been changed from \$1.05 a day to \$1.20 a day. The change became effective on 1 Dec 1951.

Breakfast now costs 30 cents; dinner, 55 cents; and supper, 35 cents.

The new prices do not apply to hospital messes and instructions concerning subsistence for Newfoundland civilians at Argentia are not affected by the new rates.

• **EXAMINATION**—The eligibility requirements for advancement in rating have been modified for hospitalized personnel and for personnel in the photographer's mate rating.

Previously, PO1 candidates for the CPO examinations were the only hospitalized personnel authorized to compete in the service-wide competitive examinations for advancement in rating. This privilege has been extended to all pay grades by a modification to BuPers Circ. Ltr. 12-50 (NDB, January-June 1950).

Under the new regulations, personnel of pay grades E-3, E-4, E-5 and E-6 who are undergoing treatment at a naval hospital or other naval facility are authorized to participate in the service-wide competitive examinations provided they have been recommended for ad-

36,800 Naval Reservists Released Since July '51

Separation of 36,800 Naval Reservists was effected by the end of 1951, under the release programs which began last July.

The increase in trained personnel in the Navy since the outbreak of the Korean conflict has been accomplished primarily through use of the Naval Reserve—the Navy's only trained manpower pool.

It has been necessary, therefore, to phase the release of Reservists over an extended period in order to maintain an acceptable percentage of trained personnel on active duty, because there is no alternate pool from which to draw trained men.

vancement by the CO of their last duty station. Two provisions must be met, however. One, that the candidate is expected to be returned to full duty. Two, that participation in the examination will not hurt the candidate's health.

BuPers Circ. Ltr. 204-51 (NDB, 15 Dec 1951), which contains the above information, also states that the sea duty requirement for advancement of personnel in the PH ratings has been waived. Reason for this is that PH is being integrated into the aviation ratings.

• CORRESPONDENCE COURSES

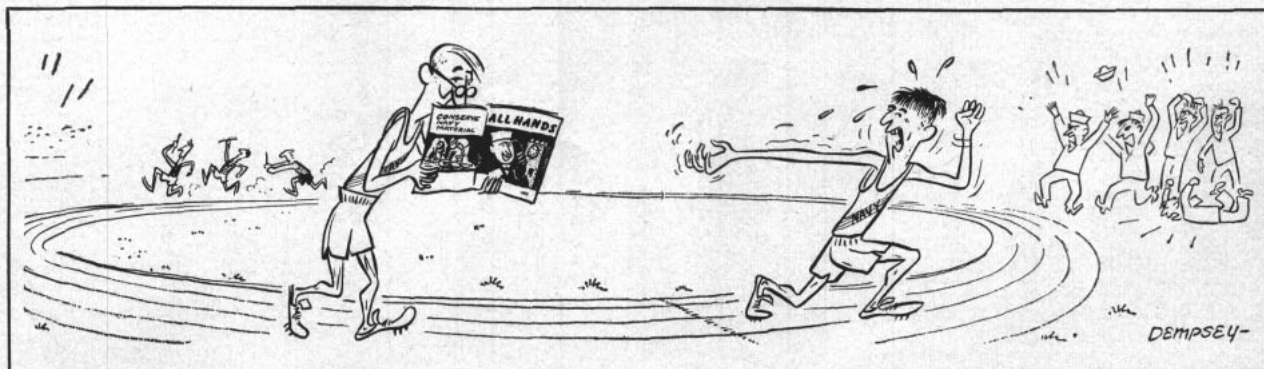
—Enrollment of both officer and enlisted personnel in the Navy's correspondence course program, at the end of the first quarter of fiscal year 1952 (July-September 1951), is 61,237—an increase of 1,518 over the preceding quarter.

The Naval Correspondence Course Center, Brooklyn, N.Y., has the largest enrollment, with 56,531. Other schools included are the Bu-Med (Dental) and Naval Medical School and the Naval Intelligence School, Washington, D. C., which show increased enrollments. Enrollment in the Naval Submarine School, New London, Conn., and the Naval War College, Newport, R.I., remains about the same.

• DUTIES OF NAVIGATOR —

Regulations concerning the general duties of the navigator of a ship have been revised by Advance Change 2 of Change No. 2 to Article 0929, *U.S. Navy Regulations*, 1948. The revised article reads as follows:

"The head of the navigation department of a ship shall be designated the navigator. The navigator normally shall be senior to all watch and division officers. The Chief of Naval Personnel will order an officer as navigator aboard large combatant ships. Aboard other ships the commanding officer shall assign such duties to any qualified officer serving under his command. In addition to those duties prescribed elsewhere in the regulations for the head of a department, he shall be responsible, under the commanding officer, for the safe navigation and piloting of the ship. He shall receive all orders relating to his navigational duties directly from the commanding officer, and shall make all reports in connection therewith directly to the commanding officer."



PASS THIS COPY ALONG—Help your mates on the Navy team by seeing that 10 persons read this issue of *All Hands*.

Hazardous Duty Billets For Officer Volunteers

Hazardous duty billets are open to officer volunteers who have the qualifications required for this type assignment.

Applications may be submitted at any time via official channels to the Chief of Naval Personnel (Attn: Pers B-1115d). No acknowledgement will be made of applications. Officers, both Regular and Reserve, should also indicate this duty on their officers' data card if they consider themselves qualified and wish to volunteer.

Qualifications required of applicants for assignment to hazardous duty are as follows: Volunteers must be of the rank of lieutenant commander or below and under 35 years of age. Candidates must be of excellent physical condition; have a college degree and be proficient in at least one foreign language. An intelligence background is desirable; however, this qualification is not necessary.

Naval Reserve officers volunteering for this type duty must be willing to extend their tour of active service if necessary to complete two years in this duty.

• ENLISTED SERVICE SCHOOLS

—An increasing number of enlisted personnel are reporting under orders to service schools for instruction only to find that they do not meet the eligibility requirements.

The most frequent errors which occur in sending ineligible EMs to Navy schools, as outlined in BuPers Circ. Ltr. 177-51 (NDB, 15 Oct 1951), are:

1. Failure of the candidate to meet minimum basic battery test scores.

2. Insufficient length of voluntary obligated service; EMs ordered to schools of the following week's duration must have the required voluntary obligated service remaining at time of entering school: 18 months obligated service for a course of 20 weeks or less; 2 years for a course of 21 to 40 weeks; 2½ years for a course of 41 to 50 weeks, and 3 years for a course of over 50 weeks.

3. Failure to meet rate and rating eligibility requirements: Third class petty officers and non-rated men are being ordered to schools for which only second class petty officers and above are eligible. Also, petty officers and designated strikers are being sent to schools which do not include their ratings among those eligible to attend.

4. Failure to make service record entries indicating that waivers of eligibility requirements have been granted by the Bureau of Naval Personnel. Where required and considered justified, a waiver must be obtained from the Bureau of Naval Personnel prior to transfer of the candidate.

The following sources of regulations establish the eligibility requirements for enlisted service schools: Art. D-2304 and D-2305, *Bureau of Naval Personnel Manual*, 1948; NavPers 15795, *List of Navy Schools and Courses*, and NavPers 91769, *Catalog of U.S. Naval Training Activities and Courses Under Management Control of the Bureau of Naval Personnel*.

• UNAUTHORIZED INSIGNIA —

Reports of naval personnel wearing unauthorized insignia of various types and unauthorized campaign ribbons have been forwarded to the Bureau of Naval Personnel.

Abuse of the privilege of wearing distinctive insignia and ribbons lowers the value of such awards and is not in keeping with Navy tradition.

Commanding officers have therefore been directed to take steps to insure that personnel wear only authorized ribbons and insignia to which they are entitled, according to BuPers Circ. Ltr. 191-51 (NDB, 15 Nov 1951).

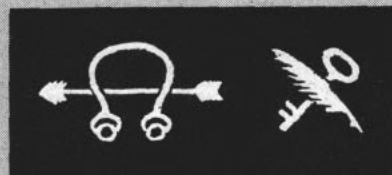
• **CASUALTY CARE**—A new litter platform is being used in Korea to evacuate troops from the battlefields by helicopter.

The all-purpose litter utilizes a clear plastic cowl which acts as a windshield to protect the head and shoulders of a casualty. It provides excellent weather protection without interfering with ventilation or visibility. The cowl can be removed quickly and easily when the patient is placed aboard.

Previous improvised litter platforms caused wounded to suffer from claustrophobia when placed inside narrow, unlighted carriers.

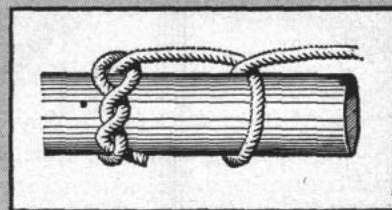
QUIZ AWEIGH

How will you do in '52? For a starter, let's see if you can answer this month's "quizzions."



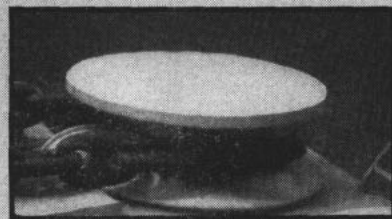
1. If you see personnel wearing the specialty mark pictured at the left, you should know that they are (a) radar-men (b) sonarmen (c) electronics technicians.

2. The mark at the right identifies (a) disbursing clerks (b) commissarymen (c) ship's servicemen.



3. Illustrated above is a (a) clove hitch (b) round turn and two half hitches (c) timber and half hitch.

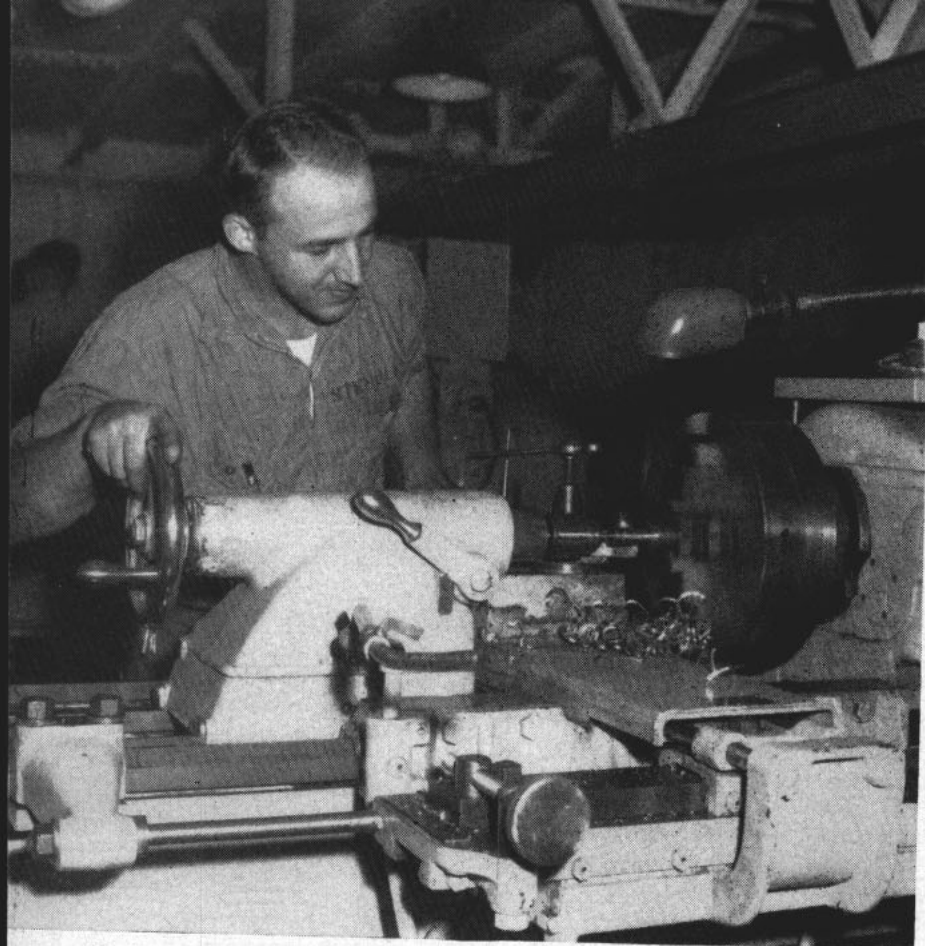
4. It is especially useful for (a) towing spars (b) fastening ratlines to shrouds (c) securing a line to a spar buoy.



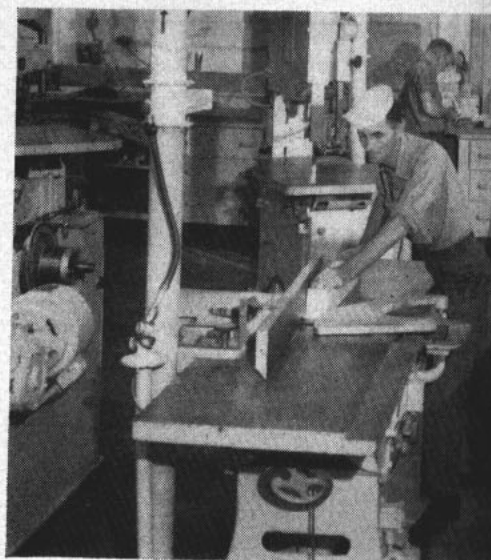
5. The circular object in the above photo is called (a) winch (b) wildcat (c) windlass.

6. It is used to (a) measure the anchor cable paid out (b) heave the chain or pay out small amounts (c) secure the bitter end of the anchor chain.

ANSWERS TO QUIZ AWEIGH
ON PAGE 53



IN MACHINE SHOP, M. A. Stemple, FN, works a metal lathe. Below: Boat-swain's mate Leroy Brown helps one of ship's divers over the side. Top center: Destroyer tender sailors can work wonders with a carpenter shop like this one.



Busy Keeping

ALTHOUGH they don't move around much, destroyer tenders operating with the Fleet still manage to get plenty accomplished from their more-or-less fixed positions. The destroyers come to them.

An AD in the forward area bustles with activity—hammers ring against steel, saws bite into wood and welding torches blaze sometimes far into the night as the tender's craftsmen put a tin can back into fighting trim.

The newest of the ADs is AD 36, *uss Bryce Canyon*. Commissioned in 1950, *Bryce Canyon* recently returned to the West Coast after a seven-month tour with the combat forces in the Far East.

The accompanying photographs



GUNNER'S MATE'S job includes servicing of firearms sent to the AD from tin cans.



Our Tin Cans on the Move

show how the crew of the newly commissioned ship learned to work as a team to fulfil the steady stream of job orders that poured in from the lean, gray ships of the line. And requests for repairs from one of these cans during an average availability period cover just about everything.

Here's a typical few: Overhaul and repair electric motors of evaporator plant; overhaul main feed pump; repair leak in peak tank; overhaul dishwashing machine; replace defective parts in loran equipment; check and repair sound powered telephones as necessary; repair movie projector.

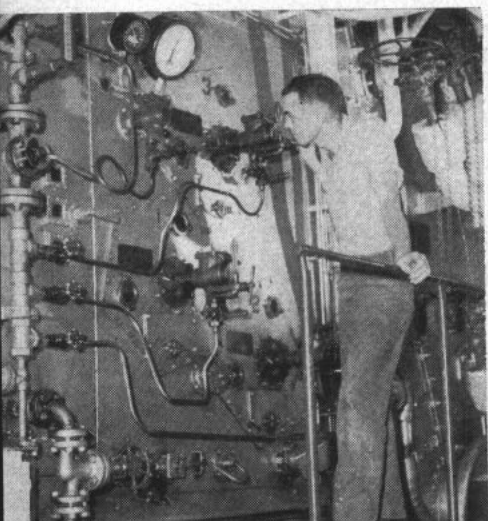
To do these varied jobs, ADs have within their sides every type of re-

pair shop—machine shops, carpenter shops, welding shop, torpedo shop, foundry, electronics shop, a pattern-maker, optical shop and fire control shop. Each incoming job order is directed to the shop concerned.

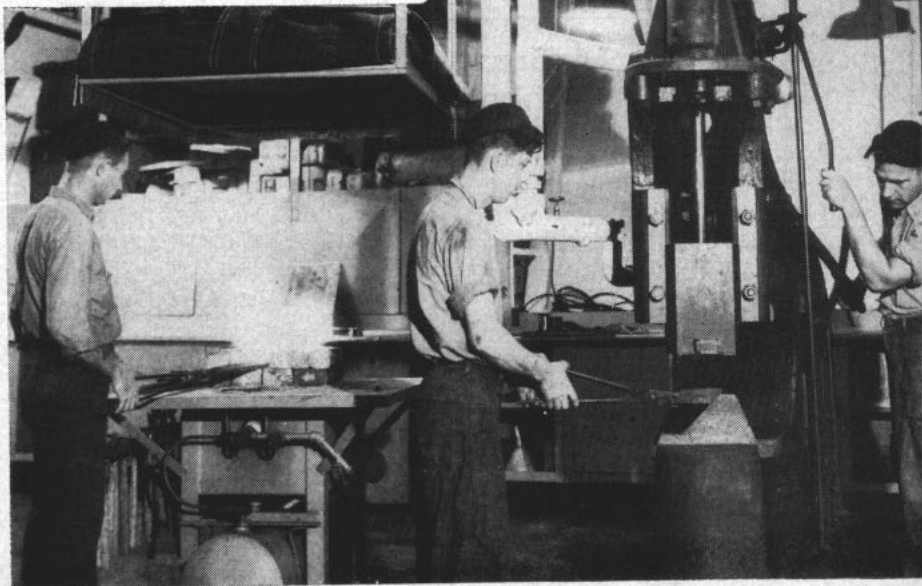
In addition to such inside jobs, there is outside work too. Underwater repairs, for example. Each AD has several divers attached to the ship for hull repair tasks.

Bryce Canyon and her sister destroyer tenders may lack some of the dash and glamor of the hit-and-run Navy. But if they do, they make up for it by the cool competence with which they accomplish their mission—keeping the hard-fighting tin cans on the move.

FIRING PRACTICE also is part of a day's work on board a destroyer tender. Above: Ship's five-inch gun crew fires off a few rounds. Below: Heating and forging metal by drop hammer in the AD's welding shop.



FIREMAN C. R. Glasgow keeps his eye on controls in boiler room in *Bryce Canyon*.



Summary of Legislation of Interest to Naval Personnel

In the closing days of the first session of the 82nd Congress much legislation of interest to naval personnel and veterans was passed and signed into law later by the President.

The summary below covers those laws of the 82nd Congress not previously reported in *ALL HANDS*. For other legislation of interest to Navymen which was introduced, considered or approved by Congress, see the regular monthly roundups which have been published in past issues.

Congress reconvenes for its second session this month.

Korean Veterans Rehabilitation—Public Law 170 (evolving from H.R. 3932); extends the vocational rehabilitation benefits, enacted by the 78th Congress for World War II veterans, to all service-connected cases who need vocational rehabilitation to overcome a disability handicap incurred in or aggravated by service since 27 June 1950.

Atomic Tests—Public Law 173 (evolving from S. 994); authorizes the Navy to use the incomplete submarine *Ulua* as a target for certain atomic explosive and related tests.

Multiple Sclerosis—Public Law 174 (evolving from H.R. 3205); increases from one year to two years after separation from active service the time limitation for claiming disability due to multiple sclerosis.

Regulations Revised on Personal Correspondence

Members of the naval service on active duty may now communicate directly or indirectly with their state and district members of Congress in accordance with revision of Article 1249 Navy Regs, 1948.

The revised article provides that "No person in the naval service shall be restricted or prevented from communicating directly or indirectly with individual members of Congress concerning any subject provided such communication is not in violation of law or naval security regulations."

Revisions of Article 1248 relating to "Communications to the Congress" has also been approved and now reads as follows:

"1248, Communications to Congress. 1. All petitions, remonstrances, memorials, and communications of any person or persons in the naval service, whether on the active or retired lists, addressed to the Congress, or to either house thereof, or to any committee there-

of, on any subject of legislation relating to the Naval Establishment, whether pending, proposed, or suggested, shall be forwarded through, or as authorized by, the Secretary of the Navy.

"2. No chief of a bureau, office or division, or other subordinate of the Navy Department, and no person in the naval service shall, in his official capacity, apply to Congress, or to either house thereof, or to any committee thereof, for legislation or for appropriations or for Congressional action of any kind except with the consent and knowledge of the Secretary of the Navy; nor shall any such person, in his official capacity, respond to any request for information from the Congress, or from either house thereof, or from any committee of Congress except through, or as authorized by, the Secretary of the Navy, except as provided in sections 102, 103 and 104 of the Revised Statutes (2 U.S.C. 192-194)."

Compensation ranges from \$15 per month to a maximum of \$150 per month.

Experimental Submarines—Public Law 176 (evolving from H.R. 1227); further amends current legislation authorizing construction of two experimental submarines by in-

creasing the cost limits, in order to speed up construction for delivery within next several months.

End War with Germany—Public Law 181 (evolving from House Joint Resolution 289); approved 19 Oct 1951; formally terminates the state of war between the United

Navy, Marine and Civilian Personnel Lining Up to Give Blood

Navymen are turning to all over the world in an effort to keep pace with the increasing need for whole blood and plasma. From Narragansett to Corpus Christi, from Jacksonville to Yokosuka, navy, marine and civilian personnel are lining up.

Quite a few of the contributors are World War II or Korea veterans—repaying a pint or two they had received. One Korean veteran said, "When I needed blood, it was there. Now I'm going to give some back. It's sort of an insurance policy—who knows when I might need some again."

Several units have reported 100

percent records in their blood donor campaigns (that is, every man in the outfit volunteered to donate blood):

- *uss Coates* (DE 685)
- *uss Sennet* (SS 408)
- Four classes, Naval Air Technical Training Center, NAS Jacksonville, Fla.

The Naval Base Blood Center, Philadelphia, Pa., has collected over 10,000 pints—from sailors and shipyard workers, from crewmen of 46 vessels.

Pintwise, the scores of other units and activities, are as follows:

- U.S. Naval Base, Key West, Fla.—3,008 pints.

- *uss Boxer* (CV 21)—2,377.
- *uss Oriskany* (CV 34)—1,436.
- *uss Essex* (CV 9)—1,061.
- *uss Princeton* (CV 37)—1,040.
- Fleet Air activities, Alameda, Calif.—983 (representing 98.3 percent).

- NAS Atsugi, Japan—700.
- *uss Vulcan* (AR 5)—690 (representing 81.1 percent of those on board).

- *uss Juneau* (CLAA 119)—600.
- Submarine Flotilla One—568.
- *uss Siboney* (CVE 112)—400.
- Organized Submarine Division 1-8, Boston, Mass.—100.
- Naval Electrician's Mate School, Takoma Park, Md.—80.

States and Germany, declared by Congress on 11 Dec 1941, and provides that the rights and privileges of the United States and its nationals which were acquired by unconditional surrender of Germany of 8 May, 1945, remain unchanged.

Disabled Veterans Payments—Public Law 187 (evolving from H.R. 4233 and S. 1864); passed by Congress over President's veto; authorizes payment by VA of \$1,600 toward purchase of an auto or other conveyance and devices for veterans of service on or after 27 June 1950, in those cases where loss of—or the permanent loss of use of—one or more limbs is involved, or when there is a permanent impairment of vision of both eyes of an ex-service man.

Korean Veterans Housing—Public Law 214 (evolving from S. 2244); grants veterans of the Korean conflict the same benefits given to veterans of World War II under the National Housing Act, such as preference in the rental of low-rent housing units, in the purchase of war housing under the Lanham Act, and in obtaining special F.H.A. mortgage insurance advantages.

V. A. Employment of Retired Officers—Public Law 230 (evolving from H.R. 5062); extends the authority of the Administrator of Veterans' Affairs to appoint and employ retired officers without affecting their retired status.

Psychoses Cases—Public Law 239 (evolving from H.R. 320); provides hospitalization and outpatient treatment to veterans of World War II who develop a case of active psychoses within two years from release from active duty.

Naval Academy to Expand

The U.S. Naval Academy at Annapolis, Md., is enlarging and modernizing its facilities, providing for the largest brigade of midshipmen in its history.

First step in the program authorized by law calls for 43 additional classrooms and improvement of existing classrooms. The second phase of this program involves messing facilities. These, like the classroom facilities, were originally constructed for a brigade two-thirds the size of the present brigade. At present, 3,790 midshipmen are studying in classrooms built to handle 2,500.



THREE HOBBYISTS look over plans for a model airplane in Roosevelt's well-stocked hobby shop. Prices of items range from 50 cents to 40 dollars.

Enthusiasms Stirred by Carrier Hobby Shop

When crewmen of the aircraft carrier *Franklin D. Roosevelt* (CVB 42) are not helping to launch the Navy's big attack planes, like as not they're launching a few smaller ones of their own—built in *FDR*'s well-equipped hobby shop.

This shop, one of the biggest and best afloat, is fluorescent-lighted, air-conditioned and keeps a large amount of stock on its work benches and in its orderly stowage racks.

In the off-duty center, carrier sailors while away many pleasant hours turning out not only model planes but such intricate items as

model racers and model railroad equipment.

"We started this shop with \$800 worth of stock and a workshop made out of cast-off equipment," recalls L. H. Sloniker, AM2, who is in charge of all the buying, selling and upkeep. "Now we think we've got one of the best."

But a hobbyist's enthusiasm can sometimes run away with him. It did for one man who let his model *Banshee* crack into the tail of a real F9F *Panther* which was making an approach on the ship. The F9F had to be grounded for repairs; the model was scarcely scratched.



RELAXING in their off-duty time, these men concentrate on their various projects. The shop is always in use, from 'knock-off-work' to 'Taps.'

Blasting the Enemy



FIRE SUPPORT—Cruiser *Toledo*'s helicopter returns from a spotting mission while the battleship USS *New Jersey* lets fly with a punishing nine-gun salvo.

DARING COMMANDO raids far behind the enemy lines by United States and British Marines made headlines early last month in the Korean fighting.

Launching their attacks from the high-speed attack transport *Horace A. Bass* (APD 124), the leathernecks and their United Nations teammates scaled a cliff in a hit-and-run attack against communications lines of the North Koreans and Chinese Communists, south of Songjin.

The scene of the commando raids was about 150 miles north of the 38th parallel. One of the targets of the marine raiders was the closely guarded rail line which channels vital supplies to the front lines.

In the first commando attack on the preceding day, the marines had landed near Tanchon, about 25 miles south of besieged and bombarded Songjin. Their mission was to destroy an inland railway tunnel along the Songjin-to-Wonsan route, which they blasted with bazookas.

In the second raid, after scaling the cliff south of Songjin, the U.S. and 41st Royal Marines fought in

almost hand-to-hand clashes with the Communists, who attacked with hand grenades. U.N. marine casualties amounted to only two wounded, while they left an undetermined number of Communist dead behind them. The marines left the enemy shores in small craft and returned to *Bass*.

At the same time that the raids were going on, the destroyer *Tingey* (DD 539) was pouring five-inch salvos along the rail route further north, in a coordinated effort to knock out the Red supply lines. The following day, fighters and bombers from Task Force 77, operating off the east coast, cut rail track in 67 places. The score at the end of the day showed a tally of 45 freight cars, half a dozen locomotives and 10 railway bridges in the destroyed or damaged columns, credited to the naval aircraft.

USS *Wisconsin* (BB 64), just out of mothballs, fired her initial bombardment of the Korean conflict early in December. Her first target was enemy installations in the Koson area, and then she went on to lend support with her five-inch guns to R.O.K. troops along the eastern end of the U.N. battleline.

The 16-inch guns of *Wisconsin* sought out artillery pieces, tanks, supply and ammo dumps of the North Korean forces. *New Jersey* (BB 62), sister ship of *Wisconsin*, was rotating between the east and west coasts. Using both air spotters and shore fire control parties, her main batteries were hurling the 16-inch projectiles for a distance of 18 miles inland.

While the battleships and carriers ranged the coasts, the siege of Wonsan continued. In a single day—the 291st consecutive day of the Wonsan bombardment—two LSMRs fired 3,000 five-inch rockets on the transportation center.

North of the 38th parallel, allied planes tangled increasingly with Communist aircraft. A larger number of enemy jets were making their appearance. On one occasion eight Navy planes of the conventional propeller type joined in a brief dog fight with two MIG-15 jet planes. The enemy jets began their attack about 3,000 feet above the U.S. planes (five *Corsairs* and three *Sky-raid*ers), apparently banking on their extra speed to make a kill. Diving on the Navy planes from behind and out of the sun, the jets



MINESWEEPING—This boat crew from USS *Thompson* (DMS 38) sank 5 floating mines with rifle fire, clearing Tanchon harbor for the bombardment ships.



AIR STRIKES—With dive brakes and wheels down, 4 *Panthers* return from harassing the enemy. Below: Destroyer *Ernest G. Small*, lost her bow to a mine.





COMMUNIST GUARDS look down on the Panmunjom peace site. Right: Communist delegates leave the conference tent.

made a cannon-firing attack. The carrier-based fliers immediately took evasive actions, and Corsair pilots were able to open fire on one of the climbing jets as the Communist planes turned northward to the border. Returning safe to their carrier uss *Bon Homme Richard* (CV 31), only one of the bombers suffered slight damages from the dog fight. It was not determined whether either of the jets was hit.

On another mission from *Bon Homme Richard*, two Navy jet pilots were out on a train-busting campaign. Spotting wisps of smoke coming out of two tunnel mouths on the main east coast rail line, they recognized the telltale evidence that a locomotive was hiding inside the

tunnel—a common practice of the North Koreans during daylight hours.

The *Panther* jets dived in and put three out of four lethal rockets right into the mouth of the tunnel. An enormous explosion followed, and another link in the enemy's communications chain was broken.

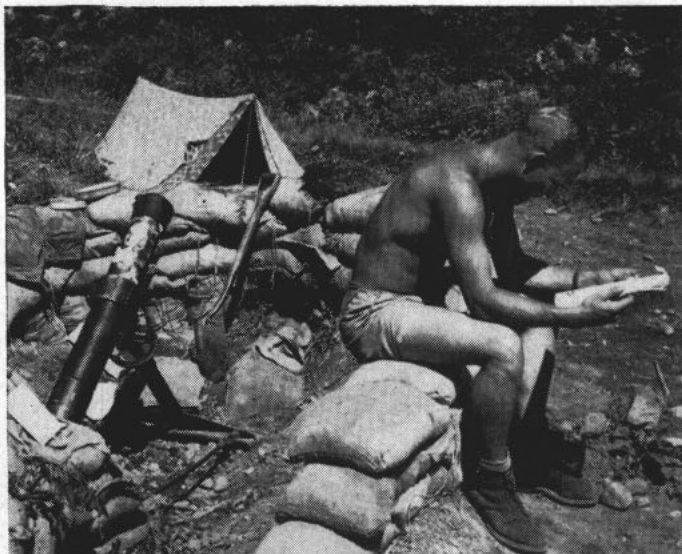
At night heckler fighters from the heavy carriers, aided by the light of the moon and enemy anti-aircraft fire, did a booming business against truck convoys on the roads north and south of Wonsan. Flying as low as 500 feet above the truck columns, they picked out their targets, then swarmed in for the skill. Fragmentation bombs and fiery napalm lit up the scene to verify the destruction.

The Christmas and New Years holiday season brought with it lighter moments in sports and relaxation for some of the servicemen in the Korean theater.

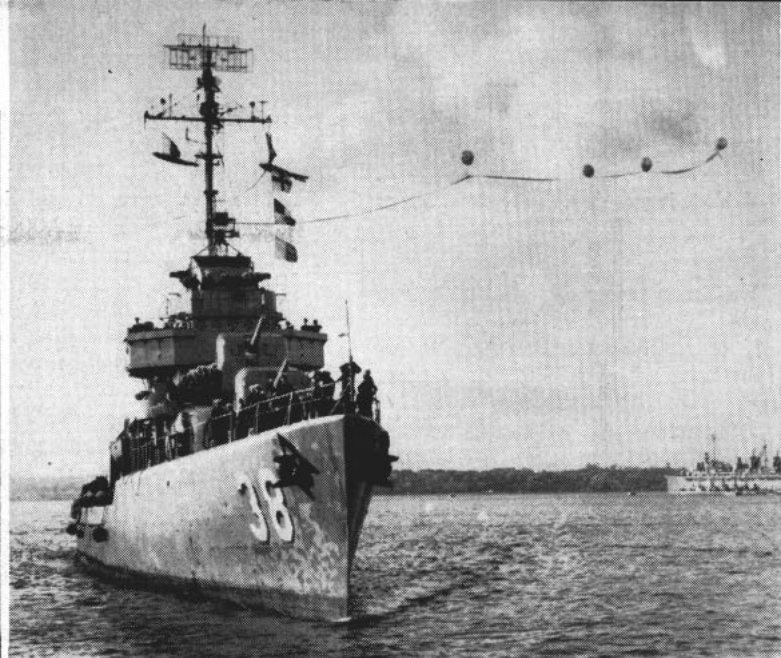
Although they couldn't sit in on the bowl games all over the United States, Navymen kept up with the football scores quarter by quarter.

Lying off the Korean coast, some seven thousand miles from the state-side gridirons, bluejackets could keep themselves posted on their pigskin favorites without taking time off from the job of pummeling the Red targets. Between salvos directed toward shore targets, voices would crackle over ships' loudspeaker systems:

"It's the opening whistle for the



MARINE MORTARMAN grabs a little sun during warm spell. Right: Leatherneck makes the most of lull in the fighting.



AT EASE, *Rendova's* Jim Yettke, AB3, awaits return of strike planes. Right: *Thompson* shows she's 'homeward bound.'

kickoff in this annual Bowl battle.

One of the first questions of pilots and aircrewmembers returning from dates with Gladys, Jane, Alice, Kate and Nancy—names designating targets along the North Korean supply lines—was "What was that last score again?"

On board *uss Antietam* (CV 36), music by the carrier band was broadcast as usual during the holiday season throughout the ship. Keeping rhythm with the sea, according to the band's director, Chief Musician James W. Kohl, usn, the bandmen's music "pitches, rolls, rides, jumps, bounces, rocks, sways—and swings!"

Using the admiral's cabin (when vacant) as a practice room, the band is in top-notch playing condition, with an appropriate repertoire for all types of sea-going conditions. When the ammunition ships *uss Mount Katmai* (AE 16) and *uss Paricutin* (AE 18) came alongside, for example, to transfer their potent cargoes, the "Mighty A's" minstrels were on the deck to serenade them with "Pass the Ammunition" and a few rousing football songs.

Ashore Marine units also took time out for moments of relaxation. At one forward point the American leathernecks were entertained by an R.O.K. Marine variety show.

A four-piece oriental jazz band—*Kim Chung-bao* on the accordion, *Lee Chin-ho* at the drums, *Kim Shon-yong* with a guitar and *Sang Byong-hun* working the saxophone—got a cheer from relaxing leathernecks for its Gung-ho jive.



NAVY CAMERAMAN takes time out to make friends with Korean kids. (Center) Two sailors from *Toledo* examine a thin pipe belonging to an elderly Korean.



SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

FLAMING JELLIED-GASOLINE—called napalm—sticks to everything it touches. Its deadly fire reaches a temperature of 2,300 degrees and can destroy virtually everything with which it comes in contact within a distance of 150 yards.

It has a tremendous psychological impact, frequently creating panic among enemy troops. This fact has led to the development of the napalm booby trap, an invention of the Army Chemical Corps, which is now being used effectively on the battlefields of Korea.

Construction of the booby traps is a quick and simple task. They are made by attaching an explosive charge to gasoline drums, shell cases, or food containers filled with the napalm mixture. The napalm traps are then camouflaged and placed in the ground in the expected paths of the enemy. When disturbed or fired by an electrical charge, the mines explode and scatter the flaming jellied-gasoline over wide areas. The land mines are especially effective at night against infiltrating Communist troops and vehicles.

* * *

A ROBOT WEATHERMAN is on "duty" at Amchitka in the barren wastes of a polar island in the Aleutians, where no military personnel are stationed. It is "his" job to transmit daily weather reports to radiomen located over 200 miles away.

This robot weatherman is the first such experimental weather station placed in operation on the far end of the Alaskan islands chain near the Russian border line—installed there by the USAF Air Weather Service, a unit of Military Air Transport Service.

The new robot weather station replaces five trained weather technicians and additional people usually required to staff a weather reporting outpost. This station is an entirely different type from those previously used. Custom-built for the Arctic, it is 50 times more powerful. It will operate at temperatures of 30° below zero and in 180 mph winds. Resembling an oversize trunk, the equipment housing is 12 feet long, six feet

wide and has weather recording gear mounted on top. The 12,000-pound unit is secured by guy wires of steel cable.

The robot station can perform all standard weather observations without attendance except measurements of ceiling and horizontal visibility. Technicians believe these missing factors can be estimated accurately from other available data. The little station practically maintains itself. In case of fire an automatic extinguisher system goes to work and if the temperature drops extremely low, a heating system supplies heat automatically. At present it requires servicing every three months, but engineers of the Army Signal Corps who developed the stations expect to reduce maintenance to once-a-year service visits.

The Amchitka robot weatherman was installed by personnel of the USAF, 11th Weather Squadron of the 2107th Air Weather Group under supervision of the Alaskan Air Command.

* * *

PLASTIC SLEDS for troops operating in the Arctic have been developed by the Army Quartermaster Corps.

Molded of glass-fiber, the plastic sleds will replace the heavier and unwieldy 400-pound capacity wooden sled.

The new sleds will be in two sizes: seven feet long, two feet wide, with a capacity of 200 pounds; and four feet by two feet, with a 100-pound capacity. Both sleds can be pulled by one or two men and negotiate rough terrain more easily than the large heavy wooden sled. They weigh 36 and 24 pounds, respectively.

In the Arctic the sleds will serve to haul rations, supplies, small arms and ammunition. The longer sled is also especially adapted to carry wounded, and has a white cotton duck cover to camouflage and protect an injured man.

* * *

INFRA-RED EYES which enable a rifleman to see and fire at a target in darkness are being used at the Army's Sniperscope School at Fort Campbell, Ky. The sniperscope is an electronic device which makes it possible to view objects or persons in the dark by sending out rays of infra-red light.

The Army Corps of Engineers is teaching personnel in the use of the new night-fighting equipment at the Fort Campbell Sniperscope School. The device was developed by the Engineer Board at Fort Belvoir, Va. As far back as 1918 the Navy was using infra-red ray equipment to send and receive signals invisible to the naked eye. *ALL HANDS*, June 1946, p. 34, describes the earlier types of "snooperscopes" and infra-red ray systems used during World War II.

* * *

ENEMY RAIDERS attempting to reach the U.S. coast under cover of night or through protective fog or clouds will have to avoid the radar eyes of the new F-89 *Scorpion*—a 600-mile-an-hour jet interceptor plane.

The *Scorpion*, with night penetrating radar vision and heavy armament, is already in operation at several



SALVAGED VEHICLES, renovated during a four-year Air Force Pacific clean-up, await further war use in Japan.

fields. The radar "eye" in the plane's plastic nose is designed to pick up the images of raiders. Once the target is spotted by the radar operator, riding behind the pilot, the *Scorpion* can "home" on the hidden enemy and deliver its sting.

Without actually seeing the target, the pilot can cut loose with his six 20-mm. cannon or 16 5-inch rockets. The nation's fast-growing coastal defense force is receiving the new jet interceptors in undisclosed numbers for immediate operation.

* * *

A LIGHT-WEIGHT GYRO COMPASS which can take rough treatment without failure or inaccuracy has been developed by the Army Engineer Corps. The new 67-pound model replaces the World War II gyro compass, weighing 550 pounds, which was limited in use because of its size and weight.

The new lighter model provides precise navigation data for vehicles in any area and under all conditions. Its indication of true north is not affected by metallic objects. The unit is self-contained and self-sufficient.

During field tests the compass withstood severe treatment while mounted in tanks. Simple to operate, it does not require compensation or calibration calculations by the operator. The sensitive element is suspended in a high density fluid.

Another important advantage of the new model is its operation in temperatures ranging from 65 below to 130 degrees above zero fahrenheit.

* * *

A NEW CARGO TRACTOR is being produced for the Army, with more than 300 manufacturing plants supplying parts. The fast-moving, quick-turning cargo tractor has basically the same chassis as the Walker *Bulldog* light tank.

Built in accordance with the policy of standardizing equipment wherever practicable, it allows for the inter-

changeability of parts with other vehicles in the light tank family. This standardization policy permits mass production methods in engines, generators, and many other parts. Standardization also simplifies maintenance and speeds up repair by fewer trained mechanics, whereas the use of many different type engines and parts requires special schooling for a large corps of mechanics.

When used to pull artillery, the cargo tractor carries ammunition and supplies, supplementary equipment and a gun crew.

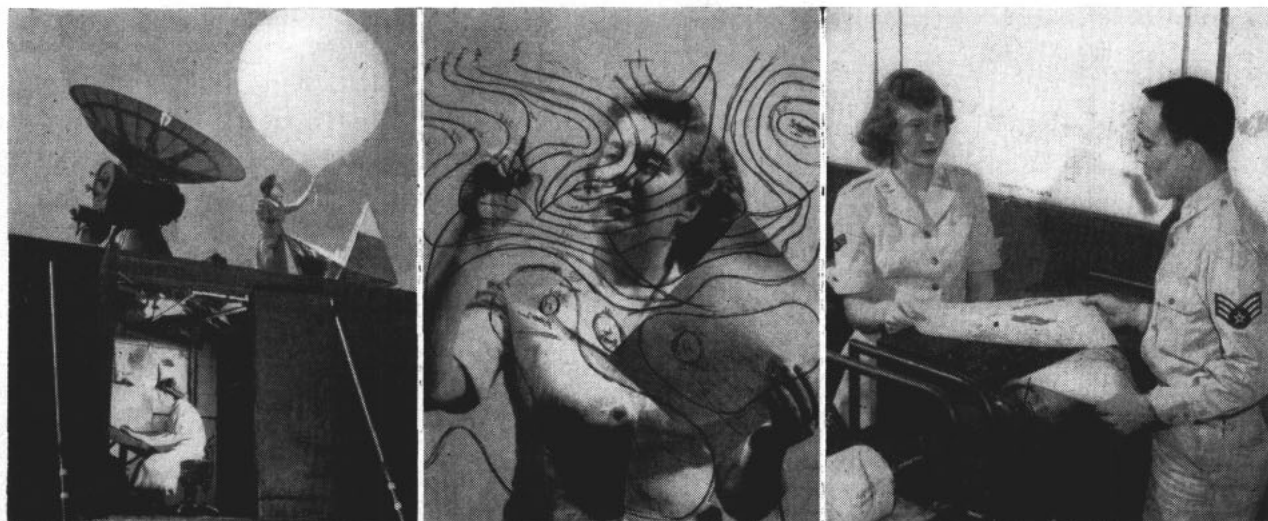
Two front seats carry the driver and assistant driver, who has access to dual controls as well as a mobile radio control. He also operates a .50-caliber machine gun, mounted directly above him.

* * *

DANIEL BOONE, flying over the North Pole as a crewman of a daily polar mission of the Air Force's 58th Weather Reconnaissance Squadron, accomplished a feat that his namesake would not have thought possible. Airman Boone's flight, however, was but one in the record of more than 500 missions over the pole from Eielson Air Force Base, a rugged and remote Alaskan outpost.

Sergeant Daniel Boone, a native of Florida, is not sure if he is a direct descendant of the famed frontiersman, since the old pioneer didn't leave many family records.

The 58th is one of six weather reconnaissance squadrons based throughout the northern hemisphere and is an air unit coming under the USAF Air Weather Service. The squadron, which calls itself "The Pole Vaulters," operates with W-B29 Superforts—flying weather stations—on regularly scheduled flights to the North Pole and westward over the Bering Sea. The air-weathermen make observations of atmospheric conditions with special instruments of their trade including expendable automatic radio transmitters of weather observations which are dropped slowly by parachute.



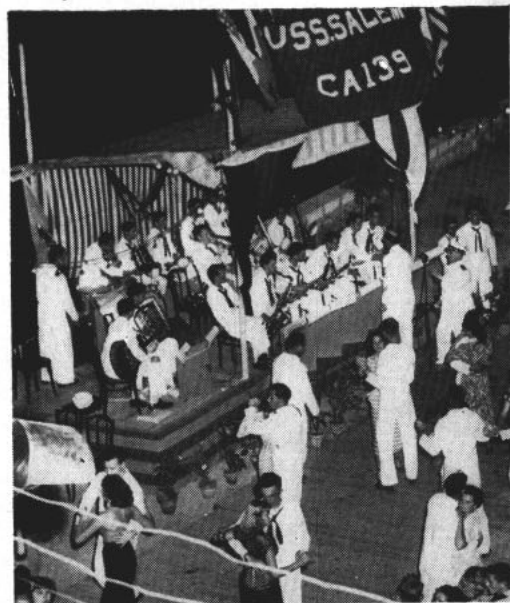
WEATHER GALS—The Air Force has put its women to work at many weather stations, doing jobs such as releasing and tracking balloons (left), preparing facsimile maps for transmission (right) and keeping weather plots (center).



SICILY—Liberty party visits the Cave of Dionysius, a grotto which takes its name from that of a notorious Syracuse tyrant who used the cave as a jail.



TUNISIA—Three Navy men and a Marine poke around curiously in the ruins of the ancient city of Carthage, headquarters of a lost civilization in North Africa.



Liberty Ports

A NAVYMAN on duty with the Sixth Fleet in the Mediterranean Sea has a unique opportunity to visit the lands he is helping to defend.

By simply stepping ashore at one of the many liberty landings strung along the shore from Gibraltar to the Biblical lands, the U. S. sailor can get a tourist's-eye view of "the grandeur that was Greece and the glory that was Rome." He can visit historical sites he might otherwise never see. Spain, France, Turkey, Sicily, Lebanon, Algeria, Libya, Trieste, Morocco—all beckon to the off-duty bluejacket. At each spot he mingles with the people, observes the varying customs and perhaps comes to understand them a bit better.

But between ports, the Med sailor

SPAIN—At Limolina, two men leave a ski lodge for a day on the snowy slopes.





in the Med

and his ship put in a full schedule. Sixth Fleet ships and units continually run through tactical maneuvers, practice firings, anti-submarine exercises and carrier operations—all designed to keep the fleet in a condition of instant readiness.

On top of this, frequent combined operations with allied units, such as the recent mock amphibious attack on Sardinia forge the various units into a fighting force.

Like as not, after a combined operation of this sort, the U. S. Navyman will go ashore and meet his allied opposite number over a cool beverage. By working and playing together in this fashion, Med sailors take a hand in building a strong Mediterranean frontier.

Sixth Fleet sailors can join a tour to the interior during authorized leave time.



GREECE—Two white hats watch technique of Athens photographer. Left: Crewmen of USS *Salem* swing and sway at a dance at Villefranche, France.



TURKEY—Liberty-bound sailor is easy pickin's for Turkish kids. Below: Blue-jackets admire St. Peter's Basilica (in background) and colonnades at Rome.



LETTERS TO THE EDITOR

Navy Occupation Service Medal

SIR: If a member of the naval service performed duty ashore in Japan from 1 May to 1 November 1951, would he be authorized to wear both the Navy Occupation Service Medal, if not previously earned, and the Korean Service Medal? If not entitled to both medals, what medal would be authorized?

I have been told that 30 days consecutive time or 60 days nonconsecutive time in the area is required to earn the Navy Occupation Service Medal. If I have 60 days nonconsecutive time, part in Europe and part in Asia, can this time be counted together for eligibility?

—H. D. B., YN3, USN.

• The Navy Occupation Service Medal may be earned by a member of the naval service immediately upon reporting in one of the areas originally designated for this award when he is permanently attached to a unit or ship. Service in Korea since 27 June 1950 may not be credited toward eligibility for the Navy Occupation Service Medal. Service in Japan and other occupation areas during the occupation period (for which no terminal dates have been set) entitles you to wear the medal.

Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15790, revised) contains a list of ships and units eligible for campaign area, occupation service and other medals. This book does not yet list the names of ships and

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.

units that have served or are now serving during the Korean conflict. The list is in process of compilation and will be published when completed.

The Korean Service Medal is restricted to service in the Korean theater as described in Joint MarCorps-BuPers letter of 20 March 1951 (NDB, 31 March 1951). Ships and units eligible for the Korean Service Medal have not yet been officially listed. Eligible personnel may be authorized to wear this ribbon by their commanding officer in the area. For further information, see ALL HANDS, September 1951, P. 28.

Japan is not in the Korean theater; therefore, service in Japan only does not entitle you to wear the Korean Service Medal.—Ed.

Navy's Navy and Army's Navy

SIR: To settle a small argument, I would appreciate it very much if you would give me some information on whether the Army or the Navy had more "sea-going craft" at peak mobilization during World War II.—A.T., SN, USN.

• A breakdown of statistics for the two services shows that the Navy had the larger number of vessels of all types. At a peak period of mobilization (1 Jan 1945) the Navy had 10,996 and the Army had 8,469. The Navy's count does not include amphibious vehicles, small landing craft or ships' boats.

Listed by categories, the Navy's count was as follows:

Combatant ships.....	807
Mine craft.....	292
Patrol craft.....	1,542
Auxiliaries.....	1,233
Amphibious types.....	3,776
Service and district craft.....	3,346

At this same date the Army maintained 1,765 large vessels and a great many smaller vessels. Totaling 6,704 smaller vessels were barges, lighters, scows, tugs, towing launches, tow boats, launches, rescue boats, freight and passenger supply boats, floating cranes, tankers, mine planters and various types of harbor boats.—Ed.

Reverting from LDO Status

SIR: If a CPO was appointed to LDO status and served satisfactorily for 10 years, reaching the rank of lieutenant, and if he twice failed of selection in the grade of lieutenant, would he revert to CPO, warrant officer or commissioned warrant officer?

My interpretation of BuPers Circ. Ltr. 62-50, subparagraph 3D(2)(f), is that when a chief petty officer receives an appointment as a limited duty officer and is promoted to lieutenant, junior grade, he will have the option of reverting, not to CPO, but to warrant officer, if he should twice fail of selection after reaching a lieutenant's grade.—D. H. R., ATC, USN.

• A chief petty officer who was appointed to LDO status and served for 10 years, reaching the rank of lieutenant, and then twice failed of selection, could be reverted to commissioned warrant officer at his option, rather than being separated as a lieutenant.—Ed.

Striking for Radarman

SIR: In 1945, when I finished recruit training, I went to the Navy Radar Operators School at San Diego, Calif. I graduated from this school as a seaman second class, qualified radarman striker (the old rating) and in 1946 I was discharged as a seaman first class, qualified radarman striker.

I enlisted in the Naval Reserve (V-6) in this rating which was later changed to RDSN. I remained in V-6 until 22 June 1950, when I enlisted in the Regular Navy.

My enlistment papers contain only the designation SN—not RDSN. Consequently, I am now on the deck force of an LSM and have nothing to do with radar.

Last July I was allowed to take the test for RD3, but there was no book available for study and I had had no practice in operating gear. Is there any way I can get my old rating back? I would like to strike for radarman again.—W. R. L., SN, USN.

• Recruiting Instructions do not permit the assignment of striker's rate symbols to personnel who reenlist under broken service conditions in pay grade E-3 or below.

In order to gain experience in the radarman rating, it is suggested that you request assignment to duties connected with radar.

Training courses for the radarman rating may be obtained by your educational officer from a district publications and printing office.—Ed.

Uniforms and Civilian Clothes

SIR: The question arose here as to whether the CPO gabardine khaki trousers with poplin khaki shirts without tie, could be worn while off duty as civilian clothes.

Could the trousers be lawfully worn with a sport shirt by a member of the naval service who is entitled to wear civilian clothes while off duty?—J.H.B., GMC, USN.

• According to U.S. Navy Uniform Regulations 1947, "No part of the prescribed uniform or equipment shall be worn at the same time that civilian clothes are worn, except articles which do not present a distinct naval appearance."

The khaki trousers and khaki shirt without rating badge, or the khaki trousers with sport shirt, could be worn as civilian clothes provided no other articles of uniform which present a distinct naval appearance are worn.—Ed.

CPO and WO Pay

SIR: Is anything being done about the warrant officer program in regards to the short gap in pay between pay grades E-7 and W-1?—E. J. G., BOSN, USN.

• It is realized that the pay differential between a CPO and a WO is now negligible and that in some instances it is in favor of the CPO. In recognition of current conditions the minimum required service in grade for WOs to be eligible for consideration for CWO has been cut from six to three years during the current emergency.

One thing to be considered is that the WO has a new future ahead of him with the possibility of eventually advancing to W-4. The pay of a W-4 is between that of a lieutenant and a lieutenant commander with considerably greater retirement pay ensuing.

If personnel appointed to warrant officer status were immediately assigned to pay grade W-2 they would in certain cases receive higher pay than an ensign. An ensign appointed from enlisted status would then find in these cases a warrant officer drawing more pay than he does.

The service pay structure is based on responsibility from grades of E-1 through O-8 as a result of an impartial study made by the Hook Committee. The present emergency has temporarily increased the BAQ for some people, closing the pay differential between a CPO and a WO. Because this condition is temporary it is deemed inadvisable at this time to open up a complete restructuring for all grades.—Ed.

No Places for Show People

SIR: I have been in show business for 11 years and would like to get into some special rate so that I could keep up with stage work. Is it possible for enlisted men to get assignments making Navy training films? Could I get into the Armed Forces Radio Service?—D. E. H., SA, USN.

• Enlisted personnel are not ordered to duty specifically as actors in Navy training films. In many cases, these films are produced by commercial contractors who provide professional actors. Sometimes, of course, personnel on duty at the scene—plus an occasional professional actor—are utilized in Navy-produced films.

The Armed Forces Radio Service utilizes a considerable number of enlisted men throughout its operations. AFRS is almost entirely an overseas operation, however. Relatively small short-wave units operate from New York and Los Angeles but their personnel requirements are very small.

Qualifications for AFRS announcers are essentially the same as for commercial radio announcers. They must have active and intelligent minds, a basic understanding of human nature,

Broken-Service Advancement

SIR: I have been a PO1 for almost seven years. In April 1946 I was discharge from the USNR and in August 1949 I reenlisted in the USNR. In May 1951 I was recalled to active duty. How does this broken service fit in with the eligibility requirement for advancement to CPOA that calls for 36 months in pay grade?—E. S. M., YNT1, USNR.

• The service you performed prior to your discharge from the USNR may not be counted toward your eligibility. By failing to enlist again within three months from date of discharge you did not maintain the necessary continuity between enlistments.—Ed.

pleasant personalities, a good character, knowledge and understanding of the armed forces, trained and cultured voices, poise and the ability to think clearly and speak intelligently.

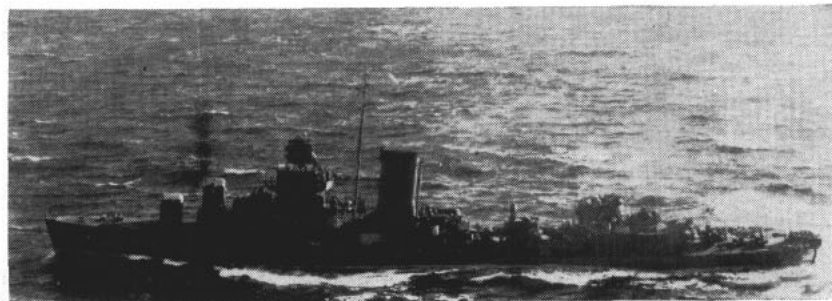
An enlisted man desiring an AFRS assignment should contact the manager of his local AFRS station to make known his interest and qualifications.

Normally, official requests for duty with AFRS in the U.S. should be submitted to the Chief of Naval Personnel via the chain of command. Such requests are not desired at present, however, inasmuch as there will be no vacancies in the near future. Requests for assignment to overseas AFRS billets should be sent to ComServLant or ComServPac, as appropriate, through the chain of command.—Ed.

DD Exceeded 38 Knots

SIR: Our engine room CPO says there was a destroyer that exceeded 38 knots. Do you have any information on this?—J.B., FN, USN.

• One destroyer that did it was USS Gridley (DD 380), a single stack DD of the Craven class of 1934. In May 1937, with a 56,900 shaft horse power and a displacement of 1,767 tons, she attained a trial speed in excess of 38 knots.—Ed.



USS GRIDLEY (DD 380)—Navy files show that this destroyer, launched in 1936, with a displacement of 1,767 tons was able in 1937 to attain a trial speed of over 38 knots.

Wearing Other Insignia

SIR: Before my enlistment in the Naval Reserve I served in the Army with the 11th Airborne Division and received my parachutist wings. At personnel inspection I was asked to remove the wings from my Navy uniform. I would like to know if I am entitled to wear my parachute badge, or can I be prevented from wearing the badge? What is the governing Navy directive?—J. E. I., AF3, USNR.

• Uniform Regulations, Article 9-10, states that aviation insignia of other armed services or nations shall not be worn on the naval uniform; therefore you are not entitled to wear the parachutist's qualification badge. BuPers Manual, Article 7415, prescribes the qualifications required for naval personnel to be designated as parachutist.—Ed.

Dependents' Transportation

SIR: I understand that personnel in pay grades E-5, E-6 and E-7 are entitled to transportation for their dependents at government expense. If a man in pay grade E-4 has duty at an overseas station can his dependents travel at government expense in order to join him?—D.K., YN3, USN.

• In the matter of transportation for dependents at government expense, personnel in pay grade E-4 come under a special class. Those with seven or more years of service are entitled to it. Those with less than seven years of service—along with personnel in pay grades E-3, E-2 and E-1—are not entitled to such transportation.

However, it has been the policy of the Bureau of Naval Personnel to authorize passage on Military Sea Transportation Service vessels for dependents of personnel in the lower pay grades when on duty in overseas stations and when they have obtained the entry approval of the area commander. The granting of passage to the dependents of the lower pay grades depends on the availability of space after all personnel and dependents legally entitled (by Joint Travel Regulations) have been accommodated.—Ed.

Requesting UDT Training

SIR: Please give me some information about applying for underwater demolition training. What are the requirements?—J.L.R., HM3, USN.

• Enlisted men of the Pacific Fleet apply for this training in accordance with ComServPac 2 FL-49 of 28 Jan 1949. EM of the Atlantic Fleet apply in accordance with instructions found in ComTraComdLant Catalog of Amphibious Training, 1951. In either case, all such requests are submitted via the chain of command.

Personnel selected for UDT training are all volunteers and are on active duty in the Navy. Eligibility requirements are on the rugged side. They require that the applicant be physically qualified in accordance with the Manual of the Medical Department requirements for divers (para. 21133) and able to swim easily a distance of one mile using at least three distinct strokes, such as the crawl, back, side, and breast.

Some other requirements: an education of at least two years of high school or the equivalent, not over 30 years of age at time of assignment, ability to equalize pressure and to clear their ears effectively and otherwise withstand effects of pressure of 50 pounds per square inch in a recompression chamber.—Ed.

Release for Army Commission

SIR: I understand that commissions are available in the Medical Service Corps of the Army for persons with my qualifications. I am a college graduate

Pay for Unused Leave

SIR: I am a volunteer Reserve officer serving for a 17-month period. I should like to know if it will be possible to draw terminal leave pay for unused leave.—D.E.L., LT, USNR.

• Naval Reserve officers released from active duty are entitled to a lump sum leave payment, computed by multiplying the number of days of unused leave by the daily rate of basic pay, BAQ and subsistence allowances.

This lump sum payment for unused leave is payable on the date of discharge or release from active duty.—Ed.

with a master's degree in social psychiatric work; and am an enlisted man in the Naval Reserve on active duty.

Does the Navy have a program in which my training can be utilized in a commissioned grade? If such a commission is not being offered in the Navy would it be possible for me to be released in order to accept such a commission in the Army?—B. L. W., HM3, V-6, USNR.

• There is no program for the procurement of naval officers in the field of social psychology at this time.

In regard to release, the Chief of Naval Personnel will authorize or direct the discharge of an enlisted person for acceptance of a direct appointment as an officer in another regular branch of the armed forces, or in a Reserve component provided the appointment is for active duty.—Ed.

Naval Aviators, Aviation Pilots Eligible for Lighter-Than-Air Duty

SIR: I have a flight instructor's rating and a commercial license and am familiar with all methods of air navigation. How should I apply for lighter-than-air duty? Is it possible to become a liaison pilot?—M.C., QMC, USN.

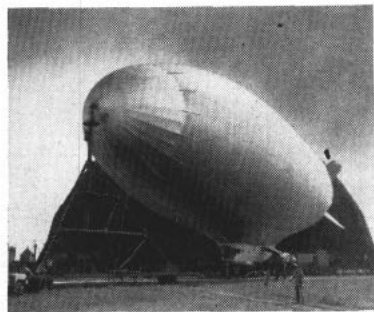
• Assignments to duty in a lighter-than-air activity are made by fleet

and shore administrative commanders to fill authorized allowances.

Personnel in the Pacific Fleet desiring LTA duty should submit requests via the chain of command to BuPers. Personnel in the Atlantic Fleet submit requests via the chain of command to ComServLant.

Personnel desiring shore duty in a LTA activity should submit a request for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

Only naval aviators and designated aviation pilots are assigned pilot duties in the LTA organization. Individuals who hold civilian pilot certificates are not eligible for designation as aviation pilots. It has been determined as a matter of policy that the qualifying of such persons under existing circumstances would be unproductive. Accordingly, it is desired that their services be used where their experience best fits them.—Ed.



LARGEST lighter-than-air craft is the Navy's new submarine-stalking ZPN-1.

Citizenship Requirements

SIR: I understand that citizenship requirements for candidates for Officer Candidate School and for other officer appointments in the Navy have been modified. Will you please advise me where official notice of this change in policy can be found.—C. R., SN, USN.

• The citizenship requirement for appointment in the U.S. naval service was modified to require that foreign born applicants be fully naturalized citizens of the United States. This change became effective following a memorandum of 27 July 1951 from the Undersecretary of the Navy to the Assistant Secretary of Defense. This policy was adopted in the interest of promoting uniformity in the requirements of all branches of the armed forces.

In regard to the OCS program, the modified citizenship requirement is stated in paragraph 8(D) of BuPers Circ. Ltr. 127-51 (AS&SL, July-December 1951).—Ed.

Release of One-Year Enlistees

SIR: I would appreciate some information on the release of one-year enlistees (USNREVS) who were recalled to active duty.

I read in the paper that the Navy was going to release from active duty certain Naval Reservists who are veterans after they have served 16 months during the Korean fighting. Does this mean veterans of the World War II only? Or does it include USNREVS who are veterans of a year's previous service in the Navy?—A.R., SA, USNR.

• USNREVS are not veterans as described by the Universal Military Training and Service Act (Public Law 51, 82nd Congress) or by the regulations promulgated by the Navy.

USNREVS—persons who enlisted in the Regular Navy for one year pursuant to the provisions of the Selective Service Act of 1948—were obligated to serve on active duty for one year. Following the year's active duty they were obligated to transfer to the USNREV, V6 Inactive, for six years, or to serve in the Organized Reserves for four years, unless sooner discharged by competent authority.

For release purposes, USNREVS, both active and inactive, fall under the same category as other non-veteran Reservists. The Navy's current program providing for the release of USNREVS divides them into two classes. Those who were not entitled to receive drill-pay at the time of recall may expect to be released after having served 22 months' active duty during the present tour. Those who were receiving drill-pay at the time of recall may expect to be released after having served 24 months' active duty during the present tour.—Ed.

NSLI Dividend

SIR: When and how will the dividend on National Service Life Insurance premiums now being paid be received by those eligible? I have not heard or read anything on the subject since I submitted my application for dividend seven months ago.—R.A.W., SN, USN.

• The Veterans Administration advises that a dividend check will be issued for each eligible policy as soon after its anniversary date in 1951 as is administratively feasible.

Personnel on active duty who have not requested a waiver of premiums authorized by the Servicemen's Indemnity and Insurance Acts of 1951 (Public Law 23, 82nd Congress, approved 25 April 1951), but who intend to do so should submit the proper premium waiver requests through their local command as soon as possible.

Currently the VA is processing premium waiver applications and at the same time is issuing dividend payments to the insured for the period premiums were actually paid. These dividends are not delayed until the anniversary date of the policy.

VA advises that personnel should not write to them concerning non-receipt of dividends until after 1 April 1952.

VA does not maintain a record of current addresses of policy holders who pay premiums by allotment. Each person on active duty who is eligible for the dividend should advise the VA on DD Form 461 (notification of address) of the address to which he desires his dividend check to be mailed. This form is not to be submitted by persons who pay premiums direct to VA, or to a VA district office.

If you have not submitted the notification of address form (an IBM card) to VA via your commanding officer, you can obtain the form from the disbursing officer or the ship's officer in charge of NSLI insurance. If you have submitted the form and your mailing address has been changed, a new DD Form 461 should be submitted.—Ed.

Mutiny and Gatling Guns

SIR: I've always had the idea that the Navy never had suffered a true mutiny, or at any rate never one that led to loss of life in its suppression. Looking at a very old copy of the Bangor (Me.) Commercial for 8 Sept 1876, I noticed a page one account of what was termed a mutiny on board USS Franklin, frigate, while at Leghorn, Italy.

This story, apparently picked up from a Paris paper's account, said that the commanding officer fired a Gatling gun.

I'm suspicious of this news story for a few reasons. In the first place, it is third hand, for the French paper quoted Italian sources. In the second place, a mutiny in a foreign port doesn't ring

PN Insignia

SIR: A few personnel men have different views on whether the PN insignia is representative of the Bible or a ledger. Can you settle this for us?—C.H.S., PN3, USN.

• According to U.S. Navy Regulation, 1947 (change No. 8), the specialty mark for personnel man consists of "Crossed manual and quill pen," manual uppermost, nib of pen down and to the front. The rating is an outgrowth of



the yeoman rating. Duties of personnel men, however, emphasize personnel classification and training while those of yeoman emphasize clerical ability.—Ed.

quite true. Thirdly, I've never heard of the Gatling gun being used in the Navy.—W. B. R., LT, USNR.

• A check of Franklin's log for September 1876, reveals only one notation that might be considered pertinent—but the dates and facts don't jibe. On the 14th of that month, when the ship was about to sail from Ville Franche, France, the CO confined William Roberts, seaman, in double irons for drunkenness and for resisting the police. The ship reached New York 23 Nov 1876.

In the matter of mutinies, Naval Orientation (NavPers 16138 Revised) has this to say:

"It is notable that no U.S. man of war has ever mutinied or been in the hands of mutineers, while in other navies whole squadrons and fleets have mutinied. However, in 1842, the well known mutinous incident occurred in the U.S. Navy on the brig-of-war Sommers. It constitutes our only approach to true mutiny. The plot was hatched in the brain of Midshipman Philip Spencer, an ill-balanced youth, son of the Secretary of War. When the plot was revealed to Commander Alexander Slidell Mackenzie, a stern and pious officer, he immediately arrested Spencer and two other alleged leaders. A court of ship's officers promptly declared them guilty of 'attempting mutiny' and the three were hanged at the yardarm. A dignified ceremony followed. On a rough sea and by lantern light, the bodies of the three were committed to the deep. Later, Mackenzie was court-martialed when he returned to the U.S. but was acquitted."

The Gatling gun was officially adopted by the Navy in 1862, four years before it was officially adopted by the Army. A rim-fire, .58 caliber machine gun using six barrels, it was replaced around 1870 by a center-fire, .50 caliber, 10-barreled gun which saw considerable shipboard use.—Ed.

Passing Honors

SIR: Just what is being saluted when Navy ships pass one another and give passing honors? What are these passing honors?—R. J. T., HMI, USN.

• The rendering of passing honors between ships is essentially the same as the exchange of hand salutes among persons in the military service.

Passing honors are those honors, other than gun salutes, rendered on occasions when ships or embarked officials or officers pass or are passed close aboard. "Close aboard"—and these rules are interpreted liberally to insure that appropriate honors are rendered—means passing within 600 yards for ships and 400 yards for boats.

Passing honors between ships usually consist of sounding "Attention" and the rendering of the hand salute by all persons in view on deck and not in ranks. These honors become more detailed when rendered to leading government officials, such as SecDefense and SecNav. They reach a peak when a Navy ship passes a ship displaying the flag of the President. Then the prescribed honors call for the rail to be manned, the full guard paraded, ruffles and flourishes (four) rendered and the national anthem played.

When two navy ships meet and pass close aboard, the ship having the commanding officer that is the junior renders honors first. The other ship then returns the honors. There is a special case when an "embarked senior"—that is, a civil officer or officer entitled to a personal flag—is on board. Ships of the Navy having "embarked seniors" whose flags may be flying are governed by the seniority of the embarked officials or officer in the rendering of passing honors.

More detailed information on this subject is contained in section five of the Honors and Ceremonies chapter of Navy Regs.—Ed.

Philippine PUC Ribbon

SIR: I would like to know where I can obtain a list of units and ships that have been awarded the Philippine Republic Presidential Unit Citation during World War II.—P. V. H., EN1SS, USN.

• The Secretary of the Navy has accepted the Philippine Republic Presidential Unit Citation as tendered to U.S. naval personnel. However, the wearing of the ribbon is first subject to Congressional permission and may not be worn by naval personnel until such time as a directive is issued authorizing personnel to wear the decoration.

The lists of ships and units which will be eligible for this award are not expected to be made public until such time as personnel are authorized to wear the ribbon.—Ed.

Which Is Oldest Service?

SIR: We have been having a discussion on which is the older organization—the Marine Corps or the Navy. Also, we would like to have your statements on the subject of the early armed forces.—N. C., HM3, USN, and PFC K. D. G., USMC.

• To get the facts for the answer to your letter, ALL HANDS turned to the Director of Naval Records and History, Rear Admiral John. B. Heffernan, USN. This is his reply:

"The Continental Congress, acting on a motion of John Adams of Mass., on 13 Oct 1775, provided for a Continental Navy, and established a committee to administer naval affairs. On 10 Nov 1775, the Congress provided for an organization of Marines. The actual service of the Continental Navy and the Continental Marine Corps began on 17 Feb 1776, when the first squadron of Continental vessels sailed from the Delaware River.

"At the end of the Revolutionary War, the Continental Congress abolished the Navy, and its ships were sold, its sailors and marines paid off, and the officers of both services surrendered their commissions. The last vessel of the Continental Navy, the frigate Alliance, was sold in 1785, and the last officer on active duty, Commodore John Barry, gave up his commission, after winding up the affairs of the Alliance. From that time until 1798 there was no Navy and no Marine Corps.

"The United States Navy and the United States Marine Corps came into being together in 1798, and the Marines served aboard ship as they do today and as they had done during the American Revolution.

"The Continental Congress elected one of its own members, George Washington of Va., as Commander in Chief of the Continental Army on 15 June

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.

• CASU 38: Reunion will be held in Nashville, Tenn., 21 to 23 Mar 1952. Details may be obtained from L. M. Steele, 427 E. Ferguson St., Tyler, Texas, or Granville H. Peets, 10432 Occidental Ave., Seattle 88, Wash.

• First Marine Division: The fifth annual reunion will be held in Washington, D.C., 8 to 10 Aug 1952. Information and application forms may be obtained from Col. Lewis W. Walt, P. O. Box 84, Alexandria, Va.

• USS Hornet (CV 12): Active and inactive ship's company are requested to contact the chairman of the 1952 USS Hornet (CV 12) club reunion for information regarding a planned reunion at a date to be

decided. The organization also is interested in contacting other ship organizations of the Essex class and CVL carriers to arrange a reunion of all carrier personnel. For further details address Saul A. Caster, Box 12, Brooklyn 35, N.Y.

• USS Gleaves (DD 423): All members interested in a reunion to be held in the near future, with time and place to be decided, contact John M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.

• USS LSM 413: All members interested in a reunion to be held in the near future, with time and place to be decided, contact H. Fred Riedel, Jr., 843 Decatur St., N.W., Washington 11, D.C.

• E10-311 Repair Unit, Amphibs: All former members interested in a reunion to be held in the summer of 1952, probably in Cleveland, Ohio, contact Kenneth D. Hollis, 14709 Corridon Ave., Maple Heights, Ohio.

1775. Washington's commission was actually dated 19 June, and was received by him on the 20th. He departed from Philadelphia that day and took command of the Army at Cambridge, Mass., on 3 July 1775.

"The Army which General Washington took over was in fact a collection of militia units from the various Colonies, and Washington, subsequently, drew up a plan for organization of Continental Army units responsible directly to the Congress. This new organization went into effect on 1 Jan 1776, and, consequently, it is sometimes stated that the Continental Navy and Continental Marine Corps antedated the Continental Army.

"At the close of the Revolutionary

War the Army was reduced in size by the Congress, but an Army continued to exist throughout the period when the government was carried on under the Articles of Confederation. This small Army was in existence when the Constitution of the United States came into effect in 1798. The first Congress provided for the establishment of a War Department, and it took over the existing Army and made it a United States Army.

"The Massachusetts Militia who fought the battles of Lexington and Concord became the nucleus of the Militia Army which gathered around Boston in 1775. This force developed into the Continental Army which in turn became the U. S. Army."—Ed.

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U.S. Navy's Youngest Officer Was Age 3

HOW YOUNG was the Navy's youngest officer?

Not long ago ALL HANDS was notified by an ensign that he was, at 19, the youngest in the service. That bit of information was printed, and ALL HANDS never heard the last of it. Claims and counter-claims arrived from all sides, starting one of the greatest Letters to the Editor controversies of all time. ALL HANDS had to give up printing them.

As a matter of editorial self-defense, here is the name of the all-time one-man title holder, the inscrutable champion, the youngest officer ever in the Navy: Samuel Barron. He was "on duty" at half pay and allowances when he was three years and four months old.

His closest competitors (who could handily beat out anybody writing to ALL HANDS today) were hardly in the same class with Sam'l. For the record, they are:

- David G. Farragut, hero of Mobile Bay and author of "Damn the torpedoes, full speed ahead!", entered the service when he was nine and a half.

- The same pertains to Duncan N. Ingraham, who risked war with Austria by rescuing an American citizen from an Austrian brig.

- Louis M. Goldsborough, fighter of pirates and Mexicans, explorer of California and Union naval commander, was handed a midshipman's warrant at the age of seven years and 10 months.

So Midshipman Sam'l Barron, age three, has no more youthful peer in U.S. Navy history. (It was different in the British Navy. Cases on record show that future



British Navy officers were entered on the rolls as early as age one. Their skippers collected the pay and allowances and the five pounds in "bounty money.")

Ever since Sam'l's great grandfather founded the Hampton, Va., family, the Barrons were followers of the sea. The family tree shows one commodore and six other officers in the Virginia Navy during the Revolution, two commodores and a captain and many other officers in the U.S. Navy, and one commodore and other officers in the Confederate Navy.

Of the 27 male members of the family, 21 followed the sea. Nine of them were lost at sea. Through seven successive generations, Barrons served as officers in the armed forces, holding continuous high command for 125 years. A Barron commanded the Virginia Navy at two times of crisis—during the American Revolution and 81 years later during the Civil War.

Sam'l, born 28 Nov 1808, was only two years old when his father died suddenly from what was then called "Asiatic fever." Sam'l's uncle, the famous James Barron, adopted the small boy.

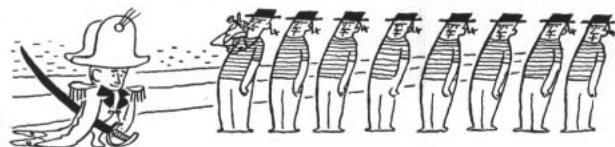
Uncle James was in disgrace at the time, having been court-martialed and suspended from duty for his part in the *Chesapeake-Leopard* affair, in which the British frigate *Leopard* made a surprise attack on Uncle

James' frigate *Chesapeake* and took off four crewmen the British claimed were deserters from their own Navy.

Almost any skipper would have been surprised, because the U.S. and Britain were supposedly at peace in that year of 1807. But Uncle James was nevertheless court-martialed and found guilty of "neglect to clear ship for action." He was suspended from duty for five years, from 1808 to 1813.

This was quite a blow to the old sea-going family. The tradition of "always a Barron in the Navy" was now suspect, since the only Barron on the Navy rolls was the suspended James Barron.

So it happened that sometime between 1810 and



1812 someone conceived the idea of securing a midshipman's warrant for young Sam'l.

At any rate, young Sam'l was appointed a midshipman on 11 Apr 1812. He had barely learned to steady up his land legs when his first pay check arrived. His pay was half of the regular midshipman's pay of \$19 per month, plus two rations. Midshipman Sam'l also received a few cents a day in place of his grog ration which the Navy, with a view toward propriety, would not allow the three-year-old to imbibe in the usual manner.

Nothing in the record indicates that the middie mite ever spent a day on active duty until he reached the ripe old age of eight. He was at home until ordered to report to the Norfolk Navy Yard in 1816.

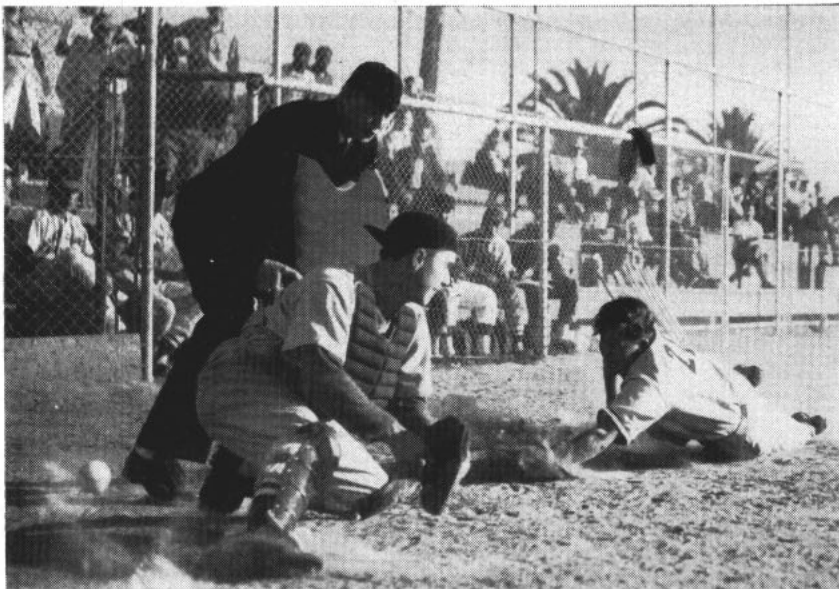
uss *Columbus* was Sam'l's first sea assignment, and he reported on board early in 1820. *Columbus* sailed for the Mediterranean and Midshipman Sam'l was on his way to compiling a creditable record. He fought



pirates when he was only 14, sailed in the ship escorting General Lafayette back to France, and made lieutenant after being a midshipman for 15 years. He commanded several warships, guarded Americans in Syria and Liberia, and sailed many seas.

A captain in 1861, he resigned from the U.S. Navy to take command of the Virginia Navy. He was captured by Union forces but was paroled and exchanged, became flag officer of the Confederate naval forces in Europe, and returned to Virginia in retirement when the Southern cause was lost.

He died at the age of 79, and his record as midshipman at the age of three is likely to stand for the future as well as the past.



BALL GETS AWAY from catcher as J. G. Caldwell, EM2, of USS *Eldorado*, slides in to give his team a tight 1-0 victory over a San Diego church squad.

Kirby Seals Wins Again

AirPac's All-Navy ring champ Kirby Seals, SH3, USN, of NAS San Diego, won the heavyweight title for the fourth straight year in the annual San Diego area Armed Services YMCA tourney. He captured the 1951 trophy with a TKO in 2:49 of the first round.

Seals is expected to make a strong bid for selection to the 1952 Olympic team when the cream of Navy's boxing crop swap punches in the

All-Navy boxing tournament to be conducted this year for the purpose of choosing Olympic trial candidates. For the past three years, Seals has held the San Diego area heavyweight championship, and for two years the western area golden gloves title. He has been All-Navy champ since 1949.

At the YMCA tourney, CruDesPac sluggers won four crowns to edge out NTC San Diego, 22-20, in the overall match point scoring.

Mythical All-Navy Champs

The Naval Training Center Bluejackets of San Diego, Calif., have completed one of the finest football seasons in their history by winning the mythical All-Navy championship with a 30-7 decision over NTC Great Lakes, Ill., in a post-season appearance on the Californians' gridiron.

Although no official All-Navy tilt was scheduled for the 1951 season, the honor of being the Navy's top team of the year is generally conceded to San Diego. These 11th Naval District and West Coast Conference champs, undefeated in service competition, won seven of their nine regular-season meetings, the pair of losses being to the strong Southern California Trojans and to unbeaten, untied University of San Francisco, the latter being ranked 14th team of the nation in the final AP gridiron poll.



GOOD FORM is displayed by Max Ivie, SN, USN, as he negotiates a hurdle at a Tokyo horse show

Outstanding Season

Baseballers of USS *William M. Wood* (DD 715), the 1951 Destroyer Atlantic Fleet champs, established an enviable record of 22 wins against a single loss. The DesLant title was clinched with 14 straight victories.

The team continued their ball-and-glove activities until after mid-November when the ship moved to Guantanamo Bay, Cuba, for refresher training. There, the *Wood* wood-swingers chalked up eight more wins in contests which included aircraft carrier teams. It was during the Cuban competition that the destroyer cup-holders suffered their single defeat, and that by USS *Warrington* (DD 843) nine whom they had knocked off earlier in the season during the DesLant eliminations.

Shooters Win National Honors

The first national .45 caliber pistol championship trophy ever won by a Navy team has been presented to Secretary of the Navy Dan A. Kimball. He accepted the National Rifle Association's silver bowl on behalf of the four-man Navy team which won top honors in the 1951 .45 National Match Course competition at San Francisco last fall.

The expert shooters to bring this highly-prized trophy to the Navy, were L. M. Rizzolla, AFC, USN (high scorer in the event), then stationed at NAS Anacostia, D. C.; CHMACH, O. Pinion, USN of NAS Whidbey Island, Wash.; L. W. Yocum, GMC, USN, of NAU Sandia Base, Albuquerque, N. M.; and F. R. Chow, TDIC, USNR, of 11th Naval District headquarters, San Diego, Calif.

The Navy pistoleers defeated more than 20 of the nation's top service gun club and police teams to win the NRA title with 1146 points. Second honors went to the Marines with 1138, and the Army team took third with 1133.

The NRA's national high-power rifle championship and national individual rifle match was won by Marine shooters competing in the service rifle division against 350 expert riflemen from across the nation representing the Army, Navy, Air Force, Marine Corps, and National Guard. The rifle matches were held at Camp Matthews, San Diego.

Navy Gridders Romp Over Army

The sodden sod of Philadelphia's Municipal Stadium still sags under the pigskin performance stomped over its chalk marks in Navy's 42-7 depth-charging of Army.

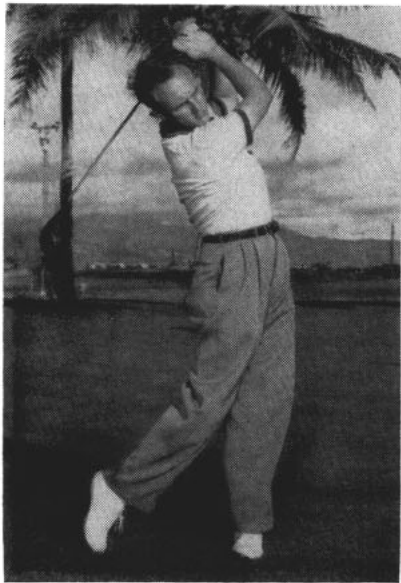
Although the 1951 rout lacked the sheer dramatics of Navy's climactic 14-2 upset of West Point's 28-game-straights the previous year, this latest victory has gone down in Annapolis annals as the most "record-settingest" of the 52-game rivalry started back in 1890.

Overseas Bases Get TV Shows

Top-flight television shows will soon appear at many overseas bases, in the form of film recordings, according to a plan formulated by the Department of Defense and four major video networks.

The delayed-telecasting with all the original sound effects will include shows on the top of the popularity lists such as Milton Berle's Star Theater, Your Show of Shows with Sid Caesar and Imogene Coca, the Hit Parade, Amos and Andy, Fay Emerson's show, Manhunt, and Man Against Crime.

The kinescope film recordings of the TV shows from the United States will be recorded on 16-mm. film and shipped to overseas bases of the armed services. A joint board of military and naval authorities makes selections from among the



21-YEAR-OLD Dick Knight, PNSN, led his Navy-Marine team to victory in the Hawaiian inter-service tourney.



LEATHER CARVING is fast becoming popular off-duty hobby at NAS Moffett Field, Calif., thanks in part to expert guidance of Anthony Kizis, CSC, USN.

combined features of all the networks.

Commercials are deleted but sponsors are allowed courtesy lines.

TV Authority, an organization representing the artists and show people, and the American Federation of Musicians and Broadcast Music, Inc., have waived royalty rights on all shows for armed forces distribution.

First shipments of films went out in October, going to Army, Navy and Air Force bases in the Far East areas. Initial distribution is limited, but plans are to include as many overseas stations and ships as possible in distribution of the TV programs.

Swimmin' Sailor Sets Records

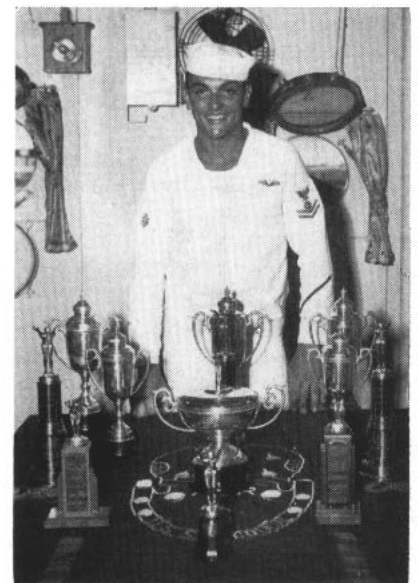
Hopefully eyeing a berth on the U. S. Olympic swimming team is 21-year-old George W. Schmidt, EN2, USN, of USS Coucal (ASR 8).

While his submarine rescue ship was on a tour of duty with U.N. forces in the Far East, Schmidt competed in the All-Service Swim championships at Yokosuka, Japan, and won the 400, 800 and 1,500 meter free-style events, establishing new pool records in each. He also won the award for "most valuable swimmer" of the meet.

Schmidt should feel perfectly at home in the water, for besides his swimming prowess he is a qualified submarine sailor as well as a deep sea diver, second class.

Football Hall of Fame

RADM John H. Brown Jr., USN, Commandant of the 4th Naval District, has been named as one of 32 gridiron greats to be selected for the first roster of the new Football Hall of Fame at Rutgers University, New Brunswick, N. J. The 60-year-old flag officer is the only former Navy player to be chosen from among more than 300 players and coaches nominated for this highest football honor.



POOL PLUNDER won in swim meets in Far East is displayed by George Schmidt, EN2, of USS Coucal (ASR 8).

SIDELINE STRATEGY

One of the Navy's busier young sportsmen is Don Collett, JOC, USN, of NAS Memphis. A former Pacific Fleet tennis

champ and All-Navy net star, Don last year won the Navy Memphis men's singles crown, and later he and team-



Don Collett, JOC

mate Bob Schreiber, TD2, USN, annexed the Memphis area doubles title. In addition, Don managed to club his way to runner-up spot in the Navy Memphis golf tourney, losing out to Ben Jennette, AMC, USN, in a "sudden death" 19th-hole playoff when Jennette sunk a 15-foot side-hill putt for a birdie three. The irony of this situation was that Collett's chip shot from just off the green sneaked a yard beyond the edge of the cup, while Jennette's approach rolled five yards from the hole. Thus, Jennette, being "away," had first shot and popped a 15-foot putt smack into the golden goblet for the title. Turning momentarily from sports pursuits, Collette has been on TAD at Journalist School, NTC Great Lakes, as one of a handful of representative JOs selected to prepare a Navy Journalist's Manual.

* * *

Reading is believing! "How to Make a Hole-in-One," an article intentionally of a humorous nature, appeared awhile ago in the Fleet Air Hawaii Golf Bulletin. But at least one enthusiastic linksman took it seriously. He was LTJG W. P. Paradis, USN, who, soon after absorbing the piece, went out to the Leilehua course for an

afternoon round and from the third tee drove his ball plop into the dipper 150 yards away. It was his first hole-in-one, and could well be his last. The current odds against getting an ace are one in about 11,000 shots.

* * *

Sportswise, baseballs are still in mothballs, but we note that LCDR "Mickey" Cochrane, USNR, former catcher of the Athletics and Tigers and manager of the Detroit nine, has completed his annual stint of Reserve training. It brings to mind that during the war years "Mickey" coached the NTC Great Lakes hardballers to 115 victories against only 24 defeats—a zooming percentage of .827 plus!

* * *

Transfer to duty afloat, of necessity, occasions abandonment of many shore-based sports activities. Not so, however, for skeet shooters who happen to find themselves assigned to USS *Magoffin* (APA 199). While at sea, conditions permitting, shooting practice from the navigation and flying bridges is a regular routine, the program being sponsored and financed by the ship's welfare and recreation department.

* * *

When Great Lakes and Drake U. met on the gridiron last fall, the "Lakers" came out on the short end of a 35-20 tally. All of which left little for the NTC press pluggers to headline about. To add injury to insult, as it were, the only serious "wound" of contest was suffered by "Red" Leiter, JO1, USN, co-head of the "Lakes" football publicity department. En route to the press box, he sprained his ankle.—Ernest J. Jeffrey, JOC, USN.

Football Champs

Leatherneck gridsters of Marine Corps Recruit Depot, Parris Island, S. C., won their first All-Marine football trophy by blasting MCRD San Diego, Calif., 30-13, at Parris Island as the East and West Coast champions met in the 1951 All-Corps playoff.

The "PI" title holders took the field as pre-game favorites by virtue of an earlier season's 16-9 win over the same San Diego team when the two recruit depots clashed at Savannah, Ga., in their third annual "Boot Bowl" contest. At that time, San Diego already had clinched the West Coast title, although the East Coast championship eliminations had not been completed.

NB Runners Win ND Race

With the temperature slightly below freezing and wind gusts hitting up to 40 mph—conditions definitely unfavorable to thin-clad activities—Newport Naval Base runners won the First Naval District team five-mile road race at Boston.

Finishing behind the Newport harriers, in the order named, were the entries of Quonset Point, Boston Naval Base (Team 1), Boston Naval Base (Team 2), USN and Marine Training Center of Providence, Boston Group Atlantic Reserve Fleet, and Portsmouth Naval Base.

The individual competition was easily won by NAS Quonset Point's famed marathoner and Olympic team prospect, John P. Lafferty, AD1, USN, who finished three minutes ahead of Alexander Fleming, YN1, USN, of Newport Naval Base. Third place in the 42-starters race was won by C. A. Dickerson, SN, USN, of Newport.

Christmas Trees

Thanks to mid-summer planning by Navy supply officers, U. S. sailors the world over were able to indulge in Christmas tree trimming.

Orders for thousands of evergreen trees were contracted months before Christmas so that they would arrive at coastal supply centers in time to be shipped for arrival at destination well ahead of 25 December.

Trees were shipped in chilled condition to retain the fresh, green scent of the old-fashioned Christmas "back home."

How Naval Districts Affect Your Career

ON LOOKING OVER the map on the next two pages, the average sailor might say, "So the Navy has naval districts—well, how do they affect *me*?"

Existence of these districts has more bearing on you than you may realize. This is especially true when you are in one of them.

For example, suppose you're on a ship entering a Stateside naval shipyard. The district craft that service your ship—harbor tugs, yard oilers, water barges, ammunition lighters—all come under the district commandant. Your ship and her crew have distinguished themselves in overseas operations. The public information people who are waiting to write up these exploits and to take photographs also may be from the staff of the district commandant.

Go ashore on liberty. What uniform you wear in this area probably has been decided by the district commandant. Shore patrols—who make sure you wear that uniform properly—are also a responsibility of the district commandant.

Perhaps you check into the local receiving station to await assignment to new duty, or report to a separation center. In either case the men who handle your records, who detail you to working parties and who prepare your meals are some of the "commandant's boys" either directly or indirectly.

If you request "Bureau" shore duty you indicate your choice of duty by specifying first the naval district and then the city you prefer.

These, then, are just a few of the ways in which the naval districts, through the military command of the commandant, have a bearing on you during your service career.

Just what is a naval district? Briefly, it is one of a number of geographically defined areas established by the Secretary of the Navy. In command of each district is an officer known as the "Commandant." Among his other qualifications he must be an officer of the line eligible for command at sea. Each commandant in his area is the representative of the Secretary of the Navy, the Chief of Naval Operations and the appropriate sea frontier commander.

In addition, the commandant is the direct representative of the various Navy Department bureaus and offices within the area of his command.

If you think of the commandant as the branch or district manager of a vast administrative organization, you'll have an idea of the over-all picture.

Dividing the country into districts is not an exclusive Navy device. Large companies, for example, similarly divide the country into districts to facilitate administration. The Army and Air Force have their own counterparts of the Navy's districts. Known as *areas*, these Army and Air Force areas agree geographically with naval districts in many instances.

The various naval districts and river commands help form one of the categories of command organization through which the CNO exercises his command. The two naval river commands (Potomac River Naval Command and Severn River Naval Command) are similar, in just about every respect except size, to the

various districts. Sea frontier commands are larger divisions, encompassing land and water areas that are more extensive than those covered by the district commands. In command of the sea frontiers are ranking admirals who are senior to the district and river command commandants.

We've had a look at what goes on from the district commandant on up and a glimpse of the relation of the district to you. Now let's take a closer look at other activities of the commandant that affect you.

To say that a commandant has many irons in the fire is an understatement. A chart issued a few years ago by the Office of the Chief of Naval Operations might serve to show what goes on in an average naval district. This chart shows the break-down of functions of a typical district staff. These functions range from administrative assistance on dental matters through billeting of naval personnel and on to salvage and conservation of material.

Except for a few activities—fleet commands, Naval Air Training, Naval Airship Training and experimental commands, Marine Corps support activities (and hospitals serving those Marines)—all naval activities in the geographical limits of his district are under the commandant's military command. However, these expected activities are subject in numerous instances to "coordination control" of the district commandant.

Moreover, under certain conditions even the above activities come under the commandant's military command. Say for example in the event of a local disaster, emergency or attack endangering that district.

District commandants—and this holds true for the naval river commandants too—exercise military command and coordination control through their established subordinate commanders or through commanding officers or officers in charge of activities. For instance,

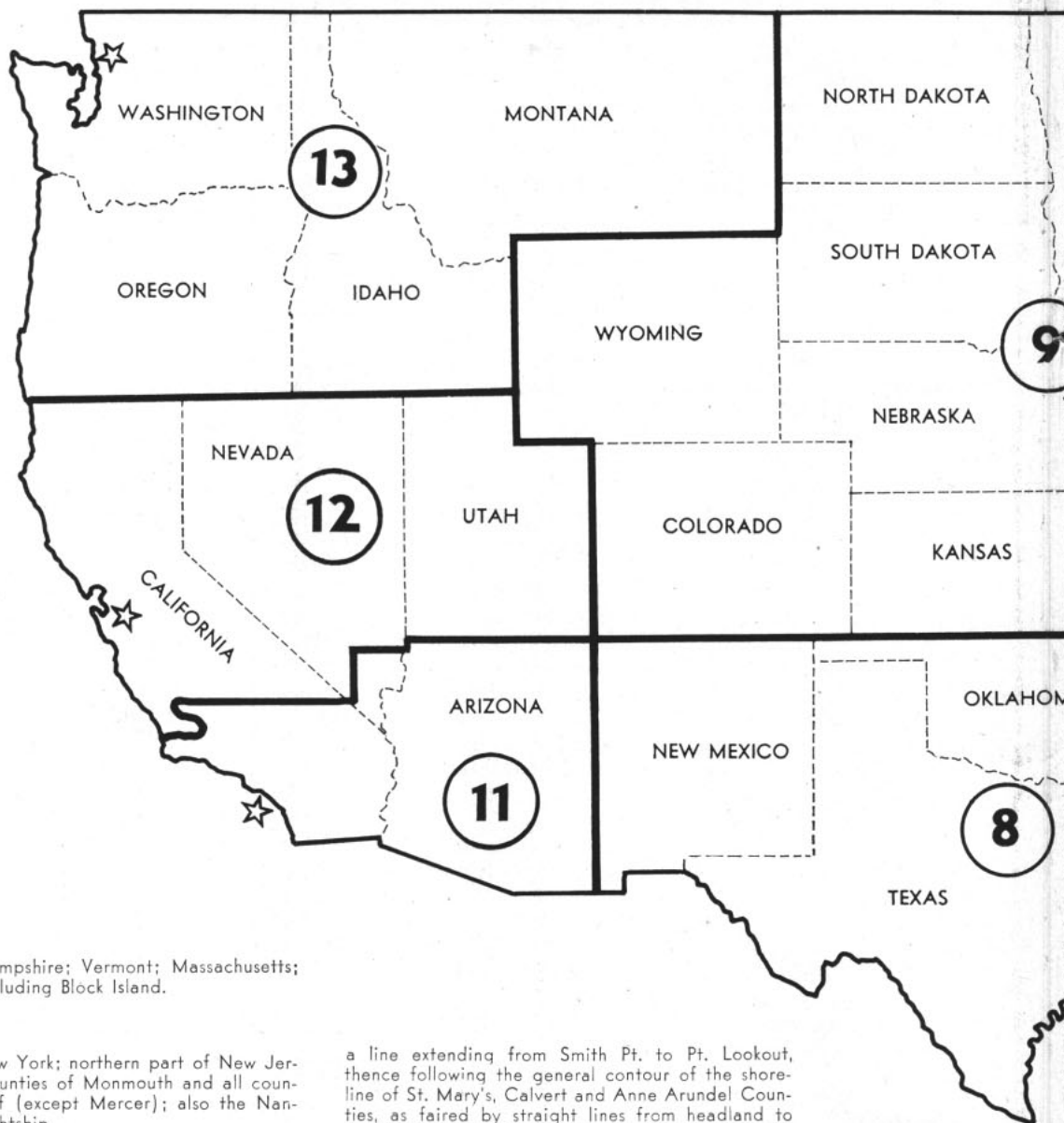
(Continued on page 34)

What Happened to 2nd and 7th?

At one time there were 2nd and 7th naval districts, but their areas became incorporated into other districts. Rather than renumber all the other districts—whose designations were more or less firmly fixed—the Navy simply let the 2nd and 7th designations go by the board.

Both districts were created in 1903. The 2nd was abolished in 1910 by a circular letter of the Bureau of Navigation (predecessor of the Bureau of Naval Personnel). Its area was absorbed into the 1st NavDist, with a small amount added to the 3rd NavDist.

In 1948 the Secretary of the Navy sounded the death knell on the 45-year old 7th NavDist when he incorporated the area of the 7th into the 6th NavDist, whose headquarters are at Charleston, S.C. The boundary changes facilitated administration of the Navy's shore establishment, and brought the districts in closer alignment with Army area commands.



1—Boston

Maine; New Hampshire; Vermont; Massachusetts; Rhode Island, including Block Island.

3—New York

Connecticut; New York; northern part of New Jersey, including counties of Monmouth and all counties north thereof (except Mercer); also the Nantucket Shoals Lightship.

4—Philadelphia

Pennsylvania; Ohio; part of New Jersey, including counties of Mercer, Burlington, Ocean and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel.

5—Norfolk, Va.

Kentucky; Maryland, less A. Arundel, Pr. Georges, Montgomery, St. Mary's, Calvert and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, Westmoreland Counties and the City of Alexandria; also the Diamond Shoal Lightship and all waters of Chesapeake Bay, including its arms and tributaries, except waters within the Fourth Naval District and the counties comprising the Potomac River and Severn River Naval Commands west of

a line extending from Smith Pt. to Pt. Lookout, thence following the general contour of the shoreline of St. Mary's, Calvert and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries.

The Potomac River Naval Command

comprises the following areas, excluding the Navy department: The Potomac River up to Great Falls, the District of Columbia and the counties of Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland, and Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia, and the City of Alexandria, Virginia.

The Severn River Naval Command

comprises the county of Anne Arundel, Maryland.

6—Charleston

North Carolina; South Carolina; Georgia; Alabama; Florida; Tennessee and Mississippi.

8—New Orleans

Louisiana; Arkansas; Oklahoma; Mexico.

9—Great Lakes, Ill.

Michigan; Iowa; North Dakota; South Dakota; Minnesota; Illinois; Missouri.

10—San Juan

All United States territories and naval reservations and naval bases within an area bounded by latitude 25°00' N., longitude 100°00' W. to a point on the north

THE NAVAL DISTRICTS



11—San Diego

Arizona; Clark County in Nevada, southern part of California, including counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.

12—San Francisco

Utah; Nevada, except Clark County; northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.

13—Seattle

Washington; Oregon; Idaho and Montana.

14—Oahu, T. H.

Hawaiian Islands and islands to westward, including Midway, Wake, Kure, Johnston, and Sands Island and Kingman Reef.

15—Balboa

Panama Canal Zone.

17—Kodiak

Alaska.

Alabama; Texas and New

Dakota; Indiana; Kansas;
Nebraska; Wisconsin;
Iowa and Wyoming.

territories, possessions, naval
activities on shore located
as follows: Beginning at
latitude 72°00' W.; thence
coast of Cuba in latitude

22°47' N., longitude 79°47' W.; thence westerly
around shore of western Cuba and easterly along
shore to Cienfuegos Light in latitude 22°02' N.,
longitude 80°27' W. (The land areas of the Isle of
Pines and other small coastal islands of Cuba are
included in the Tenth Naval District); thence south
to a point in latitude 18°05' N., longitude 80°27'
W.; thence to Punta de Gallinas, Colombia; thence
along international boundaries to include all of
Venezuela, British Guiana, Surinam and French
Guiana, to and including eastern boundary of French
Guiana; thence east (true) to a point in approxi-
mate latitude 4°20' N., longitude 50°20' W.;
thence northwesterly to a point in latitude 25°00'
N., longitude 65°00' W.; and then westward to
point of origin.

History of the Naval Districts

The great grandpappys of the present naval districts came into being during the Civil War. Confederate raiders would now and then make hit-and-run raids to burn shipping within sight of Northern shores. The local navy yard commandants, taking exception to these raids, improvised their own defense forces who then went in pursuit of the Johnnie Rebs.

From the end of the Civil War until the days of the Spanish American War little was done in the way of regional defense organizations. The Spanish Fleet played a large part in the creation of what later developed into the present districts. Fearing an attack by the Spaniards, citizens of Atlantic coast cities clamored for naval protection. The attacks never materialized, but the Navy responded to the citizens' demands by creating a small-ship "mosquito fleet", manned principally by the local naval militias.

So that the control of these scattered forces would be decentralized, nine temporary districts were established: six on the Atlantic coast, two on the Gulf and one on the Pacific coast.

Four years later, in 1902, three "naval defense districts" were set up. One extended from Cape Cod to Barnegat, N.J.; a second included the whole Gulf coast; the third, the Pacific Coast.

The following year, 1903, saw great strides made toward the present district system. Thirteen districts, three on the Great Lakes, were set up.

A constant series of developments spurred on by the Navy's participation in World War I transformed the simple pre-war setup into the complex organization which existed at the outbreak of World War II.

World War I days also saw the inclusion of outlying possessions into the naval district picture. In 1916 Puerto Rico was brought into the 3rd, Alaska into the 13th and a new district—the 14th—was established to include "Hawaii and islands of the Pacific Station." Finally, in 1919, the 15th and 16th naval districts came into being. The former included "waters, adjacent to Panama Canal exterior and inner limits of Defense Sea Area." The latter included the Philippine Islands, with headquarters at Cavite.

The fast-growing west coast saw the creation of a new naval district in 1921. The 11th, with headquarters at San Diego, Calif., was carved out of the 12th, which had its headquarters at San Francisco.

There were no further changes until New Year's Day, 1940. On that day a new 10th NavDist became effective. It included Puerto Rico and the Virgin Islands.

The day after Pearl Harbor, 8 Dec 1941, saw the establishment of the two quasi-districts, the naval river commands.

Last of the districts to come into being was the 17th NavDist. Created in 1944 from the Alaskan portion of the 13th NavDist, it has its headquarters at Kodiak.

(Continued from page 31)

a receiving station ship's company is commanded by the CO of the "RecSta". The CO, in turn, is subject to the military command of the naval district commandant.

How widespread are a naval district's activities? Perhaps the best way to determine this is to consider the functions that a district commandant—currently each is a two-star admiral—is charged with and which in turn are carried out by Navymen and civilians.

- He provides and coordinates logistical and operational support to the operating forces as necessary.

- He is responsible for all matters affecting the procurement, maintenance, morale and training of Naval Reserve personnel—with the exception of certain Naval Air Reserve matters.

- He is charged with the military defense of his district and with providing aid during local disasters or emergencies. All naval facilities within his district and all Naval and Marine Corps personnel assigned to those activities are at the commandant's disposal in the event of such a local disaster, emergency, or attack endangering his district.

- In public relations matters, the commandant is the direct representative of the Navy Department for all naval activities within his area.

- Each commandant maintains within his districts an intelligence service. This service includes such intelligence matters as affect the security of naval activities within the district and such operational intelligence matters as are required by the commander of the sea frontier in which the district is located. The commandant also maintains close relations with Intelligence officer for the forces afloat.

- The operation of the Naval Communication Service within his district is another of the commandant's responsibilities.

- He coordinates action with the local representatives of other government departments and cooperates with Army and Air Force authorities located in the district in the preparation and execution of war plans and plans for handling local disasters or emergencies.

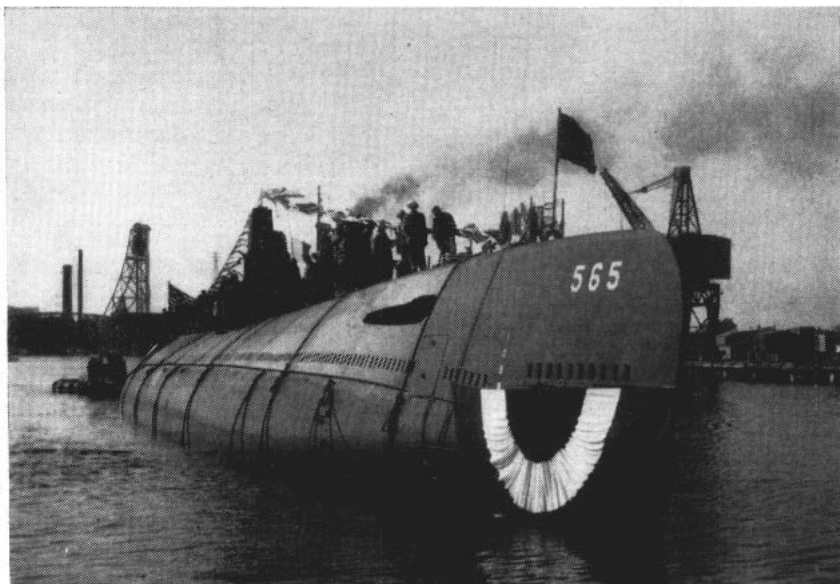
- The district commandant's functions also include the distribution of naval personnel ordered to him for assignment; maintenance of prescribed standards for shore patrol, uniforms, general welfare; and other matters which have a direct bearing on the discipline and morale of the Navy or its relations with the public.

- District legal matters and district printing and distribution also add to the list of the commandant's functions.

An exception to the above listed USNR function of commandants is found in the diminutive Severn River Naval Command. Reserve matters in this Annapolis-centered command are under the control of the Commandant, Potomac River Naval Command.

Try reaching or moving around in a stateside naval activity without brushing against some component of the local commandant's organization. Even if you paddle a punt into a flooded drydock on the mid watch, his long arm will reach you. For the drydock is a part of the industrial department of a naval shipyard. The shipyard is a component of the naval base—and naval bases located within naval districts are under the military command of the district commandant.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



LATEST THING in attack submarines, USS Wahoo (SS 565) slides down the ways at Portsmouth, N.H., the fourth in new class of potent undersea vessels.

Shipbuilders Try 'Scarfig'

The decreasing supply of long virgin timber has been until recently a major problem for BuShips engineers designing wooden vessels, particularly minesweepers.

They solved the problem by lengthening ships' planking without nature's help, by use of an efficient and inexpensive process.

Take a craft that had to be built with shortened hull and deck planking according to previous methods. An average wooden sweeper with these short-length timbers, say about 24 feet long, required nearly 1,000 strengthening wood-and-metal joints between the timber ends. Such butt joints are costly and require critical copper in their construction, and the only alternative appeared to be a larger supply of long timber. However, there are only 50 mills in the country able to cut and treat these longer lengths, while more than 5,000 mills can furnish the shorter lengths.

Putting their heads together, BuShips experts came up with a plan to lengthen the short timbers without resorting to the costly joints. The process involves no more than gluing short lengths together in a

"Scarfig" process—that is, adhesively locking notched ends of timber together without sacrificing the strength of the joined timbers.

Two factors make the new process possible. First of these are the new powerful marine glues which are resistant to salt water. Second are improved scarfig machines that employ the principle of a gang saw, which can cut the scarf designs to necessarily close tolerances for the timber ends.

The new process saves both essential material and labor costs. What's more, it knocks 1,000 pounds off the weight of a small wooden minesweeper and produces corresponding weight savings in larger vessels.

Attack Submarine Launched

uss Wahoo (SS 565)—the submarine with a name like a war whoop—slid down the launching ways of the Portsmouth (N.H.) Naval Shipyard, bringing up to six the number of the Navy's potent, snorkel-equipped attack submarine.

These submarines are the Navy's most potent undersea vessels. Shorter than older type subs and with reduced crews of six officers and 56 men—and with no deck guns—these new attack submarines have added punch in their increased maneuverability, greater torpedo firepower, and greater submerged speeds.

The names of famous wartime submarines are given to the new attack submarines. The original Wahoo, for instance, made history by sinking an entire Japanese convoy and its escort in a 10-hour running gun and torpedo battle. This Wahoo, in turn, took its name from a West Indian food fish—not, as many wrongly assume, from an Indian war cry.

Million Safe Man-Hours

One man would have to work continuously for 500 years, not losing a single day of work due to carelessness, to equal the safety record established by the Navy and civilian personnel employed at the Naval Ammunition Depot at Lualualei, Oahu, T. H.

The depot, commissioned in May 1934, has had only 184 minor first aid cases without lost time since 1 Jan 1951.

YESTERDAY'S NAVY



warfare, 1 Feb 1917. Allies began offensive, Rhine River, 23 Feb 1945.

Gun "Peacemaker" on board USS Princeton burst killing SecNav Thos. W. Gilmore and others, 28 Feb 1844. Germany began unrestricted submarine

FEBRUARY 1952

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



SERVICE SHOW—Part of all-male cast of 'Circa 98' a musical comedy staged at Philadelphia's Town Hall by area servicemen, get their final make-up check.

Retires After 44 Years' Service

Master Sergeant Harry D. Bartley, USMC, retired the other day at the age of 76. With 44 years and seven days' continuous active duty on the books, he set the record for the longest period of active duty in the history of the Corps. He also had the distinction of being the oldest marine on active duty.

The "Old Sarge" joined the Marines in 1907 and received his recruit training at the Marine Barracks,

Brooklyn Navy Yard. In those days, recruit camp took up only 10 days of a marine's time.

Master Sergeant Bartley saw action in Cuba, Santo Domingo (Dominican Republic) and twice in Haiti. He also served in Hawaii and at many stateside Marine bases.

Mobile Power Plant

A mobile electrical power plant capable of meeting the needs of a city of 10,000 population—afloat or ashore—has been designed by Navy civil engineers.

A compact prototype plant is being constructed under supervision of the Bureau of Yards and Docks, designed to fit a 70-foot railroad car. The plant will be removable for barge or shipboard operation. Capable of quick sea transportation in cases of emergency, its 4,000-kilowatt gas turbine generator will have voltage (from 11,500 to 13,800 volts) and can be easily connected to existing electrical systems. The mobile power-house can be operated by one man and carries a supply of fuel oil sufficient to operate it at full load for four hours.

The mobility of the plant recalls incidents where Navy ships in the past have come to the aid of coastal cities when power plants were knocked out of commission by storm or catastrophe. Because of its mobility on land or sea, the plant is likely to see service overseas.

Navymen See the World

"We joined the Navy and saw the sea" is a familiar saying among sailors. Some Navymen—returning from expeditions through the hot sands of Africa or the icy polar regions—might want to modify it, however, to "We joined the Navy and saw the desert" or "the Arctic."

Year after year, naval personnel on scientific expeditions journey to distant points on the globe, by plane, ship, railroad and, sometimes, dog-sled or camel. These experts are constantly adding useful information to the growing store of knowledge of ocean currents, topography, climate, atmospheric conditions and the like.

A crew has been sent to the Arctic to study conditions there. Another expedition, "Operation Midpac," discovered an underwater mountain range between Hawaii and Bikini while taking depth soundings in the Pacific two summers ago.

Now a desert project is about to get underway. Early in 1952, the Navy plans to send an expedition to Khartoum, Anglo-Egyptian Sudan, to make radio observations of a solar eclipse. On 25 February, the sun will be totally eclipsed by the moon for about three minutes and Khartoum will be directly in the path of the eclipse.

This will be the third eclipse expedition sponsored by the Office of Naval Research. It is expected to clarify conflicting measurements of the sun's atmosphere. ONR hopes the information gained will be useful in improving long-range radio communication and weather forecasting. Another ONR project, "Operation Skijump," established a record for the northernmost ice landing of a U.S. Navy plane. On a test flight from Point Barrow, Alaska—headquarters for many of the Navy's Arctic expeditions—a ski-equipped R4D plane landed on ice at a point only 820 miles south of the North Pole.

In operations of this type—made to find good locations for weather stations—"touch-and-go" trial landings are made before actually stopping on the ice. When the plane does land, two oceanographers quickly take an "ice sounding" with a portable chain saw to determine if the ice is safe.

One rather hair-raising experience

Wave Is Ike's Secretary

An enlisted Wave, Helen E. Weaver, YNC, USN, has been named secretary to General Dwight D. Eisenhower at Supreme Headquarters Allied Powers Europe.

She is one of five enlisted Waves assigned to SHAPE. Two others, Helene A. Hirsch, YNC, USN, and Dorothy L. Matz, YN1, USN, work for general officers. Helen L. Ramsey, YN1, USN, is assigned to the Intelligence Division and Ruth D. Kumpfert, YN1, USN, handles secretarial work in the Policy Branch of the Plans, Policy and Operations Division.

Chief Yeoman Weaver is the first of three secretaries representing each of the services on General Eisenhower's staff, in accordance with his expressed desires. The other two secretaries have not yet been assigned.

occurred when a sounding showed a mere 18 inches of ice—plus about two miles of water—under the 30,000-pound plane. One of the oceanographers noticed, at the same time, that there was a three-inch depression under the plane's skis. All hands hopped aboard for a quick departure. The total time spent including landing and take-off on that occasion was only five minutes.

A primary objective in "Operation Skijump" was to obtain oceanographic data—information on depths and currents—but another important result was the demonstration that Arctic ice packs make excellent landing fields. The officer-in-charge asserted that he "would rather lose two engines over the ice pack than any place in the U.S.—except, of course, Kansas."

A real sea-going cruise, to somewhat warmer climes, is now nearing completion. Scientists aboard *Albatross III*—operated by the Woods Hole Oceanographic Institute under contract with ONR—have been cruising the Gulf Stream to observe the surface and deep drift of ocean currents. They are trying to find out if the Gulf Stream actually separates into branches off the Grand Banks, as is now believed, or if it consists of several currents.

While studies of this major current have been going on for years, new instruments and techniques have altered the findings of previous surveys.

The present expedition is also expected to show that the Gulf Stream can be compared in many ways to the racing winds of the high atmosphere.

Roll and Pitch Tower

To simulate actual shipboard roll and pitch conditions—a desirable factor in gunfire control engineering work—the Navy has built a special tower at the Naval Ordnance Laboratory, White Oaks, Md.

This steel tower provides a platform for two gunfire directors, one of which is mounted on a two-axis roll platform. Rate of roll is variable—step it up for a DD; slow it down for a CVB. NOL's engineering department will use this tower to determine effectiveness of fire control systems and to devise means of overcoming any faults found.

Data for each tracking run is recorded on film with all dial read-



FIRST ANNIVERSARY—Five Waves who have been together since recruit camp cut a cake at a Seattle party celebrating their first year of service in the Navy.

ings, flight observations, etc., synchronized from the point of view of time. Data obtained on each run is interpreted from the film recordings after the run is completed. At the present time an IBM data recorder is being developed to speed up the interpretation process about 10 times over the existing hand calculation method.

30,000th Carrier Landing

USS *Saipan* (CVL 48) has celebrated her 30,000th landing since her commissioning 14 July 1946. This puts her in second place for the top record for carriers of the CVL class. USS *Cabot* (CVL 28) leads in the ALL HANDS unofficial tally for this type carrier.

Flying a Grumman AF anti-submarine plane, Lieutenant (jg) Alan S. Garner, USN, and his crew of Victor E. Johnson, Jr., AD2, USN, and Bryan E. Blair, AK1, USN, made the record landing.

The top record of landings for all type carriers is that of USS *Saratoga* (CV 3). She tallied up to V-J Day a score of 98,549. Detailed records of all carrier operations are not maintained in the Navy Department. However, most carriers include in their Op reports the number of take-offs, landings, and other operational statistics. A recent unofficial report of landings, received directly from the ships named, was announced in ALL HANDS, November 1951, p. 34.

Aviation Medicine Training

Navy student flight surgeons are getting a bigger dose of flight indoctrination as a result of the Korean conflict.

At the Naval School of Aviation Medicine, Pensacola, Fla., these flying doctors are now being familiarized with both fixed and rotary wing type aircraft. They are given dual instruction in the primary maneuvers of flight, precision maneuvers, acrobatic flight and instrument flight under the hood. They are checked out in formation flying and standard gunnery runs as well as in tactical cross-country flights. Each doctor makes one carrier take-off and landing in company with an experienced pilot.

Increasing use of helicopters to evacuate wounded at the front has resulted in a week of training in which the doctors are familiarized with the helicopter cockpit, instruments and control. During the introduction to basic helicopter maneuvers, the role of "second man" in the 'copter is stressed so that the flight surgeon would be able to assist the pilot who might be wounded. All doctors are trained in the use of stretchers and in hoisting operations, using practice dummies and live "patients."

A cross-country flight, in which the doctor assists in navigation, rounds out the student flight surgeon's helicopter training.

He Has Put More Than a Half-Century in the Navy

Fifty-three years of continuous active naval service is the record held by Captain Albert S. Freedman, SC, usn (Ret.), who enlisted 'way back in 1898. His half-century-plus record is the longest in the Navy and is believed to be the longest of any branch of the armed forces.

Captain Freedman received his training as a landsman for yeoman



CAPT Freedman

aboard *uss Vermont*. His first seagoing tour of duty was on board *uss Alliance*, a wooden hulled bark.

During the Boxer Rebel - lion, he participated in a landing party which fought hand-to-hand skirmishes with the Chinese. He also served during the Philippine campaign.

In 1917, having advanced steadily through the enlisted ranks, Captain Freedman was commissioned an ensign in the Supply Corps. Serving aboard a troop transport, *uss Northern Pacific*, he was custodian of a million dollars in U.S. currency when the ship went aground on Fire Island, N. Y. He had to guard the money day and night on an upper deck during the period the stability of the vessel was questioned.

As a supply officer, Captain Freedman has performed varied duties. He was supply officer of the cruiser *Birmingham*, destroyer flagship of the Pacific Fleet. He also served as disbursing officer of Aircraft Squadron, Battle Fleet, on board *uss Langley*. From 1925 to 1927, he fed the midshipmen at the U.S. Naval Academy, as commissary officer.

Captain Freedman was District and Navy Yard Disbursing Officer at Pearl Harbor in December 1941. His house was the only one shot into by the attacking Japanese planes. After the attack, he developed a system to handle the pay accounts of shipwrecked officers and men. He settled thousands of claims for clothing losses and paid outstanding purchases of the various vessels lost on 7 December.

In 1942, Captain Freedman reported for duty in connection with building the Naval Training Center at Bainbridge, Md. He had the task of organizing all supply activities there.

Captain Freedman was transferred to the retired list on 1 June 1944, after 45 years of active duty, but continued on active duty at Bainbridge until July 1945, at which time he became officer-in-charge of the Commissary Store, at San Diego, Calif. He is presently supply officer at the Naval Training Station in San Diego.

Oldest Flying Activity

"What is the Navy's oldest flying activity?" This question, recently forwarded to ALL HANDS, brought forth the following answer:

The distinction belongs to the Naval Air Facility at Annapolis, Md., which last year celebrated its 40th anniversary.

Known at the time of its beginning as an *aviation camp*, this oldest flying activity of the Navy started with one aircraft—a Wright bi-plane on 7 Sept. 1911. The 32.5 horsepower plane was shipped down in crates from the Wright brothers' shops in Dayton, Ohio. In charge of the uncrating, layout and assembly working party was LT John Rodgers, usn, the plane's pilot-to-be.

A pioneer of naval aviation, LT Rodgers, according to a newspaper account describing the event, "... made an ascension from the academy parade grounds, staying in the air nearly a quarter of an hour, and showing complete mastery of the machine." LT Rodgers, for whom the municipal airport in Honolulu, T. H., is named, went on to earn fame as a trans-Pacific pilot.

During the early years of naval aviation, NAF Annapolis was the scene of many successful experiments. The first successful plane launching using a catapult was made from the academy's Santee Dock. A discarded torpedo tube and a compressed air tank from the Washington Navy Yard made up this catapult. The possibilities of night flying were explored with hydroplanes landing and taking off by the light of burning gasoline. The gasoline was carried in buckets which in turn rested on the thwarts of pulling boats.

While it is the oldest US Navy air activity currently in existence, NAF Annapolis has not served continuously since its establishment. In 1925, after being out of commission for several years, this activity began service once again as an indoctrinational flight training and ground school for midshipmen. Today it serves substantially the same purpose, flight training being required study in the academy curriculum. Purpose of this training is not to produce finished pilots, but to give the midshipmen some idea of the problems faced by naval aviators and to prepare those midshipmen who will later specialize in aviation.

New Type Patrol Craft

First of a new type of patrol craft now operating on the Rhine River is "USN 21". This wooden-hulled vessel is over 80 feet in length, has a 10-foot beam and draws three feet of water. Limiting depths of the Rhine necessitate the shallow draft of these craft.

Upon her completion at a Regensburg (Germany) shipyard, USN 21 made her trial tests on the Danube. She was then mounted on special trucking equipment and brought overland on the *autobahn* (super highway) from the Danube to the Rhine.

USN 21, along with several similar craft scheduled to join her, will gradually replace the TF-class patrol boats that now serve as the mainstay of the Rhine River Patrol. About

12 in number, these craft are one-time torpedo retrieving vessels of the former German Navy.

Skipper of USN 21 is a chief boatswain's mate who will operate his craft out of the patrol station at Schierstein. U. S. Navymen make up the entire complement of the vessel.

The new Rhine River craft recall another type of usn river craft. These are the river gunboats of China river fame. Both types were built outside the United States, the gunboats having been built at Shanghai, China. The river gunboats—*uss Panay* among them—served the Navy of a country they were never to see, their shallow draft ruling out an ocean crossing. The shallow draft Rhine River patrol craft are slated for a similar overseas life.

Atlantic Fleet Exercises

LANTFLEX 52, the Atlantic Fleet war games, was the Navy's most intensive exercise since the outbreak of the Korean conflict. Over 250 vessels of all types engaged in the games. They ranged from the major warships of a carrier task force down to the smallest amphibious craft. Some 900 aircraft participated, including every type of plane now in operational use. Among the Marine Corps types alone were *Tigercats*, *Corsairs*, jet fighters, transports, photo planes and helicopters.

The main purpose of these games was to provide maximum training for the more than 100,000 Navy and Marine participants.

At certain stages of the games all the surface, air, sub-surface and ground forces were split into two opposing forces to provide a high degree of realism.

Briefly the over-all picture was as follows: A fast carrier task force sailed from Norfolk, Va., and launched a simulated strike at the "enemy's advance base" of Vieques, east of Puerto Rico. While in that area, large scale maneuvers were conducted and a force of three Marine Corps regimental combat teams made amphibious landings. Then the combined forces swung north and assaulted the "enemy's main base" in an amphibious landing at Onslow Beach, N.C.

LANTFLEX 52 involved every element of modern warfare and simulated a series of campaigns which might conceivably take place in the world during a possible future war. A simulated A-bomb, used both offensively and by the "enemy" was one of the highlights of the exercise.

Navy Receives Safety Award

The Navy Department's low accident rate brought it the National Safety Council's highest award—for "Distinguished Service to Safety." This award, presented at the Naval Armory in Chicago, Ill., by the president of the National Safety Council, was for the outstanding accident prevention record of the Navy's shore establishment during 1950.

The shore establishment—composed of inland bases, training centers, ammunition depots, Navy industrial plants and similar activi-



GETTING THE WORD, two Puerto Rican Wave recruits learn about navigation from Walter Zubik, QM1, during visit of USS *Corduba* (AF 32) to San Juan.

ties—set several safety records in 1950, even though in a period of expansion.

The frequency of accidents to military personnel was cut 17 per cent; frequency of accidents to civilian personnel was reduced 22 per cent, and the motor vehicle fatality rate was reduced 16 per cent.

The Navy's average frequency rate for accidents to civilian employees in 1950 was lowest in history. This rate was almost 50 per cent below the average rate for private industry in 1950.

New Use for Soap Suds

The familiar suds from the barber shop lather dispenser turned out to be the answer to a Naval Research Laboratory quest. These suds proved to be the most satisfactory polish for soft crystals of the kind that transmit invisible light and heat waves.

Not only does this lather float away the metal powders used in grinding and polishing the crystals, but it also appears to have an added polishing effect of its own. For some reason the lather dispenser seems to be essential to the polish. Liquid soap and soap suds whipped up in a shaving mug were not successful, experiments showed.

As now used, the dispenser lather contains a garnet powder for the initial grinding steps and an aluminum oxide powder for the final polishing.

Combat Artist Shows Work

A large-scale art exhibition in Tokyo climaxed the tour of active duty in the Korean theater of Herbert C. Hahn, PH1, USNR.

The Navy combat artist received his training in Boston and continued his work in Hollywood movie studios. During World War II, Hahn served as a combined Army photographer and combat artist, participating in D-Day landings at Leyte and Okinawa.

He enlisted in the Naval Reserve in 1946 and did a number of unofficial drawings during several peacetime cruises. Hahn was ordered to active duty in August 1950 and later was attached to ComNavFE.

Hahn's Navy artwork includes paintings of ships in action, naval air warfare and illustrations of the Kaesong, Korea, peace-talk site. Originals and copies of Hahn's work will be filed in the National Archives, Washington, D. C.

Forrest Sherman Field

A new airfield at NAS Pensacola, Fla., has been dedicated Forrest Sherman Field, in honor of the late Chief of Naval Operations.

The field has two sets of runways, each 8,000 feet long, and is specially constructed for the use of jet aircraft. When it is completed next summer, the field will be used primarily to train pilots in jet planes.

Killer Sub Commissioned

uss K-1, first of the submarines in the Navy's "K-boat" program, has been commissioned at the Naval Submarine Base, New London, Conn. Two sister subs—uss K-2 and K-3—follow in her wake.

Addition of this type vessel to the Navy's undersea forces was planned after World War II. USN submarines during the war made 25 confirmed killings of Japanese undersea craft. One straight-shooting submarine—uss *Batfish* (SS 310)—sent three Japanese subs to the bottom in a four-day period.

The specially designed K-boats are 190 feet long and about half the tonnage of the standard World War II fleet-type submarine. They are provided with latest type electronic and sonar equipment. Unlike other subs which are designed to go out and track down enemy surface shipping, these "killer subs" will lie in wait in the depths for invading enemy submarines.

Giving these vessels a letter-numeral designation rather than a name marks a partial return to the old-time practice of classing subs by letters and numerals.

Harbor Defense Exercises

Reservists in Volunteer Harbor Defense Unit 12-1, NS *Treasure Island*, Calif., have developed a war game exercise in which harbor defense problems can be studied and solved.

Groups of "civilian sailors" taking part in the first exercise included a surface group, mine warfare group, underwater detection, nets and booms, radar and harbor entrance control post with an alternate command center.

The CO of each group explained the functions of his unit and the operational equipment involved. Then the battle problem and its solution were tackled.

A mock-up control post was simulated which included all communication facilities needed for the sending of operational commands and disseminating information. The audible means of receiving news of the "war incident" added a touch of realism to the exercise.

A "war games board," 32 feet square, which showed the contours and grid markings of the coast line, was the focal point for the problem. Mobile models of various types of

Gold Star Lapel Button

The Gold Star lapel button is now authorized for the parents, widows, and other close relatives of naval personnel losing their lives while in the armed forces during the Korean conflict or subsequent hostilities.



Established by act of Congress, the Gold Star button is one-half inch in diameter and consists of a gold star mounted on a purple background rimmed with a gold wreath of leaves. Until recently it was restricted to relatives of servicemen who died in World Wars I and II.

Parents, widows or widowers will be furnished the buttons without cost on application to the Chief of Naval Personnel, (Attn: Pers B-4), Department of the Navy, Washington 25, D.C. Gold Stars will be furnished also, upon application, to other members of the deceased's family at cost of \$1.50 each, which includes engraving of initials of the deceased or next-of-kin, whichever is desired.

The Gold Star insignia for the next-of-kin of armed forces personnel lost during the Korean conflict is authorized by Public Law 121, 82nd Congress.

vessels and aircraft were employed in conjunction with the war games board, enabling the personnel taking part to visualize the approach of enemy craft and the defensive measures necessary to cope with the "enemy."

Now Cold Weather Clothing

"Itchless woolies"—which contain no wool—will eventually replace the Navy's traditional "Long John" underwear.

The new two-piece garments are part of the Navy's line-up of cold weather clothing. They are made of cotton instead of wool and lack the old, familiar "itchy" quality. Of a honeycomb design, the plain white material creates dead air space, resulting in higher insulation from the cold.

Other articles of the revamped and superior cold-weather clothing are the all-nylon outer garments—

jacket, trousers, hood, gloves and mittens, and the cotton-nylon inner jacket and trousers. This new cold-weather outfit utilizes the vapor barrier principle of insulation to provide maximum protection against wet and dry cold.

Insulated boots, made of natural rubber latex and designed to prevent frostbite, complete the ensemble. They require only one pair of socks.

The entire cold weather outfit weighs only 18 pounds 10 ounces. The old model ensemble weighed from 25 to 28 pounds. The Navy expects to have 50,000 ensembles ready for restricted issue late this year.

Bureaus Get Safety Awards

For the fourth consecutive year Navy Certificates for Achievement in Safety have been awarded to the Bureau of Ships and the Bureau of Supplies and Accounts.

This award was made to BuShips in recognition of the low accident frequency rate in naval shipyards during 1950. BuSanda received the award because of its 1950 safety record in naval supply activities.

'Bomb' May Save Lives

A life-saving bomb, containing a survival kit for downed aviators and crewmen, has been designed by parachute loft crewmen of Fighter Squadron 653, NAS Alameda, Calif.

The survival kit uses a 500-pound water-filled type bomb casing as its container. A panel is cut in the side of the bomb casing and a covering plate secured by snap fasteners. The survivor can easily remove the cover and help himself to a complete set of Arctic clothing. He will also find food, a sleeping bag, rifle, compass, matches, stove, knife, hatchet and a first aid kit.

A parachute attached to the end of the bomb allows it to drop slowly to the ground. Practice drops at NAS Alameda show that the kit can be landed within 50 yards of the downed pilot from altitudes as low as 100 feet.

The men of VF 653 who developed the life-saving bomb as a possible answer to the survival problem are Lieutenant Robert L. Jesswein, USNR, safety and survival officer; Gene Geffken, PR3, USN; Ralph Porter, AN, USN, and Jack McNab, PRAN, USN.

DECORATIONS & CITATIONS

Navy Unit Commendation Awarded to Six Destroyers for Korean Action

Six destroyers have been awarded the Navy Unit Commendation for outstanding action prior to and during the successful landings by United Nations forces at Inchon on 15 Sept 1950.

Members of Task Element 90.62, the six ships are *uss Mansfield* (DD 728), *uss DeHaven* (DD 727), *uss Henderson* (DD 785), *uss Gurke* (DD 783), *uss Lyman K. Swenson* (DD 729), and *uss Collett* (DD 730).

The destroyers navigated mined approaches to the enemy-held harbor and anchored within close range of hostile gun positions which delivered barrages on the U.S. vessels.

The citation states in part that "Although sustaining several casualties and numerous hits from the roaring enemy batteries, these ships refused to leave their assigned stations . . ." They launched a series of bombardments which neutralized the port's defenses and permitted the landings.

This is the second Navy Unit Commendation to be awarded since the outbreak of the Korean conflict. The first went to members of a special operations group serving in Amphibious Group One, Pacific Fleet, for effective cooperation in all phases of military operations against enemy forces. (See *ALL HANDS*, July 1951, p. 55.)



USS Mansfield (DD 728)



USS DeHaven (DD 727)



USS Henderson (DD 785)



USS Lyman K. Swenson (DD 729)



USS Gurke (DD 783)



USS Collett (DD 730)

★ DECORATIONS

DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★RADFORD, Arthur W., ADM, USN: As Commander in Chief, Pacific and Commander in Chief United States Fleet, during operations against enemy forces in Korea from 26 June 1950, to 1 Jan 1951, Admiral Radford quickly and effectively prepared his command for full-scale offensive operations at the beginning of the Korean conflict. As a result of his brilliant leadership, professional skill and able administration, of naval operations in the Western Pacific, surface forces were strategically placed to control waters surrounding the target area and to provide coordinated support for land operations designed to aid the Republic of Korea.

Gold star in lieu of second award:

★STRUBLE, Arthur D., VADM, USN: As Commander United States Seventh Fleet during operations against enemy forces in Korea from 27 June 1950 to 1 Jan 1951, Vice Admiral Struble quickly and skillfully planned for the most effective employment of large naval surface and air forces by establishing and maintaining a schedule of air strikes and shore bombardments against the enemy which served in a great measure to relieve the pressure being exerted against friendly ground forces. He vigorously executed the broad naval phases of the Inchon and Wonsan operations, carried out with marked success despite extreme difficulties imposed by treacherous current and tidal conditions as well as mine-obstructed waters in the target areas.

First award:

★DOYLE, James H., RADM, USN: As Commander, Amphibious Group One, and Commander Task Force 90, in op-

erations against enemy forces in the Korean area from 25 June 1950, to 1 Jan 1951, Rear Admiral Doyle directed the maneuvers of his units with exceptional skill and foresight. He was personally responsible for the success of the administrative landing of the First Cavalry Division at Pohang-dong, and for the planning and execution of the amphibious phases of the assault on Inchon and the landing at Wonsan. In the redeployment of friendly forces from Hungnam to Pusan, he furnished the guidance for a unique and completely successful evacuation.

★EWEN, Edward C., RADM, USN: As Commander Task Force 77 in operations against enemy forces in the Korean area from 31 July to 5 Dec 1950, and from 7 December to 25 Dec 1950, Rear Admiral Ewen directed various task units with such great tactical skill and exceptional foresight, that his pilots were able to attack shore installations throughout Korea and to furnish invaluable close air support to the ground forces despite serious obstacles presented by sea and weather conditions. His complete knowledge of carrier air operations and his grasp of the military situation made it possible for the naval air arm to give vital support to naval surface forces prior to and during the Inchon invasion and during the Wonsan landing.

★HARTMAN, Charles C., RADM, USN: As Commander Gunfire Support Group in operations against enemy forces in North Korea from 18 August to 27 Oct 1950, Rear Admiral Hartman skillfully deployed his ships to obtain maximum utilization of their fire-power, and directed damaging naval bombardments against enemy installations along the east coast of Korea. By his thorough analysis of the enemy ground situation and by maneuvering his forces with speed and deception to meet changes in the enemy situation ashore, Rear Admiral Hartman denied the enemy forces coastal movement by land and sea, protected the flanks of friendly ground units on the east coast of Korea and provided intense and accurate naval gunfire support.

★HIGGINS, John M., RADM, USN: As Commander Cruiser Division Five, and Commander Southern and Easter Korean Support Groups in operations against enemy forces in the Korean area from 25 June to 27 Dec 1950, Rear Admiral Higgins, as the only subordinate flag officer afloat in this area at the commencement of hostilities, was solely responsible for effecting naval coordination with friendly ground forces. In conjunction with the Korean Military Advisory Group, he initiated an extremely effective shore-controlled gunfire support system which disrupted North Korean communications and operations of military personnel along the

East Korean coast. Rear Admiral Higgins also directed the bombardment of enemy shore installations at Inchon, which was completely effective and contributed a large measure of success to this difficult operation.

★HOSKINS, John M., RADM, USN: As Commander Carrier Division Three during operations against enemy forces in the Korean area from 27 June to 17 Nov 1950, Rear Admiral Hoskins utilized his carrier units and flying squadrons to the greatest extent against the enemy. He brought to bear the full measure of fire power of his carrier-based planes to strike heavily at the enemy from the Yalu to the Naktong and thus provided close air support for ground forces at the Pusan perimeter. In addition, the air preparation and deep air support provided by his forces for the landing at Inchon contributed directly to the success of that operation.

★JOY, Charles T., VADM, USN: As Commander Naval Forces, Far East, engaged in operations against enemy forces of North Korea from 26 June to 31 Dec 1950, Vice Admiral Joy discharged his responsibilities with courage, judgment and aggressiveness, which insured the success of the many and varied naval operations in the Korean theater. As a result of his leadership and farsighted planning, the amphibious invasion of Inchon was achieved with minimum losses. The Hungnam beach-head operation was effectively supported by vigorous and continued bombardment of hostile positions by hard-hitting cruisers and destroyers.

★RUBLE, Richard W., RADM, USN: As Commander Carrier Division 15 in operations against enemy forces in the Korean area from 2 Aug 1950, to 1 Jan 1951, Rear Admiral Ruble established for his unit a reputation for reliability in all phases of effort with particular emphasis on furnishing close air support to ground troops. During the amphibious assault on Inchon, he planned effectively in the conduct of operations which would insure the continual availability of close air support vital to the ground troops of the U.S. 10th Corps.

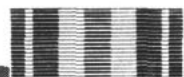
★SMITH, Allan E., RADM, USN: As Commander Blockade and Escort Force during operations against enemy forces in the Korean campaign from 12 Sept 1950, to 1 Jan 1951, Rear Admiral Smith effectively prevented enemy coastal movement by land and sea, thus protecting the flanks of friendly ground units engaged in Korea. He personally supervised mine-sweeping operations when enemy mine fields in the harbors of Chinnampo and Wonsan threatened to prevent friendly use of these ports as well as amphibious operations against the enemy.

★THACKREY, Lyman A., RADM, USN: As Commander Amphibious Group Three during operations against enemy



"... sure you've repaired shoes before?"

forces in the Korean area from 12 Sept 1950, to 1 Jan 1951, Rear Admiral Thackrey trained his ships to a high state of readiness and his staff to a maximum level of efficiency. By virtue of superb planning, organization and leadership, Rear Admiral Thackrey safely navigated enemy-mined waters and landed the U.S. Seventh Division, thus making a major contribution to the rapid advance of our troops in North Korea. He personally directed the re-deployment from Inchon, accomplishing the withdrawal of our forces without loss.



SILVER STAR MEDAL

Gold star in lieu of second award:

* HAMMETT, Warren R., HN, USN (posthumously): Corpsman attached to a heavy machine-gun section in support of Company E, Second Battalion, Seventh Marines, First Marine Division, in action against enemy forces in Korea on 27 Sept 1950.

First award:

* ARAIZA, William G., HN, USN: Hospitalman serving with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 26 Sept 1950.

* AULT, Vernon P., HN, USN: Company corpsman with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 29 Sept 1950.

* BERNIER, Raymond H., HN, USN: Corpsman with an infantry platoon, attached to the First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 Sept 1950.

* CORRIGAN, John P., HM3, USN: Company corpsman with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 23 Sept 1950.

* DUFFIN, James R., HM3, USN (posthumously): Company corpsman attached to a Marine infantry company,

First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 29 Nov 1950.

* FREY, Edward I., Jr., LTJG, USNR (posthumously): Officer-in-charge of an Underwater Demolition Team Beach party, attached to Underwater Demolition Team One, in action against enemy forces in Korea on 19 Jan 1951.

* GADKE, William L., HM1, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 and 26 Sept 1950.

* HATHAWAY, Jack W., SN, USN: Bow Hook of LCVP 18, attached to USS *Seminole*, during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

* LAU, Richard A., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 15 Sept 1950.

* NORMOYLE, Francis, E., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 Sept 1950.

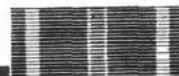
* SILVER, Morton I., LTJG, USNR: Dental officer, Fifth Marine Regiment, in action against enemy forces in the Korean area from 27 November to 4 Dec 1950.

* STAFFORD, Dorin S., HA, USNR (missing in action): Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 27 Oct. 1950.

* SULLIVAN, Edward M., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 27 Sept 1950.

* SZWAIKOS, John J., HN, USN (posthumously): Company corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 8 Dec 1950.

* WILSHIRE, Raymond K., HM2, USN: Corpsman attached to a Marine infantry battalion, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 22 and 23 Sept 1950.



DISTINGUISHED FLYING CROSS

First award:

* HOWELL, Claude "C", Jr., ENS, USN (posthumously): Pilot of a fighter plane in Fighter Squadron 24, attached to USS *Boxer*, in action against enemy forces in Korea on 29 Sept 1950.

* STOREIDE, Arthur J., LTJG, USN: First Pilot of a transport plane in Air Transport Squadron 21, in connection with operations against enemy forces in Korea from 29 Sept 1950, to 2 Jan 1951.

* WAGNER, William G., ENS, USN (posthumously): Pilot of a fighter plane in composite Squadron 62, attached to USS *Leyte*, during action against enemy forces in Korea on 28 Nov 1950.



NAVY AND MARINE CORPS MEDAL

First award:

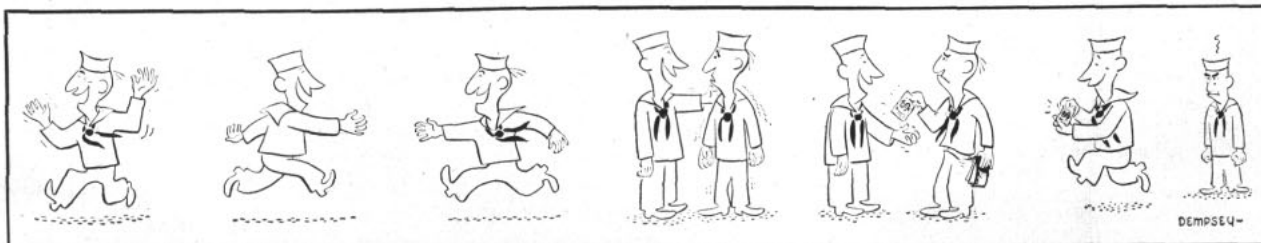
* CHERRY, Daniel G., AN, USN: Crew member of a helicopter in Helicopter Utility Squadron Two Detachment, attached to USS *Leyte*, in effecting the rescue of a drowning aircraft pilot in the Sea of Japan on 14 Oct 1950.

* DUONGO, William F., LT, USN: For heroic conduct while serving as main propulsion assistant when a serious fire broke out in the after fireroom of USS *Manchester* while underway from San Francisco to Pearl Harbor on 3 Aug 1950.

* HOLTON, Robert R., SA, USN: For heroic conduct in rescuing a shipmate from drowning in water adjacent to the U. S. Naval Base, Pearl Harbor, T.H., on 16 Jan 1951.

* MINARICK, John S., AM3, USN: Aircrewman of a helicopter attached to USS *Princeton*, in effecting the rescue of an aircraft pilot from drowning in the Sea of Japan, off Wonsan on 5 Dec 1950.

* PETERSEN, William S., AB3, USN: For heroic conduct in effecting the rescue of a shipmate who was overcome by deadly gas fumes on board USS *Pine Island* on 12 Feb 1951.



THE BULLETIN BOARD

Advancement After Release Possible If Examination Is Passed on Active Duty

Regular and Reserve enlisted personnel who have successfully passed advancement examinations through service-wide competition, and have been transferred for separation or released to inactive duty before advancement could be effected, may now be advanced *after release from active duty*, provided they meet requirements outlined in BuPers Circ. Ltr. 151-51 (NDB, 15 Sept 1951).

Heretofore, such action was not authorized for men who were transferred for release or separation before the advancement was effected.

The directive states that an individual's ability in a rate for which he is found qualified is not immediately impaired because of release to inactive duty or separation from the naval service. Therefore,



"Miller learned a few things about seamanship when we visited Bombay."

his advancement may be effected subsequent to his release provided membership is continued in the Naval Reserve under an unexpired enlistment or extension of enlistment, or in the case of personnel who are discharged, membership in the Naval service must be re-established by enlistment or reenlistment in the Naval Reserve within three months of the date of discharge.

Advancement under these conditions should be effected within six months of the date it would normally be authorized, if candidate remained in the regular establishment, otherwise the examination will not be considered valid for advancement purposes under normal procedure.

Former Regular Navy personnel who enlist in the Naval Reserve and who qualify for advancement under the provisions of this circular letter, may advance in the emergency service ratings in which they will be carried in the Reserve and which associate with the general service rating they had in the Regular Navy.

A reservist candidate may be advanced only in his appropriate emergency service rating, regardless of whether he passed an examination in the associated general service rating. Exceptions that may apply to personnel who return to employment in continuous active duty billets in the Naval Reserve program (and who are therefore changed in rating to the general service rating associating with their emergency service rating) will be adjusted as appropriate.

Certain Naval Reservists Affected by Directive On Changes in Ratings

Changes in rating affecting Naval Reserve personnel with the ratings of PNS, ET, CTI, CTS and CTY have been announced by the Navy. Here are the details:

- Enlisted women Reservists on active duty with the rating of PNS (personnel supervisor) are being changed to the exclusive emergency service rating of ESB (master at arms—shore), with the opportunity of changing to another emergency service rating, in accordance with existing directives.

Those personnel who do not wish to change from the ESB rating to an emergency service rating may not be retained on active duty beyond their eligible release date. Actual progress toward a change to an emergency service rating, however, will be considered justification for retention. See Alnav 62-51 (NDB, 15 July 1951) and modifications.

Inasmuch as an examination for ESB is not available at this time, the service-wide competitive examination for the PN rating, as applied to PNS, will be utilized in the January 1952 exams and thereafter until a special examination for ESB is provided.

Qualified personnel in the ESB rating may compete for advancement by using the examination for the PN rating only. The operational test (typing) required for the PNS rating will not be required for the ESB rating. Advancement authorization received as a result of the PN exam will constitute authority for advancement to the next higher pay grade in the ESB rating.

- USNR personnel on active duty who hold the rating of ET are to be processed for change, in equal pay grade, to one of the appropriate emergency service ratings associated with ET, that is: ETN, ETR and ETS. Action on this change was to be completed before the discharge or release to inactive duty of all Reservists concerned and, in any event, prior to 31 Dec 1951.

Qualified personnel who compete

SONGS OF THE SEA



Up She Goes

he kissed her on the face
And the crew began to roar,
Oh, oh, up she goes,
We're bound for Baltimore!
He kissed her on the face
And the crew began to roar,
Oh, oh, up she goes,
We're bound for Baltimore!
No more, no more,
We'll go to sea no more;
As soon as we reach the town tonight,
We're leaving for the shore.
—Old Sea Chantey.

for advancement in the January 1952 exams shall utilize the ET examination as in the past. Advancement authorizations received as a result of the ET exam will constitute authority for advancement to the next higher pay grade in the appropriate emergency service rating in which the candidate may have been classified.

• Other instructions have directed responsible authorities to change the rating of CTY, CTI and CTS personnel to CT, in equal pay grades. In the event there are certain personnel on active duty holding one of these ratings, COs will effect the change at this time.

Additional details regarding the above changes in the enlisted rating structure will be found in BuPers Circ. Ltr. 184-51 (NDB, 31 Oct 1951).

Former NavCads May Apply For Transfer to USN, Line

Former naval aviation cadets who have been designated naval aviators and who have been commissioned since 1 Jan 1949 may now apply for transfer from USNR to the line of the Regular Navy, subject to certain conditions.

Applicants must have completed at least 18 months' continuous active commissioned service immediately following completion of duty as an aviation cadet undergoing training and prior to 1 Apr 1952. In addition, applicants must have been under 25 years of age at the time they successfully completed their NavCad training.

A board will be convened on or about 1 Apr 1952—and every six months thereafter—to select USNR officers becoming eligible as noted above for transfer to the Regular Navy, as consistent with the needs of the service. Selection will be based on information submitted in the application, the individual's records on file in BuPers and on information obtained from BuMed.

Applications of those who meet the above requirements should be submitted on Form NavPers 953A (revised April 1949) — available at District Publications and Printing Offices—and must be forwarded via the applicant's reporting senior. Applications received after 29 Feb 1952 will not be considered.

Korean Casualties of U.S. Personnel and Ships

Since the beginning of hostilities in Korea five United States ships have been reported sunk and 29 damaged as the result of action.

Personnel casualties from combat at sea total 102 dead, 282 wounded and 31 missing in action. Those listed as missing are non-U.S. Navy personnel from Army tug LT 236. This tug and four USN minesweepers—comprising the five ships sunk—were sunk by exploding mines.

Mines also accounted for damage

to four ships. Twenty-four ships were damaged by enemy gunfire. One ship—uss *Rochester* (CA 124)—received slight damage from the near miss of an aerial bomb.

"Near misses" from enemy gunfire accounted for a total of two dead and 18 wounded. Ships undergoing these near misses were *Saint Paul* (CA 73), *New Jersey* (BB 62), *Henry W. Tucker* (DDR 875), *O'Brien* (DD 725) and *Everett* (PF 8).

The ships involved are:

Name	Damage	Cause	Location	Date	Casualties
<i>Rochester</i> (CA 124)	slight	aerial bomb	Inchon Wonsan	Sept. '50	None
<i>Helena</i> (CA 75)	slight	gunfire	Hungnam	Sept. '51	2 wounded
" "	superficial	gunfire	Hungnam	Oct. '51	4 wounded
<i>Collett</i> (DD 730)	moderate	gunfire	Inchon	Sept. '50	1 wounded
<i>Gurke</i> (DD 783)	slight	gunfire	Inchon	Sept. '50	2 wounded
<i>Lyman K. Swenson</i> (DD 729)	slight	gunfire	Inchon	Sept. '50	1 killed 1 wounded
<i>Brush</i> (DD 745)	damaged bow	mine	East Coast	Sept. '50	16 killed 27 wounded
<i>Mansfield</i> (DD 728)	damaged bow	mine	East Coast	Sept. '50	28 wounded
<i>Charles S. Sperry</i> (DD 697)	minor	gunfire	Songjin	Dec. '50	1 wounded
<i>Ozbourn</i> (DD 846)	slight	gunfire	Wonsan	Feb. '51	2 wounded
<i>Brinkley Bass</i> (DD 887)	slight	gunfire	Wonsan	May '51	1 killed 9 wounded
<i>Walke</i> (DD 723)	severe—stern holed	mine	East Coast	June '51	26 killed 40 wounded
<i>Frank E. Evans</i> (DD 754)	superficial	gunfire	Wonsan	June '51	4 wounded
<i>Ernest G. Small</i> (DD 838)	moderate	mine	East Coast	Oct. '51	9 dead 55 wounded
<i>Perkins</i> (DDR 877)	slight	gunfire	Kosong	Sept. '51	None
<i>Renshaw</i> (DDE 499)	superficial	gunfire	south of Songjin	Oct. '51	1 wounded
<i>Thompson</i> (DMS 38)	moderate	gunfire	Songjin	June '51	3 killed 4 wounded
<i>Pirate</i> (AM 275)	sunk	mine	East Coast	Oct. '50	6 killed 48 wounded
<i>Pledge</i> (AM 277)	sunk	mine	East Coast	Oct. '50	7 killed 39 wounded
<i>Partridge</i> (AMS 31)	sunk	mine	East Coast	Feb. '51	8 killed 7 wounded
<i>Heron</i> (AMS 18)	slight	gunfire	Wonsan	Sept. '51	None
<i>Firecrest</i> (AMS 10)	slight	gunfire	Hungnam	Oct. '51	None
<i>Osprey</i> (AMS 28)	moderate	gunfire	Wonsan	Oct. '51	1 wounded
<i>Magpie</i> (AMS 25)	sunk	mine	East Coast	Oct. '50	20 killed 12 wounded
<i>William Seiverling</i> (DE 441)	moderate	gunfire	Wonsan	Sept. '51	None
<i>Ulvert M. Moore</i> (DE 442)	moderate	gunfire	Hungnam	Oct. '51	1 killed 2 wounded
<i>Hoquiam</i> (PF 5)	minor	gunfire	Songjin	May '51	1 wounded
LST 859	moderate	gunfire	Inchon	Sept. '50	1 killed 4 wounded
LST 857	slight	gunfire	Inchon	Sept. '50	1 killed
LST 914	slight	gunfire	Inchon	Sept. '50	1 killed 6 wounded
LSMR 409	slight	gunfire	Wonsan	July '51	None
LSMR 525	slight	gunfire	Wonsan	July '51	None
LSMR 412	slight	gunfire	Wonsan	July '51	None
LT (army tug) 236	sunk	mine	East Coast	Nov. '51	31 missing

Music School Assignment Open to Male Personnel With Proper Background

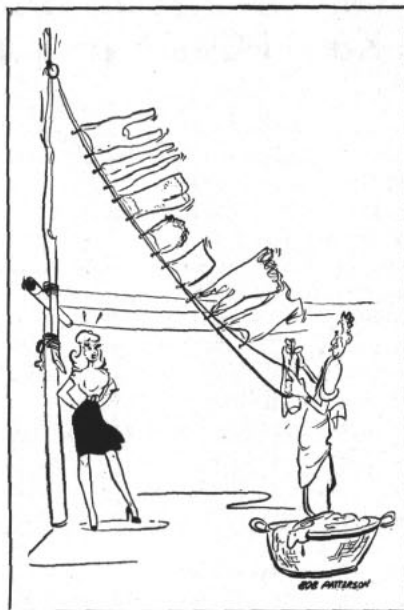
Male enlisted personnel who have had musical training and can play a musical instrument may submit requests for assignment to the U.S. Naval School of Music.

Three years of obligated service are required upon enrollment in the basic and advanced music courses. Reserve personnel must sign an agreement to remain on active duty for the required period of service.

The basic course (Class A) is 52 weeks long. Applicants must submit a request to the Chief of Naval Personnel (Pers B212) via their commanding officer and the Officer-in-Charge, U.S. Naval School of Music, Receiving Station, Washington 25, D. C. Requests must include a completed application form, obtainable from the Officer-in-Charge, Naval School of Music.

Selected applicants will be transferred to either the U.S. Naval School of Music, Washington, D. C., the USNTC San Diego, or the USNTC Great Lakes, for a musical examination. An applicant must demonstrate technical proficiency on his chosen instrument, ability to sight read music and produce the characteristic musical tone of the instrument throughout its range. Candidates who play stringed instruments and the piano must agree to study a band instrument.

Successful candidates will be transferred to the U.S. Naval School of Music, Washington, D. C., for enrollment in a course of instruction.



"I know you're going back in the Navy, darling, but you're not on a ship yet."

Completion of the basic course is highly desirable for advancement to MU3.

An advanced course (Class B), also 52 weeks long, is available to musicians first class who have had six years or more of naval service, one year of which must have been served in a sea duty status as an MU1. A musical examination, based on present rating requirements, will be given prior to enrollment.

A refresher course, varying in length, is given to personnel selected from unit bands, as the need for additional training and the assembling of new unit bands arises, according to BuPers Circ. Ltr. 187-51 (NDB, 15 Nov 1951).

Certain Naval Personnel Selected for Promotion To Highest Rank Held

Two new directives authorize promotion of naval personnel to previously held ranks:

- Certain Regular Navy warrant officers and enlisted personnel have been selected for temporary appointment to the highest unrestricted temporary USN grade they previously held—from ensign to lieutenant. This is spelled out in BuPers Circ. Ltr. 190-51 (NDB, 15 Nov 1951).

- Certain Fleet Reserve enlisted personnel, by authority of BuPers Circ. Ltr. 189-51 (NDB, 15 Nov 1951), have been selected for temporary appointment to the highest unrestricted temporary USN grade they previously held, from warrant to lieutenant.

Of the 1,296 Regulars considered, 203 were selected. Of the 874 Fleet Reservists considered 106 were selected. Enclosure "A" of each circular letter lists those selected while enclosure "B" lists those considered but not selected.

Enlisted Fleet Reservists not listed in either enclosure of Circ Ltr. 189, who are now on active duty as CPOs or PO1s, who previously served under unrestricted temporary USN appointments in grades of warrant and above, may submit a request for consideration by the next board to the Chief of Naval Personnel (Pers B6253), via their commanding officers. However, Fleet Reservists who served in "spot" appointments only, or who are not on active duty, should not submit requests.

Former temporary USN commissioned officers who served under unrestricted appointments in the grades of ensign and above, who are now serving in ratings or grades above petty officer second class in the Regular Navy and whose names did not appear in either enclosure of Circ. Ltr. 190, may also submit requests for consideration by the next convening board to the Chief of Naval Personnel (Attn: Pers B6253), via their COs.

Requests are not desired, however, from USN personnel who served in warrant or commissioned warrant grades only, or who served in

Here's How to Keep Things Down When You're Up

For those subject to air sickness, here are some special pointers:

Get a good night's sleep before the day of your flight, and abstain from all alcoholic beverages and from heavy or unusual foods. When you get on board the plane, try to find a seat between the wings—not far forward or aft of them. Drop the back-rest of your seat to the semi-reclining position. Lean back, and close your eyes or keep them fixed on something inside the plane.

Some people may acquire the symptoms of air sickness mainly

from getting less oxygen than they need at higher altitudes. If that's your trouble, an oxygen mask will be helpful. Using it 10 minutes during each half hour is usually enough, but wearing it during the entire flight is all right.

There are those who suffer after-effects of air sickness, sometimes for three or four days. A couple of useful counter-actions are: Breathing pure oxygen for 10 minutes upon landing after an air-sick flight, and eating a full meal as soon thereafter as possible.

the grade of ensign and above only under "spot" appointments. Similarly, requests should not be submitted by USN or USNR personnel who served under permanent or temporary appointments in the grades of warrant and above in the Naval Reserve.

Ex-POWs of World War II Urged to Submit Claims

Ex-prisoners of World War II who have not yet filed a claim for benefits under the War Claims Act of 1948 are urged by the War Claims Commission to do so immediately.

Deadline for claim applications was extended to 31 Mar 1952 by Public Law 16, 82nd Congress, approved last April. In addition to living ex-POWs who have not made applications, a number of survivors of the POWs who died before filing claims are eligible to apply for the benefits, according to WCC. Widows, children, and parents of deceased POWs (in that order) who previously have not made claims, are eligible for benefits under the War Claims Act.

Under the present law as amended, POWs or their survivors are paid one dollar for each day the POW was interned by the enemy and was not provided with the amount and quality of food required under the Geneva Convention of 1929 relating to the treatment of prisoners of war.

Claim forms may be obtained directly from the War Claims Commission, Washington 25, D. C., or through veterans organizations, State Directors of Veterans Affairs, and the American Red Cross.

One-Year Scholarships At Prep Schools Offered

One-year tuition scholarships at selected civilian preparatory schools are being offered to the sons of deceased Navy and Marine Corps personnel who wish to prepare for entrance to the Naval Academy. The organization offering these scholarships is the Society of Sponsors of the U.S. Navy.

Naval personnel are encouraged to bring details of this opportunity to the attention of young relatives

Savings Bonds Are Returned to 'Missing' Owners

Most Navy men know the expression, "Anytime anyone's passing out money, I'll be there, first in line!"

This is not always true, as shown in the case of BuSandA's efforts to return hundreds of thousands of dollars to unsuspecting Savings Bond owners.

Since the end of World War II, the Navy has been working on an almost unbelievable sleuthing job—to the pleasure of thousands of forgetful ex-Navy people.

More than a million Navy men and women registered allotments for Savings Bonds during World War II and had their bonds sent home to some member of the family as co-owners or beneficiaries.

Following VJ-Day came mass demobilization, and one of the great disappearing acts of all time. By the end of 1946 the post office returned to BuSandA's Cleveland office more than 30,000 bonds marked "undeliverable" for any of the numerous reasons why mail is returned to the sender. In the first year 3,000 bonds were returned by BuSandA to the rightful owners. And by December 1948, only 16,000 owners remained to be "traced."

The BuSandA Field Branch "sleuths" by this time had developed a lot of experience in search-and-tracer techniques to locate the lost owners. All pay records were re-audited, old addresses rechecked, mistakes caught and rectified, and additional thousands of the "lost" were located. By the end of 1949, the score of "undeliverable" bonds stood at 5,000.

Ceaseless efforts of the crew to solve the hide-and-go-seek problem reduced the number to only 1,137 by Christmas 1950. Valuable assistance was given by the Veterans

Administration when it turned over its mailing list of names and addresses of those who filed for NSLI dividends. Terminal leave payments were checked for new addresses to uncover many more of the missing persons.

Here's a sample of the many cases solved by the sleuthlike BuSandA tracers: A sailor, who had two \$50 bonds on deposit in the Field Branch vaults, was killed in an auto accident. For a long time the Navy couldn't locate the beneficiary, his sister. She had married, moved and left no forwarding address. But after three years of searching the bonds were turned over to her, and another case was closed.

Today, Savings Bond buying is again big business in the Navy. More than 251,000 Navy personnel are investing in Defense Bonds through pay allotments. The buyers have the same choice of sending the bonds home or stowing them away in the Navy's safekeeping depository. In mid-1949 there were 232,000 bonds stowed in the Cleveland vaults.

During the past seven months, 10,013 bonds have been returned to Cleveland for "undeliverable" reasons. However, 8,943 of these have been delivered finally to the correct recipients. The Field Branch sleuths will keep on trying to locate the remaining missing owners.

Are you one who has forgotten a bond purchase made long ago? If so, write to Allotment Division, Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland, Ohio, where the Office of Accounting and Issuing of Savings Bonds for Military Personnel will send any bonds you may have in safekeeping in your name.

or friends in civilian life who may qualify for these scholarships.

These scholarships are awarded for one year in one of the recognized naval preparatory schools of the recipient's choice, either as a day or boarding student. These awards—which in certain instances in the past have amounted to \$800—are given to help defray the student's expenses. Awards are based

on financial need, scholastic standing, aptitude and character.

Applications for these scholarships may be made through the headquarters of the Navy Relief Society in Washington, D.C., or any of its auxiliaries—or directly to the chairman of the Sponsors' Society Scholarship Committee, Mrs. Jennings Bailey, 5 Grafton St., Chevy Chase, Md.

To Waive or Not to Waive Premiums on Government Life Insurance Policies

Quite a few Navy men have been in doubt as to whether or not they should waive premiums on their government life insurance policies under the provisions of the Servicemen's Indemnity and Insurance Acts of 1951. This law provides for a free \$10,000 indemnity to members of the armed forces on active duty and up to 120 days after discharge or separation. It is described in detail in ALL HANDS, July 1951, pp. 50-51.

The privilege of "waiving" all or a part of one's insurance premiums has been established to equalize the situation between those who are covered by the free indemnity and thus pay no premiums and those who hold NSLI or USGLI policies and have been paying premiums.

First we must understand what it means to "waive" insurance premiums. If you have a *term* insurance policy you may waive the entire premium. This means you will pay *no premiums while on active duty*, although your policy will continue to be in effect. If you have a *permanent* plan policy, you may waive the "pure insurance risk" portion of your premiums—you do not pay that



"What do you mean, there's something awfully fishy about this?"

portion of the premium which is to insure your life from month to month, as differentiated from the remaining portion of the premium you must pay into the reserve or "investment" portion of the policy. In either case, after release from active duty, you would resume paying the regular premium. Waiving does not mean the same thing as surrendering—when you surrender a policy, you give it up completely. *No dividends will be paid, however, while a waiver is in effect.*

Some of the pros and cons on

waiving premiums are discussed below:

- All personnel who hold *term insurance policies* are advised to waive the premiums while on active duty. They can resume paying their *term* insurance premiums within 120 days after release from active duty.

The rest of the article applies only to *permanent plan insurance* policy holders.

- According to the Veterans Administration, a *World War I (USGLI) policy*—issued at the younger age rates—that has been in force for, say, 10 years or more, will probably best serve the holder if regular premiums are continued and dividends are received.

- On *National Service Life Insurance permanent plan policies*, the decision is often close but the VA says that in most cases the waiver will be preferable.

Because of the several factors involved, a separate determination must be made in each individual case. Permanent plan policy holders may:

- 1) Surrender the policy for cash and remain covered for \$10,000 under the indemnity or

- 2) Apply for a waiver of the "pure insurance risk" portion of the premium (the amount paid to insure one's life from month to month as differentiated from that paid into the reserve) or

- 3) Continue to pay the present premiums and receive dividends if and when dividends are declared.

Now let's look at some of the possibilities in each case:

The surrender of a policy with a sizeable cash value would result in a total payment of the earned cash value to the insured (paid when the policy is surrendered) plus the \$10,000 indemnity—in case of death—to the beneficiary. For example, a \$10,000 20-pay-life policy taken out at age 30 in 1943 would have a cash value of \$1,783.20 in 1951. If the policy owner surrendered it he would receive \$1,783.20 cash. If he died while covered by the free indemnity, his beneficiary would receive payments of \$92.90 each month for 10 years—a total of \$11,148. Thus it would be possible for the insured and the beneficiary, to-

HOW DID IT START

Bugles

Centuries before the bugle became associated with military calls, it was used by medieval huntsmen to sound signals of the chase.

The first of such instruments were fashioned from the horns of wild oxen and became known as wild ox horns or bugle

horns, the Old French word for "wild ox" being "bugle," which had derived from the Latin "buculus," meaning a young bullock or steer. Rams horns also were found quite adaptable for such purpose.

In a military sense, some of the earliest users of the forerunner of the modern brass wind instrument were French sailors who blew loud blasts on their bugle horns when celebrating a victory.

The first bugle calls resembling those in use today are credited to the celebrated Austrian composer Franz Joseph Haydn (1732-1809) who wrote several of them in connection with his "Military Symphony" (1794). The calls, somewhat modified in composition, later were adopted by armies and navies of the era.

The principal use of the bugle today is for the sounding of various naval and military calls—church, mess, movie, mail, fire, reveille, taps, etc. As a musical instrument the descendant of the old "ox horn" is popularly used by drum and bugle corps.

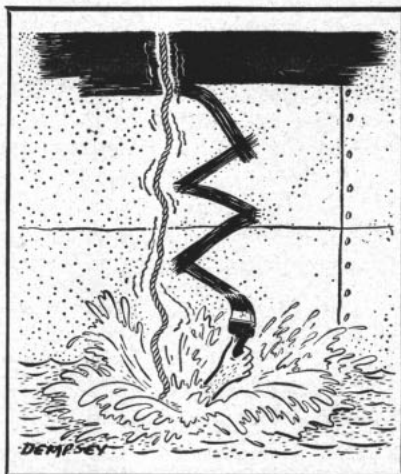


gether, to receive \$12,931.20.

On the other hand, if the above policy is not surrendered for cash, but continued in force, a beneficiary—age 33 for example—would be entitled, under Option 4, to \$39 a month for life. If the beneficiary lived to age 77, she would receive over \$20,000.

Another factor to be considered is the cost of purchasing new insurance at the age reached when separated from the service. This cost could be very high; the increased premiums might be prohibitive. If the policy is reinstated, it would involve the payment of a large single sum—the reserve—which may not be readily available.

What are the advantages of *waiving* your premiums? If the insured decides to retain his policy but waive the “pure insurance risk” portion of his premiums, his policy will be *continued in force* while on active duty, the cash value will continue to grow and—at the time of his release from active duty—he could resume payment of the full premiums at the same rate as when he first converted his policy. In case of death, his beneficiary would be paid under the terms of the policy, not the in-



demnity. (In cases where the insurance is less than \$10,000 the beneficiary of the insured is sure of receiving an amount of the indemnity to bring the total up to \$10,000.) *The insured will not receive any dividends, however, during the waiver period.*

This is where the decision to waive or to continue to pay the full premium is determined. If you execute a waiver, you don't collect your annual dividend for the period the waiver is in effect. But if your dividend is less than the amount you

would save by waiving the “pure insurance risk” portion of your premiums then, obviously, it would pay you to execute the waiver.

How do you figure whether you save by waiving? To answer this question you must first know: (1) what your annual dividend is; (2) then you must find the amount of your “pure insurance risk”; and (3) which is greater.

- The special dividend, now being paid, covers a three-year period. Therefore, divide the amount of this dividend by three and you get your *approximate* annual dividend. For example, a \$10,000 policy holder who receives \$180 as his special dividend, paid after the 1951 anniversary date of his policy, may use \$60 as his *approximate* annual dividend.

Future dividends are not guaranteed, however, and there is no assurance that the \$60 figure used above will be the regular dividend. Next year the dividend might be only \$40 or it might be \$80.

- What is the “pure insurance risk” portion of your premium? The VA has prepared a formula for determining the approximate amount of the “pure insurance risk.” You can find out approximately what this

Navy Tests Show Football Helmets Score in Game That's Played for Keeps

Football helmets are heading toward goals in a different kind of effort—this time to protect the lives of servicemen. Far from the grid-iron and under more grueling conditions, various types of regulation football headgear are being used in special studies by scientists under contract with the Navy to determine ways of protecting the head from fatal injury in accident crashes.

Extensive investigations of injuries received in private plane crashes revealed that in approximately 75 per cent of crash fatalities no parts of the body other than the head were injured in the crash.

A part of the Navy's program of investigation is being conducted by the Office of Naval Research and the Bureau of Aeronautics in cooperation with the Cornell Aeronautical Laboratory of the Cornell University Medical College, and the investigation of helmets is being

carried on in connection with studies for designs of safer cockpits and passenger compartments for aircraft. To make studies and tests which evaluate the results of an impact blow, the scientists have developed a head-shaped form equivalent to that of a human head and with mechanical properties of a plastic shell similar to the human skull.

The plastic head is mounted on a catapult apparatus to throw the simulated head against the structure and panels installed in airplane cockpits. The head is projected by the catapult against the cockpit equipment at speeds approximating those experienced in actual crash conditions.

The purpose of the series of tests on various type cockpit installations is to evaluate the results of the impact blow to obtain engineering information for the design of safe aircraft and the development of

headgear for aviation personnel which will reduce the high percentage of fatal skull and brain injuries.

With further studies, tests so far indicate that it will be possible to design a cockpit with particular reference to other than military aircraft which will have a high degree of safety for helmeted pilots at crash speeds of 100 mph or greater.

Present Navy carrier aircraft, by reason of high structural strength with lap belt and shoulder harness for air crews, already provide protection against crash forces of approximately 40 Gs.

The engineers report that with improved design of plane cockpits and interiors, it is entirely possible to absorb impacts of 400 to 800 pounds per square inch without skull fractures. Prevention of skull injuries by proper absorption devices will greatly reduce the number of fatal injuries received in plane crashes, the engineers claim.

THE BULLETIN BOARD

TABLES

Pure Insurance Risk Cost—National Service Life Insurance

Amount of annual premium waiver (reduction) for each \$1,000 of your NSLI permanent plan policy. (See the accompanying article explaining how pure insurance risk affects your decision to execute a waiver.)

		Ordinary Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$14.56	\$16.22	\$18.47	\$21.31	\$25.10	\$30.07	\$36.94	\$46.53
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.68	7.87	8.29	8.81	9.70	11.03	13.64	18.50
Length of	5th "	7.64	7.83	8.28	8.91	9.98	11.83	15.39	21.49
time pol'y	10th "	7.59	7.83	8.37	9.20	10.82	13.70	18.56	26.39
has been	15th "	7.58	7.92	8.66	9.98	12.53	16.55	22.86	32.54
in effect	20th "	7.67	8.20	9.39	11.59	15.14	20.40	28.25	38.91

		30 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$18.23	\$19.77	\$21.67	\$24.03	\$27.23	\$31.61	\$37.88	\$46.88
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.57	7.83	8.19	8.66	9.54	10.94	13.63	18.47
Length of	5th "	7.39	7.66	8.06	8.64	9.71	11.64	15.31	21.42
time pol'y	10th "	7.14	7.44	7.93	8.73	10.31	13.28	18.26	26.17
has been	15th "	6.85	7.23	7.89	9.11	11.57	15.61	22.05	31.95
in effect	20th "	6.53	7.03	8.03	9.93	13.16	18.22	26.06	37.21

		20 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$23.20	\$25.10	\$27.35	\$29.95	\$33.39	\$37.65	\$43.45	\$51.50
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.52	7.81	8.18	8.59	9.53	10.83	13.46	18.26
Length of	5th "	7.17	7.45	7.83	8.31	9.38	11.17	14.67	20.62
time pol'y	10th "	6.64	6.90	7.32	7.93	9.37	11.92	16.38	23.66
has been	15th "	5.96	6.23	6.69	7.50	9.37	12.29	17.07	24.71
in effect	20th "	5.10	5.34	5.82	6.68	8.25	10.21	12.80	15.64

		20 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$40.96	\$41.20	\$41.55	\$42.15	\$43.33	\$45.22	\$48.78	\$54.81
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.75	8.08	8.57	9.50	10.77	13.43	18.23
Length of	5th "	6.52	6.79	7.16	7.76	8.87	10.65	14.20	20.20
time pol'y	10th "	4.99	5.27	5.70	6.42	7.85	10.31	14.73	22.06
has been	15th "	2.96	3.22	3.60	4.33	5.84	8.25	12.54	19.83
in effect	20th "	.19	.20	.19	.19	.32	.33	.55	.89

		Endowment at age 60							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$19.06	\$22.38	\$26.87	\$33.39	\$43.33	\$60.02	\$93.53	
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.55	7.83	8.14	8.67	9.50	10.74	13.07	—
Length of	5th "	7.35	7.57	7.81	8.25	8.87	9.72	10.14	—
time pol'y	10th "	7.04	7.19	7.33	7.60	7.85	7.24	.80	—
has been	15th "	6.68	6.75	6.74	6.71	5.84	.45	—	—
in effect	20th "	6.26	6.21	5.96	4.99	.32	—	—	—

		Endowment at age 65							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$17.17	\$19.77	\$23.20	\$28.06	\$34.81	\$45.22	\$62.75	\$97.20
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.57	7.83	8.14	8.74	9.47	10.77	13.33	17.71
Length of	5th "	7.43	7.66	7.95	8.54	9.26	10.65	12.94	14.55
time pol'y	10th "	7.24	7.44	7.72	8.31	9.09	10.31	10.40	1.16
has been	15th "	7.03	7.22	7.51	8.16	8.81	8.25	.64	—
in effect	20th "	6.82	7.02	7.37	7.91	7.04	.33	—	—

amount is in your case by referring to the tables at the end of this article.

• Here's how you use this information. If you took out a \$10,000 ordinary life NSLI policy at age 35 and the policy is now in its fifth year, the "pure insurance risk" portion of your premium would be \$89.10. If you have estimated your annual dividend as \$60, then you would save approximately \$29.10 a year by waiving.

There is one more important point concerning the waiver of the pure insurance risk portion of your premiums: Because the government insurance rates vary from month to month and not from year to year, it is not practical to collect variable premiums. Therefore, do not ask to have your allotment changed. *Until a final procedure is worked out, all holders of permanent plan policies should continue to pay the full premium—even though they have applied for a waiver and regardless of whether they pay by allotment or directly to the VA.* At a later date, the VA will make an adjustment and refund all overpayments to the insured.

Some sailors who have already applied for a waiver may decide that they should not have executed the waiver. The VA will accept a revocation of the waiver, in letter form, to become effective on the date the next premium becomes due. Revocation of the waiver will not be retroactive, however, and no dividend will be paid for the period during which the waiver was in effect. The pure insurance risk portion of the premium during the waiver period will, of course, be refunded to the policy holder.

The following unofficial tables, compiled by the Navy and the VA, enable NSLI and USGLI policy holders to estimate the amount of "pure insurance risk" and thus determine the advantage or disadvantage in executing a waiver. They are contained, along with additional detailed information, in BuPers-Mar-Corps Joint Ltr, 28 Sept 1951, (NDB 30 Sept 1951), not in BuPers Circ Ltr 174-51 as previously reported in ALL HANDS. Here's how you use the tables:

First locate the proper table in your case—whether ordinary life, 20-year endowment or whatever it is.

Then, find the column showing the age nearest the age at which you took out your permanent plan policy. Read down until you come to the line showing the number of years your policy has been in effect. You will then have found the approximate "pure insurance risk" portion per \$10,000 of your insurance. If you have, say, \$10,000 worth of insurance, multiply the sum of the "pure insurance risk" by 10.

Pennsylvanians in Service Can Get Absentee Ballots

Any person who is on active duty with the armed forces and is a qualified voter in the Commonwealth of Pennsylvania may now exercise the absentee ballot privilege.

Pennsylvania residents on active duty, regardless of whether previously registered or enrolled as a voter may now exercise the absentee ballot privilege.

Whenever a qualified voter on active duty with the armed forces is present in the voting district of his residence on any election day and has not already voted in such election, he may apply to his district election board for an official ballot and vote in such election.

Application for an absentee ballot may be made at any time prior to an election by using either Standard Form 76, USWBC Form No. 1, or by postcard or letter to the Secretary of the Commonwealth or to the county board of election of his voting residence. The ballot should be executed in accordance with procedure outlined in BuPers Circ. Ltr. 180-50 (AS&SL, July-December 1950), and mailed to the county election board of his voting district.

The appointed voting officer on board your ship or station can furnish the proper forms.

Civilian personnel who are qualified voters of Pennsylvania and in the service of the American Red Cross, the Society of Friends, the Women's Auxiliary Service Pilots, the American Field Service, or the United Service Organizations attached to and serving with the armed forces of the U.S. are also permitted the absentee ballot privilege.

Pennsylvania's absentee ballot privilege is covered in BuPers Circ. Ltr. 185-51 (NDB, 30 Oct 1951).

PURE INSURANCE RISK—U.S. GOVERNMENT LIFE INSURANCE

Amount of annual premium waiver (reduction) for each \$1,000 of your USGLI permanent plan policy.

		Ordinary Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$13.58	\$15.24	\$17.36	\$20.08	\$23.74	\$28.71	\$35.56	\$45.13
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.60	7.87	8.23	8.72	9.56	10.95	13.59	18.44
Length of	5th "	7.58	7.87	8.27	8.86	9.88	11.81	15.41	21.55
time pol'y	10th "	7.58	7.90	8.40	9.22	10.78	13.77	18.71	26.60
has been	15th "	7.61	8.05	8.76	10.06	12.59	16.74	23.18	32.99
in effect	20th "	7.74	8.37	9.56	11.76	15.34	20.79	28.81	39.67

		30 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$16.54	\$18.07	\$19.96	\$22.44	\$25.63	\$30.00	\$36.38	—
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.48	7.75	8.10	8.68	9.51	10.85	13.59	—
Length of	5th "	7.36	7.65	8.03	8.71	9.74	11.62	15.35	—
time pol'y	10th "	7.17	7.50	7.99	8.88	10.45	13.38	18.45	—
has been	15th "	6.96	7.36	8.04	9.39	11.84	15.90	22.46	—
in effect	20th "	6.73	7.28	8.31	10.38	13.67	18.79	26.83	—

		20 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$20.79	\$22.56	\$24.81	\$27.52	\$30.95	\$35.32	\$41.34	\$49.50
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.71	8.10	8.60	9.45	10.77	13.45	18.16
Length of	5th "	7.23	7.42	7.83	8.41	9.41	11.20	14.79	20.69
time pol'y	10th "	6.80	7.00	7.44	8.16	9.56	12.16	16.75	24.04
has been	15th "	6.25	6.45	6.97	7.93	9.82	12.87	17.88	25.62
in effect	20th "	5.54	5.73	6.33	7.42	9.12	11.36	14.40	17.57

		20 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$39.10	\$39.34	\$39.69	\$40.28	\$41.46	\$43.47	\$47.02	\$53.04
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.74	8.06	8.53	9.43	10.81	13.41	18.13
Length of	5th "	6.56	6.82	7.19	7.78	8.87	10.76	14.27	20.22
time pol'y	10th "	5.06	5.35	5.77	6.48	7.92	10.51	14.94	22.27
has been	15th "	3.05	3.30	3.68	4.42	5.95	8.50	12.85	20.18
in effect	20th "	.20	.20	.18	.17	.29	.39	.56	.84

		30 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$24.23	\$24.69	\$25.40	\$26.46	\$28.47	\$31.66	\$37.09	\$45.60
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.56	7.77	8.18	8.63	9.56	10.85	13.51	18.33
Length of	5th "	7.16	7.42	7.90	8.51	9.66	11.52	15.20	21.36
time pol'y	10th "	6.53	6.86	7.48	8.34	10.08	13.04	18.13	26.21
has been	15th "	5.70	6.14	6.95	8.25	10.88	14.99	21.69	32.00
in effect	20th "	4.58	5.11	6.21	8.08	11.40	16.54	24.84	36.84

		Endowment at Age 62							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$17.01	\$19.85	\$23.74	\$29.30	\$37.56	\$50.91	—	—
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.55	7.79	8.13	8.64	9.42	10.67	—	—
Length of	5th "	7.42	7.62	7.91	8.38	9.06	10.14	—	—
time pol'y	10th "	7.21	7.36	7.60	7.98	8.51	8.79	—	—
has been	15th "	6.97	7.08	7.24	7.50	7.37	4.25	—	—
in effect	20th "	6.70	6.74	6.79	6.49	3.54	—	—	—

Sole Surviving Sons Will Not Be Assigned to Duties In Actual Enemy Combat

Assignment to non-combat duty of a sole remaining son is the subject of BuPers Circ. Ltr. 196-51 (NDB, 30 Nov 1951). Upon his own request or upon the request of one of his parents, the sole remaining son who is serving in the Navy, whether officer or enlisted, will not be assigned to duties normally involving actual combat with the enemy. Sole remaining sons now serving in duties involving actual combat with the enemy will be reassigned under the same conditions. In either case the individual may waive his rights to this policy if he wishes.

Personnel to whom this letter applies are those sole remaining sons of a family in which the father or one or more sons or daughters, as a result of hazards incident to service in the armed forces since 16 Sept 1940:

- Have been killed.
- Have died as a result of wounds, accidents or disease.
- Are in a captured or missing-in-action status.
- Are permanently and 100 per cent physically or mentally disabled, or hospitalized on a continuing basis, and not gainfully employed by virtue of such disability.

Requests for the non-combat assignment should be submitted officially via commanding officers to the Chief of Naval Personnel. Applications from parents should be addressed directly to the Chief of Naval Personnel. Applications from

411 Years of Good Conduct By Destroyer's Personnel

A record of more than four centuries of good conduct has been credited to a group of 4.0 sailors in *uss Vogelgesang* (DD 862), who have been awarded 79 Good Conduct Medals.

Instrumental in recording this achievement was D. G. Morris, PN3, USN, leading petty officer in the ship's office, who examined hundreds of enlisted men's jackets to bring their records up to date. Many of the medal winners are well on their way to a second Good Conduct award, with their accumulated records totalling 411 years.

A similar job of examining enlisted records for these awards was accomplished by Francis J. McBee, PN1, USNR, for personnel in *uss Bairoko* (CVE 115), who earned a total of 32 Good Conduct Medals equaling 135 years (see *ALL HANDS*, October 1951, p. 57).

parents will not be acted upon, however, until the desires of the individual concerned have been determined.

These requests or applications must contain the full name, rank or rating, serial or file number and branch of the service of those previously lost under the above conditions. They should also contain an affirmative statement that the individual whose assignment is in question is a sole remaining son as defined above.

It is to be pointed out that this policy is not to be interpreted to mean that sole surviving sons will not be assigned to duty afloat or at overseas bases, but rather that they will be assigned to appropriate non-combat areas as designated by the major commanders concerned.

This letter supersedes BuPers Circ. Ltr. 166-50 (NDB, July-December 1950). See *ALL HANDS*, November 1950, p. 6. Resubmission of requests made in accordance with the previous circular letter is not required since all decisions that are rendered in accordance with the superseded circular letter remain in effect.

Latest Available Movies Listed for Convenience Of Ships, Overseas Bases

The latest 16-mm. feature movies, available from the Navy Motion Picture Exchange, Bldg 311, U.S. Naval Base, Brooklyn 1, N. Y., is listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in November.

ALL HANDS will carry new listings from time to time of 16-mm. motion pictures obtainable from the Navy Motion Picture Exchange.

Close to My Heart (749): Melodrama; Gene Tierney, Ray Milland.

The Longhorn (750): Western; Bill Elliott, Phyllis Coates.

No Highway in the Sky (751): Drama; James Stewart, Marlene Dietrich.

The Lady and the Bandit (752): Melodrama; Louis Hayward, Patricia Medina.

Havana Rose (753): Comedy; Estelita Rodriguez, Hugh Herbert.

In Which We Serve (754): Drama; Noel Coward, John Mills.

Calling Bulldog Drummond (755): Melodrama; Walter Pidgeon, Margaret Leighton.

Love Nest (756): Comedy; June Haver, William Lundigan.

Insurance Investigator (757): Melodrama; Audrey Long, Richard Denning.

Journey Into Light (758): Drama; Sterling Hayden, Vivica Lindfors.

Hurricane Island (759): Drama; Jon Hall, Marie Windsor.

The Day the Earth Stood Still (760): Drama; Michael Rennie, Pat Neal.

His Kind of Woman (761): Melodrama; Robert Mitchum, Jane Russell.

Painting the Clouds With Sunshine (762) (T): Musical; Dennis Morgan,



"... wants to know if we want any windows washed."



"Is there someone else?"

Virginia Mayo.

Submarine Command (763): Drama; William Holden, Nancy Olson.

The Desert Fox (764): Drama; James Mason, Sir Cedric Hardwicke.

Come Fill the Cup (765): Melodrama; James Cagney, James Gleason.

Behave Yourself (766): Comedy; Farley Granger, Shelley Winters.

When Worlds Collide (767): Drama; Richard Derr, Barbara Rush.

The Lady Pays Off (768): Drama; Linda Darnell, Stephen McNally.

Yellow Fin (769): Melodrama; Wayne Morris, Adrian Booth.

Criminal Lawyer (770): Melodrama; Pat O'Brien, Jane Wyatt.

This Is Korea (771): Documentary; Rear Admiral John Ford.

Crosswinds (772) (T): Adventure; John Payne, Rhonda Fleming.

The Mob (773): Melodrama; Broderick Crawford, Betty Buehler.

Bannerline (774): Melodrama; Sally Forrest, Keefe Brasselle.

Reunion in Reno (775): Comedy; Mark Stevens, Gigi Perreau.

Man With a Cloak (776): Melodrama; Joseph Cotton, Barbara Stanwyck.

Elephant Stampede (777): Adventure; Johnny Sheffield, Dean Martell.

Anne of the Indies (778) (T): Drama; Louis Jourdan, Debra Paget.

Order of Fallen Drone Includes Deadeye Dicks

"The Order of the Fallen Drone" is the name of a society claiming some of the straightest of the Navy's straight shooters among its members. It is open only to gunnery students at the Fleet Air Wing Two's ground-to-air gunnery range at the Naval Air Station, Barber's Point, Oahu, T.H.

To qualify, the student, firing a ground-mounted combat aircraft turret, must shoot down one of the pilotless target aircraft. After a man scores, a card is issued him indicating his prowess. This card, complete with date of qualification, name, rank and other data, set against a background showing a flaming drone plunging to earth, identifies the holder as a "Deadeye Dick."

Downing the drone is not a lead pipe cinch as the following figures will testify. In the first five months of the course's existence only 33 of the more than 700 students qualified.

WHAT'S IN A NAME

Sandwich

If all the sandwiches consumed by sailors were placed end to end, they would reach from San Francisco to the Hawaiian Islands which formerly were called the Sandwich Islands.

It was Captain James Cook, famed 18th century English explorer and navigator, who gave the Hawaiian group the original name

of Sandwich Islands in honor of John Montagu Sandwich, fourth Earl of Sandwich and First Lord of the British Admiralty (1748-51, 1763-68 and 1771-82).

According to the generally accepted anecdote, it was for this nobleman and naval official that two pieces of bread, with something in between, is called a sandwich.

Lord Sandwich was a notorious gambler, and sometimes would become so engrossed in cards that he would not take the time away from the gaming table to eat. Rather, he would have an attendant bring him meat between pieces of bread on which he would nibble while continuing his game.

It is doubtful whether Lord Sandwich was the first person ever to eat such a combination of bread and meat, but because of his unconventional eating habits and his conspicuousness as a public figure, the food item gradually acquired his name.



Convening Schedule Revised For Class B School for ICE

A revised convening schedule for the Class B Interior Communication Electricians School at Naval Receiving Station, Washington, D.C., has been forwarded to ALL HANDS, changing commencement dates and adding supplementary courses to those announced in the October 1951 issue, p. 25. Classes for the 42-week course convened on 29 October and new classes will meet 18 Feb 1952 and every 14 weeks thereafter.

In addition to the regular course, a special 12-week course is given in the maintenance of the gyro compass and associated equipment. The next class in this field is scheduled to convene on 14 Jan 1952. Subsequent classes are presently scheduled to meet every 14 weeks thereafter.

Eligibility requirements for the 42-week ICE course are as follows:

- 30 months' obligated service upon entry into course

- IC2 and above or EM2 and above who are qualified in submarines.

Eligibility requirements for the 12-week gyro compass course are as follows:

- 18 months' obligated service

upon commencement of the course.

- IC and EM3 and above. Third class petty officers must have a minimum of one year in rate.

A helpful pamphlet, *ICE School Preparatory Course*, has been prepared for prospective candidates for the 42-week ICE training. Those wishing to make use of this aid should submit requests for the pamphlet, via their COs, to the Officer in Charge, Naval School, IC Electricians, Class B, U. S. Naval Receiving Station, Washington 25, D. C.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9

1. (b) Sonarmen (SO).
2. (c) Ship's servicemen (SH).
3. (c) Timber and half hitch. A combination of half hitch and timber hitch, the half hitch being taken first and the timber hitch formed afterwards with the end.
4. (a) Towing spars.
5. (b) Wildcat (also called a chain-grab). It is attached to the windlass shaft and has ridges around it so shaped that they engage the chain links.
6. (b) To heave the chain or pay out small amounts. Prior to dropping anchor, the wildcat is disconnected from the windlass.

Duty Orders to Increase For Enlisted Reservists In Lowest 3 Pay Grades

Reservists in pay grades E-1, E-2 and E-3 will be ordered to active duty during the next few months to fill quotas authorized by the Chief of Naval Personnel.

Personnel of the Organized Reserve and Volunteer Reserve will be ordered involuntarily to active duty to the extent necessary to complete that part of the quota not filled by volunteers.

However, the following personnel will not be ordered involuntarily:

- Men with children.
- Veterans of 90 days' service during World War II or 12 months' service between 16 Sept 1940 and 24 June 1948.

That Honk in the Sky Is Marine, Not Goose

When you hear the "honk" of the wild goose in Korea, don't crane your neck looking for fowl. It just means a pilot is coming in for a landing.

The "goose"—a Japanese bulb horn—was introduced at the First Marine Aircraft Wing Station in Korea to eliminate unnecessary voice transmittal. On approaching the field, a pilot presses his microphone switch and sounds off with a blast on the horn.

A single "honk" means he wants landing instructions. Two blasts signify the wheels and flaps are down. When the pilot is ready to make his final approach, the "goose" honks three times.

So far no real geese, no ganders, have been attracted by the unusual device.



- High school students.
- Men under the age of 18½ years.

All Reservists ordered to active duty must have an obligated period of 24 months remaining on their enlistments. Men who have less than 24 months remaining may extend their enlistments for one, two or three years.

If an Organized Reservist in this status declines to extend his enlistment he will be transferred to a V-6 classification and notification of such transfer will be sent his Selective Service Board.

Men ordered to active duty will be given four months' advance notice before reporting, if practicable. Volunteers, however, may indicate when they wish to report and will have their orders issued accordingly, within quotas.

Men in pay grades E-1, E-2 who have had regular recruit training and all E-3s will report to a receiving station for outfitting and processing and will then be assigned to duty by BuPers. All other men in pay grades E-1 and E-2 will be required to take recruit training.

The quota also calls for a small number of submarine personnel. These men will include members of Organized Submarine divisions and men who are qualified for submarine training (holding designation "SP" or "SG"). The number of those ordered involuntarily to active duty will depend upon the extent to which quotas are met with volunteers.

Ordnance Disposal Course Open to USNs and USNRs

Regular Navy and Reserve personnel on active duty may apply for a six-months' basic training course in explosive ordnance disposal at the Naval Powder Factory, Indian Head, Md.

Application from volunteers for this training are particularly desired from USN and USNR officers with rank of lieutenant, junior grade, and ensign, and from enlisted personnel with GM, TM, MN or AO ratings.

Applicants accepted for the training are entitled to extra incentive pay.

Personnel who volunteer for work in explosive ordnance disposal will be trained in recognition, construction, operation and use of under-

2,031 Enemy Vessels Destroyed or Damaged

A total of 2,031 enemy vessels have been destroyed or damaged by United Nations naval aircraft since the beginning of the Korean conflict. The majority of these were junks and sampans of various sizes and description. Summarized by type and number, these vessels are as follows:

Type	Destroyed	Damaged
Barges	46	17
Corvettes	5	4
Freighters	3	2
Junks and sampans	530	1369
Landing ship, tank	1	0
Land craft, medium	5	0
Motor torpedo boats	3	3
Tankers	1	0
Tugs	2	1
Patrol craft and minesweepers	7	32

water and land explosive ordnance together with the correct methods for the rendering safe and disposal of such ordnance.

Each student is instructed in the theory, equipment and technique of shallow water and deep sea diving as related to underwater ordnance disposal work. The training leads to qualification of diver second class.

Enlisted applicants must be physically qualified, have a minimum GCT of 55 and MK Mech or Elect of 50, and must have at least two years of obligated service at time of entrance or agree to extend their enlistments.

According to BuPers Circ. Ltr. 175-51 (NDB, 15 Oct 1951), which outlines requirements for the school, volunteers should submit their applications via commanding officers. Officers' applications will be addressed via COs to Chief of Naval Personnel (Attn: Pers B-111h), and enlisted personnel of the required ratings assigned to Fleet Activities will address applications via COs to ComServLant and ComServPac, as appropriate. Enlisted personnel assigned to continental shore bases apply via COs to Chief of Naval Personnel (Attn: Pers B-212).

New Rules for Flight Pay Issued by Navy for Officers, Enlisted Men

Officers and enlisted personnel may draw flight pay only when assigned to duty in a flying status involving operational or training flights, including flights which are necessary to maintain the proficiency of administrative personnel, according to Alnav 111-51 (NDB, 15 Nov 1951) and BuPers Circ. Ltr. 193-51 (NDB, 15 Nov 1951).

Certification for flight pay must be contained in the flight certificate—BuSanda Form 38—and must state that an individual has "fulfilled all flight requirements and conditions in force."

The Navy's policy regarding the flight status of its naval aviators and enlisted personnel engaged in duty involving flying and their entitlement to flight pay, is outlined again in OpNav Instruction 3700.3.

Four general classifications of naval aviators, according to the directive, will continue to be ordered to duty involving flying since each is required to maintain flying proficiency:

- Those who are on duty and directly connected with aviation activities of various kinds.

- Those who, pursuant to the overall naval policy of integrating aviation with the rest of the Navy, are assigned to other than air activities for the purpose of bringing aviation knowledge to those activities.

- Those who are temporarily in schools in order to broaden their aviation or overall Navy knowledge.

- Those who are performing duty in other branches of the armed services, other Departments of the Government, and with joint or foreign agencies because naval aviation experience is needed in those activities.

In case of non-pilot officers and enlisted members, assigned to duty involving flying as crew members or non-crew members, administrative commands or commanding officers will continually review the requirements for duty involving flying. Such personnel shall be issued flight orders to meet actual flight requirements of the command. Whenever an individual is no longer

Marines Near the Front Have Mobile Dental Unit

Marines in Korea may not have "all the comforts of home" but they have something few statesiders have—a dentist that goes to see them.

A mobile dental unit, manned by a dental officer, an enlisted dental technician and a driver, is now making patient-to-patient calls among Marine outfits near the front.

To make this project possible, the First Marine Division's engineer battalion has converted a field kitchen truck into a dentist's chair, overhead lamp and dental "office," the truck accommodates a dentist's engine. It is wired for electricity and fitted with a tank to provide running water. Electricity can be supplied either by outside sources or by the unit's own generator which is carried in a quarter-ton trailer.

required for regular and frequent flights, COs will terminate their flight status. In the case of officer personnel to be removed from flight status, the commanding officer will recommend to the Chief of Naval Personnel or Commandant of the Marine Corps, as appropriate, cancellation of orders to duty involving flying.

On 1 July each year, administrative commanders and COs will review the flight records of each pilot under their command and, except for those cases where circumstances are beyond the control of the individual, personnel who fail to maintain their flight proficiency, will be sent before a naval aviator disposition board.

Only aviation personnel who are needed to meet the actual flight requirements of the command will be ordered to flight status. The OpNav instructions also emphasize that assignment to flight duties does not constitute a reward for superior accomplishment in non-flying billets.

In the case of Reservists in drill flight status, such personnel will be governed by the existing directives of the administrative commands of Naval Air Reserve Training and Marine Corps Air Reserve Training.

Requests for Assignment To Recruiting Duty Asked From Eligible Personnel

Requests for assignment to recruiting duty are wanted from eligible personnel, especially men holding chief or first class YN, PN, DK and SK ratings.

To be eligible for recruiting duty, YNCs, YN1s, PNCs, PN1s, DKCs and DK1s must have accumulated 18 months' continuous sea duty. SKCs and SK1s must have two years' continuous sea duty.

In addition, BuPers wants requests from men of the following ratings: YN3, YN2, PN3, PN2, and HM2. To be eligible, YN3s, YN2s, PN3s and PN2s must have at least two years' continuous sea duty; HM2s need 21 months' continuous sea duty.

Enlisted personnel can be carried on only one eligibility list at a time. Therefore, men desiring recruiting duty, who are on other eligibility lists, should request removal of their names from such lists when applying for recruiting duty.

Requests for recruiting duty should be forwarded to the Chief of Naval Personnel (Attn: Pers B6), via the chain of command. Additional information will be found in Article C-5208, *BuPers Manual*, and BuPers Circ. Ltr. 198-51 (NDB, 15 Nov 1951).

600 Commissioned Warrants Assigned to W-3 and W-4

Approximately 600 Regular Navy and Naval Reserve commissioned warrant officers on active duty have been assigned to pay grades W-3 and W-4, according to BuPers Circ. Ltr. 194-51 (NDB, 15 Nov 1951).

All active duty officers whose dates of commencement of commissioned service under current appointment—as distinguished from dates of rank—were 28 Feb 1945 or earlier were considered for assignment to pay grade W-3.

Officers on active duty with 12 years' commissioned service on or prior to 30 June 1952 were considered for assignment to pay grade W-4. The names of the warrant officers who were selected for advancement in pay grade are listed in the directive.

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. 117—Established commuted ration and leave ration of enlisted personnel at \$1.20, effective as of 1 Nov 1951.

No. 118—Established hospital ration at \$1.20 effective as of 1 Nov 1951, amending Alnav 51-51 (NDB, 15 June 1951).

No. 119—Lists the names of USN officers selected for temporary pro-

motion to grade of rear admiral, Dental Corps.

No. 120—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to grade of captain in Medical Corps, Supply Corps, and Chaplain Corps.

No. 121—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grade of commander, Medical Corps, Supply Corps, Chaplain Corps, Medical Service Corps, and Nurse Corps.

No. 122—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grade of commander, Civil Engineer Corps.

No. 123—Prescribes instructions governing the retention or release

of enlisted Volunteer Reservists who are in a disciplinary status, hospitalized or otherwise under medical treatment, in so far as the provisions for retention for a period of 16 months on active duty is applicable.

No. 124—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grades of captain and commander in the Dental Corps.

NavActs

No. 9—Promulgates rates for sale of meals from Navy general messes, by cash or payroll checkage, effective as of 1 Dec 1951.

BuPers Circular Letters

No. 186—Modifies BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951) as it relates to citizenship requirements and time of examination in applications for appointment in Medical Allied Sciences and Pharmacy Sections of the Medical Service Corps.

No. 187—Announces opportunities for assignment to basic, advanced and refresher courses at U. S. Naval School of Music by qualified personnel, Regular and Reserve, who have sufficient obligated service and the required background; and states that a change in rating may be necessary in some cases.

No. 188—Sets 29 Feb 1952 as deadline for receipt by BuPers of applications from certain qualified Naval Reserve aviators requesting appointment to commissioned grade in the line of Regular Navy.

No. 189—Announces names of Fleet Reserve enlisted personnel now serving on active duty who have been selected for original temporary appointment to their previously held highest unrestricted temporary usn grade, but not above the grade of lieutenant.

No. 190—Announces names of Regular Navy warrant and enlisted personnel who have been selected for original temporary appointment to their previously held highest unrestricted temporary usn grade, but not above that of lieutenant.

No. 191—Pertains to the wearing of unauthorized insignia and campaign ribbons, and directs COs to insure that personnel wear only

'Keep Studying and Keep Advancing' Is the Word

Reports are still coming in to ALL HANDS in response to the articles on the impressive percentages of personnel passing the service-wide competitive examinations for advancement in rating. (ALL HANDS, July 1951, p. 42 and October 1951, p. 47.)

Still tops is *uss Grampus* (SS 523) with the proud record of 100 per cent of its enlisted candidates passing the examinations and advancing to the next grade. The five activities listed below are among the leading 20 units percentage-wise, reporting to ALL HANDS.

- *uss Duncan* (DDR 874) heads the latest list. Seventy-eight of Duncan's crew members took the January 1951 exams. Forty-nine men successfully passed the exams, representing a percentage of 62.8. Credit for the high percentage is given to a training program designed to prepare candidates for the tests. Last September, *Duncan* began a school program consisting of one-hour study sessions three times per week. Lectures, demonstrations and supervised study periods were the order of the day. The percentage of successful candidates indicates the time spent in

preparation for the exams was justified.

- Eighty-three men on board *uss Carter Hall* participated in the July 1951 examinations. Of these, 45 men were authorized for advancement, representing 57.8 per cent of the candidates. *Carter Hall*, also, had a shipboard training program.

- Composite Squadron Seven, Atlantic Fleet Air Force, had 67 successful candidates in the July exams, representing 54.5 per cent of its candidates.

- Composite Squadron Six, Atlantic Fleet Air Force, reports that 59 men were advanced as a result of the January exams, representing 51.2 per cent of those participating. Their score was higher in the July exams when 89 men participated and 57 passed, hiking their percentage of successful candidates to 64.

- Fifty percent of the men of Patrol Squadron 34, Atlantic Fleet Air Force, who took the January examinations passed and were advanced in rating.

These results, and those published in the previous articles, prove that training or study programs really pay off in advancements.

Academy Alumni Members Reminded of Annual Dues

Members of the U.S. Naval Academy Alumni Association are reminded that dues for the year 1951-2 are now receivable. The annual dues of \$5 includes subscription to *Shipmate*, the association's monthly magazine.

Persons who are eligible are urged to support the organization. Membership information and applications may be obtained from the secretary at the Alumni House, U. S. Naval Academy, Annapolis, Md.

those ribbons which are authorized and to which they are entitled.

No. 192—Adds names and addresses to *Referral Directory for Navy Veterans' Counselors* (covering Guam and Panama Canal Zone) supplementing BuPers Circ. Ltrs. 11-51 (NDB, 31 Jan 1951) and 149-51 (NDB, 15 Sept 1951).

No. 193—Specifies the terminology to be used in orders to naval personnel assigned to hazardous duty involving flying, covering pilots, crew members other than pilots, and non-crew members.

No. 194—Lists the names of Regular and Reserve commissioned warrant officers on active duty who have been selected for assignment to pay grades W-3 and W-4.

No. 195—Directs COs to insure strict compliance with instructions concerning chief and first class petty officer evaluation sheets, and lists omissions or discrepancies most commonly occurring in completing the evaluation sheets.

No. 196—Supersedes BuPers Circ. Ltr. 166-50 (NDB, Jan-June 1950) concerning assignment to duty of sole remaining sons, and pertains to assignment of such personnel to duties not involving actual combat with the enemy.

No. 197—Modifies BuPers Circ. Ltr. 85-51 (NDB, 31 May 1951) on procedures for separation of naval personnel, making changes in 8th N.D. naval stations listed in separation procedures.

No. 198—Announces BuPers will consider requests for assignment to recruiting duty of eligible men, particularly CPOs and 1st class petty

officers in ratings of YN, PN, DK, and SK, and from rated men in lower grades.

No. 199 (Restricted)—Contains information pertaining to personnel complements.

No. 200—Announces change in length of tour at Whittier, Alaska, from 18 to 12 months, changing BuPers Circ. Ltr. 74-50 (NDB, 31 May 1950) as modified by BuPers Circ. Ltr. 110-51 (NDB, 15 July 1951).

No. 201—Cancels BuPers Circ. Ltr. 192-50 (NDB, 15 Dec 1950) which temporarily suspended enrollments in the Five Term College Training Program.

No. 202—Revises BuPers Circ. Ltr. 120-51 (NDB, 31 July 1951) in so far as it pertains to medical and dental personnel, and places those who received pre-medical or pre-dental training under V-12 or ASTP programs in the first two categories in phasing schedules for release from active duty.

No. 203—Lists additional personnel who are authorized to wear the Combat Distinguishing Device on the Legion of Merit, Bronze Star Medal and Commendation Metal Pendant.

No. 204—Modifies BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950 [corrected]) concerning eligibility requirements for advancement in rating; permits hospitalized personnel to participate in service-wide examinations for advancement under revised conditions, and waives the sea duty requirement of personnel in the PH rating.

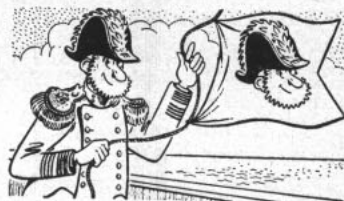
No. 205—Provides instructions concerning the submission of concurrent fitness reports.

No. 206—Modifies BuPers *Supplemental Regulations for Navy Recreation Funds* to permit expenditure of such funds at isolated stations for payment of instructors in subjects incorporated in the Naval Training Program.

No. 207—Provides for the immediate advancement to the temporary rate in which discharged in the case of personnel (discharged from active or inactive service in a temporary rate) who enlist or reenlist in the Naval Reserve for service in the Volunteer Reserve, Organized Reserve, or for duty in an active billet in the U. S. Naval Reserve (designated ANR).

HERE'S YOUR NAVY

One of the first things that an experienced Navyman looks for as he surveys a Navy ship is its "distinctive mark." This mark, generally in the form of a commission pennant, personal flag or command pennant,



indicates that a ship is in commission—and a lot more. A personal flag usually designates a ship as a flagship, except when a flag officer eligible for command at sea is embarked as a passenger (in which case his personal flag is still flown). A commission pennant indicates the vessel is not a flagship and has no flag officer on board.

Navy Regs states: "The broad or burgee command pennant shall be the personal command pennant of an officer of the Navy, not a flag officer, commanding a unit of ships or aircraft." The broad command pennant is a blue and white swallow-



tailed flag. It is most frequently seen flying from a destroyer squadron flagship. The red and white burgee command pennants, on the other hand, are seen on destroyer division flagships.

The ship's "distinctive mark" is flown from the after mast of a two-masted ship. Mastless ships and single-masted ships fly the flag or pennant from the loftiest and most



conspicuous point practicable. To keep it from wrapping around itself, good quartermasters mount the flag or pennant on a "pigstick" in such a manner that the flag or pennant pivots and flies freely.

BOOKS:

THE NEW YEAR BRINGS THE NEW GOOD BOOKS

THE NEW YEAR is bringing a good assortment of books to Navy libraries ashore and afloat. Reviews of some of the latest, chosen by the BuPers library staff, follow:

• *Closing the Ring*, by Winston S. Churchill; Houghton Mifflin Company.

The fifth volume of Churchill's monumental history of the second world war follows closely on the heels of his return to power as Britain's Prime Minister.

The present volume deals with the winning of Italy and the conferences at Teheran. It presents clearly the negotiations between governments required in planning global military and naval campaigns, in selecting commanders, in choosing conference sites, in preparing surrender terms. A few amusing sidelights—such as

the tale of the synthetic ice—make pleasant appearances from time to time.

As is to be expected, Churchill's mastery of the English language—his ability to state his views and to chronicle events with clarity and flavor—makes the volume entertaining from a literary standpoint as well as informative historically.

★ ★ ★

• *On & Off Soundings*, edited by William H. Taylor; D. Van Nostrand Company.

Thirty-five salty yarns and 21 "how-to-do-it" articles have been culled from *Yachting* magazine to fill the 520 pages of this book.

There are laugh-provoking tales like "Old Gentlemen's War" and blood-filled ones like "A Mutiny in the South Atlantic." Various stories

of adventurous cruises and narrow escapes cover most of the pages. The second part of the book contains articles designed to help the sailor and would-be sailor. Titles in this section include "Passage Sails," "Powerboat Handling," "What If You Lose Your Navigator?" and an especially intriguing chapter, "Why Not Retire Afloat?"

Most of the tales are short and suspenseful—just the thing to fill those 15 spare minutes before sack-time.

★ ★ ★

• *Stephen Hayne*, by Albert Idell; William Sloane Associates.

Against the background of the struggle between the "Pennsylvania Dutch" and the Irish immigrants who were flooding the labor markets, unfolds the story of Stephen Hayne, farmer - turned - soldier - turned - industrialist.

After leaving the Union army following the Civil War, Stephen spends a few years fighting Indians before returning to his farm. Finding his land no longer capable of providing a living, he turns to mining. Stephen makes a success of this venture, then dabbles in the stock-market in an effort to get more power through money.

The entertainment-seeker will find enjoyment in the itinerant love affairs and the excitement engendered by this tale of a rugged period in America's development.

★ ★ ★

• *Fifty Years of Popular Mechanics, 1902-1952*, edited by Edward L. Throm; Simon and Schuster.

This month *Popular Mechanics* magazine celebrates its golden anniversary with a 308-page illustrated volume covering mechanical and scientific developments of the past half-century.

The book is sprinkled with inventions, pictures, sidelights of American technological advances. You'll chuckle over some of the wild predictions and inventions that didn't quite pan out. And you'll be surprised at others that did.

The panorama is spelled out decade by decade. Each section is prefaced by a thumbnail rundown on newsworthy events and background material of the period. Entire pages from the magazine are reproduced, with explanatory notes printed in the margins.

This book should keep you occupied for hours.

WAY BACK WHEN

Join The Marines

When the U. S. Marine Corps was advertising for recruits shortly after the end of the Civil War, inducements included \$16 pay per month for privates and musicians, \$18 for corporals, and \$20 for all sergeants

other than "First or Orderly Sergeant of a Company or Guard" who would receive \$24. Sea pay at the time amounted to \$1.50 extra a month.

A "Chicago Recruiting Rendezvous" poster of May 1866 (reproduced here) was aimed at "Able-bodied men between the ages of 18 and 40, not less than 5 feet 5 inches high, and of good character." It carried the information that "Soldiers serving in this Corps perform duty at Navy Yards and on board United States Ships of War on Foreign Stations, which affords a splendid opportunity to travel and see the world."

It further stated that the term of service was for four years and that a soldier reenlisting at the expiration of that time would have his pay increased "two dollars per month for the first reenlistment, with a further addition of one dollar per month for all subsequent reenlistments."

In conclusion, the poster drew attention to the fact that "in addition to the pay as above stated, one ration per day and an abundant supply of the best clothing is allowed to every soldier." Also, there was the reminder that "Quarters, fuel and medical attendance" are always provided by the Government, "without deduction from the soldier's pay," and "if a soldier should become disabled in the line of his duties," the law would provide a pension.

U.S. MARINE CORPS RECRUITING SERVICE.

Wanted, for the United States Marine Corps,

ABLE-BODIED MEN between the ages of 18 and 40 years, not less than 5 feet 5 inches high, and of good character.

SOLDIERS serving in this Corps perform duty at Navy Yards and on board United States Ships of War on Foreign Stations, which affords a splendid opportunity to travel and see the world.

The term of service is **FOUR YEARS**, and if a soldier reenlists at the expiration of that time his pay will be increased two dollars per month for the first reenlistment, with a further addition of one dollar per month for all subsequent reenlistments.

By good conduct and attention to duty, a soldier will certainly rise to the position of non-commissioned officer.

SENEGAL in the Marine Corps frequently have independent command of guards on ships of war, and always on Quinones. The following is the rate of pay as now established:

GRADE.	PAY OF UNITED STATES MARINE CORPS.		
	Pay per Month.	Pay per Season.	Pay for Four Years.
To the First or Orderly Sergeant of a Company or Guard.	\$24 00	\$288 00	\$1,152 00
All other Sergeants, each.	20 00	240 00	960 00
Corporals.	18 00	216 00	864 00
Musicians.	16 00	192 00	768 00
Privates.	14 00	168 00	672 00
At Sea, the extra pay is	1 50	18 00	72 00

In addition to the pay as above stated, one ration per day and an abundant supply of the best clothing is allowed to every soldier. A soldier who is careful of his clothing can save during his enlistment from 50 to 80 dollars. Quarters, fuel, and medical attendance are always provided by the Government, without deduction from the soldier's pay. If a soldier should become disabled in the line of his duties, the law provides for him a Pension.

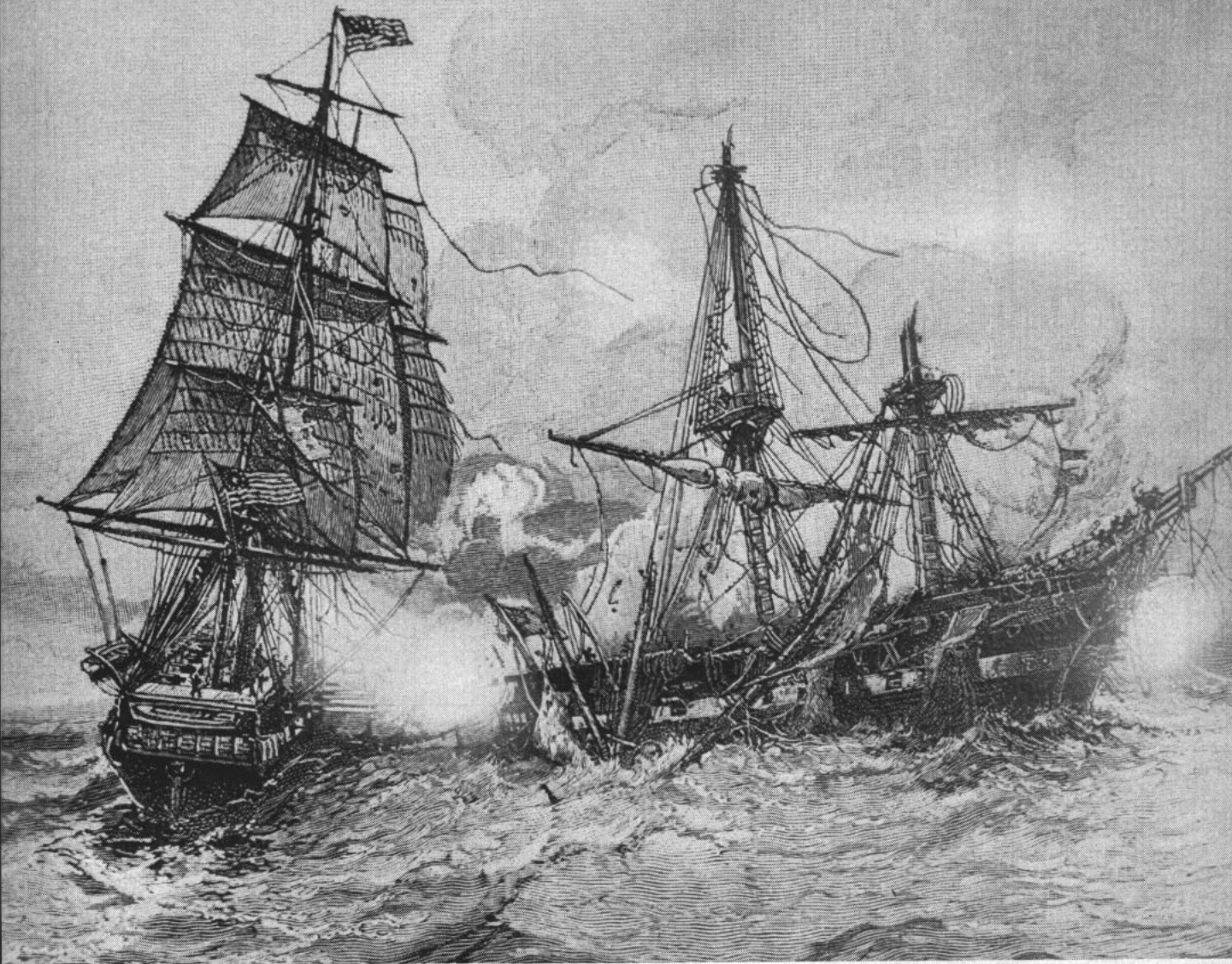
All other information which may be desired, will be given at the Rendezvous.

LIEUT. H. C. COCHRANE
Recruiting Officer.

RECRUITING RENDEZVOUS.
FARMERS BUILDING, CHICAGO. May, 1866.

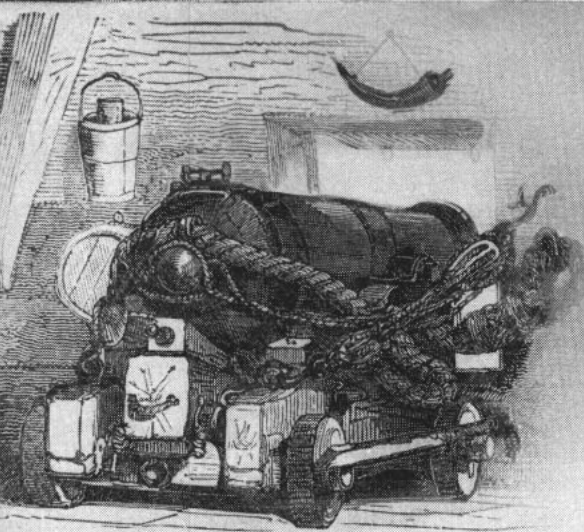
ALL HANDS BOOK SUPPLEMENT

COMBAT AT SEA



ACTION OFF MADEIRA: 1812

In this narrative a British seaman on HMS Macedonian tells of his ship's defeat by USS United States in a battle epic of the War of 1812. From the book "30 Years from Home" by Samuel Leech, published in 1847.



COMBAT AT SEA

To a young Englishman who had looked forward to a seaman's life as eagerly as Samuel Leech had during his 12 years of age, His Majesty's frigate *Macedonian* was a proud ship.

His first sight of the frigate was on a warm July afternoon in 1810 while she lay in graceful majesty on the sparkling waters off Gravesend, on the Thames below London. Her yards were braced up squarely, like the shoulders of a blacksmith, and her sides bore fresh wide bands of white, red and brown paint, well chosen colors for a sea-warrior.

Samuel's mother came on board while he signed the articles of enlistment, bringing for him a new chest of sailor's togs, a new Bible and a pack of cards. She departed from the ship only after the sun had gone down. The parting was to last 30 years.

British warships were then the most respected in the world, but in 1812 and the wars thereafter, the Americans won some notable victories. *Macedonian* was one of the first to meet up with an American after the declaration of hostilities in 1812. Leech, now two years older than he was that day off Gravesend and assistant to the sailing master, here tells the story.



THE SABBATH came and with it a stiff breeze. We usually made a sort of holiday of this sacred day. After breakfast it was common to muster the entire crew on the spar deck, dressed as the fancy of the captain might

dictate—sometimes in blue jackets and white trousers, or blue jackets and blue trousers. At other times we wore blue jackets, scarlet vests and blue or white trousers with our bright anchor buttons glancing in the sun, and our black, glossy hats, ornamented with black ribbons, and with the name of our ship painted on them. After muster, we frequently had church service read by the captain; the rest of the day was devoted to idleness. But we were destined to spend this Sabbath in a very

different manner than ever previously experienced.

We had scarcely finished breakfast before the man at the mast-head shouted, "Sail ho!"

The captain rushed upon deck, exclaiming, "Mast-head there!"

"Sir!"

"Where away is the sail?"

The precise answer to this question I do not recollect, but the captain proceeded to ask, "What does she look like?"

"A square-rigged vessel, sir," was the reply of the look-out.

After a few minutes, the captain shouted again, "Mast-head there!"

"Sir!"

"What does she look like?"

"A large ship, sir, standing toward us!"

By this time, most of the crew were on deck, eagerly straining their eyes to obtain a glimpse of the approaching ship and murmuring their opinions to each other on her probable character. Then came the voice of the captain, shouting, "Keep silence, fore and aft!" Silence being secured, he hailed the look-out to ask: "What does she look like?"

The look-out replied, "A large frigate, bearing down upon us, sir!"

A whisper ran among the crew that the stranger was a Yankee frigate. The thought was confirmed by the command of "All hands clear the ship for action, ahoy!" The drum and fife beat to quarters, bulk-heads were knocked away, the guns were released from their confinement, and the whole dread paraphernalia of battle was produced. After the lapse of a few minutes of hurry and confusion, every man and boy was at his post, ready to do his best service for his country. That is, everyone but the bandmen, who, claiming exemption from the affray, safely stowed themselves away in the cable tier. We had only one sick man on the list, and he, at the cry of battle, hurried from his cot, feeble as he was, to take his post. A few of the junior midshipmen were stationed below on the berth deck with orders, given in our hearing, to shoot any man who attempted to run from his quarters.

Our men were all in good spirits, though they did not hesitate to express the wish that the coming foe turn out a Frenchman rather than a Yankee. We had been told, by the Americans in our crew, that frigates in the American service carried more and heavier metal than ours. This, together with our consciousness of superiority over

the French at sea, led us to prefer a French antagonist.

The Americans among our number felt quite disconcerted at the necessity which compelled them to fight against their own countrymen. One of them, named John Card, as brave a seaman as ever trod a plank, ventured to present himself as a prisoner to the captain, frankly declaring his objections to fight. The captain nevertheless ordered him up on deck. He was later killed by a shot from his own countrymen.

2

As the approaching ship showed American colors, all doubt of her character was put to an end. "We must fight her," was the conviction in every breast. Every possible arrangement that could insure success was accordingly made. The guns were shotted and the matches lighted, for, although our guns were all furnished with first-rate locks, they were also provided with matches, attached by lanyards, in case the lock should miss fire.

A lieutenant then passed through the ship, directing the marines and boarders, who were furnished with pikes, cutlasses, and pistols, how to proceed if it should be necessary to board the enemy. He was followed by the captain, who exhorted the men to fidelity and courage, urging upon their consideration the well-known motto of the brave Nelson, "England expects every man to do his duty."

In addition to all these preparations on deck, some men were stationed in the tops with small-arms. It was their duty to attend to trimming the sails and to use their muskets if we came to close action. There were others, also below, called sail trimmers, who would assist in working the ship should it be necessary to shift her position during the battle.

My station was at the fifth gun on the main deck. It was my duty to supply my gun with powder, a boy being appointed to each gun on the engaged side for this purpose. A wooden screen with a hole in it was placed before the entrance to the magazine. Through it the cartridges were passed to the boys. We received them there, covered them with our jackets and hurried to our respective guns.

Thus we all stood, awaiting orders in motionless suspense. At last we fired three guns from the larboard side of the main deck, but this was followed by the command, "Cease firing; you are throwing away your shot!"

Then came the order to "wear ship" and prepare to attack the enemy with our starboard guns. Soon after this I heard a firing from some other quarter, which I at first supposed to be a discharge from our quarter deck guns. However, it proved to be the roar of the enemy's cannon.

A strange noise, such as I had never heard before, next arrested my attention. It sounded like the tearing of sails, just over our heads. This I soon ascertained to be the wind of the enemy's shot. The firing, after a few minutes' cessation, recommenced. The roaring of cannon could now be heard from all parts of our trembling ship, and, mingling as it was with that of our foes, made a most hideous noise.

3

Though the recital may be painful, yet as it will reveal at what a fearful price a victory is won or lost, I will present the reader with things as they met my eye during the progress of this dreadful fight.

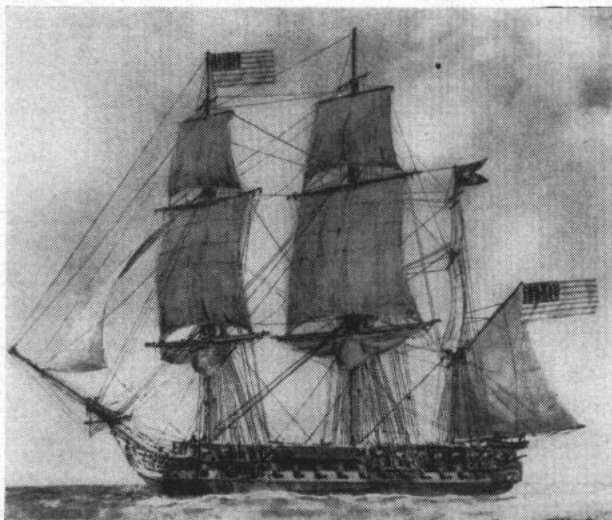
The cries of the wounded rang through all parts of the ship. The injured were carried to the cockpit as fast

as they fell. As I was stationed but a short distance from the main hatchway, I could catch a glance at all who were carried below. A glance was all I could indulge in, for the boys belonging to the guns next to mine were wounded in the early part of the action, and I had to spring with all my might to keep three or four guns supplied with cartridges. I saw two of these lads fall almost as one. One of them was struck in the leg by a large shot. The other got a grape or canister shot through the ankle. A stout Yorkshireman lifted him in his arms, and hurried him to the cockpit. Two of the boys stationed on the quarter deck were killed.

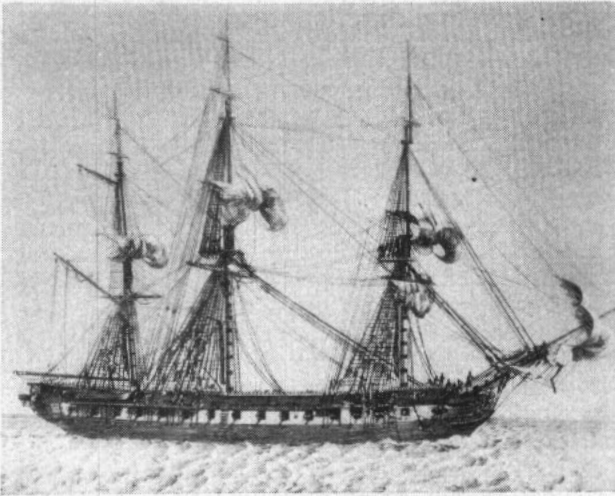
I saw one of the officers in my division fall. He was a noble-hearted fellow named Nan Kivell. A grape of canister shot struck him near the heart. Exclaiming, "Oh! My God!" he fell and was carried below, where he died shortly after.

Lieutenant Hope, our first lieutenant, was also slightly wounded by a grummet, or small iron ring, probably torn from a hammock clew by a shot. He went below, shouting to the men to fight on. Having had his wound dressed, he came up again, shouting to us at the top of his voice and bidding us fight with all our might.

On went the battle. Our men kept cheering with all their might. I cheered with them, though I confess I scarcely knew for what. Certainly there was nothing very inspiring in the aspect of things where I was stationed. So terrible had been the work of destruction round us, our ship was like a slaughterhouse. Not only had we had several boys and men killed or wounded, but several of the guns were disabled. The one I belonged to had a piece of the muzzle knocked out, and when the ship rolled, it struck a beam of the upper deck with such force as to become jammed and fixed in that position. A twenty-four pound shot had also passed through the screen of the magazine, immediately over the orifice through which we passed our powder. The schoolmaster received a death wound from this. The brave boatswain, who came from the sick bay to the din of battle, was fastening a stopper on a backstay which had been shot away when he too was struck down. Another of our midshipmen also received a severe wound. An unfortunate wardroom steward was killed. A fellow named



VICTOR—In a brief but bloody battle, USS *United States*'s firepower sent HMS *Macedonian* down to defeat.



VANQUISHED—*Macedonian* struck her colors and Britain lost another round in her fight to control the seas.

John, who for some petty offense had been sent on board as a punishment, was carried past me, wounded. Even a poor goat, kept by the officers for her milk, did not escape the general carnage.

Such was the terrible scene, amid which we kept on our shouting and firing. Our men fought like tigers. Some of them pulled off their jackets, others their jackets and vests; while some, still more determined, had taken off their shirts, and, with nothing but a handkerchief tied round the waistbands of their trousers, fought like heroes. I observed a boy named Cooper stationed at a gun some distance from the magazine. He came to and fro on the full run and appeared to be as "merry as a cricket." The third lieutenant cheered him along occasionally by saying, "Well done, my boy, you are worth your weight in gold."

The din of battle continued. Grape and canister shot were pouring through our portholes like leaden rain, carrying death in their trail. The large shot came against the ship's side like iron hail, shaking her to the very keel, or passing through her timbers and scattering terrific splinters, which did a more appalling work than even the blow itself. The reader may form an idea of the effect of grape and canister when he is told that grape shot is formed by seven or eight balls confined to an iron and tied in a cloth. These balls are scattered by the explosion of the powder. Canister shot is made by filling a powder canister with balls, each as large as two or three musket balls; these also scatter with direful effect when discharged. With splinters, cannon balls, grape and canister poured incessantly upon us, the work of death went on.

Suddenly, the rattling of the iron hail ceased. We were ordered to cease firing. A profound silence ensued, broken only by the stifled groans of the brave sufferers below. It was soon ascertained that enemy had shot ahead to repair damages, for she was not so disabled but that she could sail without difficulty. We were so cut up that we lay utterly helpless. Our head braces were shot away. The fore and main topmasts were gone. The mizzen mast hung over the stern, having carried several men over with it. We were in the state of complete wreck.

A council was now held among the officers on the quarter deck. Our condition was perilous in the extreme.

Victory or escape was alike hopeless. Our ship was disabled. Many of our men were killed. Many more were wounded. The enemy would without doubt bear down upon us in a few moments, and, since she could now choose her own position, without doubt she would rake us fore and aft.

Any further resistance was therefore folly. So, in spite of the hot-brained lieutenant, Mr. Hope, who advised them not to strike but to sink alongside, it was determined to strike our bunting.

This was done by the hands of a brave fellow named Watson, whose saddened brow told how severely it pained his lion heart to do it. To me it was a pleasing sight, for I had seen fighting enough for one Sabbath—more than I wished to see again, even on a week day. His Britannic Majesty's frigate *Macedonian* was now the prize of the American frigate *United States*.

4

I now went below to see how matters appeared there. Pursuing my way to the wardroom, I necessarily passed through the steerage, which was strewn with the wounded. It was a sad spectacle. Groans and cries rent the air. Some were groaning, a few were praying, while those last arrived were begging to have their wounds dressed next.

While looking round the ward-room, I heard a noise above—it was the arrival of the boarders from the conquering frigate. Very soon a lieutenant (I think his name was Nicholson) came into the ward-room and said to the busy surgeon, "How do you do, doctor?"

"I have enough to do," replied he, shaking his head thoughtfully. "You have made work for us!" These officers were not strangers to each other, since the commanders and officers of these two frigates had exchanged visits when we were lying at Norfolk some months before.

I now set to work to render all the aid in my power to the sufferers.

We got out the cots as fast as possible, for most of the men were stretched out on the deck. One poor fellow who lay with a broken thigh begged me to give him water. I did. He looked unutterable gratitude, drank, and died.

There was a poor boy there crying as if his heart would break. He had been servant to the bold boatswain. Poor boy! He felt that he had lost a friend. I tried to comfort him by reminding him that he ought to be thankful for having escaped death himself.

Here, also, I met one of my messmates, who showed the utmost joy at seeing me alive, for, he said, he had heard that I was killed. He was looking up his messmates, which he said was always done by sailors. We found two of our mess wounded. One was the Swede, Logholm, who had fallen overboard many days earlier and was nearly lost.

Most of our officers and men were taken on board the victor ship. I was left, with a few others, to take care of the wounded. My master, the sailing master, was also among the officers who continued in the *Macedonian*. Most of the other men who remained were unfit for any service, having broken into the spirit-room. I was content to help myself to a little of the officers' provisions, which did me more good.

Among the wounded was a brave fellow named Wells. He walked about in fine spirits, as if he had received only slight injury. Indeed, while under operation he mani-

fested a similar heroism, observing to the surgeon: "I have lost my arm in the service of my country; but I don't mind it, doctor—it's the fortune of war."

5

We had all sorts of dispositions and temperaments among our crew. To me it was a matter of great interest to watch their various manifestations. Some who had lost their messmates appeared to care nothing about it, while others were grieving with all the tenderness of women. One of these was a seaman. A close friend had been killed. The two had formerly been soldiers in the same regiment. He bemoaned the loss of his comrade with expressions of profoundest grief.

There were also two boatswain's mates named Adams and Brown who had been messmates for several years in the same ship. Brown was killed or so wounded that he died soon after the battle. It was really a touching spectacle to see the rough, hardy features of Adams, that brave old sailor, streaming with tears as he picked out the dead body of his friend from among the wounded and gently carried it, saying to the inanimate form he bore, "O Bill, we have sailed together in a number of ships, we have been in many gales and some battles, but this is the worst day I have seen!"

The circumstance was rather a singular one, that in both the contending frigates the second boatswain's mate bore the name of William Brown and that they both were killed, yet such was the fact.

The great number of wounded kept our surgeon and his mate busily employed at their work until late at night, and it was a long time before they had much leisure.

When the crew of *United States* first boarded our frigate to take possession of her as their prize, our men, heated with the fury of the battle, exasperated with the

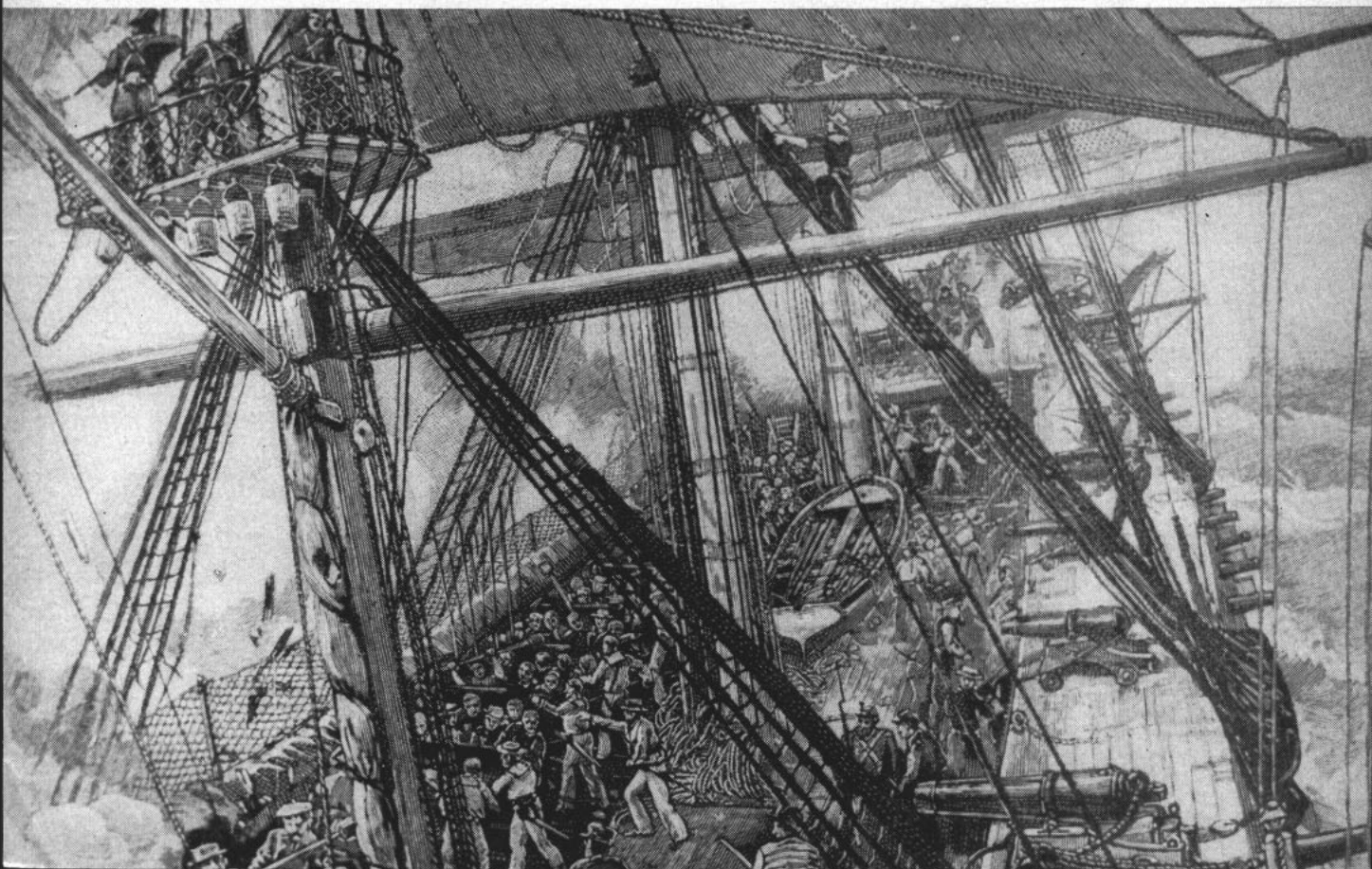
sight of their dead and wounded shipmates, felt and exhibited some disposition to fight their captors. But after the confusion had subsided, some of our men had been snugly stowed away in the American ship, and the remainder found themselves kindly used in their own, the utmost good feeling began to prevail. We took hold and cleansed the ship. We also took hold and aided in fitting our disabled frigate for her voyage. This being accomplished, both ships sailed in company toward the American coast.

I soon felt myself perfectly at home with the American seamen—so much so that I chose to mess with them. My shipmates also participated in similar feelings in both ships. All idea that we had been trying to shoot out each other's brains so shortly before seemed forgotten. We ate together, drank together, joked, sang, laughed, told yarns. In short, a perfect union of ideas, feelings and purposes seemed to exist among all hands.

A corresponding state of unanimity existed I was told, among the officers. Commodore Decatur showed himself to be a gentleman as well as a hero in his treatment of the officers of *Macedonian*. When Captain Carden offered his sword to the commodore, he remarked as he did so: "I am an undone man. I am the first British naval officer that has struck his flag to an American."

But the noble commodore either refused to receive the sword or immediately returned it, smiling as he said, "You are mistaken, sir. Your *Guerriere* has been taken by us, so the flag of a frigate was struck before yours."

This somewhat revived the spirits of the old captain, but no doubt he still felt his soul stung with shame and mortification at the loss of his ship. Participating as he did in the haughty spirit of the British aristocracy, it was natural for him to feel galled and wounded to the quick, in the position of a conquered man.



TAFFRAIL TALK

WE KNEW IT all the time, of course, but here's proof—the youngsters in this country think the Navy is tops, and have chosen it as their favorite military service.

According to an item in the news reported in New York by the Associated Press, a Boys Athletic League survey made the



findings, after asking more than 20,000 boys and girls (between the ages of 11 and 19) to tell their likes and dislikes.

Along with their choice of Navy as their favorite service, the American youths picked ice cream as their number one dessert, Babe Ruth as their favorite hero, and steak as their choice in meats.

* * *

A mermaid scientist, *ALL HANDS* readers will be glad to know, is doing her best to protect Navymen. She is Dr. Eugenie Clark, a research associate of the American Museum of Natural History, and her scientific findings on poisonous fish are being used in a Navy-sponsored research program.

Working in a two-piece bathing suit and equipped with a diving spear and goggles, young Dr. Clark used to spend about 12 hours each week swimming under water in the Red Sea, collecting specimens of poisonous fishes. Her research projects have also sent her to Micronesia, Hawaii, the West Indies, and at marine stations of the Pacific, Atlantic and Great Lakes. A Navy-sponsored program will analyze Dr. Clark's findings at the Loma Linda School of Tropical Medicine in California.

* * *

Africa and its mysterious traditions made an appearance each day on the high seas of the Pacific during one of the voyages of MSTs transport *General J. J. McRae*, carrying United Nations troops to the Korean theater. At high noon and after sunset every day, weird tribal dances were performed by more than 1,000 Ethiopian troops on deck. The Ethiopian soldiers, chosen for their fighting ability from among the finest units of their nation's army, were a neat, well-disciplined contingent. According to the MSTs transport's skipper, the Ethiopians' interest was about equally divided between the operation of the American-made Garland rifle, which they learned to use expertly, and their symbolic national dances.

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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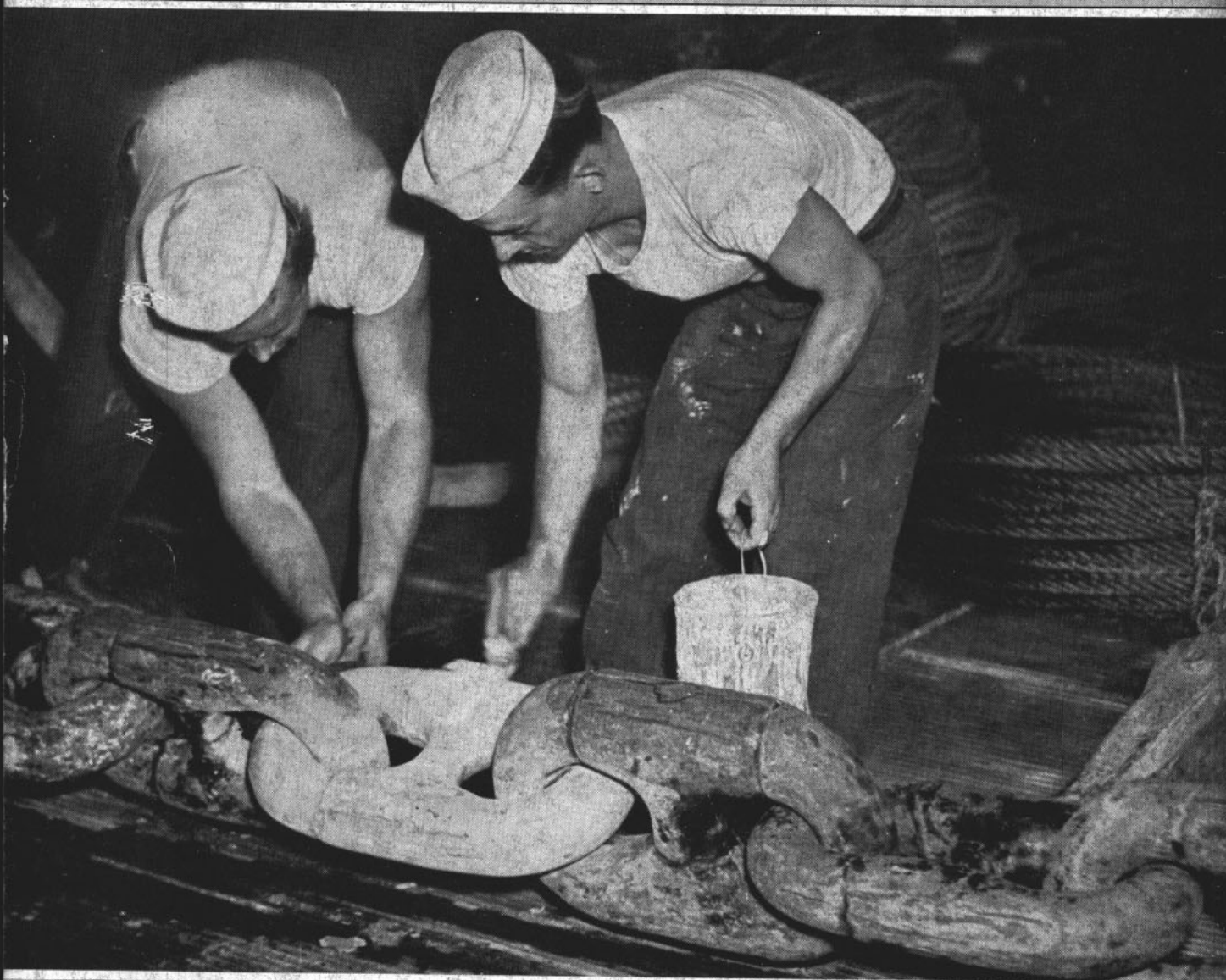
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REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, *The Bureau of Naval Personnel Information Bulletin*. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Three sailors on board *USS Sabalo* (SS 302) wave to the crowd on the pier at Pearl Harbor as the submarine arrives at her new home port. They are J. J. Quinlan, QM2; A. Ruffino, GM3, and H. F. Casey, Jr., QM1.



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