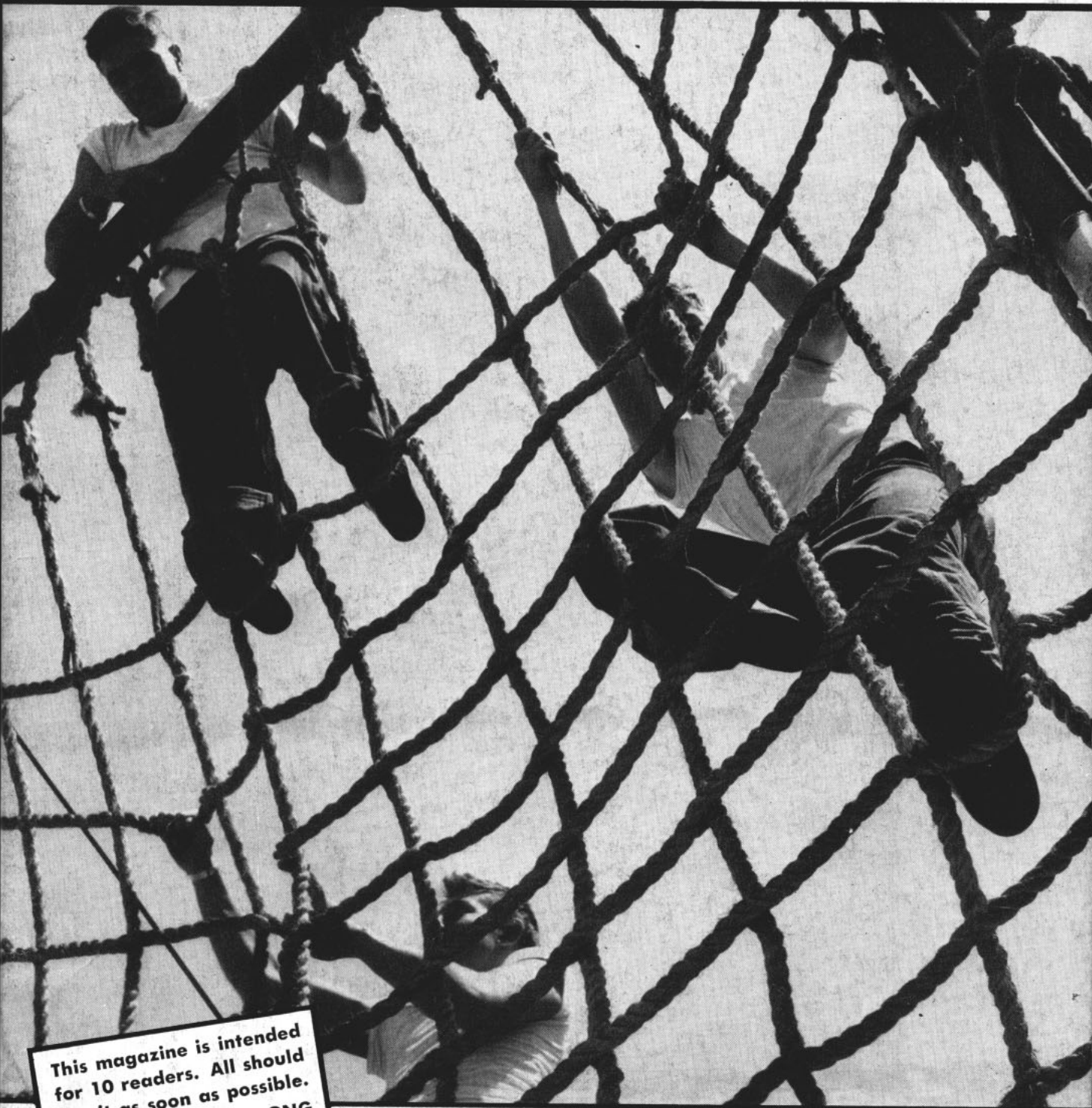


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

AUGUST 1952



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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Navpers-0

NUMBER 426

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• FRONT COVER: Naval recruits climb cargo net, a part of the obstacle course at the Great Lakes Naval Training Center. Emphasis is placed on getting and keeping bluejackets in top shape. Photo by William J. Larkins, PH2, USN.

• AT LEFT: Companies of recruits march smartly off Preble Field, NTC San Diego, after one of the recruit brigade competitive parades held by the command.

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



Icebreakers Answer 'Call of the North'

Up north of the Arctic Circle, where the thermometer usually hovers south of the zero mark, living under even the best conditions is no snap. But if it weren't for a certain breed of ship known as the icebreaker, living would be downright intolerable. Even Eskimos, hardened to the climate, look forward to the yearly visit of an icebreaker.

But the icebreakers — and accompanying ships that form the yearly resupply expeditions to the far north — don't make the arduous cruise primarily for the benefit of the Eskimos, who have done very nicely for themselves for many years. The ships go up to take needed supplies and equipment to scattered bands of hardy men — some servicemen, others, civilians — whose job it is to man strategic outposts in the frigid northland.

Such outposts include weather stations, an airstrip or two, early-warning radar stations, aircraft radio-beacons, experimental stations and even an oil field — the Navy's Petroleum Reserve in the Point Barrow area. The U. S. Navy, Army, Air Force, Coast and

Geodetic Survey, Civil Aeronautics Administration and Weather Bureau all play a part in maintaining these outposts. So do Canada and Denmark, whose exports are no strangers to the Arctic either.

Research expeditions are another concern of icebreakers. In the case of land-based expeditions, icebreakers are often charged with getting provisions to or near an expedition base. On other occasions, icebreakers form a mobile base of their own. In this case most of the work done is of an operational or testing nature.

For example, during the 1952 winter cruise of *USS Burton Island* (AGB 1) both foul weather clothing and cold weather clothing underwent realistic tests, being worn by crewmen in their day-to-day work. A supplementary crew had joined the regular

crew for this cruise — aerographers, photographers, airmen and underwater demolition team members. Also included were civilian and military experts in various fields: weather, physics, chemistry, electronics and cold-weather clothing.

In all more than 50 separate scientific objectives were undertaken during the cruise. Details of most of them haven't been released, but they ranged from testing a special ice repellent paint to gathering meteorological and oceanographic data.

Among icebreaker sailors, *resupply expedition* is a common phrase. Read about a resupply expedition and you'll no doubt read about an icebreaker or two leading a small group of cargo ships, tankers and LSTs.

West Coast resupply expeditions usually depart from Seattle, Wash., in June or July. The usual route takes them across the Northern Pacific to the Aleutian Islands, through Unimak Pass to the Bering Sea, and then north through Bering Strait to the Chuckchee Sea.

Sailors Wilt in Sultry Climes
But Arctic Theme Is
'Baby, It's Cold Outside!'

The voyage of 1950 was an average West Coast expedition. The principal purpose of the 1950 expedition, known as BAREX-50 (short for Point Barrow Resupply Expedition, 1950) was to transport thousands of tons of supplies to Naval Petroleum Reserve Number Four, a 35,000-square-mile area lying well within the Arctic Circle. In addition to visiting Point Barrow, the breaker-led expedition unloaded provisions for installations on Barter Island, Pitt Point, Skull Cliff, Tigvariak Island and Point Lay—all well-northerly and all isolated.

While the West Coast expedition courses follow roughly a right semi-circle, courses of East Coast expeditions roughly describe a left semi-circle. Last year's East Coast resupply expedition is a case in point. It was the fourth since the annual operation began in 1947. The formation consisted of two attack cargo ships, a gasoline tanker and two icebreakers—uss *Atka* (AGB 3) and the Coast Guard breaker *Eastwind* (WAGB 279).

The ships left Boston, Mass., and Halifax, N.S., in mid-July, joined formations and steamed up the Labrador coast, then along the coast of Greenland. The ships crossed the Arctic Circle while in Davis Strait and passed on to Baffin Bay where one group continued north to the central weather station and landing strip at Thule, Greenland.

The other group cut to the west where, far above Hudson Bay and against heavy ice, it passed through Lancaster Sound and Barrow Strait to get to the isolated Resolute Bay station on Cornwallis Island, one of the Parry Island group, where supplies were unloaded. Ships of this group then continued to westward through even heavier ice to Bridport Inlet, Melville Island. Here supplies and equipment for a new weather station were off-loaded. At one period of the unloading, heavy weather and oncoming ice forced the ships to clear the area, but they were soon able to return and complete the job.

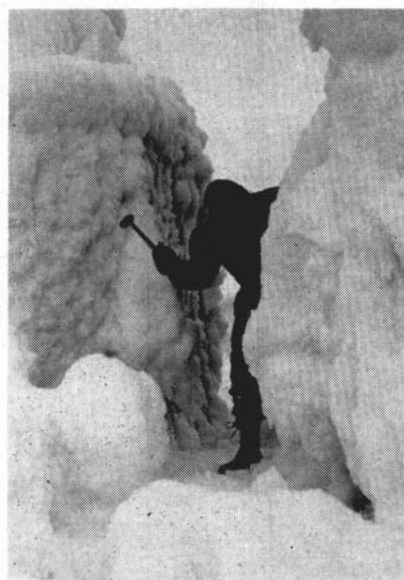
Two ships of the 1950 East Coast expedition earned a name for themselves in Arctic history during their cruise. uss *Edisto* (AGB 2) and uscg *Eastwind*, the breakers that made the voyage that year, left the supply ships behind and moved to the northward to round the northernmost point of Ellesmere Island. This is believed to be the most northerly position in the Western Hemisphere to be reached

by any ship under its own power. Other vessels have gone farther north, but they were solidly frozen in the ice and had to drift helplessly with the ice pack.

A series of weather stations flanking the northern rim of the North American continent are the main beneficiaries of supplies from these East Coast expeditions. Known as "joint weather stations," (joint U. S. and Canada or U. S. and Denmark) these stations were set up to provide weather observations required for accurate short-range forecasts and to accumulate data for long-range forecasting. Weather men often call the Arctic "the weather factory of the world." Storms and disturbances passing over these isolated stations are usually on their way to the North Atlantic and European regions—hence the importance of outposts to sample this "future" weather.

One of the key spots in the Far North today is Thule, located on Greenland's west coast some 700 miles above the Arctic Circle. Eskimos and Danes call it "Thoola," but to men of the icebreaker Navy, it's "Tooley."

Adding this bit of brogue is a respite from such odd words as *sastrugi*, *sikussaq*, *bergybit*, *brash* and *glacon*,—the names for a few of the ice-forms that the vessels encounter. Whether cruising the east coast or the west, icebreaker sailors hear many such odd words. For example, crewmen of *Burton Island* returning from a mid-winter liberty in Nome, Alaska, hear



NO MAN FROM MARS, sailor hacks at ice on superstructure. That's a five-inch gun mount buried at right.

their dog-sled drivers sing out "mush" and "gnah," the Eskimo equivalent of "giddap" and "whoa."

When *Burton Island* broke through pack ice to Nome in the winter of 1949, she became the first ship ever to reach this far-north town in the winter. Since then she has returned twice, each time in February—which is a rough month up North. There's even a saying for this aboard ship: "All roads lead to Nome."

This ship also has the distinction of making the first winter visit to Cape



ICEBREAKER'S EYES — helicopters are used to spot leads in the ice for the ship to follow. Here, 'copter returns from its daily routine flight.



SPRAY GUN helps in removing ice. A mixture of steam and water on ice-coated areas is used to clear ship of 'frosting' in sub-zero weather.

Prince of Wales. The Cape is the point on the North American continent nearest Siberia. Also, *Burton Island's* helicopters were the first to land on Little Diomed, bringing with them the first winter visitors to this famous little island which is literally a stone's throw from Russian territory. At another time she went even farther north to the Arctic Circle in winter. Nearly made it, too, but the ice was too thick and too hard, even for a rugged icebreaker.

Saying that an icebreaker is a peculiar ship is about as obvious as say-

ing that ice is cold. Breaker crewmen say that their ships have the characteristics of half a dozen other types of ship—and, by stretching a point here and there, they do. Their 64-foot beam and 30-foot draft exceed that of a pre-war heavy cruiser. However, they are 120 feet shorter than even a *Gearing* class destroyer—269 feet long, to be exact. And they displace more than twice as much as the *Gearing*—6650 tons as against 2250 tons. A diesel-electric combination furnishes an 8250 horsepower drive. Their hull plating is especially thick,

almost two inches of special steel which at the bow is reenforced by a complex steel-beam framework. More than 275 officers and men make up an AGB's complement.

Below the waterline (except for the rudder area) they are as smooth and round as a watermelon: no bilge keels (rolling chocks). This, plus the sheared lips of the discharge and intake pipes, reduces to a minimum the surfaces which could be snipped off by the ice. It also makes them roll like crazy when in the open sea.

A bird's-eye view of one of these squat vessels reveals the general outline of an over-sized double-ended motor whaleboat with a large wooden platform for 'copters mounted above her main deck aft. This structure is called the flight deck.

In addition to the breakers already mentioned, *Atka*, *Eastwind*, *Burton Island* and *Edisto*, three other breakers are in operation. Working out of East Coast ports and up in the Baffin Bay area are *uss Staten Island* (AGB 5) and *uscg Northwind* (WAGB 282). *uscg Mackinaw* (WAGB 83) is based on the Great Lakes.

Although the obstacles faced by an icebreaker are both varied and formidable, they make life on one of these ships interesting indeed. The following paragraphs are taken from a first-hand account of life aboard *Burton Island* written by a member of her crew, Philip Haff, JOSH, USN. His narrative was set down while the ship was plowing northward during this year's winter cruise.

"Opposing these fat, peculiar-looking vessels in the Arctic is an ocean calmed by ice fields. A continually shifting ice pack can snatch up a ship and push her helplessly for many miles or it might reach up and shear off one of the propellers.

"The ice seems never to present the same problem twice, which means that the responsibility of the commanding officer is especially great. Once the ice begins to move the wrong way faster than the ship can go the other, it will be a long, slow spell before the ship can start her cruise back to the States.

"On the bridge, the officer of the deck stands one of the most frustrating and demanding watches in the Navy. He is always seemingly perched on the edge of disaster. The ice before him offers several paths through which to guide the ship. One path may bring the bow onto a pressure ridge from which the ship can't back



UKIVOK VILLAGE provides picturesque setting for icebreaker. Eskimos live here in winter, leave for walrus and seal hunting during summer months.

off. Another will mean so much heavy ice that the backing and ramming needed to get through will be too slow to counteract the opposite movement of the pack.

"All of these hazards the OOD must meet every 24 hours and often in weather 20 degrees below zero. But at least he is moving around. Scurrying from one wing of the bridge to the other, peering into the radar repeater that indicates leads and distant ice, watching the discouraging progress of the ship on the navigational charts, trying to see all four ways at once—yes, he moves around and thus keeps warm.

"The helmsman keeps warm too. No two consecutive minutes find the ship on the same course. As soon as he brings the rudder to right standard the order comes to shift rudder. Then it's "right full rudder" followed by "left full rudder." This goes on and on with the only break coming when the ship backs down. Only then does the rudder remain amidships.

"The pilot house, while not actually warm, isn't freezing either. What keeps it cool is that the doors are usually opened to the wings to permit the OOD to shout orders to the man at the wheel or the men manning the searchlights that show the way during darkness. Open doors mean that the quartermasters, boatswain's mates and messengers, along with the lookouts, must stand their two or four-hour watches decked out in ample cold-weather clothing.

"Even dressed in a face mask, goggles, four pairs of gloves and the so-



PEERING through face mask, sailor observes icy waste lands. Parka, hat with earflaps are part of gear.



ARCTIC survival techniques include igloo-building. Here, men test their house of ice. Burton Island is in the background with her cargo lights on.

called 'twenty league boots,' a man still is going to be cold when the mercury drops below zero and the wind mounts to over 25 knots. But the half-hour of dressing required by this rig is worth the effort—it eliminates the ever-present danger of frostbite.

"In day-to-day operations, the men who are out in the cold for the longest periods are, of course, the deck hands. Their job is a lot different from that done by destroyer deck hands, for example. Mainly this is so because no one bothers much with topside maintenance while underway—except for keeping the decks clear of ice.

"The men manning the flight deck have the problem of keeping two 'copters in the air. The 'copters fly ice reconnaissance ahead of the ship. It's very special weather on the flight deck. If the wind is blowing 15 knots on other parts of the ship, it usually seems to be blowing at least 25 knots on the flight deck.

"A typical day for this gang begins at 0700 when the 10 flight deck crewmen warm up the 'copters for the captain's regular morning 'look see' flight. A large heat-blower is trained on all working parts of the aircraft for 30 to 45 minutes to thaw it out. Then come the check-outs—78 items in all—on everything from the pitot tube to the tail skag. Finally the daily routine can begin.

"Flying in the Arctic is a story in

itself. One of the most trying problems is the difficulty of depth perception. The flat, white terrain which blends into the sky at the horizon not only makes it hard to tell horizontal distances, but ever harder to tell which way is up. And if you can't figure that out, then how are you going to know how far it is down?

"But duty in an icebreaker has its recreational diversions too. One is wild life 'hunting'. It is not uncommon to hear something like this over



JACOB'S LADDER serves for gangway when ship is locked in by stubborn ice. Little danger of dunking.



'BLASTING OFF' is sometimes the best way to get an ice-bound vessel free when her engines and heeling tanks won't budge her. UDT men do the job.

the public address system: 'Now hear this . . . three walrus off port bow . . .'

"Seconds later half the crew is up on the forecastle with everything from Brownies to 35 mm movie cameras. The bridge enters into the spirit of things and the ship takes off after the harried walrus—or polar bear or seal or arctic fox. In this manner, breaker men 'bring 'em back alive'—on film.

"But back to the ship's operations and to the problems of breaking

through ice, especially thick ice. Really only one way to do it. This is to bring plenty of weight down on the ice's surface. A breaker's bow is sharply indented below the waterline so that by a surge of power and speed the ship can run up on the ice and crash through by sheer weight.

"Every so often, however, the ship will be unable either to back down or go ahead sufficiently to make a charge. This calls for one of two methods of shaking loose. The first

depends on a series of interior *heeling tanks*, those on one side filled with water while those on the other side remain empty. Then the procedure is quickly reversed. This process makes the ship roll from side to side.

"The second method brings the frogmen into the picture. They drop over the side and rig explosives a few yards from the ship. Then it's 'blast away'! A tricky but vital operation, this calls for an intimate knowledge of the damaging power of explosives both on ice and on a ship's hull, and extreme accuracy in placing the high-explosive charges.

"Frogmen who made this cruise have had quite a time for themselves up here. Swimming at 32 below zero is the last thing most sane people would try, yet in the icy waters of Cape Prince of Wales, these fellows leaped over the side and started surf-board riding on icebergs. They were testing exposure suits. The natives were aghast. As long as the Eskimo has lived there no one had ever dared go swimming in summer, much less in the dead of winter.

"Many things are different in the Arctic. This goes for communications and navigation, too. Radio reception is always weak because of the ionospheric conditions brought on by the heavy northern air. What's more, icy antennas frequently play havoc with what reception is left.

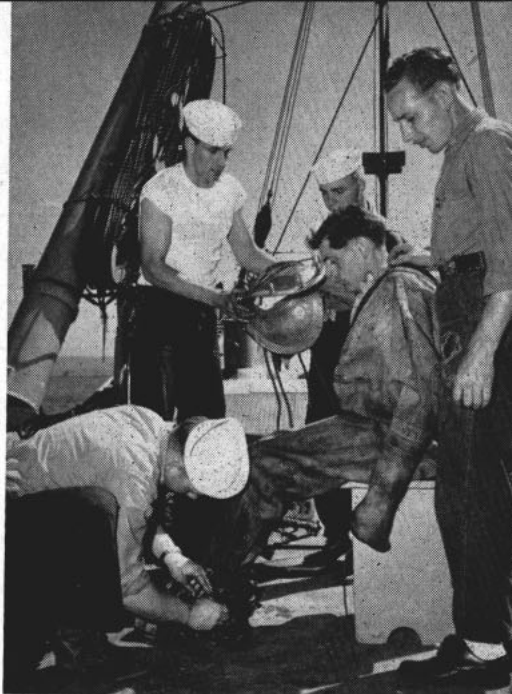
"Radar conditions, on the other hand, are very good all over the Arctic, which is a break for navigators. Once the ship nears Bering Strait it relies almost entirely on radar for navigation.

"Navigators are plagued by their outside magnetic compasses freezing up, however. It doesn't seem to matter what they are filled with: water, alcohol or oil—they still freeze solid. On top of this, when the ship gets near the magnetic pole, the compasses, as one quartermaster puts it, 'point every way but north.'

Sounds as though it could be rugged duty, doesn't it?—fair weather parade on the fantail surrounded by seas of snow; shaving in the forward washroom to the din of clanking ice being parted by the bow; going about the decks pounding away at the ice with hammers and hickory fids; frequent *rapid-fire* "full astern . . . ahead flank" changes that heat up the engineers as well as the machinery. Sure it's rugged duty, as Haff and all other breaker men will tell you, but still they like it.



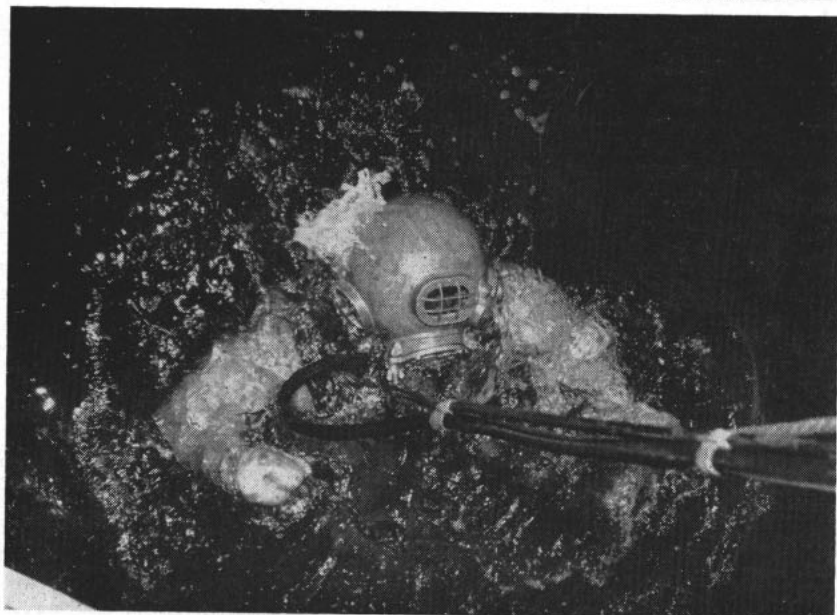
STORMY SEAS, no novelty to icebreaker crewmen, provide a sharp contrast to the easy-riding movement of the ships in ice-infested waters of the North.



Deep-sea Fixers

Navymen are getting on-the-job diving instruction on board *uss Mender* (ARSD 2), at Sasebo, Japan. An intensive three-week course, ranging from diving physics to simulated underwater patching, pipefitting, carpentry and welding, has been started to prepare the sailors for routine diving tasks and underwater repair assignments.

Top left: Diving instructor demonstrates final preparations to students. Republic of Korea naval personnel also get training. Students get the ins and outs of diver's garb as they learn to dress and undress (*top right*). "How do you read me?" asks officer-in-charge, checking the two-way radio before diver goes over the side (*right center*). Diver has last-minute check before being lowered into the sea (*lower right*). *Lower left:* Bursting air bubbles surround diver as he breaks water's surface alongside *Mender*.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NEED USN MEDICS** — Naval Reserve medical officers who are serving on active duty in the grades of lieutenant (junior grade) and lieutenant and are less than 37 years of age may apply for appointment in the Medical Corps, USN. Professional examinations will not be required.

The grade of the appointment will be determined by the age and professional experience of the selected applicant. Although the USN grade will not necessarily be with the same precedence and date of rank as the USNR grade, it normally will be the same as that held in the Naval Reserve.

Letter requests for consideration should be submitted to the Chief of Naval Personnel (Attn: Pers B6221) via the commanding officer. A Special Fitness Report (NavPers 310) and a Report of Physical Examination should accompany the request.

• **INSURANCE REFUND** — Because the amount of the pure insurance risk of premiums for NSLI and USGLI permanent plan policies varies from month to month, it will be necessary for policy holders to continue to pay their full premium even after having executed a waiver under the Serviceman's Indemnity and Insurance Acts. Policyholders may then request a refund of this amount from the VA.

Previously, it was believed that it would be possible to reduce the amount of the premium paid by the amount of the pure insurance cost (that is, the amount which could be waived). The policyholder would then pay only that portion of the premium which goes into the reserve or cash value of the policy. Such a practice would mean constant changes in the amount of the allotment, however,

and is administratively impractical, the VA says.

Policyholders who elect to waive the pure insurance risk portion of their permanent plan insurance policies (see ALL HANDS, July 1951, pp. 50-51 and January 1952, pp. 48-51) may request a refund of this amount. Policyholders may receive their refunds by completing and forwarding the request for refund of pure insurance cost form which may be obtained from your ship or station personnel office. Such requests should not be made more than once a year while the waiver is in effect.

Policyholders also have the option of leaving their refunds on deposit with the VA to accumulate interest while they are on active duty. If a policyholder does not request a refund, the amount will be placed on deposit automatically.

Additional details will be found in BuPers-MarCorps Joint Letter, 18 June 1952 (NDB, 30 June 1952).

• **RECRUIT DUTY FOR WAVES** — Billets at main Navy recruiting stations continue open to qualified Wave personnel within pay grades E-7, E-6 and E-5.

In accordance with BuPers Circ. Ltr. 42-52 (NDB, 15 Mar 1952), individual requests may be submitted, via commanding officer, to Bureau of Naval Personnel (Attn: Pers-B61).

Enlisted women personnel are assigned duty only at main Navy recruiting stations and are not assigned duty at substations. Three choices of duty, indicating city and state, may be included in the request.

Waves desiring recruiting duty should consult BuPers Manual (Article C-5208) prior to submitting requests to insure that they meet qualifications necessary for this duty.

• **OFF-DUTY STUDY COURSES** — BuPers Circ. Ltr. 178-50, which provided for the partial payment of tuition for off-duty study courses taken by naval personnel at accredited civilian educational institutions, has been cancelled and the program terminated.

This action will not affect any person now taking a course if his application was approved prior to 1 July 1952 and his tuition is being partially paid from fiscal 1952 funds. Of course, when that course is completed partial payment by the government for a succeeding course will not be made.

Cancellation of this program was effective as of 1 July 1952 and was announced by BuPers Circ. Ltr. 100-52 (NDB, 15 June 1952). The program was terminated because of limitations of funds available for voluntary education during the fiscal year 1953.

• **OFFICER JOB CLASSIFICATION**—A new publication, *The Manual of Officer Navy Job Classifications* (NavPers 15839) is being distributed to all ships and shore establishments. This is the official manual on classification of officer jobs. It provides a catalog of naval officer job classifications for use in "determining and expressing the qualitative requirements of officer billets in the various naval occupational categories."

Although it does not individually describe each officer billet at each station, the job classification duty description covers the broad scope and nature of the billets to which it applies. Classifications are identified by titles and numerical codes — in addition to a duty description.

The manual was prepared from information obtained from job analyses, questionnaires sent in from the field, and from occupational data covering some 10,000 billets. It groups these billets into about 1600 job classes or classifications. One of the purposes of the manual is to serve as a standardized reference for identifying the various officer billet requirements encountered in officer personnel planning and distribution.



• TRAVEL ON RETIREMENT —

Officers and men who will be transferred to the retired list or to the Fleet Reserve now have only a limited time in which to avail themselves of certain transportation benefits.

The proclamation by the President ending the state of national emergency, which followed the signing of the treaty of peace with Japan, automatically put into effect a section of Joint Travel Regulations which sets a limit of one year on the period in which a retired Navyman can take advantage of his right to mileage for himself and travel allowance for his dependents and household effects.

The regulation states that those transferred to the retired list or to the Fleet Reserve after 28 Apr 1952 "must select a home and perform travel within one year of their effective date of retirement or transfer to the Fleet Reserve." Failing to do so, they lose the right to such travel and allowances.

• **EM's BEDDING**—Blankets and pillows are no longer being issued to enlisted men as part of the initial outfit of clothing (as of 1 July 1952). Instead, two blankets and a pillow will be issued as government property on an "issue-in-kind" basis for individual use and custody.

Men possessing personally-bought blankets and pillows which are unfit for further use may turn these in and receive, item-for-item, on a replacement basis, government-owned blankets and pillows. Each man obtaining blankets and a pillow must sign a custody receipt and a statement of understanding that these are government property and must be returned to the Navy upon discharge or release to inactive duty. This applies whether this bedding is issued upon first enlisting or on a replacement basis.

Men possessing personally-owned blankets and pillows and not turning them in for exchange will be allowed to retain them upon discharge or release to inactive duty as before.

This new system applies only to blankets and pillows. Mattress covers and pillow covers will continue as items of individual ownership.

Government-owned blankets issued under this system may be identified by the initials "USN" stenciled at each end in black block letters. Pillows are stenciled at one end. Further, the man's name will be stenciled at one corner of each blanket and pillow.

• **NAVAL RESERVE RESIGNATIONS**—Naval Reserve officers who have fulfilled specified obligations may request resignation from the service.

To be eligible for consideration, for resignation, officers must meet all of the following conditions: (1) Have performed active duty (including enlisted service, but excluding government-sponsored training and educational programs) for a period of 90 days or more between 7 Dec 1941 and 2 Sept 1945; (2) Subsequently have maintained continuous membership in the Naval Reserve; (3) Have performed active duty, other than for training, subsequent to 25 June 1950, and have been released therefrom; and (4) Have reached the age of 35 years.

Alnav 83-50 (NDB, July-Dec. 1950), directing that resignations of Reserve officers normally be held in abeyance pending clarification of the international situation, remains in effect as a general policy. However, current and anticipated development of resources for officer personnel now permits the exception from that policy of officers who meet the above conditions.

Resignations must be submitted to Chief of Naval Personnel (Attn: Pers-B1131) using as authority BuPers Circ. Ltr. 101-52 dated 28 May 1952 (NDB, 15 June 1952).

It is the practice of the Bureau to forward resignations submitted by officers in the above category to the Secretary of the Navy with a recommendation for acceptance.

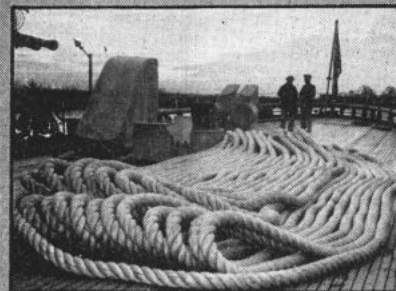
• **VETERANS INSURANCE**—Certain veterans released from active duty after 25 Apr 1951 who suffer service-connected disability may apply for a special form of NSLI.

The disability must be one for which compensation would be payable by the Veterans Administration, and application for the insurance must be made within one year from the date the VA determines the disability to be service-connected.

The insurance is available on a five-year level premium term plan, ordinary life plan, 30-payment life plan, 20-payment life plan, 20-year endowment plan, endowment at age 60, and endowment at age 65. Amounts available range from \$1,000 to \$10,000. Interested personnel may contact their nearest VA office for further information.

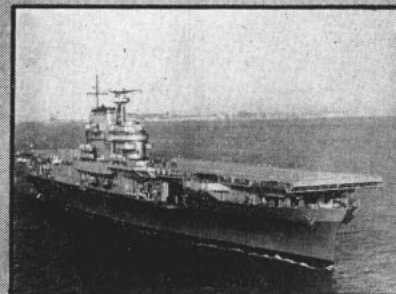
QUIZ AWEIGH

See if you can bowl a 300 down the alleys this month.



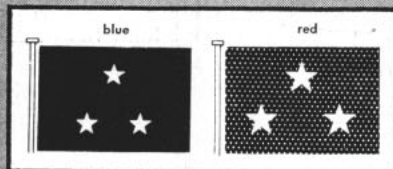
1. The 8-inch hawser (above) is (a) faked-down (b) flaked-down (c) flemished.

2. It is normally used for (a) boat-davit falls (b) stern-anchor cable (c) towing and mooring.



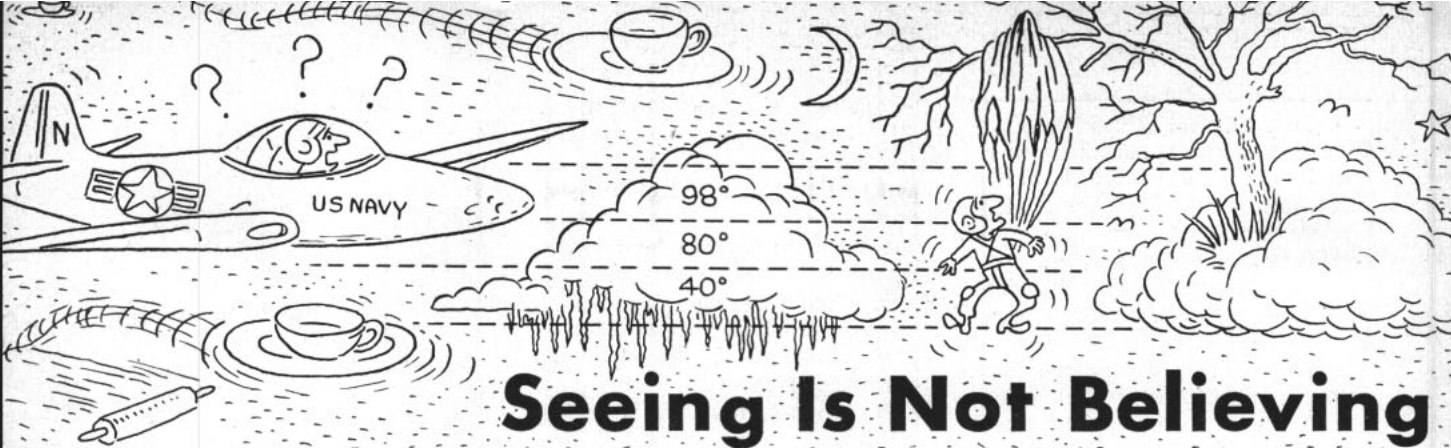
3. World War II naval historians will remember that USS *Hornet* (CV 8) was the victim of Japanese aircraft in (a) Battle of Santa Cruz Islands (b) Battle of Coral Sea (c) Battle of Midway.

4. She was (a) sunk in battle (b) sunk by U. S. naval forces after being irreparably damaged (c) sunk while in tow after being disabled in action.



5. If you saw the blue flag (above left) flying from the masthead of a heavy cruiser, you'd know there was embarked (a) an admiral (b) a vice admiral (c) a rear admiral.

6. If you saw a similar flag on shore, but with a red background (right), you'd know the officer is (a) a lieutenant general (b) major general (c) Commandant of the Marine Corps.



Seeing Is Not Believing

SOMETIMES while driving on windless summer days, you may notice something strange about the road ahead of your car. The surface seems to be shimmering, as though a shallow, steaming pool lies there. What you see is a mirage. True, it's a low form of mirage, but it's still a mirage.

If you come from a desert region of the U. S. you probably have seen more advanced types of mirages. They are known as "pronounced inferior mirages". If you're from New England or the Pacific Northwest or from the Great Lakes region you've seen low-lying mirages during certain winter months.

Old time Navymen with thousands of sea miles behind them have seen both of these types—plus a few more. Some have been even privileged enough to see the famed Fata Morgana.

The Fata Morgana is a combination inferior and superior mirage that is seen in the Straits of Messina area between Sicily and Italy. Its name is the Italian word for Fey Morgan (or fairy Morgan). In old European folklore, this Morgan was a beautiful female who, among her other powers of magic, could change shape.

Back in the old days, the appearance of this mirage caused the medieval Italians to shift their imaginations into high gear. They believed the lady was working her wonders. They could see images of men, trees, houses and ships appearing in the air

or on the water. As they watched, fascinated, these objects would seem to hang suspended in mid-air, magnify into grotesque shapes or multiply like figures in a flickering movie.

They had seen—and people today continue to see—phenomena termed *looming*, *magnification* and *multiplication*.

No doubt if the medievals had known what caused these mirages they wouldn't have tagged them with such romantic and mysterious names. Yet even today, with all our scientific knowledge, these apparitions still seem a little mysterious.

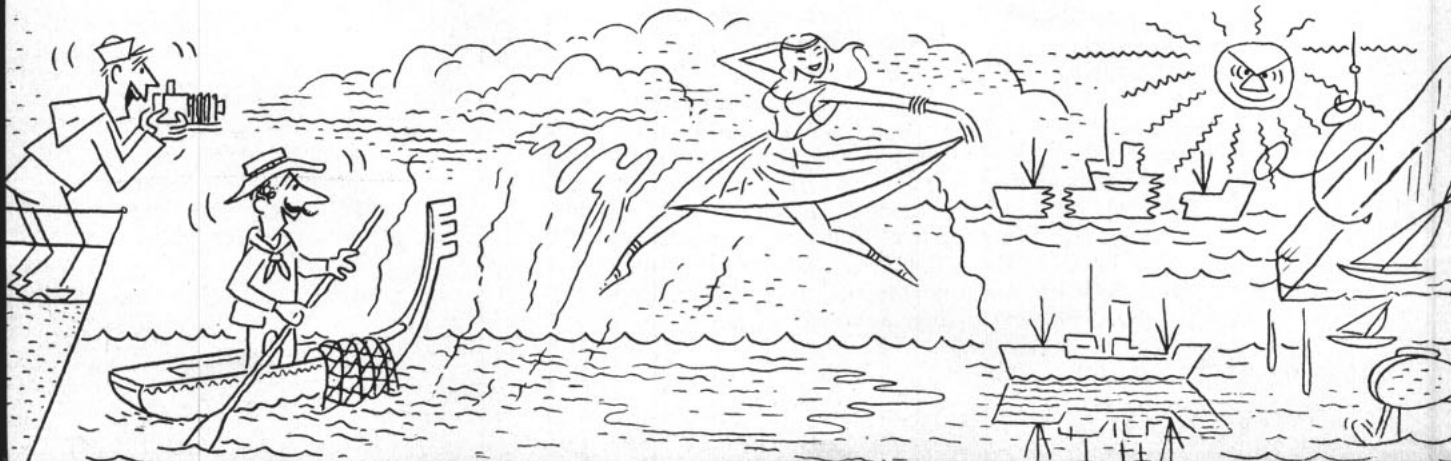
The scientists define a mirage as a "pronounced irregular refraction which distorts, transposes or otherwise changes the appearance of objects presented to the eye." This effect was labeled *mirage*—meaning to "look at" or "see oneself in a mirror"—by a French mathematician who traveled with Napoleon's expedition to Egypt in 1798. (During this expedition the French troops got a full ration of desert-type mirages.) This idea of a mirror, however, can be somewhat misleading in attempting to explain the phenomenon of mirages. With objects appearing where they aren't—and with other objects not appearing where they are—you can figure that a certain condition exists—light rays are being knocked off their original path. And when this happens, reflection or refraction is present.

To have these conditions, you must

have a surface or media strong enough to send the rays off their initial course. The flat surface between two layers of air of considerably different density does this in a first class manner. These differences in air densities are present the world over, but it takes a really pronounced difference to qualify as a mirage producer. An excellent mirage producer is so-called *temperature inversion*. When you have this condition—and other conditions are favorable too—a *superior mirage* results.

Temperature inversion happens this way. In general, the higher you go the colder it becomes. Sometimes, however, the reverse is true. When a warm wind blows over a cold stretch of ocean, the wind's lower layer becomes cooled by contact with the cooler water. This layer of air nearest the surface (it might be five feet thick or 50 feet thick) becomes not only colder but at the same time more dense than the layer above it. Result: temperature inversion and an abnormal difference in density between the two layers of air.

The flat area where the two layers meet forms a mirror-like atmospheric reflector or an "overhead mirror" some distance above the surface. From this condition, strange effects result. When you look at a distant ship you'll see the actual ship in her normal position on the sea's surface. At the same time you may see an upside-down image of the ship seeming to ride on the actual ship. The stacks and masts of



- It May Be a Mirage

the actual ship and its image will be joined together.

Such a superior mirage produces other odd effects. Although a ship might be far beyond the horizon, mirage effects will raise it up and bring it into view. On top of the actual ship may appear an inverted image of the vessel. Above this might be another upright image.

All this, you remember, is caused by varying layers of atmospheric density. When it happens, there may also be irregularities in the air currents. Boundary lines between the different layers of density then seem to waver. Streaks of air going from layer to another cause this weaving effect. To you, your ship might seem as steady and stout as a city block, but to an observer it would seem to be doing a weird, ghostly dance—slowly rising up, then settling down, riding on itself, splitting in two and weaving from side to side.

So much for the superior mirage with its image of the object appearing *above* the object's actual position. This form of mirage has a brother, name of *inferior mirage*. (The terms *superior* and *inferior* as used here do not mean high grade and low grade. They stand for, roughly, upper-air and lower-air level.)

Contrary to the first type, with what may be termed its "overhead reflector", the inferior mirage is a result of a "low-flying reflector." The phenomenon manifests itself through the

image of an object appearing below rather than above the actual object. In short, the image of a ship will appear *below* the actual ship.

An inferior mirage results when the layer of air next to the surface becomes so heated that its density is strikingly less than the air immediately above it. This, incidentally, is the opposite of the usual condition in which the higher you go the less the density.

This type of inferior mirage is more often seen on land than at sea. This was the one you saw out driving. Travelers on the desert see this type mirage when lakes and oases appear as if by magic before their eyes. What they actually see is the shimmering surface of an atmospheric layer. One expert describes this as "the image of the distant low sky."

If conditions are strong enough—and there is an oasis or town at not too great a distance—the images of the trees of the oasis or the buildings of the town will appear "beyond the shimmering surface" on the far side from the traveler.

When an inferior mirage is seen at sea, it closely resembles a thick haze or a shallow fog bank. In fact, it is often mistaken for just that. This "haze" or "mock fog" is usually only a few feet thick and rests on the surface, displacing the horizon.

When air currents disturb this mock fog, the horizon and other objects between the observer and the horizon

become distorted. A distant ship may appear normal, but a nearby ship would probably be partly hidden or divided or distorted or even inverted. Looking toward a coastline, you see hills and buildings become misshapen and exaggerated in height. Sometimes the base of a hill or mountain will appear superimposed on its summit.

Perhaps the craziest inferior mirage effect occurs when the mock fog rests a few yards above the sea's surface and a ship is in view. When this condition exists you will see the actual ship right-side-up, and you may also see an image of the ship below the actual ship. This image will be inverted and separated from the other. What will appear is something on this order, from high to low: the actual ship, a gap equal to the ship's waterline-masthead distance, an inverted image of the ship.

If you are standing on deck and see this phenomenon don't shout to a shipmate on the bridge to take a look. It "goes away" with a slight change of elevation. Your shipmate will observe only the true ship and the mock fog.

There are other tricks of "mirage-magic" beside superior and inferior mirages. Two features are *looming* and *sinking*. To understand looming and sinking, you'll have to give the concept of refractions a big play.

Refraction, you may recall, is the phenomena whereby light rays are bent as they pass from media of one density to and through media of an-



other density. The appearance of fish in a shallow pool shows refraction at work. The fish appear nearer the surface than they actually are.

Looming is a result of an abnormal decrease in the density of the air from the surface upward. When this happens, there is a greater-than-normal curvature surfaceward of the paths of light rays. As a result, the shape of objects becomes distorted. Strange bulgings, thinnings, flattenings or pointings occur. Actual magnification often results too. A distant and well-rounded mountain peak might loom up from its actual shape and appear much closer than it actually is. Then the peak might flatten out, after which the peak might seem to draw much nearer the observer than the mountain's base.

Scientists say that this distortion is due to different degrees of downward curvature of the rays from the various levels on the object. Thus, magnification (towering) occurs when the ray from the top of the object has more downward curvature than the ray from the visible bottom of the object. This occurs most frequently when inversions are present.

Truly spectacular instances of visibility come about from these forms of mirages. Here are some examples of unusual visibility at sea furnished by the U. S. Weather Bureau:

- Kangaroo Island, Australia — lights ordinarily visible at 19 to 26 miles are seen at 70 miles.

- Rebecca Shoal Light House, West Indies—ordinarily visible at 17.5 miles, it may be seen at 24.5 miles.

- Peak of Tinerife, Canary Islands —ordinarily visible at 20 miles it is seen at 133 miles.

- Green Point Light, South Africa —visibility may be extended from 13 miles (under ordinary conditions), to 72 miles.

- Fairweather Mountains, Alaska —visibility may be more than doubled, from 150 miles to 330 miles.

The opposite effect to looming is

sinking. Sinking results from a refraction in which the curvature of light rays is abnormally lessened.

What do you see as a result of sinking? Nothing. That's a fact. An object which at the normal distance of vision would ordinarily be seen well above the horizon becomes "optically depressed" so that it drops out of sight beyond the horizon and cannot be seen. Very confusing to navigators.

Every sailor knows the legend of the *Flying Dutchman*, the ghost ship "seen" by sailing ship sailors in the seas off South Africa. Vanderdecken, the skipper of this specter ship, swore profanely that he would round the Cape of Good Hope against the wind if it took till Judgment Day. Providence took him at his word. To this day, so legend says, the *Flying Dutchman* may be seen at the height of a storm—her masts, spars and sides bleached white with age, her sails threadbare and the skipper and crew appearing as little more than shadows. Ill luck comes to those who see this unholy ship, so the saying goes.

Some experts on such subjects now believe that the legend may have been perpetrated by, if not actually based upon, mirages of the type that raise distant ships above the horizon and bring them into the observer's field of vision. Looming could do it.

Many years ago crewmen of the Brazilian frigate *Parnahyba* saw the following effect off the Patagonian coast (Conditions for a mirage were ideal. It was a warm, calm, early-summer day and the temperature was rapidly rising.) "At one time the reflected image of the hills took the shape of ships arranged in regular order and engaged in gunnery practice. The reflection of the solar rays, darting in all directions, represented the flashes of guns. The *Parnahyba* seemed transported into fairyland. Sometimes she seemed to climb the side of a liquid mountain whitened with foam; at other times to glide down the steep slope of a terrible

precipice. There was no horizon, and but that we were sure of our position, prudence would have advised our heaving to."

In addition to being interesting to look at, mirages often serve another purpose. The signs of mirages play an important role in local weather lore in many sections of the world.

Townsmen of Alexandria Bay, N. Y., look upon a local mirage as a sure sign of approaching cold weather. At a short distance north of the town are several small, pine-clad islands sitting in the St. Lawrence river. Even though the river may be choppy, these islands seem to be sitting on a dead calm surface with their trees clearly standing out in strange relief. When this happens, townsmen say that it's five to one that cold northerly winds are not far behind.

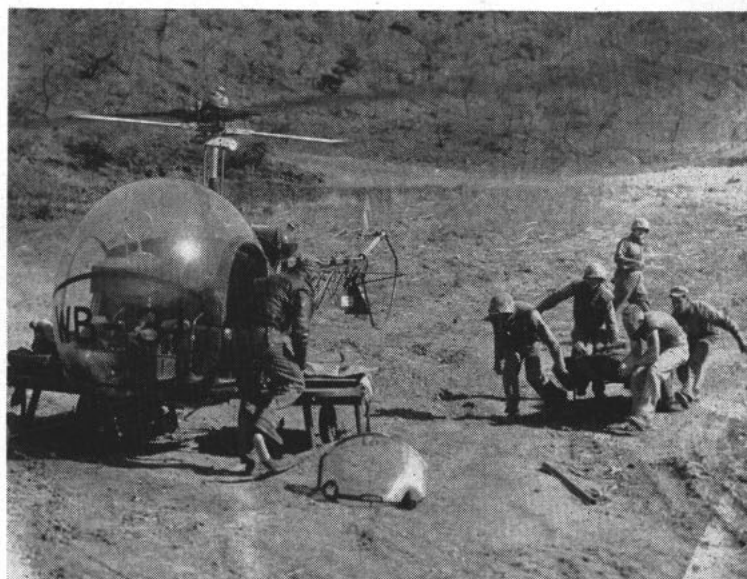
Fishermen of the North Carolina Banks during calm days in winter keep a weather eye on the off-shore islands. When the bases of the islands are blacked out by a "mock fog" but the trees stand out clearly visible, those fishermen in small boats pull for the shore. Blustery weather is not far off.

North winds, "northers," are looked for in many coastal sections of the Gulf of Mexico when mirage conditions make an appearance. A burst of wind, which accompanies the southward advance of a winter high, often follows Gulf mirages.

Down Argentine way and in France's Gulf of Lyons, weather-wise folks keep an eye out for conditions of abnormal visibility and other signs.

If you should ever come across a mirage and want to make a record of it, grab a pencil and some paper—not your camera. Remember, a mirage is an optical phenomenon and cameras do not always see the same thing as your own eyes. You'll find that photographing a mirage is like photographing a ghost—and who ever got a good picture of a ghost?—W. J. Miller, QMC, USN.





'Copter Rescuers

ONE OF THE MANY duties of helicopters in Korea is that of rescuing casualties—evacuating them from the front to rear area aid stations.

A call for emergency evacuation of wounded quickly sends a "pinwheel pilot" on his way. Often it is only a matter of minutes before the 'copter arrives at the scene.

The airmen pick up wounded from hand-cleared landing platforms on the rugged Korean mountainsides. Sometimes their landing field is merely a dried-out river bed. On at least one occasion, a 'copter pilot had to balance his whirlybird on a ridge, with both the tail and the nose extended into space on either side of the ridge. The skilled pilot literally "flew" his 'copter on the ground to maintain his balance.

"It wasn't too bad taking off," the pilot reported. "All I had to do was lift it up slightly and nose down the mountainside to pick up speed."

On another occasion, a pilot brought the last of several casualties back to an aid station after dark—despite the fact that a number of experts say helicopters cannot be operated at night since their instruments are not equipped with lights. The pilot simply had one ambulatory patient sit beside him and strike matches!

Much of the rescue work is performed by "flying ambulances" equipped with two litters, and manned by Navy or Marine pilots. The litters are fitted out with plexiglas hoods to protect the heads of the patients. Wounded are strapped securely to the litters. Then the 'copter flies its pair of patients to a rear area aid station or hospital.

Top left: Two wounded marines get blood plasma and first aid while waiting for a helicopter. Marine pilot prepares litter at left side of HLT-4 'copter as other marines bring wounded man to plane (top right). Second man is hurriedly, but securely, strapped to 'copter litter (right center). Below right: 'Copter takes to the air with wounded marines safe on board. HLT-4 makes use of well-used jeep road as an air-strip because the area has been heavily mined.





Padres In Action

"You're young, with your life before you. Here, take this."

With these words, the elderly chaplain shoved his life preserver into the hands of a young seaman and, before anyone could protest, turned and swam away into the darkness.

The men on the overcrowded life raft watched as the exhausted chaplain swimming beyond their reach, disappeared beneath the water.

The act of Chaplain George S. Rentz, who sacrificed his life during the sinking of *USS Houston* in the battle of Java Sea so that another might live, is one reason why Navy Chaplains enjoy the thorough respect of Navymen.

That respect continues to be earned today at recruit training centers, at gigantic naval establishments and bases, on lonely reaches of the sea, and in Korea.

Regular and Reserve chaplains continue to work together today as they did during World War II, to bring the benefits of religion to the Navy.

Chaplain Rentz was a member of the Regular Navy. Chaplain John J.

McGarrity, who survived the sinking of *Langley*, only to lose his life in *Pecos*, was a Reservist. When last seen by surviving shipmates, he "was still offering aid and comfort to all those within his reach." If you were in the naval service during World War II, chances are that any chaplain with whom you came in contact was a Naval Reservist. At the end of the war more than 96 percent of the chaplains on active duty were Reservists.

Today, Naval Reserve chaplains continue to provide religious instruction and spiritual assistance, counseling and guidance to you and to all men in the Navy, Coast Guard and Marine Corps. More than half the Protestant, Catholic and Jewish chaplains on active duty at present are members of the Naval Reserve. Some

**Over 50 Percent of Chaplains
On Active Duty Today
Are Members of Naval Reserve**

have served in this status since 1941.

The Navy chaplain performs most of the functions that a civilian pastor performs, but in different surroundings. He visits the sick or wounded daily, or oftener if necessary. He conducts public worship according to the customs or manners of his own church, many times under difficult circumstances and surroundings.

While the chaplain himself will lay no claim to being a hero, a quick look into the statistics tells the story of the casualties suffered by members of the Chaplain Corps. One of the reasons for these figures is that the chaplain, during a fighting action, is right in the thick of things, ministering to the wounded, offering comfort and aid, and rendering last rites.

During World War II, for example, nearly one out of every hundred chaplains on active duty was killed in action or died during the war years; one of every 50 received the Purple Heart for wounds received in action; one of every 35 received decorations. Five chaplains were captured by the Japanese — two survived.

Of those who were killed or died during those years, more than half were Reservists. Other figures are comparable. The winner of the highest award received by any Navy chaplain during the war was a Reservist, who was decorated with the Medal of Honor.

In Korea, of the 93 Navy chaplains who have been on active duty in the war area, one of every seven has been wounded, over half have been decorated. Here too, Regulars and Reserves have contributed their services and their lives in carrying out their responsibilities as members of the Chaplains Corp.

Although chaplains have been providing front line spiritual guidance and solace ever since there has been a Navy — the first commission as chaplain was received in 1777 — most of their work is of a less dramatic nature.

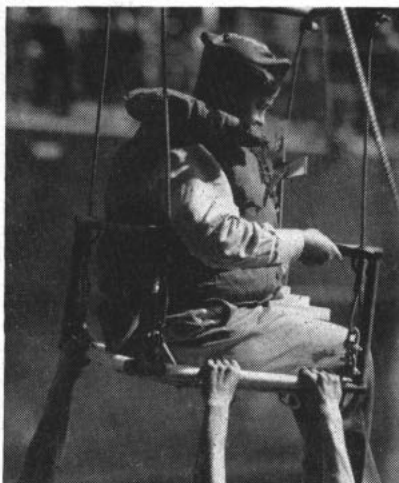
In addition to his functions as a clergyman, the chaplain is always available for counselling on problems perplexing the Navyman, and also takes an important part in the character guidance program which has been established at all Navy and Marine Corps recruit training stations.

To get the word to all Navymen, even those on small vessels and stations, some chaplains have become "circuit riders." Until 1948 only the ships and shore activities with large complements rated chaplains. This meant that thousands of Navy personnel assigned to smaller ships rarely had a chaplain's ministrations. Religiously speaking, if it were not for the circuit riding chaplains today, Navyman on the small ships would still be in the hard-to-reach category.

Now roving chaplains serve practically every type of Navy ship with too small a complement to rate a full time chaplain. Aboard Service Force ships, for example — the reefers, oilers and cargo ships — the present-day circuit rider travels more than fifty thousand steaming miles a year. Annually he ministers to thousands of men who without this unique system would lack a chaplain's services.

If you've been stationed on one of the smaller Navy vessels, you may have wondered why you haven't seen more of your chaplain. Here's how it works:

Battleships and the larger carriers (CVB) in the forward areas and hospital ships have two chaplains, one Catholic and one Protestant. De-



SHIP-TO-SHIP transfer is accomplished with bos'n's chair. Chaplain carries a crucifix and kit for rites.

stroyer tenders, sea plane tenders, submarine tenders, transport divisions and most repair ships usually have one chaplain, either Catholic or Protestant. A chaplain is assigned to the staff of each Destroyer Squadron Commander. The chaplain serves all ships of the squadron, spending a few weeks on each ship, rotating from one to the other. Chaplains on the staff of Landing Ship Flotilla Commanders sometimes serve as many as 70 ships. Circuit riding chaplains on the staff of the commander-in-chief of a Fleet are attached to service or supply ships for a particular cruise.

The chaplain is in a unique position because he is a direct and per-

sonal representative of his particular denomination and must be endorsed by his church before being commissioned as a chaplain. But he does more than represent one church. He is a constant reminder to all hands of the force of religion in daily life. He is the church, going with men wherever they go, sharing their dangers and loneliness. The chaplain is a living link between the Navyman, the church and family at home.

These duties and responsibilities require the services of a specialist. The chaplain is the religious specialist in the military service who not only conducts formal religious functions, but is the adviser to the commanding officer on all matters pertaining to religion, morale, morals, and character guidance. He conducts divine services in accordance with the customs, traditions and rules of his own church. He is also custodian of the sacraments and ceremonies of the church — such as communion, baptism, marriage and confirmation. He conducts funerals and such other services as required at home or on the battlefield overseas.

Today's chaplain is an ordained minister of his own denomination, and must have received a Bachelor of Arts and Bachelor of Divinity degree.

Since the beginning of the war in Korea, a program has been introduced which permits theological students, as well as medical and dental students, to continue their professional studies without interruption. Earlier restricted to Naval Reservists, since

CHAPLAIN conducts religious services on board a Coast Guard cutter as dawn breaks. Navy chaplains are attached to Coast Guard units during wartime.





IT'S A BOY! Chaplain brings Marine corporal news of son's birth. Right: A Jewish chaplain reads prayers to patient.

March 1952 this ensign probationary program has been opened to all theological students whether or not previously connected with the Naval Reserve. Upon completion of their professional studies, the probationary ensigns are given their choice of accepting a commission in the Regular Navy or accepting a commission in the Naval Reserve with the choice of active or inactive duty, if qualified.

If accepted for active duty, the new chaplain receives a thorough orientation into Navy procedure. Like all recruits he goes through "boot camp" now located at the chaplain's school at Newport, R. I., where he gets a generous dose of military and physical training.

In addition, he is schooled in Naval Orientation, Audio-Visual Aids, History of the Navy Chaplain Corps,

Navy Law, and first aid treatment.

Weekly field trips to nearby naval activities afford the new chaplain opportunities to observe the Navy at work and to see a demonstration of the chaplain's place in the general scheme of Navy life.

Reserve chaplains who come back on active duty attend the school refresher courses in the latest changes in Navy Regs and organization since their last period of active duty.

Like other Reservists, Reserve chaplains not on active duty have an opportunity to apply for two-week annual training duty tours—Some of this is performed by attending "seminars"—and they are required to earn a minimum of fifty points annually to qualify for retirement.

There are approximately 800 Regular and Reserve chaplains on active

duty in the Navy at the present time. Although a comparatively small group, the Navy chaplains have, for many years, exerted an influence for the betterment of the sailor's life far out of proportion to their actual numbers. Here are a few examples:

- When Chaplain Edward Mc Laughlin wrote an article in condemnation of flogging for an issue of *Sailors Magazine* in 1830, it caused so much resentment against this form of punishment that it was abolished in the Navy.

- It was Chaplain George Jones who was influential in introducing coffee in the Navy. In 1842, Jones wrote to the Secretary of the Navy offering to buy coffee if the Navy "would furnish conveniences for having it prepared." Not only was his offer accepted, but soon thereafter



DIVINE SERVICES are held on board USS Missouri in Korean waters. Right: Men kneel at rail during Communion.

coffee, cocoa, tea, dried fruits and other items were included in the food ration.

- A chaplain conducted school for midshipmen at the Washington Navy Yard 40 years before the Naval Academy opened at Annapolis. In three months Chaplain Robert Thompson taught his students enough navigation to enable them to pilot a ship to any known part of the globe.

- When steam pushed the sail into the museum, life at sea became easier. To help keep Navy men of the new era as fit and trim as their predecessors who "climbed the rigging," a chaplain in 1898 started the practice of daily setting up exercises for the crew.

- In 1899, two other chaplains played leading and important roles in founding the first Navy YMCA (Brooklyn, N. Y.)

- The premier of a movie aboard ship was shown to the crew of *USS Yankee* in 1903 by its chaplain. It was an instant hit and the men insisted upon sitting through repeated showings of the same film. (Allegations that this same film is still being shown throughout the Fleet are not true, however.)

- In 1919 the first Naval Academy Preparatory Class started at Newport, R. I. Under the coaching of two chaplains, many enlisted men won appointments to Annapolis.

Whether Reserve or Regular, the Navy chaplain is qualified and eager to help you in your personal problems and to provide you with the comforts of religion.

"Some men hesitate to approach the chaplain with their problems because they believe he will be shocked by what they have to say," according to Rear Admiral Stanton W. Salisbury, Chief of Chaplains, U. S. Navy. "That isn't true. Although he's no 'fixer' he is well trained to face your problems and to help you."

"But don't wait too long," Chaplain Salisbury says. "If you consider your chaplain solely as your last resort, you make it more difficult for both of you to solve your problems."

Wherever a Navyman may be, he continues to benefit as the Chaplain Corps accomplishes its mission: To protect, encourage, and train personnel of the Naval establishment in the realization and development of moral and spiritual values consistent with the religious beliefs of the individual concerned.



ANTIETAM'S CREW selected Marcia Owens, seven-year-old polio victim, to receive \$15,354 contribution on behalf of Crippled Children's Fund.

Antietam's Crew Digs Deep for Crippled Children

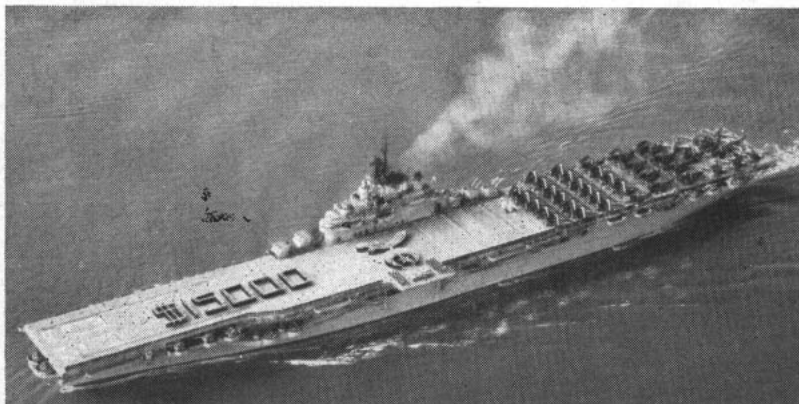
Crewmen of *USS Antietam* (CV 36) decided to make a donation to a deserving national charity during their tour of duty in Korea.

After some deliberation, they decided to help out crippled children. The 2750 officers and men dug deep and came up with \$15,354.10. Donors included members of Carrier Air Group 15, the air group embarked in the "Flying A."

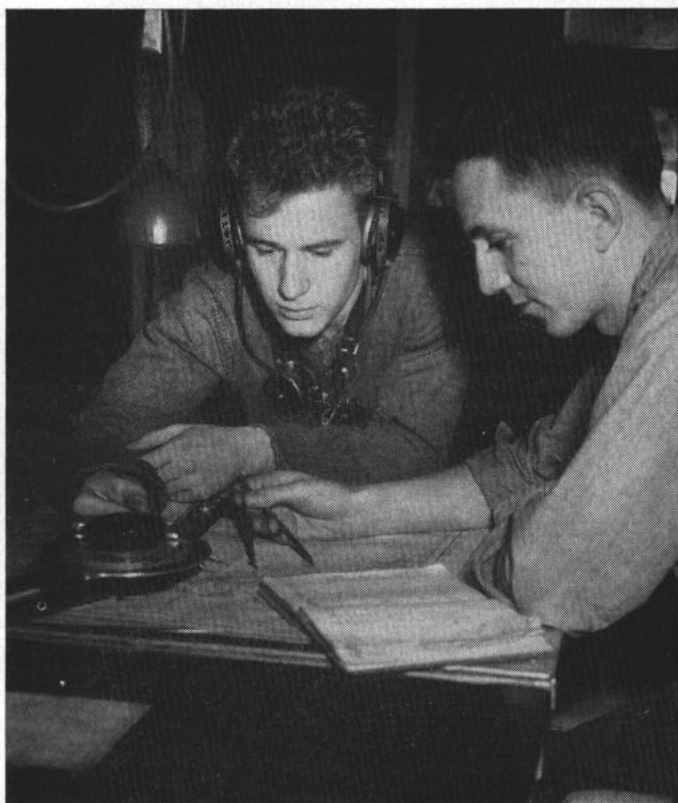
A seven-year-old polio victim, Marcia Owens, was chosen to accept the contribution which was turned over to the Shrine Crippled Children's Fund. This fund pro-

vides hospital treatment for unfortunate youngsters throughout the nation.

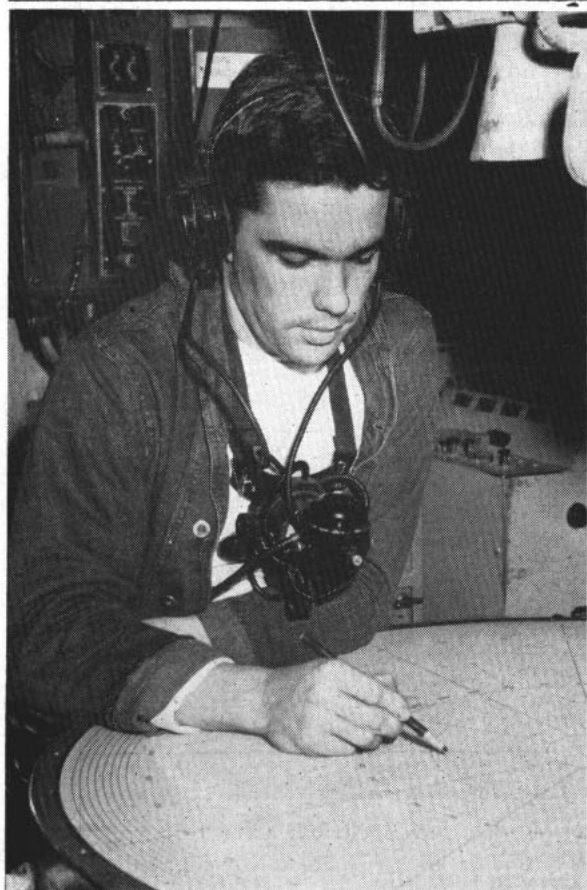
The large contribution did not go unheeded. When *Antietam* pulled into her berth at the Oakland, Calif., Naval Air Station, drill teams and a band representing the Crippled Children's Fund were on hand to welcome the homecomers. An additional treat was in store for returning Reservists serving in *Antietam*. The Oakland NAS and several USNR air stations provided planes for a special airlift and flew the Reservists to their respective homes.



FLIGHT DECK formation of white hats spells out amount of money collected by crew members of *USS Antietam* (CV 36) to help crippled persons.



THIS IS NO DRILL—Top left: Quartermaster gets a message from a sister DD coordinating action. Top right: In CIC, two radarmen check the ship's position on a chart. Below left: SA keeps plot of all aircraft in area. Below right: Gunnery liaison officer and plotter pinpoint a target before firing.



Navy Shore Bombardment

ABOARD the destroyer, a radio cracked as a call came in asking for help in silencing a Communist artillery battery which was entrenched on the eastern flank of the Korean ground front. The troops on the line had located the enemy battery but had been unable to knock it out.

The ship turned and headed for the trouble spot. Her gunnery team swung into action. This was old stuff to them — shore bombardment missions have now become routine for most destroyers, cruisers and battleships in the Korean theater.

The radio transmitter continued to bark out the details from the fire control party ashore. In the ship, men in main plot cranked the proper inputs into their computer. Fire controlmen, sitting in their director high on the superstructure, trained the mechanism on-target.

A quartermaster on the bridge checks his navigation chart for possible shoal water near the beach. Radarmen in CIC watch their scopes as the radar antennas sweep the area. The gunnery liaison officer, sitting at a plotting table in CIC, keeps his eye on the developing plot before him, feeding information to the fire control officer in plot.

As the destroyer approaches the beach, the enemy artillery opens up. The 120mm. shells splash near the speeding tin can. The skipper orders the helm thrown over hard and the

destroyer swerves out of the line of fire. Now the destroyer opens up herself. Five-inch shells streak toward the Communist position. After a moment a cloud of dust rises where the enemy battery had been.

A voice breaks into the radio circuit, "Nice work, boys. Scratch one artillery battery."

It is shore bombardment missions like this that have made smooth-working, battle-tested teams out of the gunnery departments of destroyers like *uss Beatty* (DD 756), whose gunnery team is shown in action on these pages. *Beatty*, a veteran of five months in Korean waters, recently returned home with Destroyer Division 122.

Other destroyers which have participated in shore bombardment missions have made some rules of their own. Take, for example, *uss Halsey Powell* (DD 686). On at least two missions against the Reds, *Halsey Powell* sent ashore her own landing force to reconnoiter and spot the ship's five-inch fire.

On one occasion, two boats from the destroyer, armed with a 75mm. recoilless rifle and two 3.5-inch bazookas, sneaked in behind the island of Hwa near Hungnam to blast enemy warehouses and barracks. Well-aimed shots from the marauding boats started fires in the structures, fires that burned brightly for eight hours afterwards.



LOADING UP—Handler, above, puts 5-inch shell in a lift. Below: Shellman in mount takes it from the hoist.



'FIRE ONE.'—Into the breech goes the powder case. Right: Five-inch shells speed on their way to the target ashore.

Track, Field Stars Win Spots on Olympic Team

As this issue went to press, most Olympic teams had been chosen. Still to be selected, however, were members of the decathlon, rowing, water polo and swimming and diving teams of which some of the members were expected to be Navy men. Next month's sports coverage in ALL HANDS will include a complete round-up of the 1952 Olympics and the part played in the competition by athletes of the Navy and Marine Corps.

The Navy and Marine Corps placed four men on the 1952 U. S. Olympic track and field team—a team which its coach, Brutus Hamilton, called the best in a long line of great American track squads.

The athletes who were to represent the U. S. on the cinder paths and greensward were chosen at the Olympic tryouts held in Los Angeles, Calif. A previous meet, the Armed Forces Track and Field Championships, held the week before, at Long Beach, Calif., had determined the 1952 service champions as well as the service trackmen who would compete at Los Angeles.

The top Navy athlete to compete at Helsinki, according to the form he showed at Los Angeles and Long Beach, may be a 22-year-old Marine Corps private first class from Arizona, Bill Miller, who walked off with first-place honors in both meets.

Miller, who is part Indian and a

graduate of Arizona State College, seems a strong contender at the Olympics. He hurled the long spear 235 feet 8 1/2 inches at Los Angeles to beat the next-best javelin man by a foot and a half. He became the Armed Forces champion by flipping it 233 feet at Long Beach and, in his best toss to date, he previously bested the current Olympic record by throwing the javelin 239 feet 3 1/2 inches in a meet at Compton, Calif. The Olympic record is 238 feet 6 1/2 inches.

The javelin throw in the Olympics has usually been dominated by the Finns and the Swedes who have won the event every year except 1936 when Germany took it.

Miller is an all-round athlete. At this writing, he is participating in the decathlon Olympic tryouts at Tulare, Calif., against Olympic Champion Bob Mathias and others.

Another man to make the Olympic team is Lieutenant (junior grade) Kenneth Weisner who came in second to Walter Davis of Texas A&M in the running high jump.

Davis eased himself over the high bar at 6 feet 9 inches while Weisner did 6 feet 7 1/2. The Olympic record for the event is 6 feet 7 15/16 inches. Weisner, formerly an athlete at the University of Marquette, is now a Navy dentist.

Another Navyman to earn himself a spot on the team—also a field-events

man—is Lieutenant (junior grade) Sam Felton. Felton, a former standout for Harvard University in his collegiate days, heaved the 16-lb. hammer 182 feet in the Olympic tryouts to place second behind Martin Engle of the New York Pioneer Club who threw it 182 feet five inches. The Olympic record is 185 feet 4 3/16 inches.

The only Navy trackman to gain a spot on the squad is Art Barnard, SR, who took third place with a 14.2 effort in the 110-meter high hurdles. Harrison Dillard of Cleveland was first in 14 seconds flat and Jack Davis of Southern California was second in 14.1.

Ironically, this was the event in which Dick Attlesley, now a Navyman and holder of the world's record, was expected to be a strong contender. Attlesley had taken second place in the armed forces meet the week before, but failed to make the Olympic team when he finished last in his heat at Los Angeles. The former Southern California flash suffered a pulled leg muscle indoors and has never regained his old form.

Here is a run-down on the Navy and Marine standouts at the armed forces meet which led up to the Los Angeles tryouts. The first three men in each event qualified for the tryouts.

The Navy took top honors at the Armed Forces Track and Field Championships held at the Veterans Memorial Stadium at Long Beach. The boys in blue collected 73 1/2 points to the Army's 70 and Air Force's 49 1/2. The winner of each event was crowned 1952 champion of the armed forces.

Joe Farina, of NavSta Long Beach, took first place in the 16-lb. hammer throw with a flip of 146 feet 5 1/2 inches. Paul Sivile of the Camp Pendleton Marines, took third with a toss of 109 feet 11 inches. (Felton did not participate in the meet.)

Jim Hollingsworth, NTC San Diego, took a second in the shot put, hurling the lead ball 51 feet 3 3/4 inches. The Air Force's Otis Chandler won the event with a 52-foot 9 1/4-inch toss.

The 5000-meter run was an All-Navy show. Jim Brown and Gene Haynes, both of the Navy Olympics, took first and second. John Stearns, MCRD San Diego, placed third. Winning time: 15:16.6.

Ray Lopez, NTC San Diego,



OLYMPIC WRESTLERS get send-off from SecNav. L-to-R: LTJG J. A. Fletcher, J. J. Krufka, AT2, Secretary Kimball, Dan Hodge, SN, and LT J. Henson.

placed second behind the Air Force's fleet Mal Whitfield, reigning Olympic champion, in the 400-meter run. The Navy's Roger Norgren, NTC San Diego, took third place. Whitfield's time: 47.7.

In the pole vault, Bobby Smith, MCRD San Diego, topped the timber at 13 feet 6 inches for first place. (James Southworth of the Air Force did 13 feet 6 inches too but missed more times than Smith). Don Coupens, NTC San Diego, made 13 feet even for third place.

In the running high jump, Ken Weisner slipped across the bar at 6 feet 6½ inches to win the event. Jack Razzeto, Navy Olympics, took second. Jim Gilchrist, Quantico Marines, placed third.

Ronald Drummond, NTC San Diego, threw the discus 155 feet 9 inches to take second place in that event. Jim Cook, Army, won with 156 feet 3 inches.

In the 110-meter high hurdles, the Army's Billy Anderson beat Attlesley and Barnard in that order. Anderson's time: 14.3.

The Navy's top dash man, Floyd Dennis, of NTC San Diego, placed second behind Jim Gathers of the Air Force twice, once in the 100-meter dash which Gathers won in 10.7, the second time in the 200-meter run which Gathers gathered in with a winning time of 21.6.

Other Olympic qualifying events in which all places were taken by the Army and Air Force were the 800-meter run, 400-meter hurdles, running hop-step and jump and the 1500-meter run.

The 400- and 1600-meter relays were also run, but not as Olympic qualifying events. Both runs were won by Navy quartets from NTC San Diego. In the 400-meter event, Frank Buxton, Charlie Bacon, Floyd Dennis and Jim Kelly teamed up to win it. In the 1600-meters, Roger Norgren, Ray Lopez, Cy Taylor and Bob Smith brought home the bacon.

Late Tryouts Qualify

In late tryouts, another Navyman and three more Marines have joined the Olympic teams.

The Navy representative is Edward Sanders, SN, a heavyweight boxer. The three marines are Lieutenant Colonel Emmett Swanson, Major Harry Reeves and Staff Sergeant William McMillan, all members of the U. S. Olympic rifle and pistol squad.

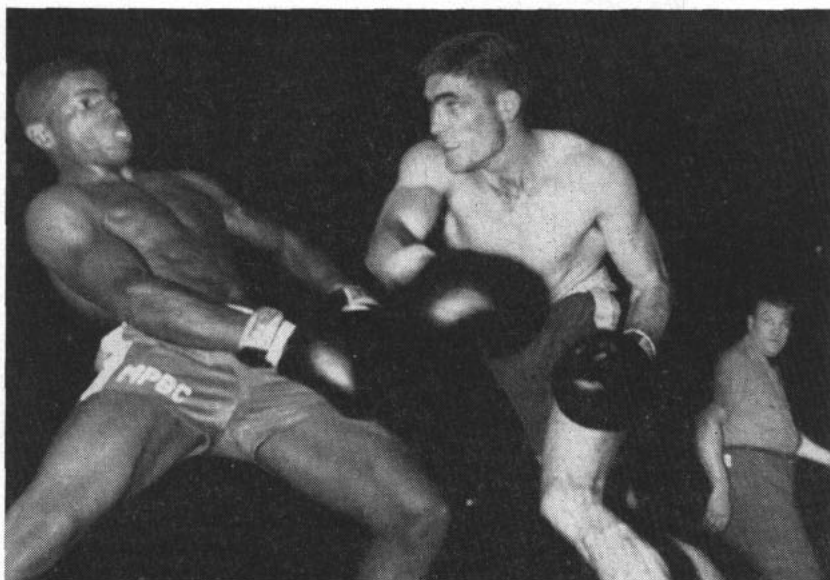


Photo by R. A. Snyder, QMQ1, USN.

STAGGERED by Leatherneck Eldridge Thompson, Washington's Lawrence Green is about to lose decision in All-Navy vs. D. C. Golden Glovers bouts.

Navy Boxers Win D. C. Bouts

A team of All-Navy boxers won 10 of 14 bouts against the District of Columbia Golden Gloves champs in a special exhibition match in Washington. The meeting was arranged as a benefit performance in connection with the American Olympic Fund campaign. The Navy squad was selected from among boxers undergoing training for Olympic games qualification.

There were 10 main bouts and four alternate matches, resulting as follows:

- **Flyweight** (112 lbs.): Billy Hill (D. C.) decisioned Willard Ira (Navy).

- **Bantamweight** (119 lbs.): Joe Gilchrist (D. C.) decisioned Milton Hanson (Navy).

- **Featherweight** (125 lbs.): Gene Osborne (Navy) decisioned Al Morton (D. C.).

- **Lightweight** (132 lbs.): Richard Rall (Navy) decisioned Jim Hanbury (D. C.).

- **Light-Welterweight** (139 lbs.): Charles Ayala (Navy) decisioned Dave Zimmerman (D. C.).

- **Welterweight** (147 lbs.): Rudolph Gwin (Navy) decisioned Willie Davis (D. C.).

- **Light-Middleweight** (156 lbs.): Sam Williams (Navy) knocked out Maurice Johnson (D. C.) in 2:25 of second round.

- **Middleweight** (165 lbs.): Eldridge Thompson (Navy) deci-

sioned Lawrence Green (D. C.).

- **Light-Heavyweight** (178 lbs.): Jesse Barber (Navy) decisioned Aubrey Greenhow (D. C.).

- **Heavyweight** (any weight): Norvel Lee (D. C.) decisioned Kirby Seals (Navy).

The results of the alternate bouts were:

- **Bantamweight**: George Wood (D. C.) decisioned William Faulkner (Navy).

- **Light-Middleweight**: Edward Kennett (Navy) decisioned Ward Sullivan (D. C.).

- **Light-Heavyweight**: Charles Butler (Navy) decisioned Ray Tucker (D. C.).

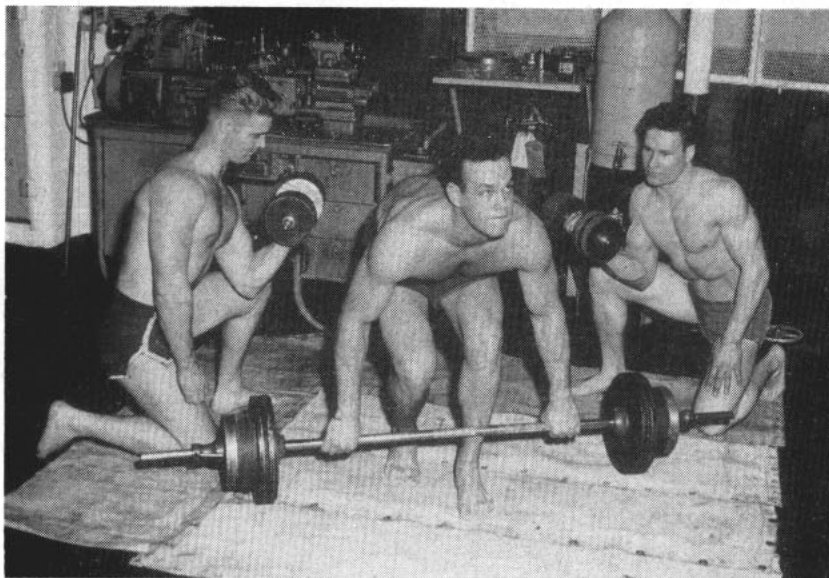
- **Heavyweight**: Henry Ebron (Navy) decisioned Edgar Smith (D. C.).

None of the above boxers was able to survive the subsequent national final eliminations conducted at Kansas City, Mo.

Marines on Puerto Rico Team

Two U. S. Marine Corps athletes will compete not for the U. S. but for Puerto Rico in the 1952 Olympics.

They are Jaimey Annexy-Fajardo, Pfc, USMC, of Camp Pendleton, Calif., the Central American, South American and Puerto Rican champion in the 16-lb. hammer throw, and Frank Rivere-Paniagua, Pfc, USMC, of Camp LeJeune, N. C., who will compete in the 800-meter run at the request of the Puerto Rican government.



MUSCLE MEN — Three crewmen on board *USS Valley Forge* add inches to their biceps by working out regularly with weights in the carrier's machine shop.

Here and There on the Alleys

First Naval District bowling honors for 1952 were won by keggers representing ComNAB, NAS Quonset Point, R. I. It was the second 1st ND title in a row for the Quonseteers. Newport, R. I., rollers placed second, the Portsmouth, N. H., team third, and the Boston, Mass., Naval Base fourth.

Up on Alaskan alleys, NAS Kodiak rolled over Adak's pinmen for the 17th ND trophy. Kodiak's William Bragg, SN, usn, who had never

bowled until this year, took the singles championship. Adak annexed a consolation prize by copping the doubles award.

In a unique telegraphic bowling tourney, Naval Supply Center, Pearl Harbor, T.H., collected a blue ribbon over NSC Norfolk, Va., in a match that called for adding-machine confirmation. The Pearl pin-poppers tallied 4,876 against Norfolk's 4,811.

The 12th ND alley trophy went to bowlers of Naval Station, Treasure Island, Calif. Naval Air Station Alameda, Calif., was second, Moffett Field third, and San Francisco Marines fourth.

In a week-long ComServLant title match, *USS Tutuila* (ARG 4) topped seven other finalists to garner the 1952 Atlantic Fleet Service Force bowling cup. Finishing in order behind *Tutuila*, were *USS Cadmus* (AR 14), *USS Amphion* (AR 13), Cargo Handling Battalion No. 5 and *USS Aucilla* (AO 56) (tied for 4th place), ComServLant Staff, *USS Briareus* (AR 12), and ComServRon TWO.

In 11th ND bowling contests, the district finals in the women's competition was taken by Waves of NTC San Diego. The men's Northern Area Championship award was won by Naval Station, Long Beach.

The 1952 champions of the 6th ND are the alley-men of Naval Station, Key West. Others competing in the finals were teams from Pensacola, Charleston, Parris Island, and Green Cove Springs.



OLYMPIC HOPEFUL Rhoads brothers, David (left) and Ronald, are two of nation's speediest bike racers.

Cruiser Team Takes Golf Title

Club swingers of *USS Los Angeles* (CA 135) are winners of the 12th Naval District Golf Championships. The cruiser golfers took first place in the team section of a two-day tourney which saw 162 entrants tramping over the Richmond (Calif.) Golf and Country Club meadows.

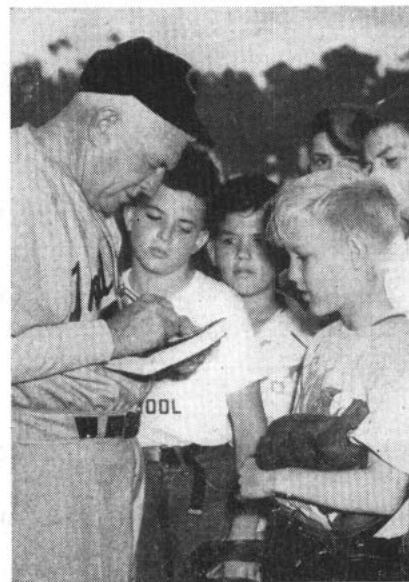
In a preliminary series of matches leading to the district finals, *Los Angeles* players posted wins over *USS Juneau* (CLAA 119), *USS Frank Knox* (DDR 742), Mare Island Naval Shipyard, NSC Oakland, and NAS Alameda.

Navy Aids Young Baseballers

The fourth annual Jax-Navy Baseball Training Camp was conducted by naval personnel and local authorities at Naval Air Station, Jacksonville, Fla.

The jointly-sponsored NAS-City of Jacksonville project offers community youths from 12 to 15 years of age an unusual opportunity to learn the fundamentals of the nation's favorite sport from the ground up. More than 1,500 boys have attended the camp since its inception in 1949.

An annual feature of the program is the advice and instruction offered by numerous major league diamond personalities from Florida spring training camps.



TRIS SPEAKER signs autograph for kids at a baseball clinic sponsored by city of Jacksonville and Jax NAS.

San Diego Wins ND Track Title

For the second year in a row, track and field artists of Naval Training Center, San Diego, have annexed the 11th Naval District Track Championships.

NTC scored 165 points, nearly twice as many as the combined tallies of four other team entries.

Final team-point tabulation was: NTC San Diego, 165; Marine Corps Recruit Depot, San Diego, 54½; Camp Pendleton, 27½; Port Hueneme, 4½; and Point Mugu, 4.

NTC's 165 points broke the meet record of 103 set last year also by NTC.

Sports Field Honors Navy Hero

A new athletic field at Pearl Harbor submarine base was dedicated recently by Secretary of the Navy Dan A. Kimball to the memory of Philip J. Gabrunas, a Navy hero of World War II.

Gabrunas, a chief motor machinist's mate of Dorchester, Mass., was posthumously awarded a Silver Star medal for heroism in the November 1943 USS *Sculpin* (SS 191) incident.

The sub had been badly battered by several Japanese destroyers about 200 miles northeast of Truk, and her skipper, CDR John P. Cromwell, USN, asked for volunteers to assist in scuttling the ship when it seemed she might fall into the hands of her attackers. Chief Gabrunas was one of a group of 12, including Commander Cromwell, who voluntarily completed the scuttling but lost their lives, going down with the ship.

Chief Gabrunas had been an enthusiastic participant and well-known figure in Pearl Harbor dunkaree athletics. The field honoring him contains three softball diamonds and a regulation football field.

Agana Flyers Are Tops in Sports

Currently holding titles in basketball, baseball, football, and wrestling, the Agana Naval Air Station Flyers lay undisputed claim to the top spot in the Island of Guam Athletic competition.

Meeting and continuing to conquer the best teams Navy and Air Force units can field against them, the Flyers are hopeful of finishing the 1952 season with a successful defense of their present laurels.

SIDELINE STRATEGY

Clambakes and steamed-clam parties are becoming so popular at NAS Whidbey Island, Wash., that the station newspaper (Prop Wash) carries a regular feature called *The Clam Digger's Tide Chart*. Official low-water times are listed for the week, along with suggestions as to the best diggin' spots. Incidentally, speaking of clams, the expression "happy as a clam", is not a complete simile without the additional words "at high water" or "at high tide." That's when the clam is supposed to be happy. You just don't dig for clams in high water if you know anything about the business. Raking around in a clam flat even when the tide's out may be pretty much of a backbuster. If you don't think so, try it.

* * *

Rifle and pistol records (service and civilian alike) are broken so frequently by sharp-shooting Marines that a fellow could devote nearly full time to keeping the records straight.

Earlier this year, a recruit trainee, Pvt. William L. Sheckler, from Sparta, Mich., stepped up to the firing line at San Diego's Camp Matthews Rifle Range and banged out a new MCDR record for recruit M-1 rifle qualification. Sheckler, now a pfc at Camp Pendleton, scored 240 points in 50-round fire. Of the 50 shots, 42 landed in the bulls-eye (five points each), six in the four-point

ring, and two in the three-point circle.

Although two other recruits at San Diego also had fired a 240 in the past, the nod as undisputed "boot" champ was given Sheckler in view of his additional outstanding recruit firing-range accomplishments. Among these was a "possible" of 50 points (10 straight bulls-eyes) at the 500-yard line, 48 at the 200-yard line, another 48 at 200 yards (rapid fire), 44 in slow fire from the 300-yard line, and 48 in 300-yard rapid fire.

Less than a month later, and before we could get into print with the Sheckler story, along came a rootin' shootin' Texan from Dallas, recruit Pvt. Gerald Murphee, to establish a new Camp Matthews' mark almost before the smoke of the "old" record firing had settled.

Private Murphee also scored a total of 240 points in 50-round fire, but bettered previous qualification marks in other events. He shot a 45 out of a possible 50 points in 300-yard slow fire; a perfect score of 50 points in slow fire from the 500-yard line, and in rapid fire at the 200- and 300-yard lines; and a 45 out of 50 points in the standing off-hand position from the 200-yard line.

No doubt there'll come a day, when that 240-point tally, set four times in the history of the Matthews' range, will be toppled by some sharp-eyed, sure-fingered recruit. But that will be another story.—E. J. Jeffrey, JOC, USN.



Books: Navymen Read Plenty of 'Em

"GOT ANY GOOD BOOKS?" A blue-jacket poses the question—long familiar to Navy librarians ashore and afloat—at the check-out desk of his library.

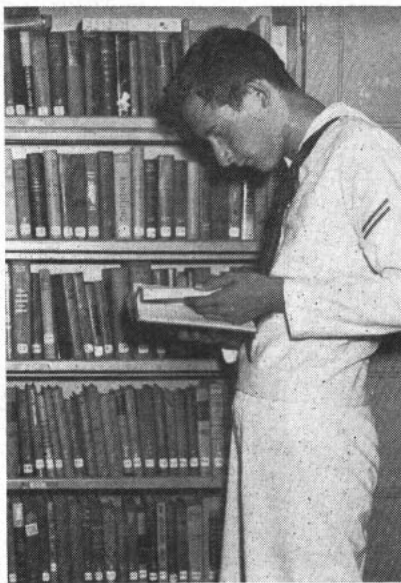
Usually the answer will be a quick "yes," followed by a listing of the latest novels, books on current events, sports, biography, history. The librarian won't be too surprised, however, if the sailor says, "I'd rather have a copy of Spinoza's *On the Improvement of the Intellect*."

Navy men are prodigious readers. Collectively, they tackle nearly three million new books a year — that's about 20,000 different titles—with subjects ranging from science fiction and natural history to who-done-its and how-to-do-its.

The Navy has its hands full trying to fill book requirements for professional and general information, to supplement formal training and for leisure time use.

Books are bought through the Library Services Branch of the Bureau of Naval Personnel. This unit selects many new titles each month from advance copies sent out by publishers. Virtually every book published or marketed in the United States, which seems likely to interest Navymen, is reviewed.

Whenever possible, Navy specialists review books in their particular fields. For example, a Bureau of Aeronautics expert is likely to be



WELL-STOCKED shelves on board USS Albany (CA 123) provide a wide selection of reading fare for the crew.

asked to read and comment on a book about jet planes.

Since the Navyman himself is the person to be satisfied, the library staff encourages each activity to request special books needed for its collection. Individuals may also write in, suggesting books they would like to have in ship or station libraries. It must be remembered, however, that not all requests can be granted. Certain limitations—imposed by such

things as the "budget" and "good taste"—must be observed.

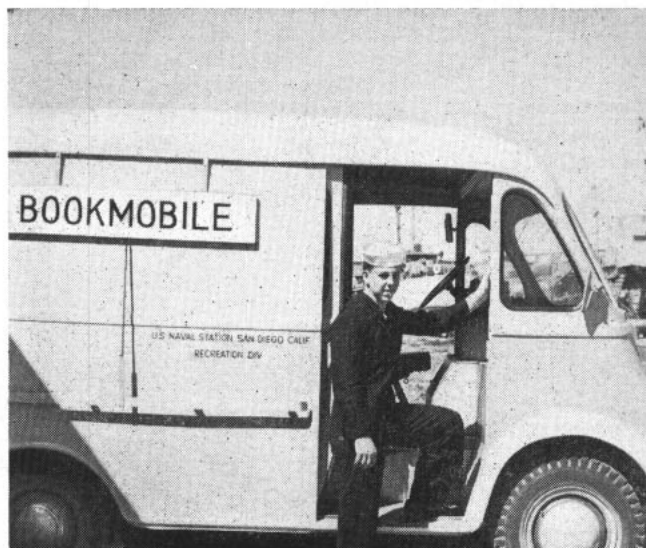
Once the books are selected and purchased, the Bureau of Supplies and Accounts takes over. Volumes are stored at NSC Oakland, Calif., and NSC Norfolk, Va., and are sent to ships and stations just like any other commodity. Under BuPers instructions these supply centers not only keep fleet issues moving but also supply "commissioning libraries" for new, or reactivated, ships and stations.

As a starter, a new ship or station is issued a basic collection of all kinds of books, including the required technical volumes. Pro-rated at one and one-half books per man for ships and two books per man for shore stations, basic libraries fulfill the minimum requirements for a Navy library. Thus a carrier might receive 3,500 books, on commissioning, while a submarine would get about 200.

Regular monthly shipments of new titles increase the size of basic libraries about 50 percent. Few books are ever returned to the issuing points; they wear out.

The biggest problem in supplying books to the fleet is shipping. In competition with war materials, food and other supplies, books are bound to come out second.

Construction battalions and other advanced base units take books with them as part of their equipment.



BOOKMOBILE LIBRARY serves bluejackets at San Diego. Right: A shipment of books is packed at Oakland, Calif.

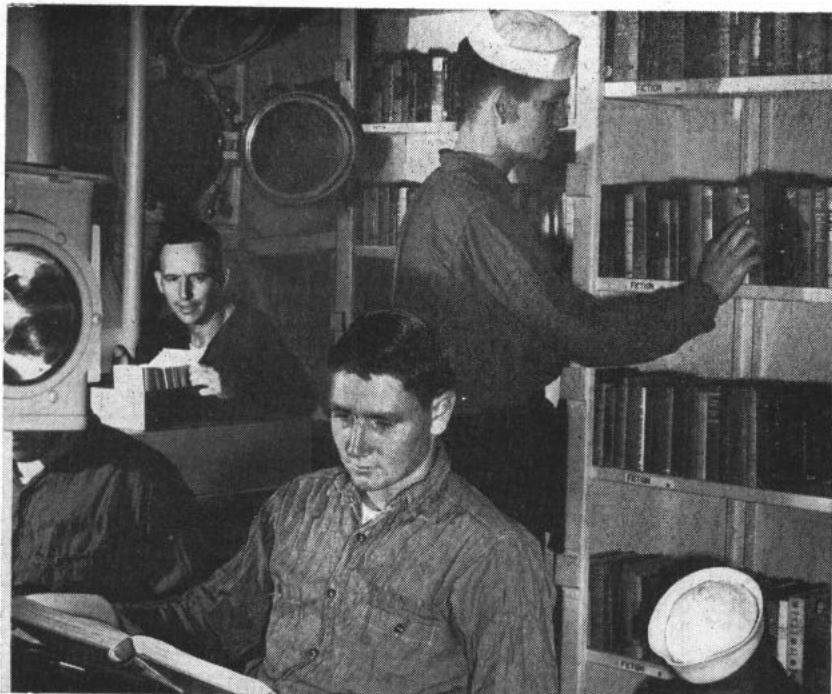
Front line Marine units cannot establish permanent libraries. Every effort is made to keep such units amply supplied with paper-covered books and magazines, however, which require less space and can be moved easily.

For the most part, personnel in transit on board troop ships or aircraft also make use of paper-covered books. A few transports, converted from luxury liners, are equipped with reading rooms and extensive library collections.

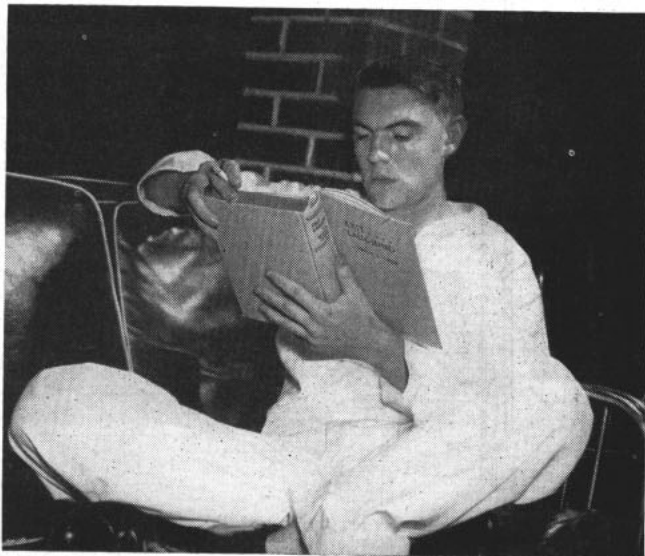
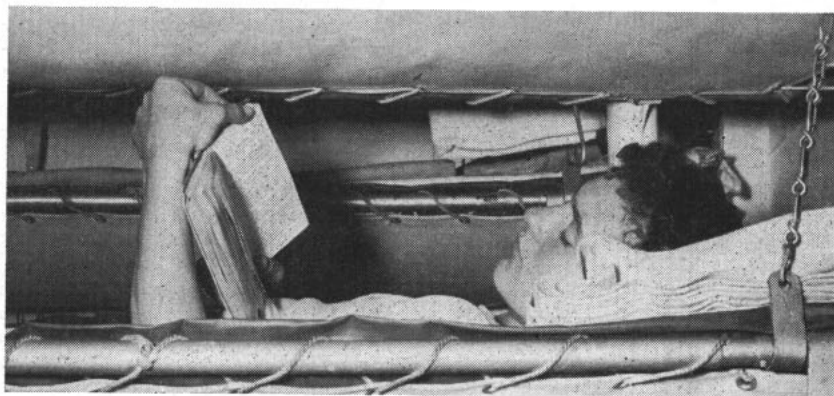
Sometimes the sailor can't come to the library and so the library goes to him. Ingenious ways have been developed to assure everyone of a chance to use the library. At San Diego, Calif., for example, the naval activity is so large that the library is not accessible to all men. A utility truck, of the milkwagon type, was pressed into service as a part-time "bookmobile" or mobile library. A ramp and specially designed portable bookshelves are added to convert the truck to a bookmobile for a few hours each day. In this way, about 350 books at a time can be taken to the far reaches of the sprawling naval station.

Next time you get a chance, drop in at your ship or shore library. If your taste runs toward "westerns" of the Max Brand or Zane Grey caliber or if you've been meaning to read Churchill's latest book or, perhaps, the *Forrestal Diaries*, your library can supply your reading wants.

Remember, Navy libraries have been established for you; put them to good use.



SLICK SYSTEM of filing is used by USS *Nereus* (AS 17) to keep track of all its books (above). Below: Sailor skims through a chapter before 'Lights Out.'



SHORE STATIONS have browsing alcoves like this one. Right: With a good book and a soft chair, sailor has it made.

LETTERS TO THE EDITOR

Retirement Pay and Civil Service Job

SIR: I have heard that a public law passed in the early 1930's forbids a retired officer from receiving payment from two sources in the federal government, that is, in drawing retirement pay an officer could not receive pay for civil service work. I understand, however, that this restriction does not apply to enlisted personnel.

In my own case, most of my 21 years' active service was in an enlisted status, although I retired as a lieutenant and am drawing the retirement pay of a lieutenant. In view of my ex-enlisted status, would I be authorized to draw pay from two government sources?—T.C.W., LT, USN (ret.).

• Section 212 of the Economy Act of June 30, 1932 precludes concurrent payment of retired pay based on commissioned rank if employed by an agency of the Government at a salary of \$3000.00 or more per annum. If employed at a salary less than \$3000.00, payment of that portion of your retired pay which when combined with gross civilian compensation will not exceed rate of \$3000.00 per annum is authorized. Retired pay based on commissioned rank may be waived while employed by the Government, 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.

payment thereof will be resumed upon termination of civil employment.

Concurrent payment of retainer pay based on enlisted rating and compensation as civilian employee is authorized. If eligible under applicable provisions of law for restoration to permanent enlisted status application therefor may be submitted to the Secretary of the Navy via the Bureau of Naval Personnel. If application is approved, such restoration is effective for all purposes only from date of approval, not from effective date of retirement. Upon restoration your status thereafter will be that of an enlisted man for all purposes and if recalled to active duty you would be recalled in enlisted rating.—Ed.

Aviation Greens for CPOs

SIR: I would like you to settle an argument between a shipmate and myself concerning the CPO aviation winter working uniform—the "aviation greens."

He maintains that we are allowed to wear them only while attached to an aviation unit. I say that a CPO in an aviation rating may wear them even though he may not be attached to an aviation unit.—W. B., Jr., ADC, USN.

• In accordance with Uniform Regulations, when the aviation winter working uniform is prescribed as the uniform of the day at aviation commands those persons required to possess this uniform (chief petty officers designated naval aviation pilots and serving in a pilot status) are required to wear it. Other personnel attached to the aviation command may wear the aviation winter working uniform but shall not be required to do so.

Chief petty officers designated naval aviation pilots and serving in a pilot status, not attached to an aviation command, may, as prescribed by competent authority, wear the aviation winter working uniform in connection with duties involving flying.

Chief petty officers holding an aviation rating, not attached to an aviation command, are not authorized to wear the aviation winter working uniform.—Ed.

Stars on Campaign Ribbons

SIR: I maintain that the stars in the various campaign and decoration ribbons must have one point pointing down and two pointing up. This is in accordance with USMC regulations. My colleagues at our recruiting office say that this may be true for marines but that it does not apply to Navy men. I say that the same rule holds true for both sailors and marines. Who is right?—J.G.L., SSGT, USMC.

• Paragraph 1531.1 (d) of U. S. Navy Uniform Regulations (1951) will prove your point. The publication Decorations, Medals, Ribbons, and Badges of the U. S. Navy, Marine Corps and Coast Guard (NavPers 15,790 Revised) also bears you out. Sect. 1, Para. 9-c, states, "Stars shall be placed upon the ribbon point down."—Ed.

Allowances for EMs in Marine Unit

SIR: Navy enlisted personnel ordered to duty with the Marine Corps are issued a complete marine sea bag, or provided with funds to purchase the required clothing. In addition, a monthly clothing monetary allowance, equivalent to the Navy clothing allowance is credited to the man. However, such a Navyman must maintain his Navy sea bag as well as his marine sea bag.

My question is this: should the Navyman also receive a monthly clothing allowance for his naval clothing while on duty with the Marine Corps?—C.E.B., HMC, USN.

• Naval enlisted personnel are credited with an initial allowance for Navy clothing upon enlistment and are paid a special cash allowance upon advancement to chief petty officer.

When a naval enlisted man is ordered to duty in a Marine Corps organization, he is required to wear the marine clothing, and he is further credited with a supplementary allowance for Marine Corps uniforms. Also, he continues to receive the same monthly cash clothing maintenance allowance. Since the individual is not wearing Navy uniforms, this maintenance allowance is to be used in maintaining the required outfit of marine uniforms. Should he be ordered back to duty with a naval unit, then the clothing allowance would be used for the upkeep of the required outfit of Navy uniforms.

Regulations issued by the Secretary of Defense preclude the payment of two clothing maintenance allowances.—Ed.

Eligibility for Commission

SIR: Is there any program whereby a man with my particular qualifications may obtain a commission while serving on active duty? I am a Naval Reservist and was in my senior year at college when ordered to duty last year. Also, I am unmarried and 26 years old.—H.S.F., QMQ3, USNR.

• From your letter it appears that you are eligible to apply for flight training in the Naval Aviation Cadet program. NavCads who successfully complete this training are designated Naval Aviators and appointed ensigns, USNR or second lieutenants, USMCR.

Briefly, this program is for enlisted men in the naval service (sailors or marines) who have completed certain educational requirements, are unmarried and less than 27 years of age. A complete resume on this program is contained in ALL HANDS (May 1952, p. 48).

Should you meet the established requirements and desire to apply for this type training, your next step will be to contact your personnel officer for assistance in submitting an application.—Ed.

Needs of Service Control Orders

SIR: I submitted a request to BuPers requesting consideration for Submarine School and have received notification that I have been placed on the submarine eligibility list.

Is there any way I can find out where I stand on the list and approximately how long I will have to wait for orders? As of 1 April I was placed on the Shore Duty Survey List. If I am transferred from this station, will my name be deleted from the submarine eligibility list?—J.T.W., QM2, USN.

• Waiting lists for the submarine training and duty are maintained in given rating groups in order of the originating date of individual requests. Because of the fluctuation of requirements for certain ratings in the submarine force, it is not feasible to ascertain the status of any individual request on the waiting lists.

You will be ordered to submarine training duty when your request reaches the top of the quartermaster waiting list and in accordance with the needs of the service.

Transfer from your present duty station will not cause the removal of your name from the waiting list.—Ed.

No Postgraduate Training for LDO

SIR: I am a limited duty officer designated as 1780. Can you tell me the requirements necessary to be designated as an unrestricted line officer?

Also, would it be possible for an LDO to qualify for postgraduate training, provided he can meet the educational requirements? — L.D.P., ENS, USN.

• Even though series 1700 officers of the Aeronautical Organization normally occupy billets of the 1300 series, these officers are not considered eligible for any of the postgraduate training courses available to series 1300 and 1500 officers. Limited duty officers are a group of highly qualified and experienced officers whose previous service and marked abilities have recommended them for commissioning. They in effect, compete among themselves for advancement and for promotion purposes and are considered as a separate category of line officers. For these reasons, you are not eligible for postgraduate training.

Regulations governing the transfer of LDO to other categories are contained in BuPers-MarCorps joint Ltr. 29 Mar 1950 (NDB, January-June 1950). Briefly, a candidate must have served one year in his LDO category; be junior to the rank of lieutenant commander and not have served more than three years in the rank of lieutenant; and meet physical requirements for category for which he is applying.—Ed.

First Successful Catapulting of a U. S. Navy Plane

SIR: Can you tell me the date when a U. S. Navy airplane was catapulted for the first time? While I was on duty at the Navy Yard Pensacola, Fla., in 1914 or 1915, I witnessed what I believe was the first successful catapulted flight. A catapult was rigged on a coal barge and was operated by a large air cylinder with air supplied by a bank of several more high pressure air cylinders. Am I right in believing this to be the first catapulting?—G. A. E.

• When the idea of catapulting a plane was first advanced, according to History of United States Naval Aviation by Turnbull and Lord (Yale University Press, 1949), no one knew what such rapid acceleration might do to the human body, but Lieutenant Theodore G. Ellyson, USN, was willing to risk it. On 31 July 1912, he climbed into a pontoon-equipped seaplane and was shot along a wharf at Annapolis, Md. Halfway down, as he reached flying speed, the nose of his pontoon became airborne, but the rear end of the plane dragged until a cross-wind tipped him neatly over into the Severn River. Lieutenant Ellyson himself was uninjured but the plane was badly damaged.

However, on 12 Nov 1912, this time using a modification of the same device, which had been installed at the Washington, D. C., Navy Yard, Ellyson's hydro-aeroplane became airborne in a matter of seconds and flew off at 35 miles an hour. A month later he succeeded again, this time with a flying boat.

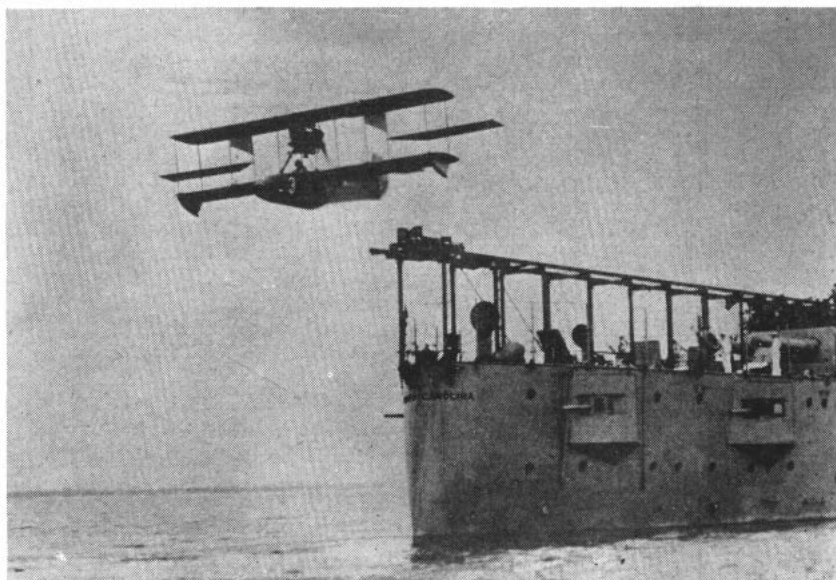
The next year, Secretary of the Navy Josephus Daniels established a special board of naval officers headed by Cap-

tain W. I. Chambers, USN, to "prepare a comprehensive plan for the organization of a Naval Aeronautic Service."

Since your letter refers to a launching from a barge, the following, quoted from a biography of Admiral P. N. L. Bellinger, USN, might be of interest: "February 1915. Launched a plane from catapult, mounted on coal barge, at Pensacola, Fla.—the first test of a catapult since Lieutenant Ellyson was launched at the Washington Navy Yard in 1912. The catapult had been redesigned from the one used by Ellyson."

The first catapult of a plane from a ship underway took place in Pensacola Bay, Fla., on 5 Nov 1915. The Navy's AB-2 biplane was launched successfully by an experimental catapult rigged on board USS North Carolina with Lieutenant Commander Henry C. Mustin, USN, at the controls. The operation was not a complete success, however, because of mechanical defects in design, and this catapult later was removed. Modified designs, later erected on board other vessels, were also unsatisfactory because their cumbersome equipment interfered with firing the ship's guns.

On 18 Nov 1922, Commander Kenneth Whiting, USN, at the controls of a PT—a single-engine torpedo plane—was the first to be catapulted from an actual aircraft carrier when his plane was catapulted from the Navy's first carrier, USS Langley, (CV 1). However, it was not until 1934, with the advent of the flush-deck-type catapult powered by compressed air, that the device became a really dependable and much-used means of carrier launching.—Ed.



AN EARLY LAUNCHING of an airplane from a U. S. vessel underway took place when this Navy AB-3 flying boat was catapulted successfully from USS North Carolina.

Recruiting Duty List

SIR: Is it possible for me to find out how much sea duty is credited to the Number One man on the Recruiting Duty Eligibility List for a certain area in the U.S.? I have been on the eligibility list for a little over a year and would like to know approximately what the waiting period will be.

Also, I would like to know if all ratings of pay grades E6 and E7 are placed on an equal basis and listed for the city of their choice.—S.L.M., FT1, USN.

• As requests for recruiting duty are received every day, the Recruiting Duty Eligibility List is continually changing. Therefore, it would be impractical to give the amount of sea service to which No. 1 man is credited.

Assignments to recruiting duty are governed by availability and length of continuous sea duty since last tour of shore duty. Men in pay grades E7 and E6 are assigned to recruiting duty on an equal basis of eligibility, when a billet is open in one of the three cities

of their choice, whichever becomes available first.

The latest tabulation to show how EMs stand on the SDEL is published in ALL HANDS, April 1952, p. 44 and 45. However, this list does not include applicants on the Recruiting Duty Eligibility List, which is maintained separately.—Ed.

CPO Cash Clothing Allowance

SIR: On 16 Feb 1942 I was advanced to chief quartermaster from first class, but I did not receive a monetary clothing allowance upon this advancement. At that time was there a cash clothing allowance payable to those advancing from PO1 to CPO?—W.M.C., QMC, USN.

• Prior to the Pay Readjustment Act of 16 June 1942, there were no provisions for the payment of a monetary clothing allowance to EMs upon advancement to chief petty officer. That act brought in the "chiefs' initial clothing allowance."—Ed.

Shipping Household Effects

SIR: I was recalled to active duty from the Fleet Reserve. Am I entitled to transportation of household effects within one year to a place I will call my permanent home when I am again transferred to Fleet Reserve? At that time will I be allowed weight at present enlisted rate or allowed weight for the highest commissioned grade previously held?—C.W.R., TMTC, USFR.

• Members on active duty who receive orders to transfer to Fleet Reserve are entitled to shipment of household goods within prescribed weight allowances from the last and/or any previous permanent duty station and/or place of storage to home (as provided by Joint Travel Regulations, para. 8009-6). For this purpose the term "home" means the place which you select as your home for the purpose of receiving mileage or an allowance for transportation as the case may be, for your travel. Shipment is authorized within one year from the date of transfer.

If you avail yourself of the right to ship your household goods to the selected home upon transfer to the Fleet Reserve and you are recalled to active duty, you are entitled to shipment from the home to the first permanent duty station. Upon release from active duty, shipment is then authorized from the last permanent duty station to the home at the time of recall. In instances where a member is transferred to the Fleet Reserve and shipment of household goods is not made to the selected home within the time limit prescribed by the Joint Travel Regulations due to recall to active duty, shipment of household goods is authorized to a selected home upon release from active duty.

Weight allowance is authorized for the grade or rate you hold at time of detachment.—Ed.

WO Garrison Cap Devices

SIR: I have a question on the display of cap devices and grade insignia on the garrison caps (sometimes known as "overseas caps") of warrant officers. Does the July (1952) uniform change mean that the cap device will be worn on the left side of the cap and the gold bar on the right? In other words, does the old saying "rank on the right, corps on the left" hold true for garrison caps as it does for collars?—B.E.J., CWHHC, USN.

• The saying is partly true, the rank being displayed on the right. Commissioned warrant officers now wear (on their garrison caps) the miniature cap device on the left side and the collar-size grade insignia on the right. Warrant officers now wear on their garrison caps a miniature of the device worn on the combination cap (crossed anchors) on the left side and the collar-size grade insignia on the right.—Ed.

Special Provisions For Range and Masthead Lights

SIR: There has been considerable discussion among the quartermasters of our destroyer squadron concerning the position of the masthead light and the range light on destroyers of the Allen M. Sumner (DD 692) class.

Some of us maintain that the light on top of the pilot house (the lower and forward light) is the masthead light. Others hold that the light on the fore part of the mast (the upper and after light) is the masthead light. Naturally neither group maintains that both lights could be masthead lights. We realize that what isn't the masthead light must be the range light. Can you straighten us out on this subject?—J.R.B., QM2, USN.

• Destroyers and destroyer types of the Allen M. Sumner class mount the masthead light on the fore part of the mast. The range light is mounted on top of the pilot house. In this manner these ships differ from the usual shipboard arrangement where the after and higher light is the range light and the forward and lower light is the masthead light.

The peculiar construction of these ships' top hamper necessitates the

reversal of the usual order. Authority for this is granted by the Act of Dec. 3, 1945, (59 Stat. 590), as extended by Act of Mar. 5, 1945, (62 Stat. 69.)

A directive entitled "Waiver of Navigation Lights for Naval Vessels of Special Construction" issued by the office of the Judge Advocate General gives information on this subject. This directive is contained in the 1948 Cumulative Edition of the Navy Department Bulletin.

The above mentioned statute provides that any requirement as to number, position, range of visibility, or arc of visibility of lights required under specified navigation statutes shall not apply to any vessel of the Navy where the Secretary of the Navy shall certify that by reason of special construction it is not possible for that vessel to comply with the statutory requirements.

It also requires such exempted vessels to comply as closely to the requirements of the applicable statutes as the Secretary shall find to be feasible and that certificates executed in this connection by the Secretary of the Navy are published in Notice to Mariners and in the Federal Register.—Ed.



NORMAL ARRANGEMENT



ALLEN M. SUMNER CLASS

Requests for Shore Duty

SIR: I have eight years of continuous sea duty behind me and am expecting soon to receive orders to Bureau shore duty. I would like some information about requesting cancellation of these shore duty orders—in the event that I do not desire the duty assigned.

In line with this, how much sea duty can a man claim when he resubmits a request for shore duty (after requalifying)?—C.W., ADC, USN.

• The authority on this subject is BuPers Circ. Ltr. 36-50 (NDB, January-June, 1950). In Part I (paragraph 5) it is indicated that a man who requests cancellation of his orders to a normal tour of shore duty (which has been issued as a result of his own request) is required to requalify prior to submitting another request for shore duty.

The sea duty requirement for aviation branch ratings is two years. Consequently, you would be required to serve on sea duty two years from the date of cancellation of orders before submitting another request for shore duty.—Ed.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

• *USS Burton Island* (AGB-1): A cruise book in word and picture of the Bering Sea Expedition 1952 and of the icebreaker *Burton Island* with its crew of 263 officers and men who sailed with her on the successful winter operation. A limited number of these cruise books are available for the purchase price of \$3.00 and may be obtained by writing to the Public Information Officer, *USS Burton Island* (AGB-1), Fleet Post Office, San Francisco, Calif. Enclose money order or check to cover purchase price of each request.

• *USS Waller* (DDE-466): This cruise book takes you on a journey aboard the "Mighty Mite" around the world through both peace and war. The picture story of *Waller* describes how the ship was taken out of the mothball fleet, practically rebuilt from the maindeck up, recommissioned on 5 July 1950, then did her part in the Korean conflict. The book has been distributed to over 300 men, but approximately 25 copies remain. Copies may be obtained by sending a money order or check for \$5.00 per copy payable to *USS Waller* (DDE-466) Welfare and Recreation Fund and mailed to Ensign S. C. Olin, Cruise Book Editor, *USS Waller* (DDE-466), Fleet Post Office, New York, N. Y.

FRs Living Outside USA

SIR: May a man upon transferring to the Fleet Reserve after 20 years' service take up residence outside the United States—in Australia, for instance?—R.R.D., EM1 (SS), USN.

• An EM transferred to the Fleet Reserve after completing 20 years' service may reside for periods of one year outside the U.S. upon approval of his request to do so by the Chief of Naval Personnel. Permission thus granted may be renewed at the discretion of the Chief of Naval Personnel. Complete information on this subject is contained in BuPers Manual (Art. H-9303).—Ed.

Leyte Loves Small Fry Too

SIR: I would like to joust with ALL HANDS about an article in the May 1952, issue (Navy's Soft Heart Makes Small Fry Happy, pp. 12-14.) In this article my ship, *USS Leyte* (CV 32) was not mentioned. Yet, the "Leading Leyte" is up with the leaders when it comes to entertaining and helping children. How come?

As part of the ship's "international public relations program," carried out while the ship was in the Mediterranean, youngsters—mostly orphans—were given parties at Gibraltar and in various ports of Italy, as well as in Greece and Turkey. Each group entertained numbered more than 200. The grand total was 884. Since her return to the U.S., the ship has conducted tours for groups of grade school children and Cub Scouts. These tours have been topped off with ice cream and cookies. This figure runs well over 500 stateside youngsters who have received a favorable impression of the Navy.

Recently while in the Med, the crew thought it would be a kindly gesture to take up a collection of "pin money" to present to an especially deserving orphanage in the States upon the ship's return. While the money was being collected, orphanages were screened in an effort to determine the most deserving. It was not easy to settle on any one orphanage—so many of them seemed worthy.

The Hillcrest Children's Home in Portsmouth, Ohio, was finally chosen. We sent this orphanage a check for \$1,561.25, to be used for new kitchen facilities—W.A.O., PNI3, USNR.

• The generosity of the crewmen of "Leading Leyte" is certainly deserving of mention. In its May issue, ALL HANDS attempted to give a number of typical instances in which Navy ships and stations had provided for the "health and comfort" of small fry the world over. Doubtless there were many others (in addition to the 25 or so ships, stations and activities that were mentioned), who looked after youngsters in one manner or another.—Ed.

Refunding Reenlistment Bonus

SIR: I have a question on refunding part of a reenlistment bonus. It concerns a man with 18 years' active naval service who reenlists for six years and is paid the reenlistment bonus of \$360. Suppose he transfers to the Fleet Reserve (and is released to inactive duty) after completing four of those six years. Would he be required to refund a portion of the bonus for the two years he did not serve in an active duty status?—E.P.T., PNC, USN.

• A Fleet Reservist released to inactive duty prior to the expiration of the number of years service for which his bonus was paid comes under a condition of separation that requires a refund. Consequently, he would have to refund a proportionate part of the bonus.

This amount is computed by multiplying the total amount of the bonus by the ratio that the unexpired portion of the enlistment bears to the total period for which the bonus was paid. A discussion of this subject can be found in ALL HANDS, May 1952, p. 43, in an article entitled "Men Separated Before End of an Enlistment Must Repay Part of Their Bonus."

The refund mentioned above applies only to the reenlistment bonus which, in effect, is payment for future service. It does not apply to the reenlistment allowance, which in effect amounts to payment for past service. Such being the case, the man who receives a reenlistment allowance (\$50 for each full year) is not subject to the refund.

One of the main provisions of the reenlistment allowance is that the man reenlist within three months after being discharged from an enlistment entered into prior to 12 Oct. 1949.—Ed.

One-Day Leaves

SIR: May annual leave be granted for a period of one day? For example, may it be granted to start at 0800 on 10 Aug 1952 and to expire at 0800 on 12 Aug 1952—this leave to be counted as one day?

This question arose in a discussion of Chapter Six of the BuPers Manual. No minimum amount seems to be authorized.—R.M., YN1, USN.

• Leave for one-day periods may be granted. Return from such a short leave must be made before 0900, however. As Article C-6313(1) of the manual states: "Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when such return is made before 0900, in which case it shall not be counted as a day of leave."

Leave is charged on the basis of the number of days actually taken, Article C-6402(9) of the manual refers to this.—Ed.

'Longevity' and Rotation

SIR: We have been having an argument at my command concerning longevity. Can a man have his longevity accumulate during his years of service? In other words, can a man let his longevity build up (drawing only his original base pay) and then collect the accumulation when he is paid off?

Another argument concerns the subject of rotation. Is a man serving at an overseas duty station eligible for return to the same overseas duty station after he has been rotated back to the States? For example, I am now serving on Okinawa and will be returned to the States in a few months. I would like duty again on Okinawa after a tour of stateside duty. —R.M.C., PNSN, USN.

• *The answer to your first question is "No."* The increase in base pay authorized upon completion of a specific number of years' service must be credited at the time of completion of such service. It cannot be permitted to accumulate. In general, periodic service pay increases (which replaced "longevity" in servicemen's pay) occur every two years for a rate.

Now for your second question. Your assignment, as with other assignments, will depend on the needs of the service. Assignment of enlisted men to overseas duty in the Pacific is made in accordance with ComServPac Instruction 1300.3A of 31 Jan 1952. Briefly the eligibility requirements call for the applicant to:

(1) Have completed at least one year of continuous sea duty since last serving on shore duty or on overseas service.

(2) Indicate willingness to obligate himself at the time actually ordered overseas for the period required to complete a normal tour (USN personnel only).

(3) Have sufficient obligated service and in addition agree to remain on active duty for the complete tour of overseas

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.

• *First Marine Division*:—The annual reunion will be held at the Mayflower Hotel, Washington, D. C., on 8, 9 and 10 Aug 1952. For further information contact Herbert McCallen, 655 East 14th Street, New York 9, N. Y.

• *uss Mitchell (DE 43)*:—Members of this ship will hold their second annual reunion in Tiffin, Ohio, on 12, 13 and 14 Sept 1952. Former ship's company members not yet contacted should write for particulars to "Mitchell Reunion," 130 Wall St., Tiffin, Ohio.

• *uss LST 315*:—All members of ship's company interested in planning a reunion are invited to write to L. B. Christian, c/o Christian Printing Co., Durham, N. C.

• *uss Dunlap (DD 384)*:—Former members of this ship interested in a reunion should write to James W. Bone, Box 144, Richmond, Va.

• *USN Armed Guardsmen of World War II*:—Members of the Armed Guard during World War II interested in planning a reunion may write to William Monnot, USN Armed Guard Assn., World War II, 324 E. 143 St., Bronx 51, New York, N. Y.

• *uss Pennsylvania (BB 38)*:—Former ship's company members interested in a reunion at a time and place to be decided should contact Ralph J. Hopkins, 3362 B South Wakefield St., Arlington, Va.

• *uss Mount Vernon Association*: The 34th annual reunion and dinner will be held at Hotel Lenox, Exeter Street, Boston, Mass., on 6 Sept 1952. All former shipmates of the "Queen of the transport service, World War I" interested in attending should contact Lawrence A. Sands, 18 Symmes St., West Medford 55, Mass., or Earle M. Marston, 28 Vane St., No. Quincy 71, Mass.

• *uss Brooklyn (CL 40)*: Former officers and enlisted personnel of the commissioning crew interested in a reunion in New York City in the early fall of this year may contact William H. Albright, 1056 Cross Avenue, Elizabeth, N. J.

• *Bomb and Mine Disposal Alumni*: Graduates and staff members who wish to attend the seventh annual reunion on Sept. 12, 13 and 14th this year at the Edgewater Beach Hotel, Chicago, Ill., may make reservations by writing direct to the Edgewater Beach Hotel, Chicago, Ill. Preliminary inquiries should be addressed to Bomb and Mine Disposal Alumni, P.O. Box 62, Princeton, N. J.

service (USNR personnel only).

Finally, the applicant must not be in a transient status at the time the application for overseas service is submitted.

Even though a man will not be ordered until he meets the full requirement of one year, he may submit a request for overseas duty after six months continuous sea duty.

In your particular case, one year of continuous sea duty would have to be completed before you could become eligible for another tour of overseas service. And in the event that you wish to extend your present tour of duty in Okinawa, the above-mentioned ComServPac Instruction also provides for the extension of current tours of overseas duty.—Ed.

-----Cut or tear on this line and mail to address given on blank-----

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ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

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Distinguishing Marks—Fids to ABCs

DISTINGUISHING MARKS—of one sort or another—have been a part of the Navy enlisted man's uniform for over 100 years. In 1841, insignia called "distinguishing marks" were first prescribed as part of the official uniform.

An eagle and anchor emblem—forerunner of the rating badge—was the first "distinguishing mark." In 1841, boatswain's mates, gunner's mates, carpenter's mates, masters-at-arms, ship's stewards and ship's cooks were authorized to wear this insignia on their right sleeve. The same device was to be worn on the left sleeve by quartermasters, quarter gunners, captains of forecastles, captains of tops, captains of after guards, armorers, coopers, ship's corporals and captains of the hold.

Eleven years later, these so-called "distinguishing marks" were altered to include a one-inch star placed one inch above the eagle and anchor insignie.

In 1866, the first specialty marks in the history of the U. S. Navy were added to the uniform of enlisted personnel. The specialty marks were a representation of instruments used by the various specialists in performing their tasks. The specialty marks might be considered the "father" of the distinguishing mark, although they bear little resemblance to the distinguishing mark of today. Typical of these "distinguishing marks" of nearly a century ago was the fid, a vertically placed design to indicate a sailmaker's mate. (The fid is a conical piece of wood or metal used in marlinspike seamanship.)

Certain other "distinguishing marks" were authorized for enlisted personnel in the Uniform Regulations of 1869. Naval apprentices were required to wear the letter A on the right or left sleeve of jackets and frocks—"according as they belong to the starboard or port watch." The apprentice mark was to be worn halfway between the edge of the sleeve and the elbow.

The same regulations required ship's writers to wear the letter W on the front of the left sleeve of their jackets and frocks. Ship's schoolmasters wore the letter S on the front of the left sleeve of their jackets and frocks. These insignia were later changed and classified as specialty marks.

"Watch marks"—another early form of distinguishing mark—were also prescribed in the 1869 Uniform Regulations. According to the directive, "The first part of the watch will wear one bar made of white tape or blue material, according to the color of the frock, one-half of an inch wide and one inch and a quarter long, to be placed horizontally on the front part of the sleeve, one inch below the shoulder seam. . . . The starboard watch will wear the watch marks on the right arm, and the port watch will wear them on the left arm."

In 1886, when rating badges were established, some 15 specialty marks were also provided to cover the various ratings. On 1 April 1893, petty officers were reclassified and the rating of chief petty officer was established.

The first of the distinguishing marks as we know them today also appeared in 1886. The mark—a bursting shell—was authorized to be worn by every enlisted man, regardless of rating, who was also qualified as a seaman gunner. The mark was to be placed upon any other rating badge which a seaman gunner was entitled to wear (see illustration). If the man was not a petty officer, the sea-

man gunner's mark was to be worn in place of the rating badge.

The seaman gunner's distinguishing mark has lasted through the years and is included in today's *Uniform Regulations* although the qualifications are not currently active.

By this time, the distinguishing mark had come to denote a specific qualification in addition to the qualifications required of a specific rating. All but one of today's distinguishing marks serve this purpose.

Uniform Regulations listed 16 specialty marks for the various ratings in 1905. In addition, five distinguishing marks were authorized:

- *Seaman gunner.*

- *Gun captain*—an enlisted man "regularly detailed by the commanding officer of a vessel as a gun captain, except at a secondary battery gun, shall wear the distinguishing mark (a gun) on the other arm than that on which the watch mark or rating badge is worn, midway between the shoulder and elbow, axis horizontal, muzzle pointing to the front."

- *Gun pointer*—an enlisted man who has "qualified as a gun pointer, second class, shall wear this mark on the other arm than that on which the watch mark or rating badge is worn. . . ."

- *Hospital apprentice mark*—a Geneva cross of red cloth . . . to be worn by hospital apprentices in place
(Continued on page 34)

Distinguishing Breast Insignia

Six breast insignia are authorized for enlisted personnel who have qualified as Naval Aviation Pilots, Combat Aircrewmembers, Parachutists, or in submarines, or who hold a certificate of qualification as a Balloon Pilot or who have been awarded the Submarine Combat Patrol Insignia.

The breast insigne for enlisted personnel is the same as that worn by officer personnel in comparable specialties except in the case of the submarine insignia. Submarine insignia for enlisted personnel may be either a silver-plated metal pin or an embroidered insignie. Officers wear a gold-color submarine insignie.

According to Uniform Regulations, breast insignia will be worn on the left breasts of coats, khaki shirts (when coat is not worn) and blue and white jumpers.

When worn alone, these insignia will be centered immediately above the pocket. When one insignie is worn with ribbons the insignie is to be centered immediately above the ribbons. If an enlisted man is qualified to wear two insignia with ribbons, one will be centered immediately above the ribbons and the other immediately below.

The Naval Aviation Pilot and Submarine insignia take precedence over other aviation and submarine insignia, respectively. When aviation and submarine insignia are worn, the insignie of the service in which the person is currently serving shall be uppermost. If the EM is not serving in either service, the insignie earned first is to be worn uppermost.

INSIGNIA FOR SPECIAL QUALIFICATIONS



Advanced Underseas Weapons Man



Aircraft Gunner



Airship



Antiaircraft Machine Gunner



Assault Boat Coxswain



Aviation Utility



Naval Aviation



Aircrew



Balloon Pilot



Bombsight Mechanic



Master Diver



Salvage Diver



Diver First Class



Diver Second Class

DISTINGUISH
WORN ON

Expe

Explosive Disp

Fire Control

Fire Figh

BREAST
WORN ON

ONS WORN BY NAVY ENLISTED MEN

HING MARKS

RIGHT ARM



Lookout



al Ordnanceman



adar Operator



Assistant



Gun Director Pointer and Trainer
and
Gun Pointer and Trainer



Gun Range Finder Operator



Master Horizontal Bomber



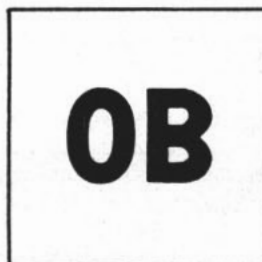
Mine Warfare



Mount Captain



Navy "E"



Ordnance Battalion



Rifle, Carbine, and Pistol Sharpshooter



Seaman Gunner



Sonar Operator

INSIGNIA

LEFT BREAST



Parachutist



Submarine



Submarine Combat Patrol

Distinguishing Mark Authorized for Assault Boat Coxswains

The establishment of qualifications for assault boat coxswains has resulted in the addition of another distinguishing mark. Twenty-five such marks are now authorized for qualified enlisted personnel.

The assault boat coxswain insignie consists of crossed plain anchors with an arrowhead superimposed horizontally on the anchor shanks. It is worn on the right sleeve with the point of the arrowhead to the front.

All enlisted men—except those in medical and dental rates—are eligible for qualification as assault boat coxswains according to Change No. 5, BuPers Manual. For a description of the duties and the training of ABCs see the story "Coxswains in Combat", p. 2, June 1952 issue of *ALL HANDS*.

In order to qualify as assault boat coxswains, personnel must demonstrate proficiency in certain practical factors and pass a written examination. Here are some of the practical factors involved:

- Perform coxswain's normal duties, supervise boat crew in hoisting and lowering operation, rig and secure all gear in a landing craft. Follow established procedure in handling all types of cargo including stowing in boat, hooking on for hoisting out, and for unloading on beach.
- Handle a landing craft in protected waters, coming alongside or casting off from vessel or pier. Observe all safety measures applicable to operation of the boat equipment, including ramp, sight ports.
- Use and identify boat signals, boat identification paddles, standard identification flags and insignia in connection with ship-to-shore movement.
- Maintain assigned station in all phases of ship-to-shore movement, employing knowledge of standard formations, distances and speeds used in assembly area, rendezvous area and in assault wave.
- Beach boat through moderate surf and retract, singly and in assault wave formation, using proper rudder and engine procedure.
- Rig, use and secure antibroaching lines in the proper manner. Demonstrate how to rig a broached landing craft for salvage. Demonstrate proper use of engines to avoid fouling tow lines, in assisting salvage boat.
- Demonstrate ability to render first aid, rig stretcher

slings and use other methods of hoisting casualties.

Some of the examination subjects are as follows:

- Nomenclature and use of hull fittings and equipment, cargo and personnel capacity, maneuvering and special hull characteristics, fuel capacity and fuel endurance of landing craft.
 - Precautions and operating procedures relative to starting engine, normal and maximum safe motor temperatures, stopping and securing engine, and operation of bilge pumps and sand traps.
 - Procedures and methods employed in embarkation of troops, loading and stowage of cargo, launching, hooking on and fueling.
 - Boat signals, standard identification flags and insignia, and boat identification paddles used in connection with ship-to-shore movement; control vessel's signals and signal procedures employed in controlling the ship-to-shore movement. Debarkation communications and visual designations used for debarkation stations. Voice radio procedures.
 - Standard formations, distances and speeds employed in assembly, rendezvous area and assault waves; procedures followed by boat group commanders and control vessels in directing and controlling ship-to-shore movement.
 - Special maneuvering rules and precautions observed prior to and during landing and retraction through surf to avoid injury to troops, damage to propeller and rudder, swamping and broaching in surf while disembarking, and collision with other boats. Procedures for rigging boat for salvage and maneuvering to avoid fouling of propellers and lines.
 - Beach markers and buoys used for marking channel and obstructions.
 - Procedure for transferring personnel and equipment to LVTs direct or via transfer barges; procedure at transfer line.
- Qualification—for those who meet the foregoing requirements and others set forth in the BuPers Manual, Article C-7409, Change No. 5—will continue for one year. Requalification, to avoid lapse in qualification, may be accomplished at any time. Requirements for requalification will be the same as for original qualification.

(Continued from page 31)

of the rating badge prescribed for petty officers."

- *Apprentice mark*—a figure-of-eight knot, two inches long, to be worn by all enlisted persons who have passed through the rating of apprentice in the Navy—but not to be worn by apprentice seamen or those who have passed through that rate.

By 1913, the number of distinguishing marks was increased to 13. Included under the heading of distinguishing marks were the "branch mark"—worn by qualified non-petty officers on the shoulder seam of the sleeve of the overshirt and jumper—and service stripes.

Distinguishing marks have undergone many changes through the years. It was customary, at first, to wear the distinguishing marks on the sleeve other than that on which the rating badge was worn. Rating badges at that time were worn on the right or left sleeve, depending

on whether the person concerned was on the starboard or port watch. Since 24 February 1948, all distinguishing marks have been worn on the right sleeve, between the shoulder and elbow.

There are now 25 authorized distinguishing marks, including the new one for the assault boat coxswain. All but one of these distinguishing marks symbolize special qualifications in addition to those required for the various ratings. In the case of the "Combat E," the distinguishing mark may indicate the receipt of prize money by crews of ships and aircraft squadrons or units, in connection with the awarding of the Battle Efficiency Pennant by the Chief of Naval Operations.

Future technological advances and changes in military and naval tactics may necessitate the changing of some of today's distinguishing marks—or may well result in the addition of still other insignia to the ever-growing list.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Double Purpose Radar 'Eyes'

Radar-eyes that can see through darkness and clouds for distances up to 200 miles are now being installed on Navy transport aircraft.

The new collision-warning radar system screens a constant picture of everything in front of the plane, enabling the pilot to avoid other aircraft, mountains and bad storms. Operation of the system has been so simplified that pilots do not have to be trained electronic technicians to operate it.

Navy pilots using the new radar report that the device can be used as an accurate weather conditions indicator, too, as well as a means of avoiding collision. They say it has been used to pick up thunderheads and other severe weather hazards and help guide the plane around them.

For navigators, the new equipment affords use of ground-based radar beacons and aids in determining position by presenting on the scope a radar map of the terrain over which the plane is flying. This feature has proved invaluable to Navy pilots flying in regions where, under conditions of poor visibility, it provided their only means of navigation.

A selector switch permits the pilot to bring into view all obstacles and terrain within 5, 10, 30 100 and 200 nautical miles of his plane. On a recent flight from Westover AFB, Mass., to Frankfurt, Germany, the pilot of an Air Force C-97 reported that the first islands of the Azores were observed at a distance of 195 miles from an altitude of 17,000 feet. The entire chain of islands was mapped with excellent definition and navigation to Lages in the Azores by radar was easily accomplished.



RARE FOR NAVY — *uss Greenwich Bay (AVP 41)* wore white paint, used air-conditioning to beat 150-degree temperatures on middle eastern duty.

Specifications for the new collision warning radar system were prepared by the Bureau of Aeronautics and coordinated with the Air Force to include recommendations reflecting its experience with radar.

Levels Target on First Try

A naval gunfire team operating ashore with the First Marine Division in Korea spotted an enemy target that demanded the attention of the 16-inch guns of a battleship, miles away.

A radio message gave the battlewagon the position of the objective. The ship fired its first spotting shot (or registration round) to line up the target—but there was no more target. The first round had been a direct hit.

Salt-Seasoned Seaman

Few recruits come into the Navy with as much sea duty behind them as John A. Blanchard, 20-year-old seaman from Portsmouth, N. H., a sailing ship veteran of some 45,000 sea-miles.

After deciding that college life was a little too dull, Blanchard signed up for a cruise with a movie-taking outfit in Gloucester, Mass., in September 1950.

As a crew member aboard Irving Johnson's brigantine *Yankee*, a 96-foot sailing ship which carried 16 crew members plus a doctor, Blanchard set sail from Gloucester. After stopping at Panama, the ship continued to visit various places in the waters of the Pacific, Asia, South Africa, the West Indies, Puerto Rico and Bermuda.

Deciding that he liked the sea, the young salt joined the Navy in June 1952, one month after *Yankee* returned from cruise; the equivalent of two circuits around the world. Although he learned a great deal about seamanship and picked up a few pointers on celestial navigation on his world cruise, Blanchard feels that the Navy can teach him plenty more about shipboard life.

YESTERDAY'S NAVY



gunboats destroyed pirate stronghold at Barataria, La., 11 Sept-1 Oct 1814.

U. S. Navy ships among first to render aid when earthquake destroyed Yokohama and Tokyo, 2 Sept 1918. Six

SEPTEMBER 1952

| SUN | MON | TUE | WED | THU | FRI | SAT |
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| 28 | 29 | 30 | | | | |



KID STUFF—Smallest member of a children's jazz band which played at the Tokyo EM Club shows men on ComNavFE staff how to handle the drumsticks.

Navymen Run City for a Day

"Fire Chief" for a day turned into a real adventure for a Navy boatswain's mate as civilians and Navymen swapped places in a local celebration at Corpus Christi, Texas.

Inspired by the idea that local participation of service personnel and civilians in Armed Forces Day activities is designed to inform the country's citizens of the work done by its military men, Cabaniss Field, a small Naval Auxiliary Air Station on the outskirts of the Texas city, inaugurated an exchange that made real sense to the civilian executives and the sailors who took part. The exchange gave the Navymen a clearer idea of Corpus Christi as a city, and enlightened Corpus Christi citizens about the station, one of the Navy's two advanced training bases for carrier pilots.

The civilians reported aboard to assume ranks from "captain" to "lieutenant" and take over Navy duties ranging from commanding officer of the air station to heads of the various departments. The same day the Navymen filled city posts from county sheriff to traffic manager for a large department store.

Unplanned realism colored the experiences of the new "sheriff", "police chief" and "fire chief" when a big refinery exploded and burst into flame. Celebrations were halted and all hands turned to to help tame the fire. "Police Chief" Davis (a Marine Corps corporal) directed traffic, "Sheriff"

W. C. Graves (Navy Torpedoman) handled emergency calls but the day really belonged to "Fire Chief" Robert M. Burdette, BM3, USN.

Burdette got to the fire with the real fire chief, John Carlisle, seconds after the triple explosion jarred the city. He followed Carlisle everywhere—to the flaming fire wall, over the lines of hose, even on a helicopter ride over the raging inferno. Hours later, soot-stained and spent, Burdette summed things up with a breathless comment: "What a day to be fire chief!"



NOT AN ATOMIC BLAST—Small-arms fire from USS *Endicott* (DMS 35) sends explosives of a Communist mine mushrooming harmlessly toward Korean sky.

TDs Invent Navigational Aid

Pilots are praising an electric flight planning board designed and constructed by two enlisted men at NAS Oceana, Va., during their off-duty hours.

The men, Norman C. James and Walter L. Williams, both first class trademen, have designed an electric flight planning board as an aerological and navigational aid. It presents visually for the pilot distances, bearings, and weather along the entire route of his proposed flight plan, all at a moment's glance.

The device consists of a large display panel, on which a composite world aeronautical chart of the eastern half of the United States (East Coast to Oklahoma City) is superimposed. Seventy-two weather reporting points are also marked, each with a circular plastic opening. Behind each opening is a set of three lights, white, green, and red, which are projected through the plastic opening. The lights indicate the weather at each station, white for visual conditions; green for instrument conditions; and red for closed conditions. A measured chain and a magnetic grid indicator centered at Oceana afford distance and bearing checks.

Wires from the main panel lead over to a control panel, located immediately above the weather teletype machine. Here, each weather station is marked in a way corresponding to its map markings, and three switches

at each station control the colored lights.

As weather reports come in over the teletype, the operator switches on the appropriate lights for each weather station, thus giving pilots a running, up-to-the-minute weather picture at all times.

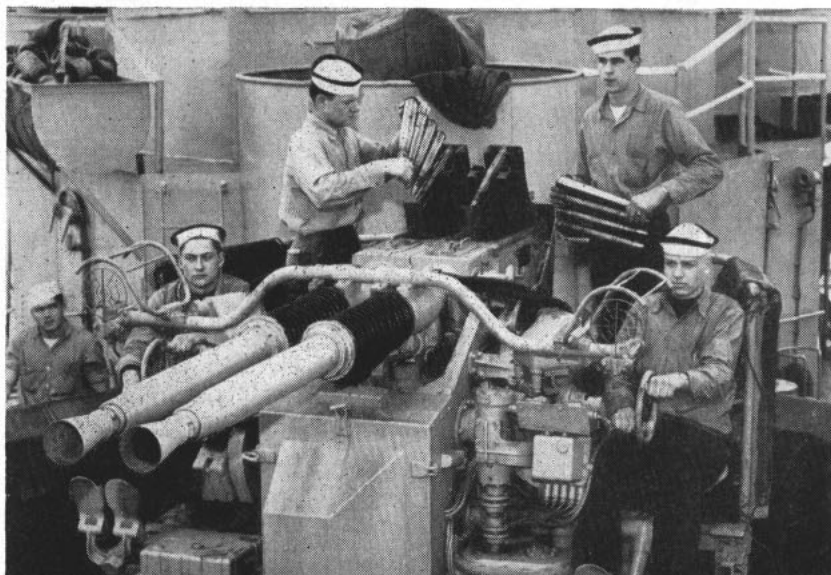
James and Williams constructed the device in 260 off-duty man-hours at a cost in materials of about \$200. The cost of manufacturing the device commercially is estimated at \$6000.

All-Service Brother Team

Four brothers — four services. That's the claim of the Rolfson brothers of Erlanger, Ky.

January 1951 was the date the first of them entered the service. This was Robert J., now a YN3, USN. He was followed in February by Larry D., presently a corporal, USA. A year later, in January 1952, both William D. and Gerald C. enlisted. William is a PFC in the USAF while Gerald is a PFC in the USMC. The present ages of the brothers in the order named are 20, 22, 19 and 17.

Robert J., the Navy brother, states that when some day they all get together at home, the house is sure to rock with arguments about which is the best service. But he adds with a smile, "Secretly, of course, they all know that the Navy is the best."



MIDSHIPMEN man a 40-mm anti-aircraft gun during a simulated air attack drill on board USS *Rombach*. Alaskan cruise had 134 middies participating.

Fighter Auto-Pilot

Navy fighter pilots may soon be able to devote more attention to navigation and gunnery, thanks to a new automatic pilot.

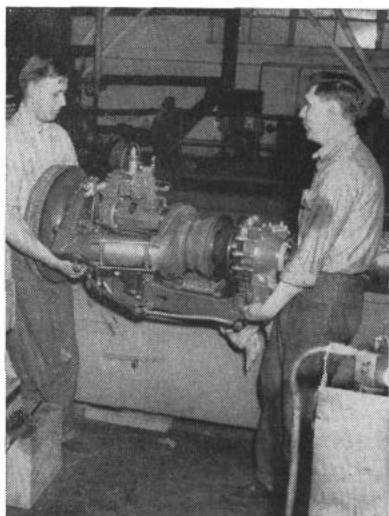
This device was developed under the sponsorship and to the specifications of the Bureau of Aeronautics for use in fighter aircraft.

The auto-pilot will hold a plane within a half degree of its course and will maintain the plane at the desired barometric altitude within a

25-foot tolerance at 10,000 feet. It will stabilize an airplane about its roll, pitch and yaw axes and will level off the plane from a climb or bank.

Gyroscopes and a compass feed electric signals into an amplifier. This, in turn, operates control surfaces to provide proper flight. Even though the auto-pilot may be in operation, the pilot can maneuver his aircraft by means of a miniature control stick.

New Gas-Turbine Engine Saves Weight and Space in Landing Craft



TWO men easily lift power package. New 212-lb gas turbine equals power of 2100-lb diesel.

A gas-turbine weighing only 212 pounds and capable of developing 160 hp, as much as a conventional diesel engine weighing 2100 pounds, has been tested for Navy landing craft at the Naval Engineering Experiment Station, Annapolis, Md.

The new unit, installed in a 36-foot LCVP, will save 1900 pounds of power plant weight and allow more men and equipment to be carried ashore during amphibious operations.

Due to the simplicity of the engine's operation, a crew of four can be taught to operate it in 10 minutes. A new engine can be completely installed by two men in approximately two hours. The engine can be torn down and reassembled in the short space of six hours. Maintenance is relatively simple since there are few moving parts.



PEPPY new gas turbine engine has 160-horsepower potential, propels LCVP at 12-knot speed.

All-New MSTs Transport

Navy men of the operating forces often see Military Sea Transportation Service transports steaming by or moored close aboard. However, not many go aboard for a look around. Here's the run-down on one of the newest MSTs transports — USNS (U.S. Naval Ship) *Barrett* (TAP 196) — which has joined the 65 other MSTs transports plying the world's seaways.

A large ship, she displaces 17,600 tons, is 533 feet long, has a 73-foot beam and a 27-foot draft. Her steam turbines generate the 12,500-shaft

horse power which accounted for the 21.5 knots she made during Navy acceptance trials. This speed makes her the fastest of all MSTs transports.

Another distinction of *Barrett*: she is the only fully-air conditioned MSTs vessel. This will prove a boon to the 2000 troop passengers. Her crew is composed of 196 officers and men, all employed under Civil Service. Also attached to the ship is a military detachment composed of line officers, Navy doctors, nurses and men of hospital corps, ships service and clerical ratings.

Barrett, like most MSTs transports,

currently will not limit its passengers to troops but carries dependents as well. The ship also carries dependents of Navy, Army, Air Force personnel and overseas government employees. For the benefit of the youngsters, incidentally, there is a play pen and nursery aboard.

Troop accommodations are a considerable improvement over those of World War II days. The usual six tiers of bunks have been reduced to three or four tiers. This means more space in between. Each bunk is provided with a life jacket, white Navy blanket, pillow and pillow case. Berthing compartments have their own scuttlebutts. Elsewhere on the ship are recreation rooms, libraries and movie projection rooms. Food is still served cafeteria style, but instead of standing at high tables, troops can now sit at adjustable-type, bench-equipped mess tables.

Barrett is the first all-new transport to be acquired by MSTs. Two sister ships, USNS *Geiger* and USNS *Upshur*, are expected to join MSTs in the near future.

"Dead Fish" is Retrieved by Paddling Paddlers

Crewmen of one of the newest destroyers in the Fleet got a taste of one of the oldest skills in the Navy when they had to paddle out to retrieve a torpedo.

The ship, USS *Meredith* (DD 890), was engaged in torpedo firing practice in the Virginia Capes operating area off Norfolk when it happened. After firing her torpedo, *Meredith* swung around to a course parallel to that of the torpedo and followed the missile to the end of its run.

As the expended "fish" lay bobbing in the water near *Meredith's* position, the usual preparations were made for its recovery. "Get the torpedo quick, before it goes down"—is always the by-word on a tin can during practice firing. If you linger, the tor-

pedo may lose buoyancy and plunge to the bottom of a sea—a several-thousand dollar torpedo lost.

The ship's motor whaleboat was quickly lowered into the water. Members of the torpedo gang piled in with the boat's crew. All was ready to retrieve the big fish. There was only one hitch. The boat's engine failed to turn over. The craft lay dead in the water.

Then, word came down from the bridge. "Retrieve that torpedo if you have to row out and get it."

The men in the boat did just that. They got four more paddles, added them to the four already in the boat, passed all eight around to willing hands. Soon the motor whaleboat was being propelled toward the torpedo to the tune of "stroke . . . stroke . . . stroke."



WHEN MOTORS fail, muscles take over. Crewmen of USS *Meredith* man oars to recapture a practice torpedo, reviving one of oldest Navy skills.

Nothing Nutty About This

A west coast shipyard is saving the Navy thousands of dollars by simply salvaging and reconditioning nuts.

The nuts are collected during the course of renewing flight deck planking on aircraft carrier conversions. It was suggested that they be salvaged and reconditioned for re-use. Tests later proved that the nuts could be made as good as new for less than three cents each. The catalog price for new nuts is 15 cents apiece.

Subsequently, 120,000 nuts have been salvaged from each CV converted. Result. A savings of some \$14,000 and 13,560 pounds of steel per ship.

Peary's Polar Cache Found

Four metal and wooden boxes full of supplies, left by Rear Admiral Robert E. Peary, USN, during his polar expeditions, have been uncovered by a crew of Air Force arctic explorers.

The cache was found on the northern tip of Ellesmere Island. It is said that this is the point where the 1909 Peary expedition left the last land and started a 500-mile trek over ice which eventually brought them to the North Pole.

Construction Begins on Atomic Submarine

Actual construction has begun on the Navy's first atomic-powered submarine. In a brief ceremony at Groton, Conn., marking the event, President Truman put his initials to the keel plate that will be installed in the new submarine's bow section.

The President said that the submarine, previously given the name *Nautilus* and the designation SSN 571, could well be the forerunner of atomic-powered merchant ships and airplanes, of atomic-powered plants producing electricity for factories, farms and homes.

He sketched the advantages *Nautilus* will have in underwater warfare. "The *Nautilus* will be able to move underwater at a speed of more than 20 knots," he said. "A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed. She will be able to stay underwater indefinitely. Her atomic engine will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface."

Development of a power plant for the new submarine has been under way for some time under the direction of the Atomic Energy Commission. The power unit is built around an atomic reactor whose principle is

based on the tremendous quantity of heat given off during atomic fission. One pound of the nuclear sub's fuel will generate as much power as 2,600,000 pounds of coal or 360,000 gallons of gasoline, the Navy estimates.

A "diagrammatic" model of the submarine, unveiled by the Navy, shows how this heat is harnessed to drive the submersible. Huge tubes will conduct water to the reactor to be heated and then back to a generator to be turned into steam.

The steam will then flow to a turbine which will drive twin screws to propel the vessel through the water.

Nautilus will have shielding to protect its personnel from possible dangerous effects of the reactor.

Since the batteries and fuel load of the ordinary submarine will be eliminated in the Navy's first atomic-powered submarine, *Nautilus* will be more spacious than the run-of-the-deep sub.

'Copter Breaks Two Records

One helicopter that had a brief and unofficial life as a fighter plane, and reaped itself a pair of honors in the process, is the 'copter attached to Korea-operating *uss Bairoko* (CVE 115).

Ordinarily, whirlybirds are considered by carrier men to be rescue aircraft, but Lieutenant (junior grade) U. F. Jerdue, USN, the 'copter's pilot, decided to change all that.

The 'copter's standard method of landing — a vertical plop — rules it out as a candidate for an "arrested landing". Therefore, it is usually left out in the cold in the competition for honors.

Early one morning, his 'copter rose from the deck with a new gadget rigged to the bottom of its fuselage. It was a tail hook, designed to engage the arresting wires. It did. The plane landed in true fighter-plane style, winning double honors: first helicopter in the Navy to make an arrested landing and *Bairoko's* arrested landing number 11,000.

Recruits Tie for "E" Award

Two recruit companies of the San Diego (Calif.) Naval Training Center tied in competition for the coveted "Efficiency Award" trophy. This is the first tie in the history of the trophy.

Competition between the winners, Company 081 and Company 085, had been nip and tuck since the fifth week of their training. At the end of the total 11 weeks of training, Company 081 had won one battalion award and two regimental awards while Company 085 had won two battalion awards and one regimental award. In total number of points the two companies were separated by a mere one two-thousandths of a point, resulting in a "split."

The trophy is awarded on points earned in all phases of recruit training. Not given lightly, only five Efficiency Awards were presented last year. So far this year four companies have earned the right to carry the efficiency pennant.

Contest Winning Sailor Sings Duets With Himself

Most sailors confine their singing to the shower or the local ship or station smoker. Richard L. McMeekin, YN2, USN, goes about his singing somewhat differently. He sings duets with himself.

His favorites are *Cecelia*, *Slow Poke*, and *Baby, It's Cold Outside*, all of which he sings both in a deep bass voice, then a few octaves higher on the scale. And that's not all. To lend a professional air to these performances, he accompanies himself on the piano.

McMeekin has made good use of his ability. Three times this veteran of five years' naval service has walked off with first prize in the "Stars in Khaki and Blue" show sponsored by a major network. On this show he competed with professional-caliber finalists from all branches of the armed services. The prize each time was a gold wrist watch for the contestant and a console model radio-phonograph combination for the contestant's duty station. In McMeekin's case, this is the Arlington, Va., Naval Barracks.

As a result of his triple-win, the duet-singing sailor has been awarded a recording contract on trial, and is scheduled to do his act on a nation-

wide television or radio broadcast.

McMeekin came to his specialty in a round-about fashion. Starting as a pianist, he began to sing as he banged out numbers on the keyboard. For a little variety, he tried impersonations. The next step was to alternate his high and low voices on the same number. He's been doing it ever since—first for his shipmates, now on the big time.



SINGING SONGS with himself—Richard L. McMeekin, YN2, lets go with his 'other' voice in duet style.



INVENTORS Gil Montgomery, Bill Gallaher and Maurice Wood pose before their dreamboat. Unique sled defied the skeptics—it worked just fine.

Ingenious 'Aero-sled' Skims Over Snow at 50 mph

"It Won't Work" is the name given to an aero-sled constructed by men of the U.S. Naval Construction Battalion, Detachment 1801, located at Point Barrow, Alaska.

The craft is powered by a salvaged 95-horsepower automobile engine which feeds through two salvaged jeep differentials to a Piper Cub 85-horsepower propeller brought by the enterprising Seabees in Fairbanks.

The men designed a windshield of one-quarter inch plexiglas. The body is made of one-quarter inch plywood, mounted over one-half inch angle iron. The main frame was converted from a discarded portable welder.

Completed in about three months, during the Seabees' off duty hours, "It Won't Work" works, and has an estimated top speed of 50 miles per hour.

Islanders Treat "Can" to Luau

When *uss Nicholas* (DDE 449) steamed into the harbor of Hilo, Hawaii, after a six-month tour of duty in Korea, its crewmen were told that they had been invited to a luau by the islanders.

A luau, the older "Hawaii hands" aboard told *Nicholas'* newer sailors, is to a Hawaiian what a clam bake is to a New Englander and a barbecue to a Westerner. It's a Hawaiian feast with a capital "F".

Doing things up brown, the Hiloans had arranged for not one, but two luaus for the fighting sailors.

As the ship put over its mooring lines, the crew was greeted in typical "Aloha" fashion: Hawaiian music, hula dances and orchid leis. The Mayor of Hilo presented the escort destroyer's commanding officer the city's keys (made of native koa wood) as a symbol that all of Hilo was un-

locked to *Nicholasmen* on their four-day holiday.

In preparation for the luau, the islanders wrapped a pig in tropical ti leaves, lowered it into an imu (pit) over hot, porous stones and damp soil. After roasting for several hours in the underground oven, the well-done pig was ready. Many of the Navy guests arrived early to watch the opening of the pit and to taste the meat before the feast.

During the luau, each course was served by hula dancers who had not long before played roles in a Hollywood movie, "Bird of Paradise."

In addition to the luau, the crewmen enjoyed a tour of the island, the largest of the Hawaiian group. They visited the Kilauea Volcano, Lilioukalani Park, Kau Desert, the Chain of Craters and Rainbow Falls. All in all, the tin can Navymen decided, it had been a royal welcome. — James Peeples, JOSN, USN.

Order of 'Hurriphooners'

Before the hurricane season runs its course this fall some of the "Hurricane Hunters of Weather Squadron Two (VJ-2) at NAS Jacksonville, Fla., may have the opportunity to fly through a tropical storm whirling at 100 knots or better and thus qualify for membership in the squadron's unique and exclusive "Century Club".

New members of the club (which is also known as the "Not So Ancient Order of the Hurriphooners") will receive a scroll inscribed with the appropriate date, latitude and longitude where they qualified. The scroll bears the legend: "At wave-level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill."

Signed by the "Most Exalted Hurriphoon Hunter" and the "High Hurriphoon Cloud Sniffer", the scroll is decorated with hurricane flags, anchors, mermaids, cherubs blowing winds on a spinning globe and PB4Y-2s, the big four-engine landplanes flown by the Navy's storm-watchers.

The club was started by Patrol Squadron 23, which operated out of Miami in a part-time weather squadron status until early this year when the unit was transferred to new duty.

At that time, VJ-2 was organized at Jacksonville on a full-time basis.

The members of the "Century Club" now number about 75, six of whom are Miami newsmen who made their qualifying hop last year. The 20 members in VJ-2 form the nucleus of the group while the rest of the members have scattered to the four winds.

Far-Reaching Benefactor

While their ship was cruising far away in the Persian Gulf, crew members of the *uss Maury* (AGS 16) answered an appeal from the New York Boys' Athletic League to send ten underprivileged boys to summer camp.

Maury, a hydrographic ship, was on a nine-month voyage when her crew received a letter from the league asking for a helping hand. Distance from home was no deterrent and the response was immediate. The crew contributed a total of \$300. The ship's skipper, Commander C. J. Heath, USN, presented the check to the youngsters in person when the ship returned to the New York Naval Shipyard in Brooklyn.

As an extra treat, the camp-bound boys were taken on a tour of the ship.

It's Time to Eat

Have you ever wondered how much food it takes to feed the crew of one ship at a single meal? Take the 33,000-ton *uss Leyte* (CV 32) for example.

Feeding the average family of three or four can be a problem these days, but *Leyte's* family of 3,000 mouths means a full day of planning for the commissary officer and his staff of cooks, bakers, butchers, and storekeepers.

Taking everything into consideration, it has been estimated that it would take a two and one-half-ton truck to carry all the groceries required to feed the *Leyte* family for one meal.

The menu for a typical dinner on the flattop includes soup, salad, meat, potatoes, vegetables, bread, crackers, and dessert. That's a well-rounded meal for anybody's table. Let's see how these courses break down into individual preparations.

To fill 3000 bowls with vegetable soup requires 140 pounds of fresh vegetables, 50 gallons of meat stock, and 120 pounds of canned tomatoes. While the soup's on the fire, some 1000 pounds of lettuce must be trimmed and cut for the salad.

A favorite choice among the crew is baked ham with pineapple sauce. That calls for approximately 1500 pounds of meat. An equal amount of baked sweet potatoes; and 700 pounds of canned vegetables round out the main course.

The bread aboard *Leyte* is the bakers' pride and joy. This fact is reflected in the way it is consumed. The evening meal ordinarily requires about 800 one-pound loaves and another 150 pounds of crackers.

For desert there's strawberry pie topped with ice cream. The bakers have to provide 375 pies—more than the average local main street bakery puts out in two days. The ingredients that go into the pies are 746 pounds of fruit, 150 pounds of flour, 75 pounds of shortening, 35 pounds of starch, 90 pounds of granulated sugar, and six pounds of salt.

While the pies are baking, ice cream, 200 gallons of it, is dug out of the deep freeze.

When all these preparations have been completed, it's time to sound mess call bringing the men to one of the biggest morale builders in the Navy—good food. And this is the case 365 days a year, three times a day, wherever the ship is operating.

Japanese Film Solves Mystery of Loss of USS Edsall

A motion picture sequence discovered in a reel of Japanese film captured in 1945 has solved the mystery of the *uss Edsall* (DD 219), a "four-piper" destroyer which disappeared en route to Australia in March 1942.

No *Edsall* personnel were ever recovered, although five bodies found at the Japanese POW camp at Kendari, Celebes, were identified as part of her crew of 153 men. The next of kin of these five men were notified. No further information concerning the fate of the ship was ever recovered until the finding of this film.

After participating in the delaying actions following the fall of the Philippines, *Edsall* left Tjilatjap, Java, headed for Port Darwin, Australia, and was never heard from again. She was sighted once south of Java with Japanese carrier planes in pursuit, and until after the war it was assumed that she had been lost by aerial attack. After V-J day, war logs of two Japanese battleships, *Hiei* and *Kirishima*, were found claiming credit for the sinking, but neither claim was sustained.

The motion picture sequence was discovered while the Navy and the National Broadcasting Company were screening captured Japanese film for use in a television series now in production.

The show, "Victory at Sea", is scheduled for release this fall. As a joint public service project on the part of NBC and the Navy, it will tell the story of the Navy's part on all fronts in World War II in 26 half-hour weekly episodes.

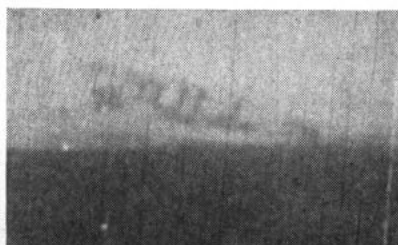
Despite the low quality of the amateur photography and the poor quality of this particular reel, the identity of *Edsall* is certain. Only three ships of this class were lost to

gunfire in the Java campaign—*Edsall*, *uss Pope* (DD 225) and *uss Pillsbury* (DD 227). *Pillsbury* is known to have been sunk in a night action, and survivors of *Pope* who were rescued from Japanese POW camps after the war state that the Japanese cruiser which sank their ship did so from a position approximately two miles dead astern. Since the destroyer in the motion picture sequence is being sunk by a ship less than a mile away on the port quarter, it could only be the *Edsall*.

The sinking was made by a Japanese cruiser, probably *Hijms Ashigara*.

The claims of the Japanese battleships might be explained as follows: Both ships give the times at which they opened fire and ceased fire, indicating an action of approximately two hours. Since a battleship actually within range could sink a destroyer in a very few minutes, the two hour lapse indicates a lengthy stern chase, in which the *coup de grace* would be administered by the fastest vessel in the task group, in this case *Ashigara*. The war logs of *Ashigara* were not recovered as this cruiser was in turn sunk by a British submarine. *Hiei* and *Kirishima* were also sunk.

The sequence was evidently taken by an officer aboard *Ashigara*, probably with a cheap 8mm camera. The cameraman was obviously in a state of high excitement, as the camera was held shakily. Approximately six major caliber salvos are shown, the height of the splashes confirming the theory that a cruiser was firing. A large explosion occurred on the forecastle of *Edsall* after the fifth straddle, and one more hit on the fantail is visible. After the explosion *Edsall* sank stern first in a few seconds.



TWO STAGES in the sinking of *uss Edsall* (DD 219) are shown in photographs taken from motion picture film captured from Japanese in 1945.

SERVICESCOPE

Brief news items about other branches of the armed services.

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THE NATION'S ANTI-AIRCRAFT DEFENSES are being brought to an increased state of operational readiness with the placement of anti-aircraft batteries about strategic industrial, metropolitan and Air Force centers, the Army has disclosed.

The move to these on-site positions is the latest step in the development of the U. S. air defense system. Units are deployed to provide maximum defense against an attack coming from any direction.

In the air defense setup as it is now organized, Air Force fighter interceptors would be the first to engage any invading air bombers. Enemy aircraft that should get through the first line of defense, the fighters, would be faced by the anti-aircraft batteries. The Army's Anti-aircraft Command says that it would be ready for them with improved ammunition and the latest radar devices. Its anti-aircraft artillerymen will need only a moment's notice, once an alert is sounded, to go into action.

★ ★ ★

A NEW SALT TABLET has been developed for the Army that not only reduces heat exhaustion, heat cramps, and heat strokes experienced in extremely warm climates, but also eliminates nausea.

These new tablets replace the ones used during World War II which, though highly effective in preventing heat sicknesses, had the undesirable effect of producing stomach distress. About 30 per cent of the soldiers that used the old salt pills complained of nausea. The drawback in the old pills was found to be that they dissolved too quickly.

Similar to the salt pills in use by the Navy for more than two years, the Army's salt tablets have a controlled dissolving ingredient that releases some salt immediately, assuring prompt salt replacement, but does not release it in sufficient quantities to cause stomach distress. Other advantages of the new tablets are: they can be stored for long periods of time without deteriorating; will not absorb moisture; and will withstand high temperatures and rough handling.

ARMY SIGNAL CORPS' material conservation program is beginning to pay handsome dividends.

The program, which has been running since the close of World War II, has concentrated on developing new synthetic substitutes for critical materials, making equipment smaller (miniaturization) and salvaging and reclaiming equipment no longer useful.

For example, 30,000 pounds of scarce copper and 400 tons of much-needed rubber will be saved with the use of a new lightweight field wire developed by the Corps. The wire, used for battle communication lines, is smaller in diameter than its World War II counterpart and requires no rubber at all. New packing containers of canvas will make a further saving of 3,500 tons of steel per year which used to go into the manufacture of reels for the wire.

The latest version of the familiar "walkie-talkie" radio, about half the size and weight of the World War II model, is expected to reduce the Signal Corps' yearly requirements for steel by 225 tons, copper by 45 tons, and quartz by 2,500 tons. The even smaller "Handie-Talkie" will save about 400 tons of copper, 140 tons of aluminum, and 3,500 pounds of nickel yearly.

★ ★ ★

WIND SPEED AND DIRECTION DATA are now being more accurately gathered by a new method called "rawin" (radio wind). Measurements obtained by the new system, developed by the Army Signal Corps, will be used to forecast weather conditions, plan aircraft flights, and compute ballistic corrections for trajectory of shells, missiles and rockets. Such information may also be used to tell in advance which way radioactive materials will scatter in the event of an atomic explosion.

The "rawin" system consists of a mobile automatic tracking radio direction finder, which operates on the ground, and a new type of radiosonde (radio set), which is carried into the atmosphere by weather balloons. For the first time, continuous automatic tracking of balloon flights and the recording of atmospheric



WALKER BULLDOG (left) and 'M-47' medium tank join Army's armored line-up. Both have increased fire-power.

conditions aloft will be permitted by the new "rawin." As it drifts along beneath the balloon, the radiosonde transmits the weather data back to earth automatically, —information on wind speeds, wind direction, pressure, temperature and humidity.

The radiosonde is about the size of a telephone and weighs two pounds. In addition to being a radio transmitter, it carries a thermometer, a hygrometer (for measuring humidity), a barometer (for measuring air pressure), and a specially designed "one-shot" battery.

★ ★ ★

A TANK GUN RANGEFINDER that sights a target, then ranges on it and tracks it until the gunner fires, has been developed by Army Ordnance's Frankfort Arsenal at Philadelphia, Pa. The rangefinder, the first of its kind, is designed for use in the M-47 medium tank.

The T-41 rangefinder, as it is called, is a complex unit of precision optical, electrical and mechanical systems. Its speed and accuracy, the Army says, will enable a gunner to "zero in" a target and fire before the enemy can accurately calculate his position, greatly increasing the chances of a first round hit.

A big step forward in fire control instruments, the T-41 finder gives a tank gunner a numerical indication of the target range and speed, and an indication of the type of ammunition the gun is set for. Before the advent of the T-41, the only way a gunner could get on target was to change his settings as bursts were spotted by his tank commander or an advanced observation post.

★ ★ ★

A BORE-HOLE CAMERA that takes 360-degree photographs through holes bored in concrete or bedrock will be used by the Army Corps of Engineers to solve foundation problems in the construction of dams and similar large structures, as well as tunnels and highways.

The Army Chief of Engineers reports that the new de-

velopment will greatly improve exploratory techniques used to discover flaws in all types of bedrock. These flaws and imperfections may affect the stability of dam foundations and introduce serious construction problems.

Now undergoing extensive tests, the camera is built so that either dry holes or water holes may be photographed. The camera is cylindrical in shape and is operated electrically by means of a cable which lowers it into the bore-hole.

★ ★ ★

ALUMINUM AND STEEL BRIDGES that are more substantial and can be set up faster and easier than those of World War II, are being developed by the Army Corps of Engineers at the Engineer Research Center, Fort Belvoir, Va. Both floating and fixed bridges, now in the test stage of development, are capable of supporting motor vehicles or weapons of the modern Army.

The Army is testing an aluminum bridge for light tactical use and for use as a foot bridge. Both aluminum and steel bridges, capable of supporting army and division-weight loads, are getting a final going over.

The Bailey bridge of World War II, capable of carrying an entire division, is expected to be replaced by a divisional bridge now under study at Fort Belvoir. The new bridge can be set up in substantially less time than that needed for the old Bailey bridge of comparable capacity. Overall construction-time has been reduced by making use of fewer and more easily connected parts.

The aluminum army-weight bridge is a larger version of the division bridge. It can carry the combat and supply loads of an entire field army over a wide range of distances. Like the division-size bridge, the army bridge is of fixed mounting design. It is put together in various ways, single or double roadways, utilizing single or multiple truss construction, depending upon the length of the span and the loads to be accommodated. This bridge is designed for fabrication in steel.



FIRST PLANE with all-rocket armament, Air Force's F-94C Starfire has 24 rockets, each able to blast a bomber from sky.

THE BULLETIN BOARD

Receipt of First 'Q' Allotment Checks by Your Dependents Depends on Your Application

Much of the anxiety experienced by the newly enlisted Navyman and his dependents because that first "Q" allotment check (BAQ) is not received promptly after he reports for active duty — or immediately after he acquires a new dependent — is often caused by a misunderstanding of the Navy's allotment system and by his failure to make the proper allotment.

One of the first things you, as a new Navyman, should do in your first week of reporting to active duty is to make an allotment application for the required minimum amount of *dependents' assistance*.

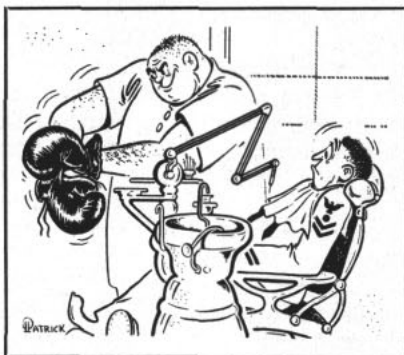
Beginning with the first day you apply after entering on active duty, or with the first day you make application for credit for a new dependent, your pay record will be credited with the amount of the Government's contribution to your dependent's BAQ check.

However, because of necessary processing details, it takes several weeks for the allotment system to get underway. Monetary assistance to your dependents during this period may, of course, be provided through check or money order.

Even under the most favorable conditions it is not possible for the first "Q" allotment check to reach a dependent wife in less than five to eight weeks. This amount of time is required because your allotment application must be registered by the local disbursing officer, and then forwarded to the Field Branch of the Bureau of Supplies and Accounts, Cleveland, Ohio. There it is further processed for a printing plate of your dependent's name, address and the amount of your allotment. The plate is then made part of a huge filing system along with many thousands of other family allotment plates. Subsequently, a "Q" allotment check will be mailed direct to your dependent from Cleveland the first part of each month.

The first check to a dependent parent takes longer because of an additional step required by verification of parental dependency.

With each check your dependent



receives a special type of change of address card. This is not the ordinary change of address card you pick up at the post office. Should the dependent's *permanent* address be changed, this special card should be filled in and returned to the Field Branch, BuSanda, Cleveland, Ohio. The card is self-addressed and does not require postage.

WOs Placed on Waiting List And Appointed to CWO Status

A total of 219 warrant officers of the Regular Navy and Naval Reserve on active duty have been temporarily appointed to commissioned warrant officer (W-2) grade. In addition, 146 USN and USNR active-duty warrant officers were placed on a waiting list for temporary appointment to commissioned warrant grade.

The temporarily appointed CWOs take the effective date of appointment (for pay purposes) as of 7 June 1952. Those on the waiting list will be sent individual appointments, via their commanding officers, when they have completed the required time in warrant grade.

BuPers Circ. Ltr. 104-52 (NDB, 30 June 1952), which contains the above information, also lists the names of those appointed as well as those on the waiting list. The selection board, which was convened on 15 Apr 1952, considered for promotion those WO's who by 30 June 1953 will have a total of three years of officer service. Many of those on both lists however, have "broken service" as officers. Former WO's, they reverted to enlisted status during post-World War II days, and resumed their officer status after the outbreak of the Korean war.

U. S. Naval Preparatory School Still Open to Certain USNR Enlisted Men on Active Duty

Naval Reserve EMs who have reported for active duty after 7 July 1952 may be considered for assignment to the U.S. Naval Preparatory School as candidates for appointment to the U.S. Naval Academy. They would come under the Secretary of the Navy's quota for enlisted personnel of the Naval and Marine Corps Reserve.

In order to be thus assigned, the following requirements must be met:

- Meet the physical qualifications for appointment to the Naval Academy.
- Meet standards of Basic Classification Test Battery Scores as established by the Bureau of Naval Personnel.
- Attend 80 per cent of the total drills held by unit to which attached prior to assignment to active duty.
- Be recommended by commanding officer.

Eligible inactive Reservists who have submitted applications for appointment to the Naval Academy under the provisions of *BuPers Manual*, Article H-1905—and who are subsequently ordered to active duty—must resubmit applications via the command to which reporting. However, only those who will have applied *initially* prior to 1 Oct 1952 may resubmit applications. Such applicants may be assigned to the Preparatory School at any time prior to the Naval Academy entrance exams.

Applications should be forwarded by letter or dispatch to the Chief of Naval Personnel (Attn: Pers C1214) and should include the date of reporting to active duty, commanding officer's recommendation and basic classification test score.

The above information is the subject of a BuPers-MarCorps Joint Ltr. of 30 June 1952. Further information on USN and USNR candidates for the Preparatory School is contained in ALL HANDS, June 1952, p. 48. This article also gives general information on transferring to the Preparatory School and the school's course of instruction.

Book on Marine Aviation To be Given Free to All Eligible WW II Vets

The History of Marine Corps Aviation in World War II, reviewed in last month's issue, is being made available to servicemen who served with Marine aviation in World War II.

All who served with Marine aviation and who earned at least one battle star are due a complimentary copy of the book. Next of kin of those killed in action also are eligible to receive a free copy of the history.

Those who are entitled to a copy are urged to write to Captain Edna Loftus Smith, USMCR, Marine Corps Aviation History Board, Room 5E567, The Pentagon, Washington 25, D. C.

Applicants should include full names, serial numbers, USMC aviation units with which they served, dates of attachment and detachment and present mailing address.

Two Officer Groups Selected For Permanent USN Retention

A selection board has chosen 243 officers from two categories for retention as permanent officers in the Regular Navy.

The categories are: officers who were commissioned in the Regular Navy from aviation midshipman status in 1951, and officers who joined the Fleet from NROTC and college graduate courses during 1949.

Those officers who applied for such retention during the period 1 July 1951 - 1 Apr 1952 and were not selected will be transferred to the Naval Reserve and retained on active duty subject to release under the current Navy program. For additional details, see BuPers Circ. Ltr. 84-52 (NDB, 31 May 1952).

Training in Air Gunnery Scheduled at El Centro

The only Fleet Air Gunnery Unit of its kind in existence in the Navy has been commissioned at NAS, El Centro, Calif.

With a complement of 10 officers and 100 men, the unit is set up to train naval aviators in the use of aircraft weapons used in all phases of air-to-air and air-to-ground gunnery and air-to-ground attack.

Designed to accommodate 15 carrier pilots per class, the El Centro unit gives 75 hours on-the-ground instruction and 45 hours in the air.

Savings Bonds Pay Bigger Dividends Than Ever

At the same time that more money has been put into the hands of the Navyman in the form of a pay raise, the interest rate on the popular U.S. Defense Bond (Series E) has been increased.

Now your bonds will earn more during every six months of ownership, starting from issue date, and mature in nine years and eight months instead of the former ten-year period, repaying you four dollars for every three you put into them over the shortened period.

What's more, your savings bond investment can repay you as much as 79.56 per cent on your original investment if you take advantage of the optional ten-year extension period after maturity. For example, a matured \$100 bond held for the maximum time of 19 years, eight months, will repay you \$134.68 on the original \$75 purchase price—a profit to you of \$59.68.

Aside from the fact that U.S. savings bonds offer a good investment, there are several other good reasons why thousands of Navy-men are buying U.S. Defense Bonds. First—and most important from the sailor's point of view—is that a bond allotment offers the easiest way to accumulate personal savings in a safe and fluid form. The money is there anytime he wants it. Second, buying bonds helps the nation's defense effort; and third, the increasing personal savings in this fashion helps cut down the threat of inflation.

Navy men and women can save in this sure and painless way merely by arranging through the disbursing officer for an allotment for Defense Bonds. Civilian employees can also get into the game and boost the Navy's bond-buying score by arranging a payroll deduction plan for the purchase of savings bonds.

Although the Treasury Department is now paying a higher interest rate for a shorter maturity period on the Series E Defense Bonds, the existing E bonds will continue to be issued until the new bonds showing the revised in-

terest rates are available. But, the new terms and conditions will apply to every E bond now issued.

If you started buying the old issue savings bonds by partial payment allotment prior to 1 May and your last partial payment was made after 1 May to complete the full purchase price of the bond, you will be issued a bond dated after 1 May and receive benefit of the new terms.

Owners of E bonds issued prior to the date the new terms were effected will gain no advantage by cashing their bonds in order to purchase the new bonds, unless the bonds they redeem are *less* than six months old and they do not plan to hold them until maturity. In such cases, cashing for re-purchase is not advisable because the benefit would be very slight due to the loss of potential yield on the old bonds.

What are the advantages to the Navyman in purchase of U.S. Defense Bonds?

- **Automatic purchase.** It is the easiest way to save. All you need to do is to make an allotment for the amount of money you want the Navy to withhold from your pay each payday—before you are tempted to spend it. As each bond is paid for, the Navy will send the bond direct to you or to your home. If you want the Navy to hold your bonds in safekeeping at the Allotment Division Field Branch BuSandA, Cleveland, Ohio, until your separation from active service, you can make this arrangement with the disbursing officer.

- **Indestructibility.** The money you invest in Defense Bonds cannot be lost. The bonds are registered in your name and/or the name of a co-owner or your beneficiary. In the event the bonds are lost, stolen or destroyed, the Treasury Department will replace them.

- **Fluidity.** You may cash Defense Bonds at any bank anytime after two months from the date of issue, without advance notice, and receive the full purchase price, plus accrued interest.

PED, Navy's 'Lost and Found' Unit, Locates Missing Baggage

Take an outfit of more than 800,000 men who are always on the go. Some of their baggage is bound to become lost, strayed or stolen away. Because of just this reason, the Navy maintains a "lost and found department" otherwise known as the Personal Effects Division, Naval Supply Depot, located at Clearfield, Utah.

The chief mission of PED, Clearfield, is to trace the ownership of baggage that for one reason or another has become separated from its owner. Clearfield goes farther than just tracing the owner, too. As soon as he is located, PED dispatches the lost property to his current address, post haste.

Most of the stray baggage and miscellaneous property that come to Clearfield have become separated from the owner during transit. Perhaps he was being transferred by train from stateside duty to another stateside station some distance away. His heavy baggage, riding the baggage car (often on a later train) be-

came misplaced somewhere along the line. After several months it turns up at some distant point—perhaps the point where it started. Navy officials make every effort to locate the owner and ship his baggage on to him. If efforts to locate him prove fruitless, the baggage is shipped to Clearfield.

Similarly, baggage and other personal gear, long separated from their owner in overseas areas, also find their way to Clearfield. For example, Navy hospital corpsmen serving with Marine units in forward areas in Korea sometimes become separated from their baggage. After futile efforts by men at various central points in the Korean theater to locate the owner, the gear is shipped back to the States. It is then sent on to PED, Clearfield.

Perhaps the owner in the meanwhile has written Clearfield about his lost baggage. If so, it is immediately shipped to the address specified by the owner as soon as it arrives. Often correspondence from owners who are overseas regarding their lost baggage

precedes its receipt at Clearfield by several months because of the time consumed in shipping baggage by water. Hence, an understandable delay in getting such a wandering sea bag out to where it will do most good.

In cases where no word has been received from the owner, Clearfield requests the owner's present duty station from BuPers. The lost property is then readied for shipment and the owner informed at the address furnished by BuPers that he is requested to advise a shipping destination where his property will reach him—it may be a duty station for which he is heading. In this respect, PED, Clearfield, operates like a duck hunter "leading" his target.

(Should you become separated from your baggage or other personal gear and efforts to back-track it lead to a dead-end, write a letter giving all details and send it via your commanding officer to: Commanding Officer, Naval Supply Depot, Clearfield, Ogden, Utah.)

Those at Clearfield often have to play Sherlock Holmes to determine the owner of such baggage. One of their best leads, of course, is indicated by Article 1150 of U. S. Navy Uniform Regulations (1951) which states, "Articles of clothing shall be legibly marked with the owner's name and service number. . . ." The service number is especially helpful. There are dozens of John Smiths and Tom Joneses in the Navy, but the service number is strictly an individual identification.

Another mission performed by PED, Clearfield, is processing the clothing and personal effects of deserters. Deserters' clothing, which for more than 100 years had been sold aboard the ship or the station from which the man deserted, is now held by the custodian activity for three months, then shipped to Clearfield. The clothing and other personal effects are returned to the man upon his return to naval jurisdiction if he is willing to pay shipping charges from Clearfield.

Handling the belongings of deceased naval personnel is a third mission performed by PED, Clearfield. Disposition of these belongings is often complicated by problems of determining the next of kin eligible to

HOW DID IT START

Magnetic Compass

The magnetic compass, most essential of all navigational instruments, was the product of necessity. It answered the question: "Which way is where?" It is not known who invented the compass—the distinction has been claimed by the Chinese, Hindus, Persians, Arabs, Greeks, Romans, Etruscans, Finns and Italians.

There is evidence that Chinese mariners used some sort of direction-finding devices between 300 and 800 A.D. It is also believed that the Hindus, Persians and Arabs had compasses at an early date.

The magnetic properties of magnetite or loadstone were observed in ancient times and the earliest known compasses consisted of a magnetized needle attached to a splinter of wood floating in water.

The compass usually thought of today is the pivot-needle compass. Its history, like that of its predecessor the floating compass, remains a mystery. This type compass is mentioned back in the 12th and 13th centuries. And in the 14th and 15th centuries, Venice, Genoa and other Italian cities were manufacturing the pivot-needle compass in some quantity. The floating-type compass existed centuries before.

One supposition is that the floating com-



pass was developed in China or India and was carried from there through Persia to the ports of Arabia and the Levant. From there it readily found its way to Europe. A Latin manuscript dating from the third century A.D. refers to what might have been a floating compass. An indication that the floating compass was in common use in European ships in the 13th century is found in *Tresor*, a poem written by a Florentine about 1248.

receive the effects. The final title to the property in each instance is determined in accordance with the laws of the state in which the deceased was legally domiciled at the time of death.

The Navy, of course, can distribute only the personal property which is in its custody at the time of the Navyman's death. (Bank accounts and other possessions of the deceased not in custody of the Navy must be handled by the individual parties concerned.) Clothing of deceased personnel is usually laundered or dry-cleaned before being forwarded to the next of kin.

The passage of Public Law 39 (81st Congress, 1949) resulted in new instructions by BuSandA for the disposition by sale, or otherwise, of lost, abandoned or unclaimed personal property which had remained for many years at PED, Clearfield. Property whose ownership PED is unable to trace and deserters' unclaimed property—after being held for about a year—are disposed of in the following manner. In general, uniform clothing is retained for use by the Navy and is issued for wear at re-training commands while older clothing is used for "dirty work" at naval shipyards. The remaining gear is sold by sealed bid to interested persons.

As these sealed-bid sales do not involve government property, both military and civilian personnel are eligible to bid. This affords a wider market and better prices.

Proceeds of such a sale are deposited in an individual trust fund set up for the unlocated or un-claiming owner. When even the name of the owner is unknown, the trust fund is identified simply by a number or symbol. In every instance, however, where a possible address (last-known address, for example) is known, a registered letter is dispatched 120 days prior to the sale stating the date and conditions of the sale. This furnishes a final opportunity for the man to claim his property.

As might be expected, Clearfield's sale-display room contains an odd assortment of items. Along with various types of civilian and semi-military clothing, there are cameras, rings, antique pistols, watches, musical instruments (guitars and mandolins predominating), drawing instruments, kitchen utensils and many other items.

A strong regard for individuality is held by those at Clearfield for all

shipments received. Every article of each shipment, whether it be lost property or the property of a deserter or the property of a deceased person, is carefully inventoried. This inventory is then checked against the inventory sent by the activity that shipped the gear. Shortages or overages are noted and traced.

Next of kin often correspond with Clearfield regarding items that they believe were in possession of the man concerned. A convenient method of tracing these items is provided by the inventory check.

PED, Clearfield, has a further concern, brought about by the job of disposing of automobiles abandoned by Navy men at or near Naval activities. This involves problems of title, competing creditors and other legal aspects presented by the varying laws of the individual states in which the cars were abandoned.

The history of PED, Clearfield, dates back to mid-1943 when BuPers set up two Personal Effects Distribution centers. One was at Scotia, N. Y., the other at NSD, Clearfield. Two years later, the Clearfield center was moved to Farragut, Idaho, and was transferred from BuPers to BuSandA. The Scotia center was disestablished the same year and its records and effects sent to Farragut. The following year, PED was moved back to Clearfield, where it now operates—the Navy's "lost and found department."

Mine Craft Course Will Train Future Commanding Officers

A course to train officers for duty as commanding officers of minecraft, division or squadron commanders of minecraft and mine Warfare staff officers has been established. The course is designed for (but not limited to) officers of the rank of lieutenant commander and below.

Entitled the Mine Warfare Staff Officers Course, it will last about 30 weeks and is divided into two phases. Phase A consists of 21 weeks' instruction at Naval Schools, Mine Warfare, Yorktown, Va. Phase B, the remaining nine weeks, will include field trips to such places as the Navy's explosive ordnance school, Naval Ordnance Laboratory and Office of Naval Research.

The first course will be offered in September. Three more classes

This Piper Carries A Full Bag of Pipes

When "station the special sea detail" rings out over the public address system of USS *Albert T. Harris* (DE 447), her crewmen repair to their assigned stations. These are the standard DE stations—plus one other. In a gun tub aft the bridge stands a "piper" shouldering a set of real-live bagpipes.

His pipes in the port arms position, W. R. Maroon, RDSN, sounds off with Scottish airs. If *Harris* is coming into port he will probably play "*The Campbells Are Coming*." When the ship is getting underway, the strains of "*We're Nae Awa, Tae Bide Awa*," will waft across the water.

A member of the Clan McRae, Seaman Maroon began to play the pipes when he was sixteen. Soon he was playing with pipe bands in upstate New York and Canada. This practice helped the seagoing piper perfect the melodies that now fill the air when *Harris'* sea detail goes to the rail.



are currently scheduled for 1953.

Further information on this course, as well as on a second course in advanced mine countermeasures which the Navy is offering, is contained in BuPers Circ. Ltr. 88-52 (NDB, 31 May 1952). Officers desiring either course should apply via their commanding officers to the Chief of Naval Personnel (Attn: Pers B111h).

Naval Reserve officers who request these courses must agree to serve one year on active duty for each six months (or fraction thereof) of schooling received, in addition to obligated service, if the needs of the service so demand.

Sailor's Vocabulary Has Always Been Salty

The vocabulary of Navymen—parts of which are unintelligible to landsmen—has been added to since the Korean outbreak. Not only have several new words and phrases been added, but many older ones have been given a boost.

Out of the occupation of Japan has come "nevah hatchee Joe." This often-heard expression means that no matter what it may seem, it surely couldn't happen. A sailor in the mess line takes a "shoshi" helping of eggplant or cauliflower and a "toksan" helping of apple pie and ice cream. Perhaps the most widely used of all Japanese phrases among Navy men in Japan is "ah so." This term has a variety of meanings, from "Is that so?" to "Heavens to Betsy!" See ALL HANDS February 1952, p. 54, for other Asia-born terms.

Deckhands are known as "anchor clankers," a term which is replacing the "swabbies" of the last war. The "sack" has become "pad" or "bag." Any job that is done in the Navy not under official auspices is "cumshaw," a China-derived term.

A sailor doesn't do something for "kicks" or "laughs" any more, but rather "just for drill." A man used to get *flustered* or *rattled*. Now he gets "shook." To be "reached" means simply "you've had it"—a rather broad term, one definition of which is "the easy times are behind you, but ahead lies nothing but trouble."

"Affirm" and "negat" have become ways of saying yes and no. "That is charlie" means you are correct.

Foreign words often run the gamut of the crew's "slang search." The French "*beaucoup*" refers not

only to *excellent* but also to *numerous* or *plentiful*—for example, a *beaucoup* liberty or a *sleep of beaucoup* hours. The German "*fraulein*" and "*verboten*" are often heard. In line with this, the master at arms force is the "gestapo" or "OGPU." However, "*Hienrich Himmler*," which used to refer to the chief MAA is being replaced by "The sheriff" or "Sam Spade, detective."

A final foreign-derived expression is "you speak Joe." This term which originated in the Mediterranean regions is used when two persons are ready to bargain. The "Joe" is supposed to make the first offer.

Then there is "the ship's idiot." This is the inevitable joker, the cut-up found in every ship. He is the equivalent of the Army "company clown."

During World War II, when thousands of Americans went aboard ship for the first time, words such as "circular file"—for wastepaper basket, "airdales"—for men of the Navy's air arm and "frogmen"—for underwater demolition team members were added to the Navy's jargon. Some already in use at that time were "sack" (bunk), "wagon" (battleship), "black gang" (engine room force) and "feather merchant" (*duty shirker*, among other things).

All these words have become part of the sailor's every-day conversation through constant usage. Common now, but unheard of in the days of Noah Webster are such expressions as "knock off" for *quit*, and "stand by." In Navy use for many years, words such as these are just coming into civilian use at home and abroad.



Regular Navy Appointments Open To Qualified USNR And Temporary USN Officers

Certain Naval Reserve officers and temporary USN officers may now be considered for appointment as commissioned officers in the Regular Navy not restricted in the performance of duties. This program has been inaugurated to augment the commissioned strength of the Regular Navy through the integration of a limited number of young officers who possess "outstanding qualifications and sincere motivation for a naval career."

There are three classes of eligible applicants:

- Male officers and women officers in the grades of lieutenant (junior grade) and ensign. These will be considered for appointment in the Line, Medical Service Corps and Supply Corps.

- Male officers in the grades of lieutenant (junior grade) and ensign—for appointment in the Civil Engineer Corps.

- Officers of the Nurse Corps Reserve in the grades of lieutenant, lieutenant (junior grade) and ensign—for appointment in the Nurse Corps.

Qualified applicants who are selected will be appointed in the Line (1100 or 1300), Medical Service Corps (2300), Nurse Corps (2900), Supply Corps (3100) or Civil Engineer Corps (5100) of the Regular Navy, as appropriate. Each officer transferred will be assigned a lineal position on the appropriate lineal list according to his date of rank in the grade in which he is serving at the time of transfer. He will further be permanently appointed in a grade appropriate thereto. Officers permanently appointed in a grade lower than the grade in which serving will be temporarily reappointed in the higher grade.

Applications will be reviewed by a special selection board convened once each year at the Bureau of Naval Personnel. Applications for the 1952 program should reach the Bureau by 15 September 1952.

Eligibility requirements specify that applicants must be on active duty on the date specified for receipt of application in BuPers and have been so serving continuously for at least six months preceding that date.

They also must have total active commissioned service as follows.

- Ensign — 12 months. (Six months for women officers for the 1952 program).

- Lieutenant (junior grade)—24 months.

- Lieutenants of the Nurse Corps Reserve—36 months.

Total commissioned service, active and inactive, must not exceed five years on 1 July of the calendar year in which the application is submitted. In the 1952 program, however, USNR officers originally appointed subsequent to 16 May 1947 will be eligible.

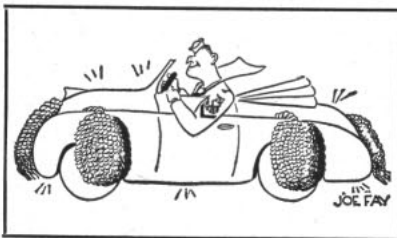
Officers who have previously resigned but were later reappointed to the grade of ensign with a current date of rank will have their total service based on their service since reappointment.

Total commissioned service is not a requirement for officers of the Nurse Corps Reserve.

With the exception of male applicants for the Medical Service Corps and officers of Nurse Corps Reserve, those who were originally appointed (or reappointed) in the grade of ensign or lieutenant (junior grade) must not have attained their 27th (or 30th) birthday before 1 July of the calendar year in which originally appointed.

Male applicants for the Medical Service Corps must not have attained their 32nd birthday at the time originally appointed ensign or lieutenant (junior grade). Women applicants for the Medical Service Corps must not have attained their 30th birthday as of 1 July of the calendar year in which originally appointed as ensign or lieutenant (junior grade).

Nurse Corps Reserve officers must be of such an age that their total



—Joe Fay, The Amphibian, ComPhibPac

active service will equal not less than 20 years when they reach the age of 50. No woman who is 40 or above, however, will be commissioned in the Nurse Corps, USN.

Educational requirements specify that all applicants—with the exception of Nurse Corps Reserve officers—must have received a baccalaureate degree or higher degree from an accredited college or university. Nurse Corps Reserve officers must be high school graduates and registered nurses in good standing.

Applications must be submitted on *Application for Appointment Form* (NavPers 953A—Rev. 1949) to the Chief of Naval Personnel (Attn: Pers B625) via their Commanding officer or reporting senior and the appropriate local review board which will be established in their type, area or district commands. The application is to be accompanied by a special report of fitness and report of physical examination. The report of fitness is to be made out by the commanding officer or reporting senior as of the date of the forwarding endorsement on the application; the latter report must be conducted by two medical officers or by one medical officer and one dental officer.

Further information on this program is contained in BuPers Circ. Ltr. 96-52 (NDB, 31 May 1952).

Certain Line Officers With Revocable Commissions May Apply for Specialty Duty

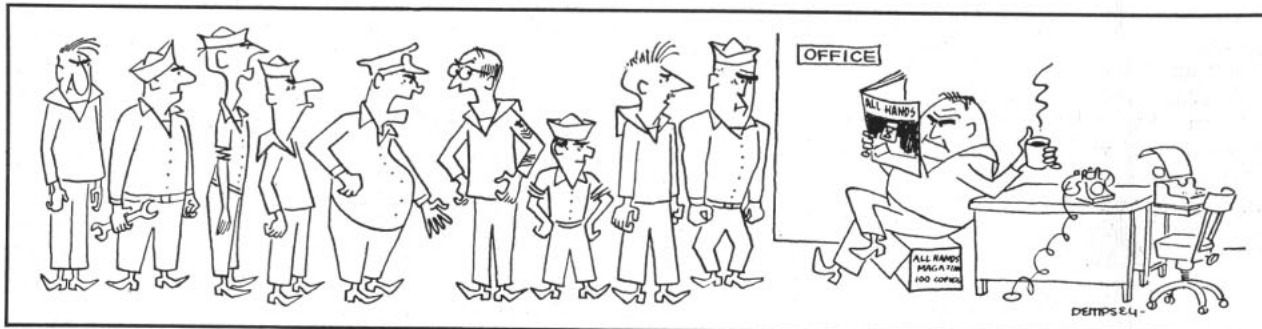
Officers who have been issued revocable commissions as ensign, USN, and who hold a waiver of physical defect for appointment now have an opportunity to continue their careers in the Regular Navy if they fail to meet requirements for permanent unrestricted line commissions.

Under a new program these officers may apply for certain specialties: Aviation Engineering Duty (Aerology 1530), Engineering Duty (Engineering 1400, Ordnance 1450), Special Duty (Communications 1610, Intelligence 1630, Public Information 1650), Civil Engineer Corps and Supply Corps.

Under present procedures Naval Academy and certain NROTC graduates are issued revocable commissions as ensign, USN. Certain of these, because of minor physical defects, are also issued a waiver of physical defect for appointment. These officers, prior to completion of three years' commissioned service, are ordered before a Board of Medical Survey for determination of physical fitness for permanent unrestricted line commission. Those not meeting the physical requirements have their commissions revoked.

The new program provides for transfer to a specialty and a change of designation for those who can qualify. Applications for transfer may be made at any time after completion of one year of commissioned service and prior to the completion of three years' service. Such applications should be submitted to the Chief of Naval Personnel (Attn: Pers Bille).

Details of the program may be found in BuPers Circ. Ltr. 97-52 (NDB 31 May 1952).



PASS THIS COPY ALONG — Only a bad egg would set on ALL HANDS while nine guys are waiting for the word.

Living Conditions in Mediterranean for Families of 6th Fleet

Dependents of Navymen serving with the Staff or other integral components of the Sixth (Mediterranean) Fleet or the Fleet's Service Force components who plan to join their husbands overseas will find the following information useful.

Note. Travel of dependents of ship-board personnel temporarily on duty in the Mediterranean is covered in *ALL HANDS*, March 1952, p. 46. This article advises such Navymen (that is, personnel attached to ships with U. S. home ports and yards which are temporarily assigned "Med duty" for periods of less than six months) that their dependents are not eligible for government transportation. It also states that any travel performed by such dependents to or from the Med area must be via commercial means at their own expense and on their own responsibility. With this limitation in mind, here is a round-up on living conditions in the Cannes-Nice area.

In general, in the Mediterranean area, families of Service Force personnel reside in the Cannes-Golfe Juan section of Southern France while families of other Sixth Fleet personnel reside a few miles to the east at Nice or Villefranche. Ships of the Sixth Fleet spend about 15 per cent of their time in these areas.

Wives who do not move from port to port to meet their husbands' ships should be prepared to be separated for periods of from three to eight weeks while the Fleet is at sea. Wives with no children or with grown children who can follow the fleet to a certain extent should be able to spend about 30 to 35 per cent of the time with their husbands.

Although living expenses here are not prohibitive they are considerably higher than in the States. Willingness to adjust to local standards of living and customs must be considered before leaving the U. S. Dependents, particularly wives, should be prepared to cope with a different language, unusual shopping problems and a certain amount of inconvenience until permanently settled. However, in this area, living can be pleasant if you are prepared to adapt to existing conditions.

Climate—The Cannes-Nice climate is not unlike that of, say, Coronado,

Calif., or South Carolina. Summers are comfortably warm. Winters are generally mild and marked by cold nights and many damp, chilly days. The temperature of the average European house is maintained at 60 to 65 degrees Fahrenheit during the winter.

Housing—Housing in this area is fairly critical the year round. Many landlords will rent only during the winter months because of the large return they realize from tourists during the summer months. On a 12-month basis, a one-bedroom-with-bath apartment (furnished, but excluding utilities) will go at \$50 to \$60 while a large apartment rated "excellent" or a house rated "good" will rent for about \$100 to \$120. Usually utilities are not included in the monthly rent. This means an additional \$30 (minimum) to be added to the rental fee.

Household Furnishings—Most Navy families here have few, if any, household furnishings and it is recommended that few or none be brought. However, baby cribs, high chairs and similar furniture which is not ordinarily provided with a furnished accommodation should be shipped. Many accommodations lack vacuum cleaners and refrigerators. Shipping these over may also prove beneficial. Electric current in Cannes is rated at 115-125 volts, 25 or 50 cycles.

Clothing—Dependents are advised to bring along their present wardrobes. Inexpensive clothing here is usually inferior both in quality of

cloth and workmanship to stateside-bought clothing. Many women have suits and dresses tailored locally, using British woolens and Lebanese brocades purchased by their husbands. Women's tailoring is reasonable. A good supply of hosiery should be brought along.

Servants—Rates for good domestic servants are about \$35 to \$50 a month. Such a servant will live in, clean, cook, take care of the children and perform the routine daily household duties. Food bills must be watched closely during the first few months or you will be eating like a king and spending the same way.

Food—While the overall cost of food is about the same as in the U. S., there are many items which are cheap at home but expensive here. No rationing in France. Choice of meats, fresh vegetables and cheeses is good. Milk is available, but Navy medical officers advise the use of condensed or powdered milk or canned chocolate drinks for children.

Available from the Service Force flagship at considerable savings are dry groceries (coffee, flour, sugar and dry cereals), canned jams, soups, milk, fruits, juices, vegetables, shortening, cake mixes and candy. Other household items, incidentally, are available on the flagship—items such as bed linens, toilet gear, cigarettes and brooms.

Automobiles—Cars are a definite convenience in this area. The general advice is to have your car put in tip-top mechanical condition before shipment. Local repairs are quite expensive. Small foreign-made automobiles are available at from \$800 to \$1300.

Medical Care—The ServFor Medical Officer will provide immunization shots, routine examinations and other necessary out-patient care during periods of the Fleet's visit to this area. Several good local doctors—including obstetricians—are located in this area, as well as good hospitals.

The flagship's medical department will issue the usual medicines and medical supplies on request. Oils or vitamins for children and other special medicines must be ordered from the states. Local dental facilities are limited.

Education—The educational standards of the French public schools vary



"Left flank at the scuttlebutt, advance thirty paces, right oblique, and take the ladder to the third deck."

greatly and your choice is normally confined to the school of the local district; consequently, most of the Navy families have found it inadvisable to send their children there. Additionally, if the child does not speak French, no particular effort will be made to acclimate him to the new surroundings.

Available in this area are Catholic schools to which non-Catholic children are admitted. Other "private" schools, separate for boys and girls, are located in Nice and Cannes. The standards of these schools are uniform and fairly high. Tuition is required. French is spoken, but teachers understand English and give individual attention to pupils until they have mastered elementary French. Private boarding schools are also available.

Travel and Transportation—A general discussion of passports, physical examinations, immunization, transportation arrangements, baggage and shipment of household goods in general is contained in *ALL HANDS*, April 1952, pp. 47-54 and in the pamphlet *Overseas Transportation for Navy Dependents* (NavPers 15842). The following information elaborates on certain aspects of this subject as applied to travel to the Mediterranean area.

(Travel to the Cannes-Nice area is complicated by the fact that dependents usually land in Italy and then proceed overland to Southern France.)

Permission for dependents to enter this area must be obtained from CinCNelm. This can be done by the husband while on station or by message while in the U. S.

Application for shipment of household goods and personal effects to the Cannes-Nice area should be submitted to the shipping officer of the nearest naval activity to the location of your goods. The shipping officer will furnish detailed information concerning necessary arrangements and will supply you with the pamphlet *Household Goods, Shipment Information* (NavSanda publication 260) upon request. This pamphlet will answer many questions covering the shipment of your household goods.

Two methods exist for shipping household and personal effects to the area. The first is via MSTs vessels or commercial ships from NSD, Bay-

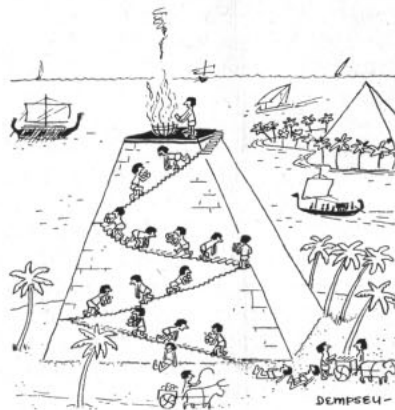
WHAT'S IN A NAME

Lighthouses Called Pharos

Since the earliest days of seamanship, sailors have depended on the beacons from lighthouses for safe guidance through treacherous coastal waters. These guardians of mariners date back as far as the 7th century B.C.

It wasn't until the 3rd century B.C., however, during the reign of Ptolemy I, that construction of a "light tower" began on the island of Pharos. (Now a part of the mainland, this island was formerly in the harbor of Alexandria, Egypt.) Deriving the name from this ancient lighthouse, present-day lighthouses are sometimes referred to as pharos.

Finished about 282 B.C., the original pharos was a lofty stone tower that measured about 100 feet square at the base. Accounts of its height vary from 400 to 490 feet. At the top was a beacon fire that was kept burning from dark to dawn. It has been speculated that the light from this beacon fire could be seen from 34 to 60 miles at sea.



Once rated one of "the seven wonders of the ancient world," the structure was partially blown down during a storm in 703 A.D. Earthquakes completed its ruin in 1303 and 1346. The stones were subsequently used in the construction of a fort.

onne, N. J., to Naples, Italy, or some other Mediterranean port and thence to the Cannes-Nice area. The second—and more expeditions—manner is via ServLant ships from Naval Supply Center, Norfolk, Va., to the current Sixth Fleet destroyer tender in which ComServFor, Sixth Fleet, is embarked. In this manner the effects are delivered to the flagship wherever it may be. Final delivery is then made when the flagship arrives in Cannes.

Consignment of hold luggage (luggage carried in the ship's holds) can be made to the Staff, Commander Service Force, Sixth Fleet, c/o Supply Officer, USS (current flagship). Consignment can also be made to yourself for delivery at the pier in Naples in the event that you need your hold luggage when you land. (Two pieces of hand luggage are allowed for each person on MSTs ships.) If consignment has been made to the ServFor supply officer, the Navy has the responsibility for unloading the baggage from the MSTs ship and transporting it to the ServFor flagship. It is then taken to Cannes on the following visit for delivery ashore.

Dependents and naval personnel traveling by MSTs ordinarily debark at Naples. (See *ALL HANDS*, December 1951, pp. 46-48 for living condi-

tions in Naples.) It is suggested that debarking passengers consult the MSTs office, Leghorn, Italy, for clearance of baggage and availability of onward transportation for baggage and personnel to the Cannes-Nice area. The Ninth Medium Port Company, U. S. Army, handles forwarding of personnel and effects to France.

CinCNelm's Headquarters Support Activity—through the Naples MSTs office—will also help make arrangements for expressing hold luggage to your destination and will give advice on French customs clearance at the border.

Overland shipment by commercial transportation is expensive and time-consuming, however. Hold luggage, should, if possible, be carried in your personal car to France or placed aboard a ServFor ship for transportation to Cannes. As indicated above, the best practice is to consign luggage from your home to the ServFor Supply officer.

Dependents are urged to register with the American consulate at Nice as soon as practicable. The consulate has proved very helpful in providing general information and services for naval personnel. The consulate can also furnish the names and addresses of other dependents in the area.

Marine Ends Race with Live Bomb in Dead Heat

It's a lucky pilot who can run a race with a live bomb, finish in a dead heat and come out winner. The lucky winner of one such race was Master Sergeant Bob Lurie, USMC, pilot of a *Panther* jet-fighter.

Returning to his home base from an attack on North Korean positions, Lurie noted that one of his 250-pound bombs had failed to fall from its rack. Unable to shake it loose over enemy territory, he put the bomb switches on safe position as he crossed into friendly territory.

Nearing the base, he notified the control tower of the hung bomb and pulled away from the other planes of his group. He then flew his jet out over the sea and once again tried to shake it loose. The obstinate bomb still refused to break loose, so he again threw the switches on safe and headed for the base.

Crash crews manned their stations as Lurie prepared to land.

"As soon as I landed and started to roll down the runway, the bomb

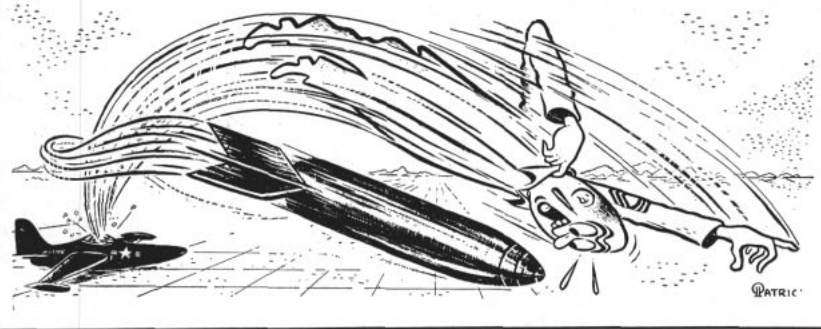
broke loose and started sliding right alongside. It raced me right down the runway. I called that bomb everything I could think of. I even remember telling it to find a hole and crawl into it. Just then, it blew up under my left wing."

The blast threw Lurie's plane toward the right side of the runway. He had to fight the controls to keep the *Panther* from nosing over.

"I noticed smoke coming from one of the wing tip tanks, so I pulled the emergency brake and got ready to leave the plane as soon as it stopped," he explained.

When the plane came to a halt, Lurie scrambled out of the cockpit and double-timed it across the field.

After the crash crew had controlled any possible outbreak of fire, he strolled back to the plane and started counting holes. "I stopped after reaching 50," he remarked. "That bomb took me almost at my word. It made plenty of holes — but it nearly made me crawl into one of them!"



Sleuths Go After Machinery Noises Affecting Sonar

Noise is under attack at the New London (Conn.) Submarine Base. The attack is not on noises in general, however, but on a special type—that which originates from a vessel's own auxiliary machinery and interferes with its own sonar equipment.

Under this BuShips-sponsored project, the noise source is first investigated, then steps are taken to reduce its intensity. Full name of the project is Sound Analysis Survey and Noise Reduction Program. The "noise chasers" are Navy enlisted men work-

ing under the direction of an acoustical engineer. Their main noise-investigating device is a sound-level meter equipped with an omni-directional microphone (a microphone which picks up sounds from all directions).

To familiarize themselves with this instrument and other sound evaluation precision instruments, the sound scientists made a survey of airborne (as opposed to waterborne) sounds. This survey was made in the various shops of the Sub Base's Engineer and Repair Department where noises range from plain loud to ear-splitting.

Commercials Keep Crew Cost and Comfort Conscious On Board USS O'Bannon

In the Western Pacific there is a Navy-owned and operated radio station that makes use of commercials. But the advertising people can relax—the commercials are by, for and about, destroyer sailors. The station, known as "Radio Station AWOL," is located in the radio maintenance room of USS O'Bannon (DDE 450).

Here's a sample commercial. It was sponsored by the engineering department during an extended at-sea period and was highly successful in driving home its message:

"Do you have B. O.? Well, you shouldn't have, because you used 24 gallons of fresh water per man. Nearly 7,000 gallons of fresh water was utilized in one way or another. Unfortunately the O'Bannon Power and Light Company is unable to bring this type of service to you, our best customers, for any extended period of time."

This message is still quoted aboard the ship, especially when fresh water reserves begin running low.

Another major advertiser is "Boswell's Cafeteria" messing compartment to you — named for the ship's chief commissaryman. This establishment plugs itself: "Serving the only tempting, tantalizing meals in miles. What's more we don't charge you customers a dime."

The sick bay advertises itself as "Tillie's Pharmacy—where aspirins of all sizes are readily available." The pipefitters and damage controlmen go on the air as "Week's Welders." Their motto: "If you can't break it, we can." Other advertisers are "Womack's Barber Shop" and "Slim Ship's Service."

Equipment of "Radio Station AWOL" includes two turn-tables (one, a three-speed type, the other, a 33 and 1/4rd, 16-inch type for transcriptions), a microphone and an audio amplifier. The amplifier feeds into a channel of the ship's receiver system. Broadcasting hours are limited to meal times and holidays. The main sources of "AWOL's" programs proper are Armed Forces Radio and *Juke Box*, USA transcriptions.

Promotion of Permanent Ensigns of Regular Navy

Permanent ensigns of the Regular Navy, line and staff, with date of rank in the calendar year 1949, will become eligible for permanent promotion to the grade of lieutenant (junior grade) on the date of their third anniversary in grade during calendar year 1952.

In addition to these ensigns now entering the promotion zone, there are a number of permanently commissioned ensigns of the Regular Navy, both line and staff, with date of rank in the calendar year 1948, who became eligible for promotion to permanent lieutenant (junior grade) during 1951, but who have not yet reported for the necessary physical examination by a formal board of medical examiners.

Officers in these two categories have been directed by the Chief of Naval Personnel to report for their physical examinations for promotions. The procedure to be followed is outlined in BuPers Circ. Ltr. 63-52 (NDB, 30 Apr 1952).

The mental, moral and professional phases of the examination will normally be conducted by a Naval Examining Board on inspection of the officer's record.

Marines Make (and Break) Red Korean Morning Muster

It's reaching a point in enemy-held Korea where the Reds can't even hold a morning muster without the U. S. Marines getting into the act.

Two leatherneck pilots from Marine Observation Squadron Six were on an early-morning reconnaissance mission over Communist territory when they spotted three lengthy lines of troops being mustered.

Making several low passes over the area, the light observation plane was completely ignored by the rigid-standing Red soldiers. The two Marine pilots quickly relayed the position to an artillery unit by radio.

Shortly afterward, they noted the muster was dismissed when artillery shells began shattering the area.

Latest Training Courses Available for EMs

Eight new enlisted Navy training courses have been published and are now available to all Regular and Reserve personnel.

Before an enlisted man may take his service-wide competitive exam for advancement in rating, he must complete the Navy training course applicable to his rating.

These *training courses* are not to be confused with *enlisted correspondence courses*. Correspondence courses include written lessons which must be forwarded regularly to the correspondence course center, and they use training course manuals as their texts.

Training courses are available from your ship or station training

officer or information and educational office.

Reservists on inactive duty may obtain training courses from either their commanding officer, in the case of a man in the Organized Reserve, or from their district commandant, in the case of Volunteer Reservists.

Requests for courses must be limited to those which pertain to your rating and rate. Reservists applying for training courses from district commandants must give full name, rate, service number, address and the title and NavPers number of the course desired.

The new training courses now available are:

| Title of Course | Navpers No. | Applicable Ratings |
|---|-------------|--------------------|
| Aircraft Engines | 10334-A | ADE, ADF, ADG |
| Electricity for Fire Control- man and Fire Control Technician | 10171 | FT, FCS, FCU |
| Printer 3 and 2 | 10457 | PI |
| Construction Electrician's Mate 1 and C, Vol. I | 10637 | CEG, CEL, CEP |
| Electronics Technician 2, Vol. II | 10191 | ETN, ETR, ETS |
| Machinery Repairman 3 and 2 | 10530 | MMG, MML, MMR |
| Navy Mail | 10431-A | TEM |
| Yeoman 3 and 2 | 10240-A | YNS, YNT |

New Class "A", "B" and "C" Service Schools Established

The Navy has established a number of new schools since the first of the year at the Naval Training Center, Bainbridge, Md., Naval Receiving Station, Norfolk, Va., and Naval Training Center, San Diego, Calif., for training of enlisted personnel in certain ratings.

At Bainbridge the following Class "A" schools have been opened: Fire Control Technicians, 44 weeks; Gunner's Mates, 15 weeks; Personnel Men, 10 weeks; Yeomen, 10 weeks; Quartermasters, 16 weeks; Radiomen, 24 weeks; and Telemen, 16 weeks.

At Norfolk, a Yeomen, Class "B" school of 16 weeks' duration held its first class 5 May, and a four-week Class "C-1" school for Recognition Instructors has been established.

At Naval Training Center, San

Diego, Calif., a Class "C-1" school for Recognition Instructors has also been established.

Two Class "A" schools at Norfolk are being disestablished—the Personnel Men and Telemen schools.

A new Torpedomen's Mates School was established in March at Coddington Point, U. S. Naval Training Station, Newport, R. I. The Torpedo School had been located at the Naval Torpedo Station, Newport, R. I., before being moved to its new location.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9.

1. (a) Faked-down.
2. (c) Towing and mooring.
3. (a) Battle of Santa Cruz Islands.
4. (b) Sunk by U. S. naval forces after being irreparably damaged.
5. (b) Vice admiral.
6. (a) Lieutenant general.

Action on Current Legislation of Interest to Naval Personnel

Here is a round-up of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Complete interpretations of some of the more important pieces of legislation affecting the Navy will be carried in future issues of the magazine.

Marine Corps Strength—Public Law 416 (evolving from H.R. 2741 and S. 677): increases the Marine Corps so as to include not less than three combat divisions and three air wings and such other land combat, aviation and other services as may be organic therein, and except in time of war or national emergency hereafter declared by Congress, the personnel strength of the Regular Marine Corps shall be maintained at not more than 400,000. Also, the Commandant of the Marine Corps shall now indicate to the Chairman of the Joint Chiefs of Staff any matter scheduled for consideration by the Joint Chiefs which directly concerns the Marine Corps. Unless the Secretary of Defense, upon request from the Chairman of the Joint Chiefs of Staff for a determination, determines that such matter does not concern the Marine Corps, the Commandant of the Corps shall meet with the Joint Chiefs when the matter is under consideration by them. On such occasion, the Commandant shall have co-equal status with the (other) members of the Joint Chiefs.

Women Medical Officers—Public Law 408 (evolving from H.R. 6288 and S. 2552); authorizes the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males with certain exceptions.

Special Pay for Doctors and Dentists—Public Law 410 (evolving from S. 3019); extends the application of special pay for doctors and dentists in the armed forces until June 1953.

Personal Property Claims—Public Law 439 (evolving from H.R. 404); amends the Military Personnel Claims

Acts of 1945 to authorize replacement or payment of claims for damage to or loss, destruction, capture or abandonment of personal property which occurs incident to the service of military personnel, providing that such loss is not due to negligence or wrongful acts of the claimant or his representatives, and further providing that such loss shall not have occurred in quarters occupied by the claimant within the continental U. S. (excluding Alaska) which are not assigned to him or otherwise provided in kind by the government.

Korean Veterans' G. I. Bill—H.R. 7656; passed by the House and Senate and sent to the President; would provide vocational readjustment and would restore lost educational opportunities to persons who served in the armed forces on or after 27 June 1950. The legislation extends to veterans of the Korean conflict the benefits provided veterans of World War II, including education and training (up to 36 months), home, farm and business loan credit assistance, old-age and survivors' insurance credits, mustering out payments (up to \$300) and employment assistance.

Reserve Components of the Armed Forces—H.R. 5426; passed by the Senate (and previously by the House) and sent to the President; would place all Reserve components on an equal basis in so far as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and a Retired Reserve in each service in lieu of the present structure.

Combat Duty Pay—Public Law 488 (evolving from H.R. 7391; Sec. 703 and 704): Included in the appropriation act for the Department of Defense and related independent agencies for the fiscal year ending 30 June 1953. Section 703 gives each member of the uniformed services \$45 a month for each month after 31 May 1950, in which he was entitled to receive basic pay and during which he was a member of a "combat unit" in Korea for (1) not less than six days of such month, or (2) one or more days of such month included within a period of not less than six consecutive days of which he was a member of a combat unit in Korea, if such period began in the next pre-

ceding month and if he is not entitled to receive combat pay for such preceding month. Section 704 provides for \$45 a month combat pay for each month after 31 May 1950, for which he was entitled to receive basic pay and in which (1) he was killed in action, injured in action, or wounded in action while serving as a member of a combat unit in Korea, and for not more than three months thereafter during which he was hospitalized for treatment of an injury or wound received in action while so serving; or (2) he was captured or entered a missing-in-action status while serving as a member of a combat unit in Korea, and for not more than three months thereafter during which he occupied such status.

Serviceman's Voting—S. Res. 349: states that the Federal Government should cooperate with the governors of the states in seeing that members of the armed services, wherever assigned, may exercise their voting franchise in the 1952 national and state elections. The Secretary of Defense was requested to cooperate with the states in carrying out this resolution.

Transportation of Dependents' Household Goods—H.R. 5065: passed by the House and Senate; would provide that officers of the Regular Navy and Marine Corps, appointed during the period 8 May 1945 to 31 March 1951 inclusive, after previous service as Naval Reserve officers or Marine Corps Reserve officers, shall be entitled to receive reimbursement for transportation of their dependents and household effects from their home of record to their first assigned duty station.

Disabled Veterans—Public Law 427 (evolving from H.R. 7783); provides an increase in the rates of statutory awards for service-incurred disabilities for veterans.

Mortgage Insurance—S. 3295; passed by the Senate; would provide mortgage insurance on permanent emergency housing projects by state or municipalities for occupancy by veterans of World War II and others.

Submarines to Netherlands—S. 3337: passed by Senate with amendments; would authorize the loan of two U. S. submarines from the Reserve Fleet to The Netherlands.

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. 22—Concerns medical stores carried at medical and dental depots.

No. 23—Has to do with use by medical officers of certain diathermy equipment.

No. 24—Reduces the amounts authorized for clothing allowances for enlisted men and women.

No. 25—Relates to allowable appropriations which can be made for fiscal 1953.

No. 26—Advises personnel that railroads have extended furlough fares to 31 Jan 1953 but that all personnel who desire to take advantage of the low rates must travel in uniform to be eligible.

NavActs

No. 5—States that blankets and pillows will no longer be issued to male enlisted personnel as part of the initial clothing outfit but rather will be issued on a returnable basis.

BuPers Circular Letters

No. 99—Concerns use of inactive duty message forms for Reserve officers.

No. 100—Discontinues program of off-duty courses partially paid for by the Navy for naval personnel.

No. 101—States current policy that members of the Organized Reserve, released or discharged from active duty since 25 June 1950, shall not again be ordered to active duty, other than training duty, involuntarily except in time of war or national emergency declared by Congress, and that although resignations of Reserve officers are normally being held in abeyance, certain specified Reserve officers may submit resignations if they wish.

No. 102—Gives revised procedures to be used in effecting transfers of commissioned and warrant officers to naval hospitals for treatment.

No. 103—Lists procedures to be followed in the case of absentees and deserters. States that disciplinary ac-



"You mean you want the gravy on your jello?"

tion in such cases shall be prompt, be taken by the individual's own command where possible, and be consistent, uniform and in accordance with prescribed standards.

No. 104—Lists enlisted men and warrant officers of the Regular Navy and Naval Reserve selected for temporary promotion to warrant officer, pay grade W-1, and commissioned warrant officer, pay grade W-2 respectively.

No. 105—Contains a list of information booklets to be given Navymen upon separation from the service.

No. 106—Lists changes in voting laws put into effect recently by various states.

No. 107—Contains list of Naval Reserve personnel on active duty who successfully passed their pay grade E-7 General Service Rate Examination, who desire to be transferred to the Regular Navy and have been recommended for such transfer by their commanding officer.

No. 108—Classified information.

No. 109—Encourages commanding officers to grant regularly authorized leave to temporary officers and enlisted personnel who desire to attend convention of the Fleet Reserve Association.

No. 110—Sets down the information which the Navy must furnish to the Selective Service System.

No. 111—Requests applications from officers and enlisted men for courses in photo interpretation and photogrammetry at the U. S. Naval Photographic Interpretation Center, Washington, D. C.

No. 112—Lists the naval activities within the continental U. S. to which male personnel may be transferred for separation.

No. 113—Contains instructions governing the separation of enlisted personnel on active duty in the Regular Establishment and Naval Reserve.

No. 114—Lists warrant officers of the Regular Navy and Naval Reserve selected for temporary promotion to commissioned warrant officer in pay grade W-3 and W-4.

1400 Reserve Officers On Active, Inactive Duty Recommended for Promotion

Promotions are in store for a number of lieutenants (junior grade) and lieutenants of the Naval Reserve, both line and Staff Corps.

One selection board has recommended 4600 men and women lieutenants of the line of the Naval Reserve whose dates of rank were prior to 2 Jan 1946 for promotion to lieutenant commander.

Other selection boards have recommended 1409 men and women lieutenants (junior grade) of the Staff Corps of the Naval Reserve whose dates of rank were prior to 1 July 1949 for promotion to lieutenant, and 896 lieutenants of the Staff Corps of the Naval Reserve whose dates of rank were prior to 2 Jan 1946 for promotion to lieutenant commander.

All officers so recommended are on inactive duty or reported for active military service after 30 June 1951. They will be notified of their appointment by individual letter. It is anticipated that letters will be mailed to officers on active duty sometime after 1 August and to those on inactive duty after 1 September.

Of the total number of officers selected for promotion to lieutenant, there were 600 of the Medical Corps, 90 of the Dental Corps, 32 of the Medical Service Corps, 39 of the Nurse Corps, 448 of the Supply Corps, 6 of the Chaplain's Corps and 194 of the Civil Engineer's Corps.

Of the total number selected for promotion to lieutenant commander, there were 104 of the Medical Corps, 98 of the Dental Corps, 65 of the Medical Service Corps, 38 of the Nurse Corps, 340 of the Supply Corps, 75 of the Chaplain's Corps and 176 of the Civil Engineer's Corps.

Queries as to who was promoted should not be sent to BuPers. Lists of those selected have been forwarded to district commandants.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

- ★ ARNTZ, Leland G., HM3, USNR, attached to a Marine Infantry Company, 27 Nov 1950.
- ★ BRUCE, Sterling L., Jr., HM1(T), USNR, serving with a Marine Infantry Company, 20 Sept 1950.
- ★ COOKE, Kenneth J., BM3, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.
- ★ FOLEY, Warren J., BM3, USN, attached to Underwater Demolition Team Three, night of 4-5 Aug 1950.
- ★ HAINES, William D., EN1, USN, serving in *uss Partridge* (AMS 31), 2 Feb 1951.
- ★ HOWARD, T. R., LTJG, USN, CO of *uss Redhead* (AMS 34), 10 to 31 Oct 1950.
- ★ KHAN, Ali M., FN, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ KOERNER, Clarence A., BMC, USN, 10th assault wave commander, 15 Sept 1950.
- ★ KRAUSE, Ralph A., LTJG, USNR, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ LEVIN, Philip, LTJG, USN, CO of *uss Osprey* (AMS 28), 10 to 31 Oct 1950.
- ★ McMAHON, James P., LTJG, USN, CO of *uss Chatterer* (AMS 40), 10 to 31 Oct 1950.
- ★ PARK, Claire E., HM3, USN, serving with a Marine Infantry Company, 20 Sept 1950.
- ★ PETERSON, Sidney A., BM3, USN, attached to *uss Horace A. Bass* (APD 124), 19 Jan 1951.
- ★ PRICE, Paul D., HM3, USN, attached to a Marine Infantry Battalion, 27 November to 3 Dec 1950.
- ★ SHEWMAKER, Robert E., YN3, USN, serving in *uss Partridge* (AMS 31), 2 Feb 1951.
- ★ SLOAN, Marshall, HM3, USNR, attached to a Marine Infantry Company, 27 Nov 1950.
- ★ WOOD, John S., HN, USN, serving with a Marine Tank Platoon, 1 Dec 1950.
- ★ YOUNG, Richard O., LCDR (then lieutenant), USN, CO of *uss Pledge* (AM 277), 10 to 12 Oct 1950.



BRONZE STAR MEDAL

- ★ AIKEN, Robert A., LTJG, USN, serving

in *uss Norris* (DDE 859), 23 Aug 1950, to 7 Feb 1951.

- ★ ASHLEY, Linsey S., LT, USN, serving in *uss Fort Marion* (LSD 22), 15 Sept 1950.
- ★ BACON, John C., CHMACH, USN then machinist and Salvage Boat Officer, 15 Sept 1950.
- ★ BAKER, Calvin L., BMC, USN, serving in *uss Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.
- ★ BALL, Thomas J., LCDR, USN, CO of Fighter Squadron 63, 15 September to 22 Oct 1950; 23 Dec 1950, to 30 Mar 1951; 31 March to 18 Apr 1951.
- ★ BARACKMAN, Bruce M., LCDR, USN, CO of Fighter Squadron 64, 1 January to 22 Apr 1951.
- ★ BASSHAM, Byron E., CDR, MC, USN, attached to a Marine Division, 26 October to 15 Dec 1950.
- ★ BOOTH, Blake B., CDR, USN, CO of *uss Chevalier* (DDR 805), 7 Sept 1950, to 11 Mar 1951.
- ★ BORGERDING, John H.A., BMC, USN, serving in *uss James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.
- ★ BOSWELL, Covington H., Jr., QM3, USN, attached to Amphibious Group One, Pacific Fleet, night of 24-25 Aug 1950.
- ★ BRUESTLE, Lester K., LT, USN, then LTJG attached to *uss Philippine Sea* (CV 47), 5 Aug 1950, to 22 Mar 1951.
- ★ BUDNICK, Lawrence E., LT, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.
- ★ BUTLER, James B., CAPT, MC, USN, on staff of Commander Naval Forces, Far East, 14 Sept 1950, to 27 Aug 1951.
- ★ BUTLER, John F., LCDR, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.
- ★ BYRUM, James L., LT, USN, serving in *uss McCaffery* (DDE 860), 22 Aug 1950, to 6 Feb 1951.
- ★ CAIN, Elbert V., Jr., CDR, USN, serving in *uss Philippine Sea* (CV 47), 28 Sept 1950, to 25 May 1951.
- ★ CHIARETTA, Lewis, GM3, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.
- ★ COCHRAN, Billy E., LTJG, USN, on staff of Commander Seventh Fleet, 15 Sept 1950, to 28 Mar 1951.
- ★ COHEN, Nathaniel M., Jr., LT, MC, USN, then lieutenant (jg) attached Marine Fighter Squadron 323, 5 Aug 1950, to 9 Jan 1951.
- ★ DAIKEN, Roy F., CHGUN, USN, serving in *uss Paricutin* (AE 18), 8 Oct 1950, to 28 Feb 1951.
- ★ DUKE, Irving T., RADM, USN, then Captain and CO of *uss Missouri* (BB 63), 15 Sept 1950.

- ★ EATON, Charles H., CDR, MC, USN, on staff, Commander Amphibious Group One, 10 August to 20 Nov 1950; on staff, Commander Task Force 90, 10 to 24 Dec 1950.
- ★ GENTNER, William E., Jr., CAPT, USN, Chief of Staff, Commander Fleet Air, Japan, 3 Aug 1950, to 10 Apr 1951.
- ★ GOTTLIEB, Ted M., LCDR, USNR, serving in *uss Eversole* (DD 789), 23 Oct 1950, to 25 Jan 1951.
- ★ GRAHAM, Jack L., LCDR, SC, USN, on staff of Commander Fleet Air, Japan, 2 Sept 1950, to 10 Apr 1951.
- ★ GRAYBILL, Myron W., CAPT, USN, CO of *uss Paricutin* (AE 18), 25 Oct 1950, to 28 Feb 1951.
- ★ HAMILTON, Robert E., LT, USN, serving in *uss Eversole* (DD 789), 25 June 1950, to 25 Jan 1951.
- ★ HAMPTON, Oscar, Jr., BTFN, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ HARDING, Harold, H. LT, USN, attached to *uss Bolster* (ARS 38), 7-8 Jan 1951.
- ★ HARRIS, David A., CAPT, USN, Commander Destroyer Division 52, 28 Nov 1950, to 11 Mar 1951.
- ★ HAWKES, Philip K., RMC, USN, attached to staff of Commander, Seventh Fleet, 27 June 1950, to 28 Mar 1951.
- ★ HAZARD, Raymond A., ABC, USN, serving in *uss Philippine Sea* (CV 47), 5 Aug 1950, to 25 May 1951.
- ★ HENGL, Adolph, LT, USN, then lieutenant (jg) serving in Fighter Squadron 111, 5 Aug 1950, to 22 Mar 1951.
- ★ HERLINE, Cleo D., BMC, USN, serving in *uss Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.
- ★ HILL, August J.N.H., LCDR, USNR, serving in *uss Valley Forge* (CV 45), 22 Dec 1950, to 24 Feb 1951.
- ★ HOWARD, Hugh W., CDR, USN, CO of *uss Hollister* (DD 788), 6 Sept 1950, to 26 Mar 1951.
- ★ HUFFMAN, Harold N., BMC, USN, CO of *uss YTB 420*, 10 to 23 Dec 1950.
- ★ HUGHES, Jack J., CDR, USN, CO of *uss Hammer* (DD 718), 7 Sept 1950, to 11 Mar 1951.
- ★ ISCHINGER, Eric, Jr., LCDR, USN, serving in *uss Norris* (DDE 859), 3 July 1950, to 7 Feb 1951.
- ★ JARRETT, Thirl E., CDR, MC, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.
- ★ JAY, Charles N., YNC, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 23 Mar 1951.
- ★ KLINGAMAN, Leon C., CDR, USN, then lieutenant commander serving in

uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* LAY, Leo M., LT, MSC, USN, attached to Headquarters, First Cavalry Division (Infantry), 4 to 21 July 1950; attached to the 10th Corps, 19 August to 15 Dec 1950.

* LUBERDA, Edward J., RD2, USN, serving in uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* MARQUARDT, Howard M., LT, USN, attached to Fighter Squadron 112, 5 Aug 1950, to 22 Mar 1951.

* McCUTCHEN, Porter J., BM1, USN, CO of uss *YTB 415*, 10 to 23 Dec 1950.

* McKINNEY, William R., CDR, USN, then lieutenant commander and CO, Underwater Demolition Team Three, 12 to 24 Dec 1950.

* McPHERSON, Leon, ELECT, USN, then chief electrician's mate serving in uss *Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.

* MOORE, Everett J., BTC, USN, serving in uss *Brush* (DD 745), 26 Sept 1950.

* MORRISON, Fred, EN2, USN, attached to Underwater Demolition Team One, on the night of 24-25 Aug 1950.

* MOST, Karl A., Jr., MMC, USN, serving in uss *Shelton* (DD 790), 25 June 1950, to 19 Jan 1951.

* ONSTOTT, Jacob Wm., LCDR, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* ORR, Frank W., Jr., LTJG, USN, serving in uss *Mocking Bird* (AMS 27), 10 to 31 Oct 1950.

* PALMER, George G., CAPT, USN, CO of uss *Chara* (AKA 58), 9 Oct 1950, to 28 Feb 1951.

* PALUS, George R., CDR, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* PARKER, Warren, EN1, USNR, serving in uss *Pirate* (AM 275), 14 August to 12 Oct 1950.

* PARTNER, Verdan E., BM3, USN, attached to Task Element 95.62, 10 October to 5 Nov 1950.

* PASSARELLI, Francis G., QM3, USNR, attached to Task Element 95.62, 10 October to 5 Nov 1950.

* PETERSON, Robert G., CHGUN, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* PHILLIPS, Edwin W., CDR, USNR, then lieutenant commander serving in uss *Philippine Sea* (CV 47), 5 August to 14 Nov 1950.

* PHILLIPS, Richard Wm., CDR, USN, CO of Attack Squadron 65, 15 September to 22 Oct 1950; 23 December 1950, to 30 Mar 1951; Acting Air Group Commander, 31 March to 1 May 1951.

* PIECZARAKA, Stanislaw F., BMC, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* PRIVETT, Willis E., Jr., LTJG, USNR, officer-in-charge of a group of LCVPs, 1 to 22 Nov 1950.

* PROSSER, Frank D., RDSN, USN, operating from uss *Horace A. Bass* (APD 124), 19 Jan 1951.

* RAWLS, Julian E., LCDR, USN, serving in uss *Manchester* (CL 83), 10 Sept 1950, to June 1951.

* RAY, Charles "S," HM2, USN, attached to the First Marine Division, 23 September 1 to 5 Oct 1950.

* REMENSCHNEIDER, Eugene F., AOC, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* RITCHIE, Thomas H., RD3, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* ROBBINS, Albert D., CDR, USN, serving in uss *Piedmont* (AD 17), 25 June to 23 Oct 1950.

* ROBBINS, Tommie R., BMC, USN, attached to Beachmaster Unit One, Naval Beach Group One, 15 Sept 1950.

* ROCCA, Anthony E., HM3, USN, attached to a Marine Assault Rifle Company, 2 Oct 1950.

* SALEM, Alfred J., AB2, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* SANBORN, Richard W., LT, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* SCHNEELOCH, Ralph H., Jr., LCDR, USNR, on staff of Commander Task Force 90, 10 to 24 Dec 1950.

* SCHOENWEISS, Carl Wm., CDR, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* SHELDON, Julian C., LT, USNR, serving in uss *Shelton* (DD 790), 27 Sept 1950, to 19 Jan 1951.

* SHEMWELL, James H., HM3, USN, attached to uss *Henrico* (APA 45), 15 Sept 1950.

* SHEPPARD, Walter P., Jr., LT, USN, on staff of Commander Task Force Element 95.69, 1 to 22 Nov 1950.

* SHERMAN, John O., Jr., LT, USN, on staff of Commander Task Force 77, 25 Aug 1950, to 22 Mar 1951.

* SIMPSON, Clyde W., EN1, USN, serving in uss *Chatterer* (AMS 40), 10 to 31 Oct 1950.

* SMITH, James C., CHBOSN, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* SPEED, Arndt B., QMC, USN, on staff of Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

* STEPHENSON, John P., SN, USN, serving in uss *Pirate* (AM 275), 12 Oct 1950.

* STEWART, James H., LT, MC, USN, then lieutenant (jg) serving with a Marine Medical Battalion, 26 November to Dec 1950.

* STREETER, Melvin C., YNC, USN, serving in uss *Norris* (DD 859), 23 Aug 1950, to 7 Feb 1951.

* STRIEGEL, Roy O., BMC, USN, serving in uss *Chatterer* (AMS 40), 12 Oct 1950.

* STULL, William L., GMC, USN, serv-

ing in uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* SULLIVAN, Robert C., LT, USN, on staff of Commander Task Force 77, 12 Nov 1950.

* SUMMER, Gordon Wm., HMC, USN, serving in uss *Pledge* (AM 277), 12 Oct 1950.

* SWENSON, Harold R., CDR, USN, on staff of Commander Task Force 77, 25 Aug 1950, to 22 Mar 1951.

* TAYLOR, Max D., LT, USNR, then lieutenant (jg) attached to uss *Bolster* (ARS 38), 8 to 13 Jan 1951.

* THOMAS, Ollie J., BMC, USN, serving in uss *Mount Katmai* (AE 16), 19 Aug 1950, to 28 Feb 1951.

* WARD, James P., MMC, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WASH, John L., LTJG, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WICZAI, Louis J., BOSN, USN, serving in uss *Norris* (DDE 859), 23 Aug 1950, to 7 Feb 1951.

* WILLIAMS, Francis C., HM2, USN, attached to First Marine Division, 28 September to 5 Oct 1950.

* WILLIAMS, Laurence R., GM1, USN, serving in uss *Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.

* WILLIAMS, Loris D., LCDR, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WHITWORTH, Billis L., LT, USN, CO of uss *Bolster* (ARS 38), 1 Aug 1950, to 18 Feb 1951.

Gold star in lieu of third award:

* LAMBERT, David, CAPT, USN, then commander and CO of uss *Hawkins* (DDR 873), 3 February to 15 June 1951.

Brazil's Highest Naval Award Won by Marine Corps

The U. S. Marine Corps has been awarded Brazil's highest naval decoration. The decoration, red and white streamers of the Order of Naval Merit, was presented by the Brazilian Minister to the U. S. in recognition of the Marine Corps' 176 years of outstanding achievement, and in token of the friendship which exists between Brazil and the U. S., allies through two World Wars.

The ceremony climaxed a traditional Sunset Parade at the Marine Corps Barracks in Washington, D. C., and was witnessed by several hundred Marines and special guests including Secretary of the Navy Dan A. Kimball and Admiral William M. Fechteler, USN, Chief of Naval Operations.

BOOKS: VOLUMES FEATURE FACT AND FICTION

MORE GOOD BOOKS are finding their way to ship and shore libraries. Here are reviews of some of the latest, selected by the BuPers library staff:

• **Primer of Navigation.** Third Edition, by George W. Mixer and revised by Ramon O. Williams; D. Van Nostrand Company.

A third edition of Mixer's invaluable work on navigation is now off the presses. Brought up to date, it includes a section on Electronics Navigation with a description of loran and radar — both of which were classified "confidential" at the time the second edition was printed.

The work of Colonel Mixer, who

died in 1947, has been ably carried on by Mr. Williams. Students of navigation will find the material simple and easy to understand. Mixer's book is written in less technical language than the familiar Dutton work on the same subject.

* * *

• **The Distant Shore**, by Jan de Hartog; Harper and Brothers.

Here's a novel that deals with war and peace, love and hate, tragedy and comedy.

Told in two parts, the novel concerns a Dutch sailor who is placed in command of a rescue tug during World War II. The first part deals with his baptism under fire, his clash with a German U-boat and his affair with Stella, co-habitant of "the flat."

The second part of de Hartog's book depicts the skipper's adjustment to "peace." It describes in detail the frustrated, rather ill-fated efforts of the skipper and some of his war-time companions as they try to make their way in a different milieu.

Written with subtlety and understanding, sometimes sparkling, sometimes depressing, the novel is well worth reading.

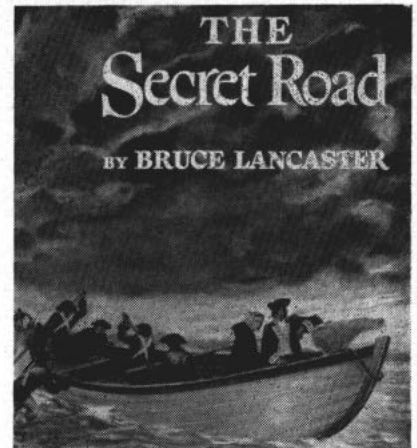
* * *

• **Evil Became Them**, by Pat Root; Simon and Schuster, Inc.

This month's mystery story deals with the Vails—Carlotta, Uncle Bob, Douglas, Cousin Bertha, Lisa and Phillip. It describes the death of Carlotta and the subterfuge, intrigue and subsequent killings that follow. Woven among the lives of the Vails you'll find those of Andras Kertesz, little Cathy and the unfortunate Russell.

The author has provided a rather picturesque setting and an odd assortment of characters in this whodone-it. There is no detective in the usual sense, but Kertesz—or is it Baator?—proves an effective substitute.

Mystery fans who like their murders to be many, violent and varied should enjoy *Evil Became Them*. It's got good characterization, a decent plot and plenty of suspense to keep you on the edge of your bunk.



SHOVING OFF for a trip across Long Island Sound, Grant and Polly carry their dispatches over *Secret Road*.

• **The Secret Road**, by Bruce Lancaster; Little, Brown and Company.

This is a Revolutionary War novel with a different twist. It is the story of the couriers who carried coded messages from British-controlled territory to the American military leaders.

Some of these early espionage agents are military men—such as Captain Grant Ledyard, Lancaster's hero. Others, like Robert Townsend, the writer, and Austin Roe, courier extraordinary, are civilians.

Women, too, participate in the dangerous game. More than once, Polly Morgan becomes an ideal ally for Ledyard. And we must not forget Laurel Dane.

With a sound basis of fact as a background, Lancaster weaves real and fictitious persons into a good yarn.

* * *

• **Thunder in January**, by H. O. Austin; Vantage Press.

It isn't often that we get to review a book by a Navy chief, much less a book by an alumnus of ALL HANDS. Austin, a chief Journalist, spent three years on the ALL HANDS staff. During that time, many of his spare-time hours went into this novel.

Thunder in January is the story of Eddy Newton, a small-town boy — of his leaving his farm-home, his travels, his marriage. Throughout much of the book, Eddy emerges as a bitter, frustrated, cynical young man.

Chief Austin has concocted a good first novel with psychological overtones, delineating the workings of Eddy's mind and that of Weber, his religious friend.

SONGS OF THE SEA



Cheer'ly Men

Oh haul pulley, yoe!

Cheer'ly, men!

Oh, long and strong, yoe!

Cheer'ly men!

Oh, yoe, and with a will!

Cheer'ly men!

Cheer'ly, Cheer'ly, Cheer'ly, O!

A long haul for Widow Skinner,

Kiss her well before dinner,

At her boys, and win her!

A long pull for Mrs. Bell,

Who likes a lark right well,

And, what's more, will never tell!

Oh, haul and split the blocks,

Oh, haul and stretch her luff,

Young lovelies, sweat her up!

—Old Sea Chantey.

BATTLE OF SANTIAGO BAY



SPANISH-AMERICAN WAR, CUBA—1898

With their guns blazing, the sturdy ships of the United States Fleet moved in for the kill; their victim, the once-proud Spanish Navy. This account, taken from books written by two of the American commanders, is told in their own words.

Like the attack on Pearl Harbor which came some 43 years later, it all happened on a bright Sunday morning. In the case of the Battle of Santiago, however, both contestants were forewarned of the impending action, and the final outcome was different. The U. S. Navy scored a complete victory and the erstwhile powerful Spanish fleet was practically wiped from the seas.

The Battle of Santiago, coupled with a similar smashing victory by another American admiral, Admiral George Dewey, at Manila Bay in the Philippine Islands, brought to an end the Spanish-American fighting scarcely four months after it started.

Santiago had another important effect on the Navy—it proved without a doubt the fighting ability of the "New Navy," a navy of steel ships and heavy armor, of high-powered rifled cannon and improved engines, a navy which replaced the wooden ships and muzzle-loaded cannon common during the Civil War. From now on, it would be iron ships manned by iron men.

As soon as war broke out in April 1898, the Spanish admiral, Cervera, with a force of cruisers representing the best in the Spanish Navy, sailed from the Cape Verde Islands across the Central Atlantic, successfully eluded merchant ships which had been placed as scouts across his path, and moved into Santiago harbor on Cuba's southern coast where he was in a position to support the Spanish Army ashore.

The American admiral, Admiral William Sampson, USN, then ordered his battle squadron from Havana on the northern coast of the island around to Santiago where he set up a close blockade of the harbor, even keeping a searchlight from one of the guarding ships turned on the entrance to the harbor at night to keep the Spaniards from trying to escape in the darkness.

The situation for the Spanish was rapidly becoming critical. The U. S. Army ashore was pushing steadily toward the city. Supplies of food and ammunition were running short. Consequently, Cervera was ordered to leave the harbor on the chance of saving the vaunted Spanish Fleet. His force consisted of the cruisers Maria

Teresa, Vizcaya, Cristobal Colon and Almirante Oquendo as well as two torpedo boats, Furor and Pluton.

The American ships—the battleships Oregon, Iowa, Texas and Indiana, the cruiser Brooklyn, and the small gunboats Gloucester and Vixen—were ready and waiting.

The following supplement is taken from the accounts of two of the battleship commanders, Captain (later Rear Admiral) Charles E. Clark, USN, of Oregon, and Captain (later Rear Admiral) Robley D. Evans, USN, of Iowa.

Both accounts as they are presented here are abridged from the originals. The original accounts are found in My Fifty Years in the Navy by Rear Admiral Charles E. Clark, USN, and A Sailor's Log by Rear Admiral Robley D. Evans, USN.

Here is how it looked to Captain Clark in Oregon:

IT WAS SUNDAY MORNING, and a beautiful, clear day. I was in my cabin and had just buckled on my sword and taken up my cap to go on deck, for the first call for inspection had sounded, when suddenly the brassy clang of the alarm gongs echoed through the ship, and the orderly burst through the cabin door, exclaiming, "The Spanish fleet, sir! It's coming out!"

I hurried on deck, thinking it must be a false alarm, but as I hastened forward, man after man greeted me with, "You'll see her in a minute, Captain! She's behind the Morro now!"

Just then I saw clearly enough the military top, and then the bow and smokestack of a man-of-war sliding rapidly past the second point in the harbor, and as she disappeared behind the Morro, the leading ship rushed out from the entrance with a speed that seemed inspired by the assurance of victory, firing her guns as she came.

It may not be out of place here to try to give some idea of the peculiarities of Santiago harbor and the position

From *Fifty Years in the Navy*, by Rear Admiral Charles E. Clark, USN; published by Little, Brown and Company, 1917; and *A Sailor's Log*, by Rear Admiral Robley D. Evans, U.S.N.; copyright 1901, D. Appleton and Company; reprinted by permission of the publishers, Appleton-Century-Crofts, Inc.



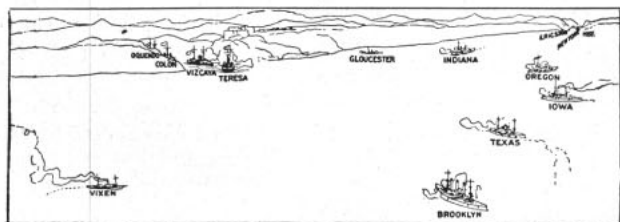
CREW MEMBERS look around the corner from gun turret to see the fall of a shell fired on Colon.

of its fortifications. There are hills on either side of its narrow entrance, on the one side precipitous, and on the other sloping. The picturesque mass of the Morro crowns the abrupt eastern shore, while on the western slope lay the Socapa batteries. Directly at the entrance the channel makes a sharp turn to the right, seeming to hide itself behind the craggy headland of the Morro. The channel becomes visible again as it curves to the left to round Socapa Point, then with another bend to the right vanishes behind the high land of Punta Gorda, which to the eye of the observer from outside would almost appear to close the passage.

The city of Santiago lies four miles above this tortuous entrance, so it will be seen if we had been obliged to force our way in to fight the Spanish fleet, we would have been exposed to the fire from the Morro and Socapa batteries, then to the mines in the channel, and to the batteries on Punta Gorda, before we were able to reach the squadron which was anchored near the city. The batteries would have given us little concern, since experience had taught us how inefficiently they were served, but the mines were a real menace, for if our leading ship were sunk by one, it would block the way for all the others.

One rapid glance around [as the Spanish Fleet made its sortie from the harbor] showed me that under the energetic supervision of Lieutenant Commander Cogswell [my executive officer], everything was being done in preparation for battle. The *Oregon* was thrilling with life.

We had a general order from the Admiral, if the enemy should come out to close in on him at once, but I am sure



every commander was obeying his natural impulse rather than any order, when the forward movement began.

Before the leading Spanish ship, the *Maria Teresa*, was obscured by the smoke of the cannonading which started immediately, I had seen that she was heading to the westward, and as it was almost certain the others would follow her, and it was equally plain they would all be out of the harbor before I could reach its entrance, I too turned west.

Suddenly, from behind the curtain of dense smoke, the *Iowa* emerged, close on our starboard side. I gave the order, "Hard a-starboard!" for it was evident that we were drawing ahead of her slowly and ought to go clear. Just then, some one near me shouted, "Look out for the *Texas*!" and I turned to see her looming through the smoke clouds on our port bow.

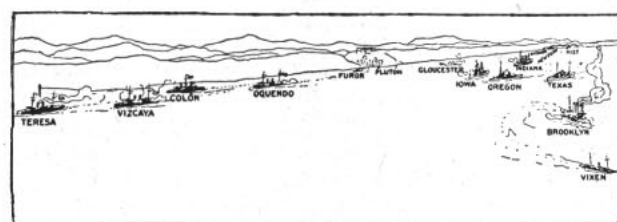
For one intense moment it seemed as if three of our ships might be put out of action then and there, leaving only the *Indiana* and the lightly armored *Brooklyn* to cope with the foe. The only thing to be done was to put our helm hard a-port, with the hope that we might clear the *Texas* and that the *Iowa*, seeing that we must either cross her bows or run her down, would sheer sharply to starboard.

Captains Philip and Evans, both fine seamen, must have instantly grasped the situation and acted on it, for we did pass between them, but by so narrow a margin that I felt that coming to close quarters with the Spaniards would be infinitely preferable to repeating that experience!

A little afterwards the smoke lifted, and somewhat ahead of us, and on our starboard bow, we saw four Spanish ships, (the *Maria Teresa*, *Vizcaya*, *Cristobal Colon* and *Almirante Oquendo*) and realized that at last our meeting with the long-looked-for fleet was actually to take place. They showed no signs of the severe punishment they had received at the entrance, and as we did not know then how much their machinery had deteriorated, I noticed with surprise that the *Oregon* was not only keeping pace with them, but was even gaining a little. Indeed, seeing nothing between them and us, for our less speedy companions were considerably in the rear, I said to the navigator, "Well, Nicholson, it seems we have them on our hands after all."

At that moment, some distance outside, and therefore on our port bow, I saw the *Brooklyn*, Commodore Schley's flagship, and commanded by my old friend, F. A. Cook. She was a little ahead of us, and her guns were doing good work. Although we knew that with her light armor and less powerful battery she could not give us the aid one of the battleships would have afforded, yet the feeling of having a comrade in arms near us was much, and I remember saying with some emotion to one of those standing beside me, "My old roommate is in command of that ship."

At almost the same moment, as we afterwards learned,



PLAN OF BATTLE—Spanish fleet comes out (left). United States fleet closes in and the Battle of Santiago Bay is on.

when we tore out of the smoke clouds and were sighted by the little group upon the *Brooklyn's* bridge, the relief at our approach broke out in exclamations of, "Here comes the *Oregon*! It's the *Oregon*, God bless her!" Ensign Johnston, who was close at my side all that day, reported that the *Brooklyn* had a signal flying, which read "Follow the flag", and I immediately ordered it to be repeated on the *Oregon*, so that the vessels further astern might see it.

About this time we noticed signs of distress on the sternmost Spaniard. This was the *Maria Teresa*, Cervera's flagship. As she had come out of the harbor first and then fallen back to the rear, I have always thought it must have been Cervera's chivalrous idea—he came of one of the old Castilian families to whom such ideas are natural—to cover the retreat of his flying ships and to bear the brunt of the combat. Smoke was seen presently rolling up from the doomed vessel, and making a sharp turn, she headed for the beach. As her colors were still flying, we raked her as we went past—I remember it went to my heart to do it—and pushed on for the next ahead, the *Oquendo*. We closed in on her to a distance of about eight hundred yards, the nearest that vessels approached that day. She could not stand the punishment long. Fires broke out all over her, and she too ran for the shore.

* * *

The rapid fire of the American Fleet, concentrated on the Spanish flagship, the Maria Teresa, had been overwhelming. Three quarters of an hour from the time this Spanish man-o'-war had been first sighted, she could stand the pounding no longer, turned and ran for shore, a mass of flames. Five minutes later the Oquendo was beached in the same condition. At 1100, the Vizcaya too had reached the limit of her endurance and had turned for the shore. Captain Evans, commanding the battleship Iowa, here tells how he saw the morning's battle and how he tried to ram the Maria Teresa, and failing that, turned the full force of his ship's guns on the Spanish ships, playing a major role in forcing them to surrender.

The officers and men were about to be sent to quarters for Sunday inspection, all dressed in clean white uniforms, and I and my son [his son, a naval cadet, had come aboard for breakfast] were just finishing our cigars after breakfast when the alarm for battle sounded all over the ship.

Both of us sprang to our feet and started for the deck, and as my head came above the hatch a gun was fired from the lower bridge of the *Iowa*, aimed in the direction of the *Maria Teresa* by Lieutenant Hill, who was officer of the deck.

Before this gun was fired, and immediately upon discovering the bows of the leading Spanish ship, the signal "250", which had been bent on the night before, was run up, and thus the *Iowa* had the honour of firing the



OREGON sailors 'wigwag' signals at another vessel in Santiago Bay. USS *Vixen* can be seen in background.

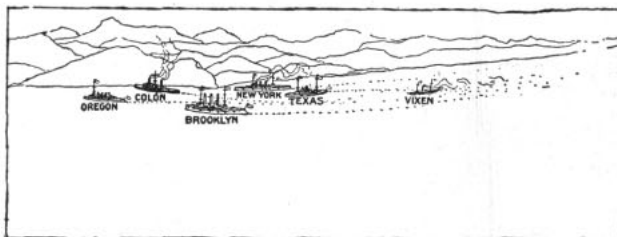
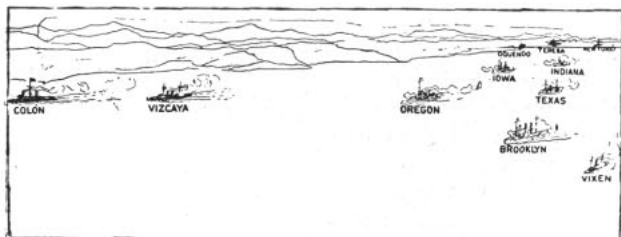
first gun of the action [actually, there is some dispute about who fired first] and first making signal that the enemy's ships were attempting to escape.

When I reached the bridge I found the engines set full speed ahead and the ship pointing straight for the entrance of the harbour. In about two minutes the guns of the starboard battery began firing—that is to say, the eight- and four-inch guns of the starboard battery and the forward twelve-inch guns. The crews of the rapid-fire guns were held in reserve until we should get to closer quarters.

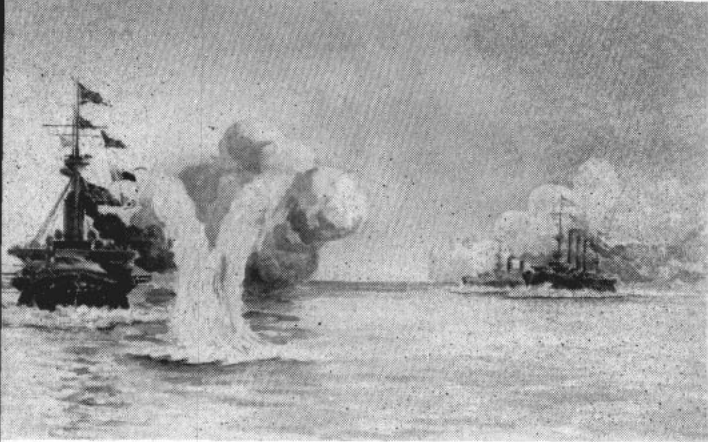
As soon as I had a chance to look about me, I saw the *New York* about seven miles away off Siboney with her helm to port and turning rapidly in the direction of the fleet, and, judging from the great volume of smoke pouring from her smokestacks, her fires were being forced as much as possible. I could see distinctly the admiral's flag at her masthead, and with my glasses could have read any signal she had hoisted. She had started to the eastward a short time before, flying the signal, "Disregard the movements of the commander in chief," a signal that had been made whenever the admiral had for any reason been compelled to leave the blockading line.

This signal indicated that we were not to follow the motions of the flagship, but, instead, close up somewhat so as to cover the interval caused by her absence, all of which was perfectly understood by the fleet.

As the leading Spanish ship, the flagship *Maria Teresa*, swung into the channel leading out from the Punta Gorda, she presented a magnificent appearance with her splendid new battle flags and her polished brass work. Her bright new coat of paint was in marked contrast to the lead-coloured, iron-rusted ships that were rushing full speed at her. As she passed the Diamond Shoal at the entrance



SPANISH fleet turns tail and the chase begins. At right: Santiago Bay is shown after last Spanish vessel surrenders.



USS BROOKLYN forces the Spanish man-o'-war *Maria Teresa* to run along coast during Santiago battle.

to the harbour she swung off to the westward and opened fire smartly with her port broadside and turret guns.

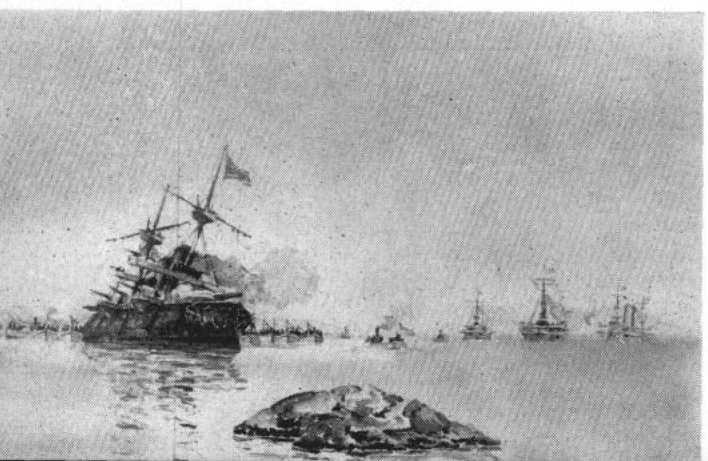
From this moment the battle may be said to have been on, and the roaring of the guns was incessant. The *Vizcaya* came second, about six hundred yards astern of the flagship, followed by the *Colon*, and then the *Oquendo*, bringing up the rear; the torpedo boats *Furor* and *Pluton* were not yet in sight. Their speed I judged to be about eight knots as the ships came down the channel, which was increased to thirteen or more as they kept away to the westward in the open sea.

They came at us like mad bulls, and presented a fine appearance as I caught sight of them occasionally through the dense smoke of our battery.

It had been my intention from the first to ram or torpedo the flagship if I could reach her, and to insure this, I remained, as much as I could, in the conning tower at the side of the quartermaster, who was steering, watching carefully every move of the wheel and directing the man just where to head. I kept the *Maria Teresa* open on my starboard bow, so that the guns could have a chance at her, until it became evident that I could not ram her or even get within torpedo range, when I swung off to port, gave her the full benefit of my starboard broadside, and then swung back quickly and headed across the bows of the second ship, hoping to be able to reach her with my ram.

The *Maria Teresa* passed me at a distance of about twenty-six hundred yards, and, as she crossed my bows, our forward twelve-inch guns were fired and I was confident that I saw both shells strike the Spanish ship. As I swung back for the second ship, my port battery opened

MARIA TERESA goes aground on Cabanes reefs and American ships come to the rescue of the crew.



on the *Maria Teresa* and the starboard guns continued to play on the *Vizcaya* and *Colon*, which were approaching us at great speed.

The fire of the first ship had been very rapid and accurate when she opened, but it grew ragged and inaccurate as the range decreased. I soon found that the *Vizcaya* would also pass ahead of me, and that I could not reach her with ram or torpedo. I accordingly swung to port, gave her my broadside, and, as she passed at nineteen hundred yards, put my helm to port and headed in again to try for the next ship.

At this time the *Colon* came with a great show of speed, passing between the leading ships and the shore and much protected by their smoke. As she passed she struck me twice—two as beautiful shots as I ever saw made by any ship.

I had been doing my best to fight the *Iowa* from the conning tower, but the temptation to see the fight was more than I could resist, and I frequently found myself on the bridge, deeply interested in the magnificent spectacle about me.

The first shell she fired at us, through a rent in the smoke, struck on the starboard side a little forward of the bridge, about four feet above the water line, passed through the cellulose belt, and exploded on the berth deck, demolishing the dispensary, breaking almost every medicine bottle in it, and doing great damage otherwise.

The smells that came up in consequence of this explosion were variegated and intense, a mixture of medicine and mellinite. The second shell, of the same size as the first—about six and a half inches in diameter—struck just at the water line and about six to ten feet farther forward, passed through the side and into the cellulose belt, where it broke up without exploding. It however, made an ugly, jagged hole, eighteen inches long and eight inches wide, through which the water poured with great rapidity. The cellulose in the coffer dam, which was supposed to swell up and stop the shot hole, washed out and floated astern in a broad, brown streak. I think the *Colon* fired only twice [at us], and, as I have stated, she did excellent shooting as far as I could see.

When the *Oquendo* approached, I found that if I held on my course she would pass ahead of me, so I changed and ran parallel with her at a distance of about sixteen to fourteen hundred yards and opened on her my entire battery, including the rapid-fire and machine guns. At this time she was under the concentrated fire of several of our ships and the effect was most destructive. She rolled and staggered like a drunken thing, and finally seemed to stop her engines. I thought she was going to strike her colours, and was on the point of ordering the battery to cease firing, when she started ahead again and we redoubled our efforts to sink her.

As I looked at her I could see the shot holes come in her sides and our shells explode inside of her, but she pluckily held on her course and fairly smothered us with a shower of shells and machine-gun shots.

In the meantime the Spanish flagship headed for the shore, in flames, fore and aft, and soon took the ground about seven miles to the west of the entrance to Santiago Harbour, and a few minutes later the *Oquendo* followed her, the flames bursting out through the shot holes in her sides and leaping up from the deck as high as the military tops. It was a magnificent, sad sight to see these beautiful ships in their death agonies; but we were doing

the work we had been educated for, and we cheered and yelled until our throats were sore.

When we were hotly engaged with the last ship [*Oquendo*], two dense spots of black smoke and two long white streaks on the water indicated the positions of the Spanish torpedo boats as they made their gallant dash for liberty. We turned our rapid-fire guns and the after guns of the main battery on them, and at the same time other ships concentrated on the little gamecocks. In a very short time—not more than five minutes, I should say—a splendid column of steam mixed with coal dust sprang hundreds of feet in the air, and I knew that the boiler of one of them had blown up. A few minutes later the second one blew up, and the torpedo boats that had caused so much worry to friends and foes alike were things of the past. They had given us many sleepless nights, but when it came to the test of battle they had done just what many of us thought they would do. They had been disabled and destroyed in the shortest possible time.

About this time the flagship *New York* came racing back to join in the fight. [*New York*, with Admiral Sampson aboard, had sailed several miles to the east that morning carrying the admiral to a conference with General Shafter of the U. S. Army.] As she passed the batteries they concentrated a heavy fire on her, to which she paid no attention, but fired three shots at one of the Spanish torpedo boats and then hurried on, coming up directly astern of the *Iowa*. She had the *Vizcaya* within range of her eight-inch guns for some time before that vessel ran ashore, but in order to hit her, would have had to fire over the *Iowa*, which I suppose was the reason why Captain Chadwick [Commander of *New York*] held his fire. Afterward, when she passed between me and the wreck of the *Vizcaya*, as I was hoisting out my boats to go to her relief, my men broke into cheers as they made out Admiral Sampson on the bridge.

The course of the *Iowa* had carried her inside of the rest of the American fleet, and, as I drew up abreast of the two burning Spanish ships on the beach, I could see their crews struggling in the water where the shells of our ships seemed to be bursting among them. The *Maria Teresa* had a white flag flying forward, which I was sure could not be seen by the vessels firing on them, so I hoisted the signal, "Enemy's ships have surrendered!" and the fire was at once concentrated on the fleeing *Vizcaya*.

* * *

(With the *Maria Teresa*, *Oquendo* and *Vizcaya* all beached and burning, only the cruiser *Cristobal Colon* was left. *Colon*, reputed to be the fastest ship of either fleet, had gained a lead of six miles over Brooklyn and *Oregon* and bade fair to escape. However, *New York*, joining with Brooklyn, *Vixen*, *Oregon* and *Texas*, held gamely on, the slower ships dropping by the way one by one. By the end of an hour, it became evident that *Colon* could not maintain her speed and at 1300, *Oregon* dropped a 13-inch shell just ahead of her. Fifteen minutes later, *Colon*, though uninjured, fired a gun to leeward, lowered her colors and ran ashore. Captain Clark now tells how the chase looked from the bridge of *Oregon*.)

The *Colon*, the only remaining ship, had drawn several miles ahead, and as she kept on with undiminished speed, I thought a shell or two falling near her might give her a hint that it would be well to surrender. So a little after twelve o'clock, when she was still at a distance from

Oregon Awaits Fate at Guam

The old *Oregon*, here described in action in the battle that marked the climax of her naval service, was in the news again recently.

A bill introduced into Congress provides that *Oregon* together with three other oldtime Navy vessels, the sailing frigate *Constellation*, the sloop-of-war *Hartford* and the cruiser *Olympia* would be scrapped or sold.

The same bill provides that the famous 44-gun frigate *Constitution*, affectionately known to the millions who board her each year at the Boston Naval Shipyard as "Old Ironsides," shall be restored and maintained as a historical relic.

In a letter to the Speaker of the House of Representatives proposing the legislation, the Department of Defense stated that, with the exception of *Constitution*, all these ships are now in poor condition. In some cases, there is danger of loss by fire or from capsizing or flooding. Funds to maintain the ships at present are diverted from money appropriated for repair and overhaul of the active and reserve fleet vessels.

Oregon is now tied up in Apra Harbor, Guam. She got there during World War II when she was towed to Guam with 1400 tons of dynamite aboard. After a long period of unloading, she was left there because of the high cost of towing the ship back to the West Coast.

us, I consulted Nicholson and Ackerman—both of them ordnance experts—and Eberle, who had been doing fine work in our forward turret, as to whether the great elevation required at so long a range would be too much of a strain upon guns and mounts. We decided to fire once with range set for nine thousand, five hundred yards. The shot fell short and we were preparing to increase the range, when the chief engineer, who had just come up on deck, said, "Captain, I was thankful when I heard that gun. I was meaning to ask you if one could be fired. Our men down below are nearly played out, but if they can only hear the guns, they will brace up again."

At 1:10 P.M. one of our shots fell close alongside the *Colon*, and she headed for the beach, her colors coming down, and with them the last vestige of Spain's power in that New World which had once known her as its ruler.

HAULING DOWN of the colors of *Colon* bring cheers from throats of *Oregon* crewmen after hard battle.



TAFFRAIL TALK

HERE'S A FOOTNOTE to the story in this issue's book supplement —the Battle of Santiago. As you probably have read, this battle brought to an end the Spanish-American War.

The thing that started the war was the sinking of the U. S. battleship *Maine* in Havana harbor. Now the Navy has announced that if your father (or some other member of your family) happened to be on board the *Maine* at that time, you are entitled to receive one of 894 bronze memorial tablets cast from metal recovered from the ill-fated battlewagon, which are being distributed by the Navy.

These tablets, each of which is 18 by 13 inches, were authorized some time ago by Congress but all have not been claimed.

If you're eligible you may obtain one by paying the packaging cost of \$5 as well as mailing costs to your home. Interested persons should forward a letter to that effect to the Secretary of the Navy, Department of the Navy, Washington 25, D. C.

★ ★ ★

We received recently the following letter from the crew of the target submarine *uss Manta* (AGSS 299) putting forth in no uncertain terms that ship's claim to be the champion bottom-scraper in the U. S. Fleet. Here's the evidence:

"Entered Marine railway at U. S. Naval Station, Key West, Fla., 14 April, 1952. 1424—Crossed sill. 1438—Ship resting on keel blocks. 1515—Drydocking completed. 1517—48 men from *Manta* commenced scraping hull. 1737—Scraping completed; elapsed time three hours, 13 minutes. 1738—Light refreshments served."

"We claim to be the champs."

★ ★ ★

Texas, as it often is, is in the news again. This time the Lone Star State has taken the spotlight from no less a competitor than Brooklyn.

It all happened recently when Thomas Graham, RM3, USN, Brooklyn born and bred, was proclaimed an honorary citizen of Texas through the untiring efforts of a Texan buddy, Coy Tucker, YN3, USN, a shipmate on board *uss Adirondack* (AGC 15).

In a solemn ceremony performed by Captain Roland F. Pryce, USN, of the communications ship, Graham received his precious certificate entitling him to do everything but rustle a steer in the state. True Texan Tucker stood up with his friend during the ceremony.

★ ★ ★

Signs-of-the-Times Department: A placard placed in the drydock where *uss Wasp* (CV 18) was undergoing repairs after her collision with the destroyer *Hobson* was changed from "uss Wasp — Can Do" to "uss Wasp — Did" when the hurry-up job was completed. Mail sent from the Naval Training Center, Great Lakes, Ill., now carries the postmark "Great Lakes" instead of the old one, "Waukegan". A mechanical meatball maker, no less, has swung into action at the Naval Air Station, Norfolk, Va., The Norfolk cooks, still wide-eyed with admiration, say the contraption can turn out 3600 meatballs an hour, each one a perfect sphere.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, 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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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

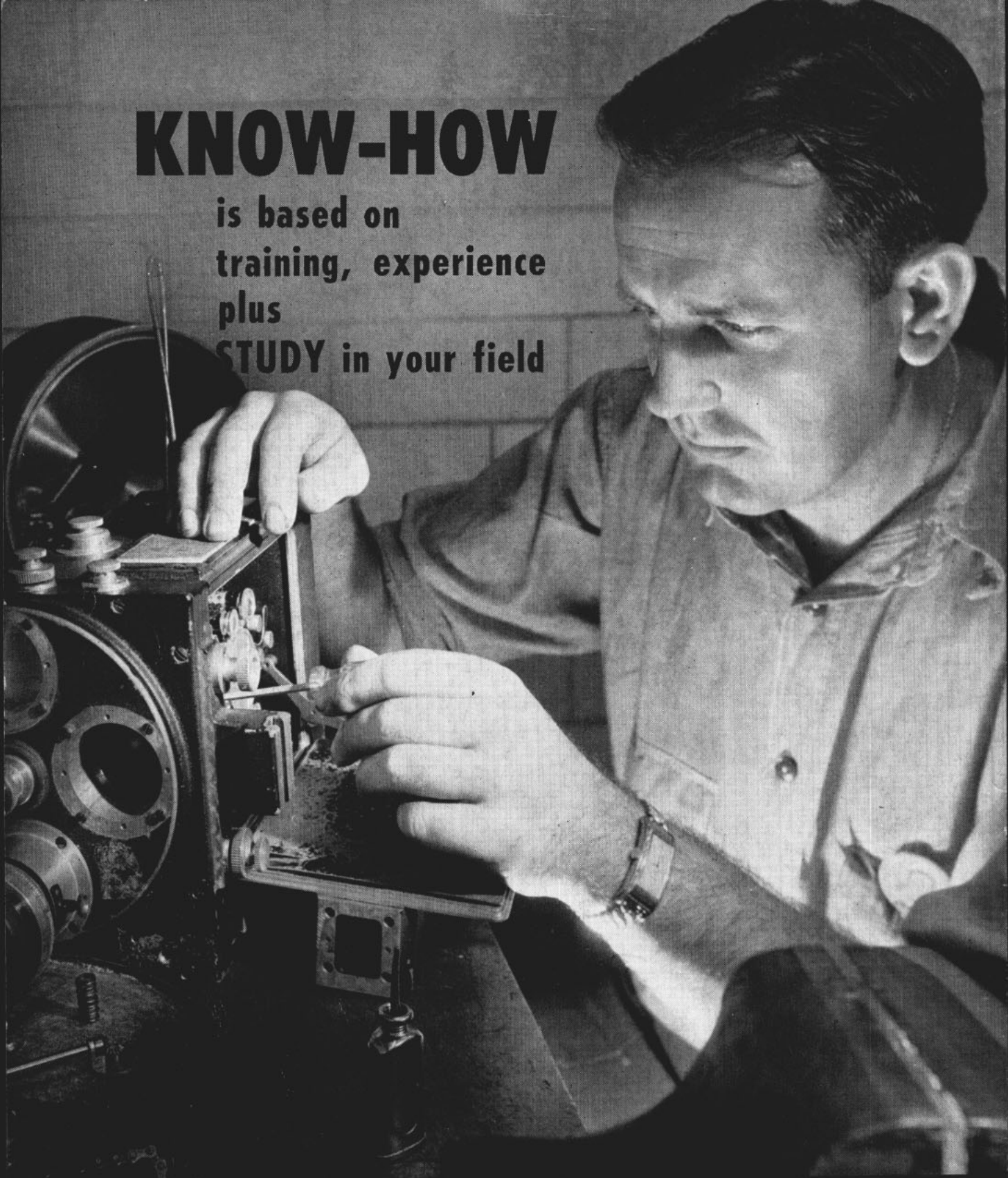
• **AT RIGHT:** Navy utility landing craft drops her ramp near the water's edge to unload Army tanks and equipment during 'Operation Rendezvous,' a joint amphibious exercise conducted in Far East.

ALL HANDS



KNOW-HOW

is based on
training, experience
plus
STUDY in your field



THE NAVY OFFERS OPPORTUNITIES FOR YOUR SELF-IMPROVEMENT — SEE YOUR DIVISION OFFICER

- ★ information on *advancement-in-rating study*
is available from your training officer
- ★ information on *voluntary education opportunities*
is available from your information and education officer