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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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NAVPERS-O

FEBRUARY 1953



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1953 Navpers-O NUMBER 432

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• FRONT COVER: SUBMARINE docks at Pearl Harbor sub base after completing a day's operations. Photo by David Strickler, JOSN, USN.

• AT LEFT: BOW of USS *Iowa* looms forward as the battlewagon maneuvers into position for bombardment of Korean coastal installations. In one month, *Iowa* fired over 1000 rounds of 16-inch shells at Red targets.

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



SIGNALMEN stands by blinker to answer message from vessel in background, during 'flashing light' communication.

Navy Ships Talk in Several Languages

SOME 150 years ago, when the Navy was a baby and Commodore Edward Preble maneuvered his 15-vessel task force against the North African pirates, much use was made of visual signals. His signals followed a system drawn up by Captain Thomas Truxtun aboard the frigate *Constellation* in 1797.

Truxtun's book listed 10 pennants and eight flags. In night signaling they hung lanterns in the rigging and fired guns for noise. They even used "flashes from the pans of muskets."

In the Navy of today, ships operating off the coasts of Korea and the U.S., in the Mediterranean—wherever Navy ships sail—go through their paces using visual signals. Not only this, but mountains of necessary administrative messages flash through the air day and night.

Ships people standing on the main deck looking up at the signal bridge of today's ships often wonder what it's all about up there—flags flying, semaphore sticks waving, lights blinking. Often they say to the quarter-

masters, "Why not send those messages out by radio? Seems like you're doing it the old fashioned way."

Those who use today's equipment and methods don't think of visual signaling as being old fashioned. What's more, there are a couple of good reasons for the present use of "visual." More about these later.

Visual signaling goes back a long way—far beyond that April night in 1775 when Paul Revere's silent partner rigged lanterns in the belfry of Boston's Old North Church. Two centuries before Christ, Roman soldiers signaled to one another from a distance of several miles. By hanging cylinder-shaped devices and torches on a long rack they could spell out detailed messages. More simple battle orders were given by signaling with shields, spears in various positions and articles of clothing hung on the spear point.

Navywise, the record also goes far back. There are records from 1365 telling of three-masted rowing galleys of the Venetian Fleet—then one of

the world's largest—using signal flags and lighted lanterns. With these, the fleet commander was able to signal simple orders. He could change the formation of ships, tell them to get underway and notify them that the enemy was sighted.

During the 1600s and up till the late 1700s, the picture hadn't changed much. Oared galleys had just gone by the board, being replaced by clumsy looking sailing ships that flew the Dutch, French, English and Spanish flags. Though the navies were new their signals couldn't say much more than was said by the Venetian fleet's signals. But later in the 18th century, and partly because of many a rhubarb in battle, French and English naval theorists began to improve signals. More flags were brought into use. With them came detailed signal books to interpret the hoists.

By 1805, Admiral Nelson was able to send: "England expects every man will do his duty," although it took 11 separate hoists of 28 flags to send this

message. Notwithstanding, all the ships of his fleet received it and in good time.

The late 19th century saw great advances made in visual. Among these was semaphore. This not only meant men waving flag-mounted sticks at one another, but large, mechanically controlled metal arms mounted in pairs high on the ship's mainmast. Being large and rigged high, they gave good range to the sender.

Late in the last century blinking electric lights made an appearance. The first efforts made crude. Used in one foreign navy was a burlap bag device that fitted over the light. The signalman made his dots and dashes by lifting the bag up and down.

Another system of night signaling used electric lights of various colors strung up on the mast. Although it was speedy and accurate, it had two main drawbacks. First, the lights were always burning out at the crucial moment. Second, they lit up the ship like a Christmas tree. The ship advertised her presence for miles around. In short, there was no security.

And this is one of your reasons for visual signaling in the fleet today. When you use radio telephone or radio telegraph you have radio waves which are difficult to control, for they reach out in all directions to tip off the enemy to your position.

"That's war-time stuff," some will reply. "What about peace-time?"

In peacetime, visual methods are widely used simply because they're often more practical for sending messages. To explain this we'll have to explain a little about the two main types of Navy messages.

One type, the tactical messages, are those which keep ships of a formation hustling around. When you see a group of ships performing evolutions such as changing course and speed or swinging into line you can assume that tactical messages are in the air.

The other type is the administrative message. This is more of a "business" type of message. When one CO asks another if he can spare some packing for a main engine bearing or when a CO sends his senior a report on the fuel oil available an administrative message is being sent.

Almost all tactical messages are short and can be handled just as rapidly and accurately by visual as by radio. Similarly, administrative

messages that a shipboard command is likely to originate can also be sent rapidly and accurately. Usually both types are meant for other ships in the vicinity. Why tie up a busy radio circuit which already has its hands full with long-distance traffic?

In the usual method of maneuvering ships by radio you send out a message and hope all the other ships get the *accurate* ungarbled word. Using flaghoist you *know* they've got the word.

Semaphore, flaghoist and flashing light — the Big Three of visual signaling — have another advantage over radio — they're less expensive. The most common semaphore devices are the open hands. Probably the most elaborate are two fluorescent sharkskin cloth flags mounted on two sticks. Flashing light signaling starts with flashlights and works up to the 24-inch, arc-type searchlights carried on the larger capital ships. These big

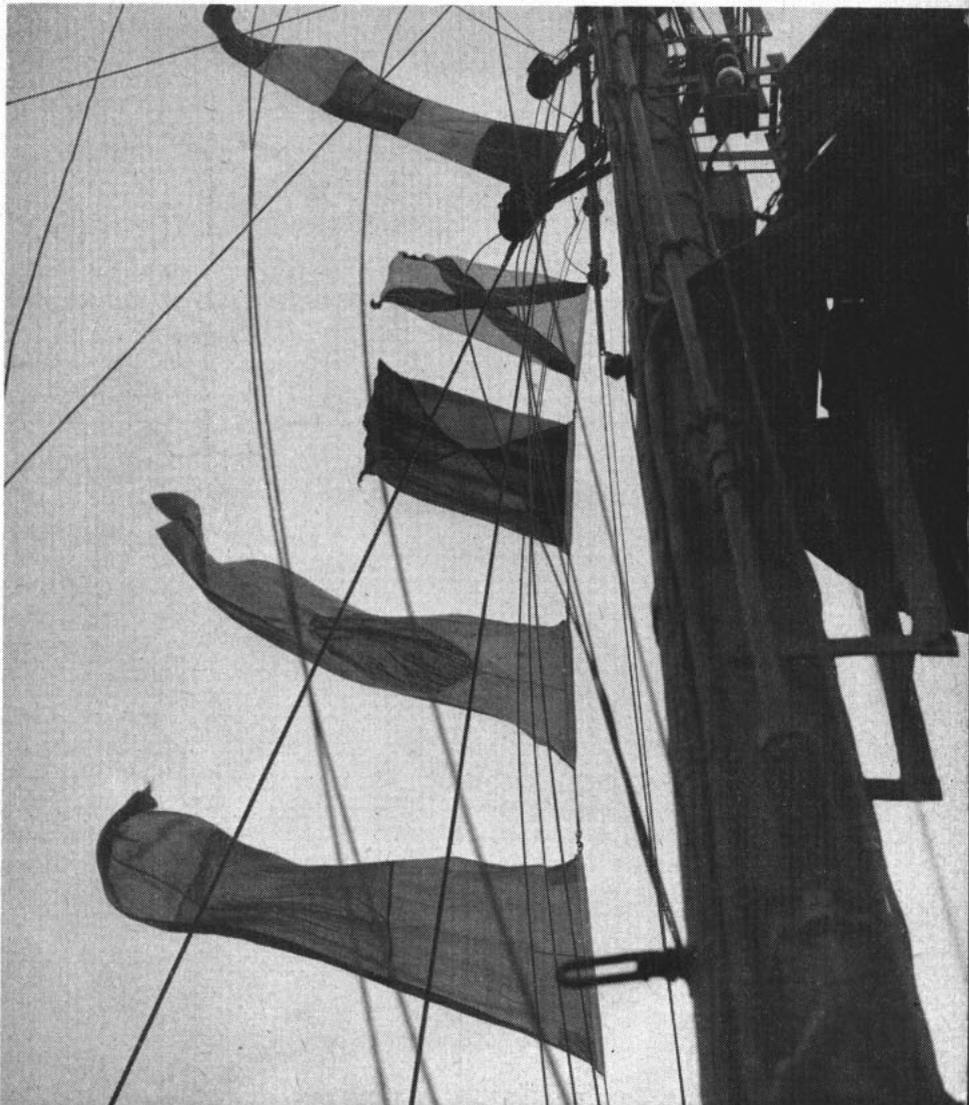
lights are powerful-beam babies. Even in broad daylight their concentrated rays reach out to ships hull down.

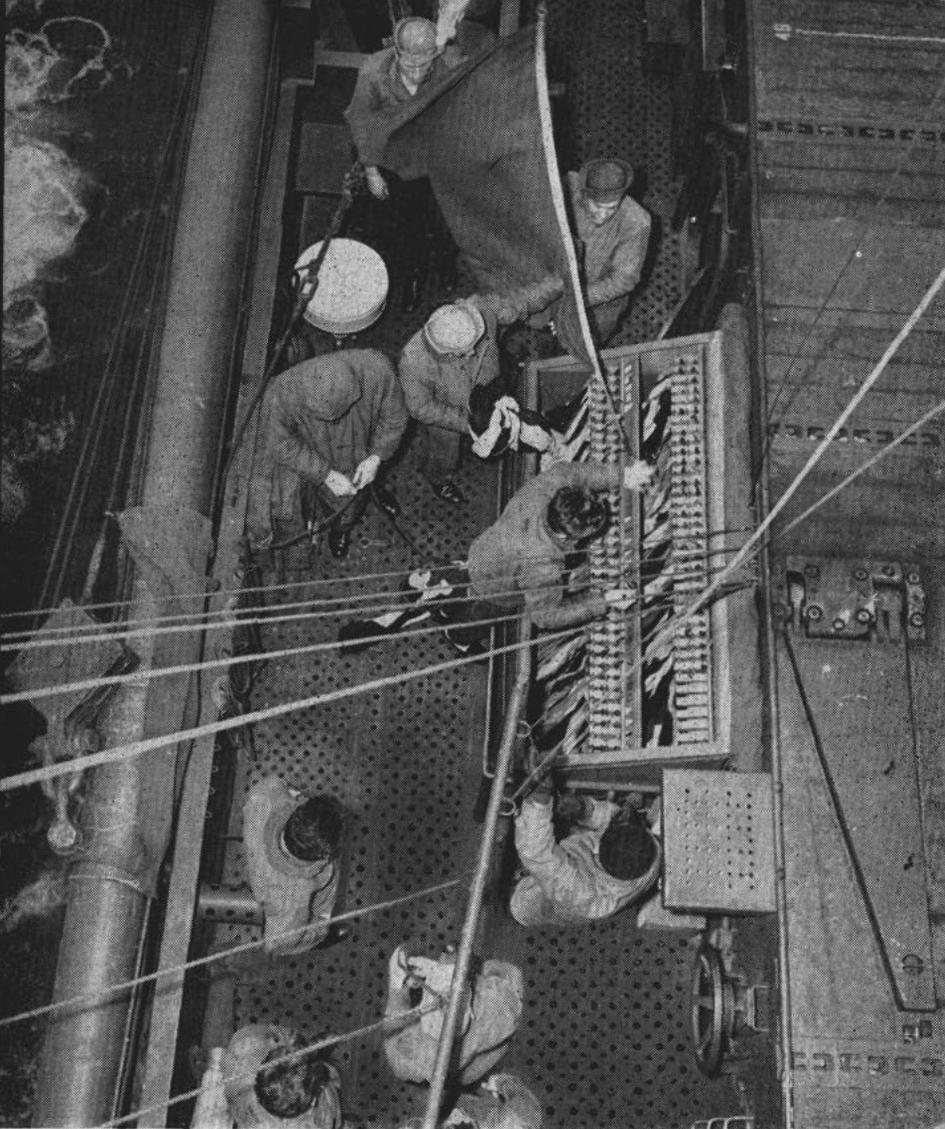
Still another advantage of visual over radio lies in the less complex gear needed. This means less chance of breaking down under stress of weather or battle.

The ranges attainable with today's visual far exceeds the ranges of Preble's day. When the old-timers needed to signal something outside the scope of their limited signal books, the ships had to close in to hailing distance. Today, ships communicate with their large searchlights 10 or 12 miles apart. At night the light's rays can even be bounced off a low cloud, thereby doubling the range.

For closer distances, the standard 12-inch signal searchlight is brought into use by day. And for close-in work, a couple ship lengths or so, semaphore is best. In night work for

ARRAY of code flags called 'hoist' flies from destroyer's mast. Instructions can be given all ships of group at one time during daylight hours.





WATCH SECTION tends flag hoist. Other ships in group must duplicate flagship's hoist. When all flags are properly displayed, ships 'execute.'

not-too-distant signals, yardarm blinkers are used. These telegraph-key-controlled blinkers come in handy when a ship has one message to send to several ships.

Many elements of visual signaling have increased in the past 150 years. One of the elements that has become smaller is the size of the signal flags and pennants. Captain Truxtun's "pendants" were 4 by 15 feet; his flags, 9 by 15 feet. Most of Commodore Preble's fleet could almost be used by *Midway* or *Missouri* as motor launches. Yet, these two giants fly pennants four feet shorter and flags nine feet shorter. It wasn't that the old tars had bad eyes and needed large flags. It's just that telescopes were then a rare and costly item.

The scarce item today—to hear the leading POs of just about every signal gang—is signalmen. In fleet operations it's not unusual for one ship to

have two flashing light messages coming in, two being sent out and a flag-hoist exercise being run off all at the same time.

All this activity calls for qualified signalmen—or "operators" as they call themselves. One thing the PO acting as watch supervisor dislikes is having to signal an operator calling from another ship: "Hold up on your message. All my gang is busy."

Let's take a look at the signal gang. At the bottom are the strikers. Some are fresh from the deck force. Work on the bridge is all new to them so they perform only minor tasks. Other strikers are becoming handy with their new trade. Soon they will qualify for petty officer grade.

Next there are the "journeymen" of the signal gang, the qualified POs who handle most of the visual traffic. These are the men who come running when the OOD spots another ship

signaling first. They form the main body of the signal gang.

Above these two groups are the senior POs who act as watch supervisors. These men have the direct responsibility for training the junior men in their rating. When their ship steams in formation the supervisors see that all messages are handled properly. In direct charge of the whole signal gang is the "Chief of the Gang." On larger ships he is almost always a CPO, but on smaller ships a PO1 or PO2 carries this title. The Chief of the Gang works hand-in-glove with the communication officer or signal officer.

The first duty of the striker, along with his joe-pot detail, is recording messages as they come in. The signalman calls out the words and the striker writes them down. As a number of officers from the CO and XO on down have to read his writing on the message blank, it must be legible.

His best bet is Navy speed-writing system. Not shorthand, it's just fast printing. If you've ever seen this writing here's why it looked as it did. All the letters are capitals made with *minimum pencil strokes*. Other tricks: numeral *one* is underscored to avoid confusion with "I"; numeral *zero* is crossed with diagonal line to avoid confusion with "O". After the art of recording is mastered, semaphore signaling comes next.

Semaphore comes easy to most men. Many a sailor learned it in his mid-teens while a Boy Scout. He also had a taste of it while in "Boots." Extending the arms in various positions forms the 26 letters of the alphabet and various special signs. Some of the signs indicate *attention*, *error*, *front* (word ended, new one coming up) and *numerals* (beginning or ending).

For transmitting plain language messages under average conditions semaphore is the fastest of visual methods. Twenty-five words a minute is considered a good speed. In line with this, there are stories in the fleet about hot-shot signalmen who send semaphore with such speed that they rise off the deck now and then. Their flailing of the air with semaphore sticks resembles a helicopter's blades. Efforts to trace down these men have been fruitless, however, and it appears that there has been a little "stretching of the hawser."

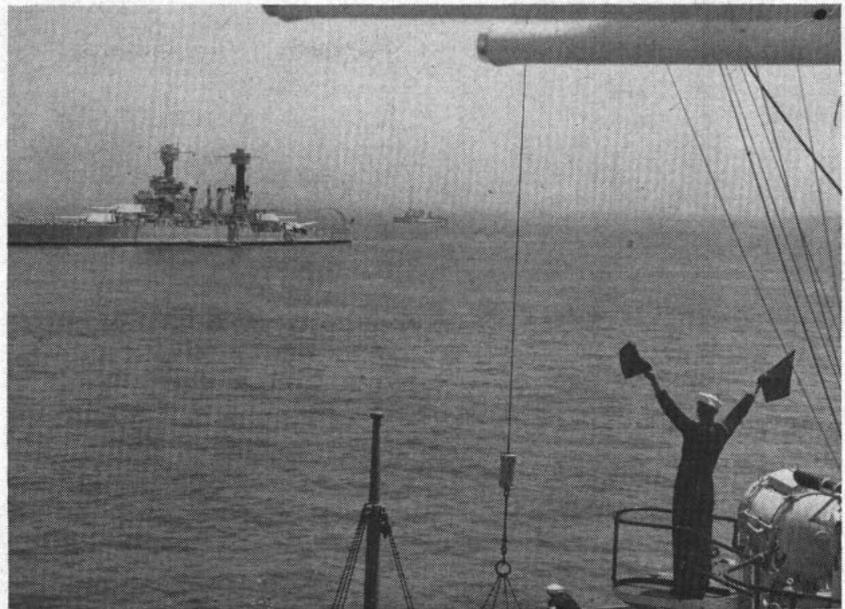
Nevertheless, a fast man doing semaphore does look something like a windmill in a typhoon. On the other

hand, a fast man working a signal searchlight appears to be sending out a steady stream of light. Two good operators will talk to one another by flashing light at 15 to 18 words a minute. That's a lot of dots and dashes being flashed in a hurry. Take the phrase "Sighted sub sank same." It is made of 32 dots and 13 dashes, all perfectly spaced.

Admiral Robley "Fighting Bob" Evans, who took the U. S. Fleet around the world in '07-'09, had a lot to do with the development of the signal searchlight. Another thing he had a hand in developing was the world-famous white hat. He took the idea from a head piece that was in high style among the Chinese mandarins. And many a striker striving to master flashing light still gets the idea that speed artists on other ships are sending Chinese. Once a man learns to read flashing light, however, he doesn't soon forget it. During World War II men who had been out of the Navy for eight or 10 years picked up all they once knew about reading light in a few weeks.

The International Morse flashing light code uses combinations of five dots and dashes for numerals. Each of the 26 alphabet letters is made with a one to four dot-dash combination. "E" is dot, "T" is dash, "H" is four dots.

One of the advantages of visual signaling lies in its security. In this line, there was a system developed during World War II that approached the ultimate in "no-light-leaking" security. This is infra red equipment, formerly called "Nancy" equipment.



SEMAPHORE — Sailor goes through time-honored motions of semaphore signaling. Crackerjack signalmen can 'wave out' more than 25 words a minute.

It is still very much in use during darken-ship periods.

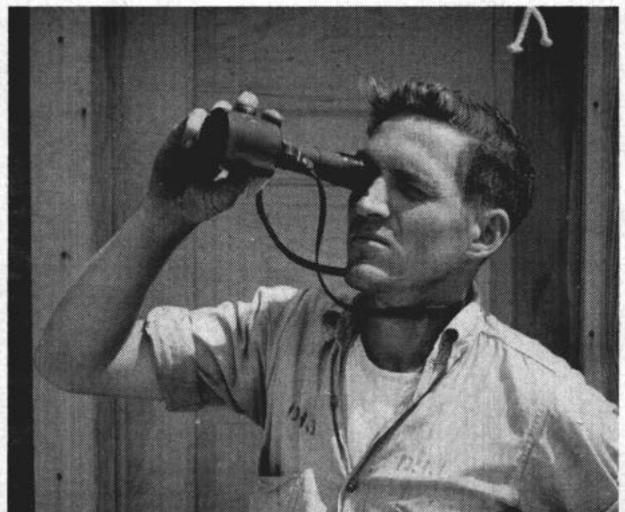
If you stand five or 10 feet from the sender you won't see any sign of light with the naked eye. The man in a ship hundreds of yards away looking through his infra red receiver finds it no effort to see the dot-dash flashes. His special receiver, being sensitive to infra red light, catches the normally invisible light flashes. The sender first mounts a special hood over the face of his signal searchlight. This hood not only stops all visible rays, but concentrates the infra red beams as well.

Infra red equipment and florescent

flags are not the limit of versatility in the Navy's signaling equipment. One of the handiest of flashing light devices found today is the multi-purpose light. It is used by seamen and airmen alike. Two main parts form this portable unit: the signal gun and the battery case.

When the pilot of a patrol plane wants to talk to a ship's CO, he tells his radioman to man the multi-purpose light. Then, as the plane circles the ship, the radioman aims the signal gun and sends dots and dashes by means of a trigger mounted on the gun.

Granddaddy and still the most color-



SEARCHLIGHT has special hood, filter, viewer for sending 'invisible' light messages. Man (right) holds small viewer.



SIGNALMAN on shore directs 'traffic' as jeep emerges from landing barge and runs down ramp onto Guadalcanal beach during W. W. II operation.

ful of the three forms of visual signaling is the flag hoist system. Its operation, however, requires the most men. Other systems get along with fewer.

A man sending by flashing light reads off his written-down message, trains his light on the man receiving and bats it out. His receiver observes him either with the naked eye or through binoculars if the distance is great. The receiver calls out the message to his recorder. Even though the message may be a three-page Alnav containing hundreds of words, only three men are needed. Semaphore also calls for three men who operate much the same as those using flashing light. Sometimes both systems use a fourth man who calls out the message to the sender.

It's possible for three men to handle flag hoist signals, but it would be a slow process. Let's take a look at how it's done by "the five-man watch section of, say, a destroyer squadron flagship.

The squadron communications officers calls a signal aft from the pilot house. The watch supervisor acknowledges it and stations his four men.

One man, the best "reader," mans a long glass or the ship's binoculars to check the other ships' flag hoists. They must repeat his ship's hoist flag for flag. A second man faces the flag bag. He will "bend" the various flags

and pennants on the signal halyard. The third man, usually the least experienced, stands by the downhaul part of the signal halyard. He will hoist the flags as they are bent on. The fourth man stands by the signal log, keeping records of signals and times.

As the signaling quartermasters of other ships of the group spot the flagship's flags in the air, they go through much the same motions as on the flagship. When all ships have

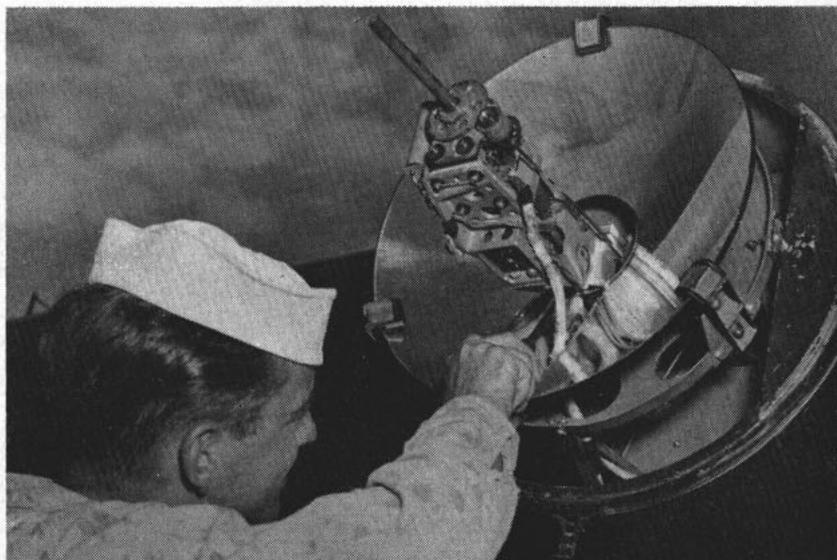
their flags properly displayed and "close up" to the yard, the flagship supervisor informs the communications officer. Then, at the proper instant, the supervisor orders "Execute!" All signals on all the ships come down simultaneously—if there are sharp signal gangs on the other ships.

The list of signals that can be sent by flag hoist is long and varied. A formation of ships can be told to break up and scramble. All hands can be told to air bedding . . . "OODs will not blow tubes during air bedding period." Ships can be put through 10-step evolutions that would confuse a chorus line director by the third step. Just about every conceivable situation that might arise in shipboard or operating force administration and tactical control is in the flaghoist signal book. Abernathy Xavier Dub, SA, USNR, can even be told to set his watch ahead one hour comes midnight.

A look at a few of the signals called for in Truxton's Navy shows the great changes which have taken place since that time. Here are a few examples (each signal was denoted by a numeral):

- 414 . . . Engage the enemy to windward.
- 446 . . . Hold fire till within point-blank shot.
- 6 . . . Board the enemy.
- 187 . . . Mutiny.
- 188 . . . Mutiny quelled and ring-leaders secured.

—W. J. Miller, QMC, usn.



RAIN SQUALL catches up with electrician's mate as he repairs searchlight. Signal equipment must be in tiptop shape for fast, accurate communication.

TV Passes the Word

To keep the public informed of Navy and Marine Corps activities at home and overseas the Navy Unit and the Marine Corps Section of the Armed Forces Public Information Office on the West Coast produce several radio and television programs each week.

Two of the programs originating in Los Angeles are produced, written and narrated by Seaman Don Andrews, USNR, under the supervision of Lieutenant Ben Greenberg, USNR, officer-in-charge of the Radio-Television section for the Navy.

One program, a weekly television feature called "Navy Newsreel," tells the story of some aspect of Navy life through the medium of interviews with officers and men, late news films on Navy events around the world and two special sound films.

The sound films consist of interviews with Los Angeles sailors or Marines serving overseas and an interview with the "Reservist of the Week" — A Naval Reserve resident of Los Angeles who is a member of a local Reserve unit.

The Navymen also produce a radio program called "Pass the Word," a capsule version of the "Navy Newsreel" featuring tape recorded interviews with prominent Navy personalities in the news, combat reports from Korea and hometown interviews.

The Marine Corps Section in Los Angeles produces a weekly network radio program called "The Marine Corps Show."

Master Sergeant Roy Heinicke, USMC, is writer-producer of the show under the supervision of Lieutenant Colonel Merle T. Wetton, USMC, officer-in-charge of the Marine Corps Section. Also under the supervision of this section is "Marines in Review," a musical and documentary radio program originating on tape at the Marine Base at Camp Pendleton, Oceanside, Calif.

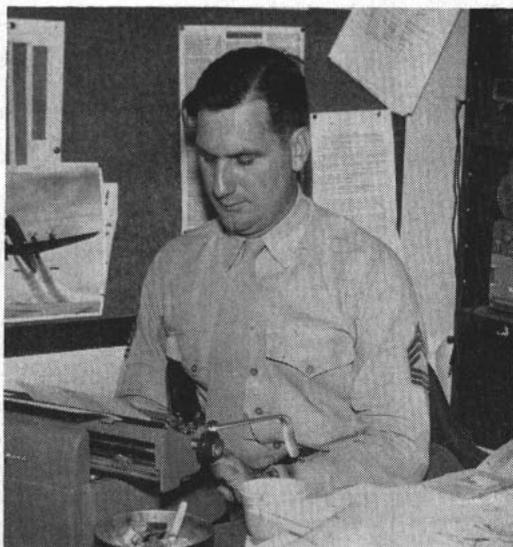
In addition, Navy and Marine Corps personnel of the Armed Forces Public Information Office, Los Angeles, are responsible for the distribution of available documentary motion pictures on the Navy and Marine Corps to television stations in the Los Angeles area. They also fill requests for help from producers of radio and TV programs and film requiring Navy or Marine Corps participation.



DON ANDREWS, SN, USNR and Audrey Verble mail advance information on show. Below: Andrews and LT Ben Greenberg, USNR, time tape recording made in Korea.



SCRIPT for 'Marine Corps Show' is typed by MSgt Roy Heinicke, USMC. Lower left: CAPT George C. Weaver, USN, and A. O. Faircloth, interviewed by Andrews on TV.



mobile is not authorized when it is located within the continental U.S. at the time the serviceman is reported as missing or deceased.

• **NEW KOREAN RIBBON STAR**—Another engagement star for the Korean Service Medal and Ribbon has been authorized. The combat star is designated "K-8, Korean Defense—Summer-Fall 1952" and covers the period from 1 May to 30 Nov 1952.

In addition, a terminal date for eligibility for the seventh Korean engagement star (K-7, Second Korean Winter) has been set as 30 Apr 1952. The commencement date of this operation period is 28 Nov 1951.

Upon receipt of notification from Commander Naval Forces Far East that the ship or unit has earned the medal (and stars), eligible personnel are entitled to wear the ribbon and stars as appropriate.

A list of ships and units having met the requirements for the medal and stars will be published in a future revised issue of *Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps, and Coast Guard* (NavPers 15790).

For a detailed discussion on the eligibility for the Korean Service Medal and engagement stars, see October 1952 **ALL HANDS**, page 52.

• **MUSICIANS' COURSE**—Refresher training for qualified Navy musicians to improve their instrumental proficiency and give additional theoretical instruction at U. S. Navy School of Music, U. S. Naval Receiving Station, Washington, D. C., is offered by BuPers Inst. 1336.2, 10 Dec 1952.

The refresher course, which is offered in addition to the basic Class "A" and the advanced Class "B" courses, will be from 12 to 24 weeks in length. The course convenes monthly.

Personnel may request this course provided they have completed four years' active service. Requests for assignment to the refresher course should be submitted via commanding officer to Chief of Naval Personnel (Attn. Pers-B212), and Officer in Charge, U. S. Navy School of Music. Applicants must have two years' obligated service at time of entering school.

Some students will be selected from unit bands for additional training and to assemble new unit bands.

• **NSLI DIVIDEND**—Another dividend will be paid in 1953 to naval personnel holding National Service Life Insurance policies, the Veterans Administration has announced.

The first payments will be made this month to approximately 5,000,000 eligible veterans, including personnel now on active duty.

The size of the individual payments for most policy holders will be the same as in 1952, when an average of \$60 was paid.

To be eligible, the policyholder must have paid premiums for any three or more months between the "anniversary date" of his policy in 1952 and the same date in 1953.

Personnel who are eligible for the new dividend, but who did not apply for the 1952 dividend, will have to apply direct to the "Veterans Administration, Washington, D. C., Attn. NSLI Dividend."

However, *policyholders who applied for the 1952 dividend will automatically receive the 1953 dividend.* Your dividend payments should be mailed to you from 30 to 40 days after the anniversary date of your policy.

The method of payment will be the same as in 1952 unless you as the policyholder inform the VA to the contrary. In this instance, you should notify the VA office to which you pay your premium.

If you are required to file an application for the 1953 dividend, include your full name, mailing address, policy number, serial number and date of birth. You must sign the application in your own handwriting.

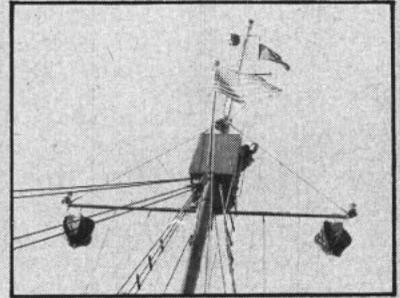
The 1953 dividend is the second regular one to be declared on NSLI policies. The first was paid in 1952 and totalled \$180,000,000. In addition, two special dividends covering the period of World War II were paid.

• **CANADIAN POW CLAIMS**—Any American who served with the Canadian Armed Forces in World War II who was a prisoner of war and feels he is eligible for ex-prisoner of war claims may write to the War Claims Commission, Ottawa, Ontario, Canada.

The applicant should furnish particulars of his service with the Canadian forces, of his capture and internment as a prisoner of war together with any other information that he considers may be helpful to the commission.

QUIZ AWEIGH

It'll take some thinking to score a 4.0 on this month's quiz. We lead off this time with a question on the Rules of the Road.



(1) Black balls like these pictured here are sometimes hoisted at the fore masthead and at each yardarm. In this position they indicate that the ship is (a) at anchor, (b) engaged in minesweeping operations, (c) towing a submerged object.

(2) One black ball or shape displayed on the forward part of a U. S. Navy vessel indicates that the ship is (a) at anchor, (b) moored over a submarine construction, (c) underway.



(3) Above is a silhouette of USS *Boxer* (CVA 21). If you're up on ships' design, you would correctly say that *Boxer* has a (a) raked-type bow, (b) bulbous-type bow, (c) clipper-type bow.

(4) And aft you'd say she has a (a) V-type stern, (b) semi-flat stern, (c) combination V-type, semi-flat stern.



(5) The sailor pictured above is operating the (a) ordnance rangefinder, (b) computer, (c) coincidence rangefinder.

(6) This instrument is used primarily for (a) navigational purposes, (b) gunnery, (c) measuring the speed of other ships.



SUPPLIES are unloaded at Thule beach. The base is open to shipping for a maximum of 60 days during summer.

Where Sailors Did NOT Want Liberty

THE nation's most northern and strategically located arm of defense at Thule, Greenland, is now operational as a year-around base for heavy bombers and jet fighters.

The rapid construction of Thule (pronounced "Too-lee") during the past two years represents the unified efforts of the U. S. armed forces. Teamed together in the biggest national defense construction project of peacetime were the Army's Engineer and Transportation Corps, the Military Sea Transportation Service with its naval and time-chartered commercial ships and units of the Atlantic Fleet, the Air Force, the Military Air Transport Service, the Coast Guard and private construction companies of 8500 civilian engineers and construction workers.

If you have not been around the Arctic regions, you'll find Thule pinpointed about 700 miles above the Arctic Circle and only 900 miles from the North Pole. It is on the west coast of Greenland, the world's largest island, under Danish Sovereignty. It is nearly one-third the area of the U. S.

Thule was founded in 1910 by Knud Rasmussen, a Danish explorer,

and is one of the most northerly points among the populated areas of the world. Its name comes from the Latin *ultima thule* meaning, "the ends of the earth." For some time Greenland has been the base of a joint Danish-U. S. weather station, and in 1946 an airstrip was built here to support a chain of weather stations in the Northeastern Arctic.

The logistic support of the huge Thule construction project was carried out primarily by MSTs and other units of the Navy in what was known as "Operation Blue Jay" in 1951, and "Operation Sunac" (Support of North Atlantic Construction) in 1952. The difficult task of building the now well-known military and air base "on top of the world" was completed last summer.

Spearheading the first sea movement of "Operation Blue Jay"—which was called "the nation's biggest secret military operation since the Normandy invasion"—two helicopter-equipped icebreakers, uss *Edisto* (AGB 2) and uscg *Eastwind* (CG 279), departed the U. S. on 1 June 1951.

Following the path of the ice-

breakers came the MSTs ships carrying thousands of tons of supplies and construction materials. Shiploads of cargo mostly in time-chartered *Liberty* and *Victory* ships equipped with radar for ice operations, moved slowly behind the workhorse icebreakers to their chilled and bleak destination.

From the Atlantic Fleet, MSTs received the important assistance of special types of Navy ships like LSTs and LSDs which facilitated putting the heavy construction machinery ashore, and of smaller landing craft which took a hand in moving cargoes from ships in the stream to the beach. Navy lighters and tugs also helped get the stuff ashore. Even Underwater Demolition Teams were called on to help out by blasting underwater obstacles to make way for beaching sites and a 1000-foot unloading pier.

As soon as paths in the ice fields of Baffin Bay were sufficiently broken to make ship movement practical, the first ships moved into Thule's North Star Bay. Ships of the train can go only as far as Thule. Icebreakers, which make the whole operation possible, can go farther and actually pen-

etrated above 82° N, the farthest Arctic area ever reached by a vessel under own power the second summer. (The record penetration was achieved by USCG *Eastwind* — see ALL HANDS, Nov 1952, page 28.)

Success of the entire project hinged on ice conditions en route to and within the area. In the course of the two-year period, ships of various types moved into the Arctic region through several hundred miles of ice-fields, berg-infested waters and fog-shrouded seas.

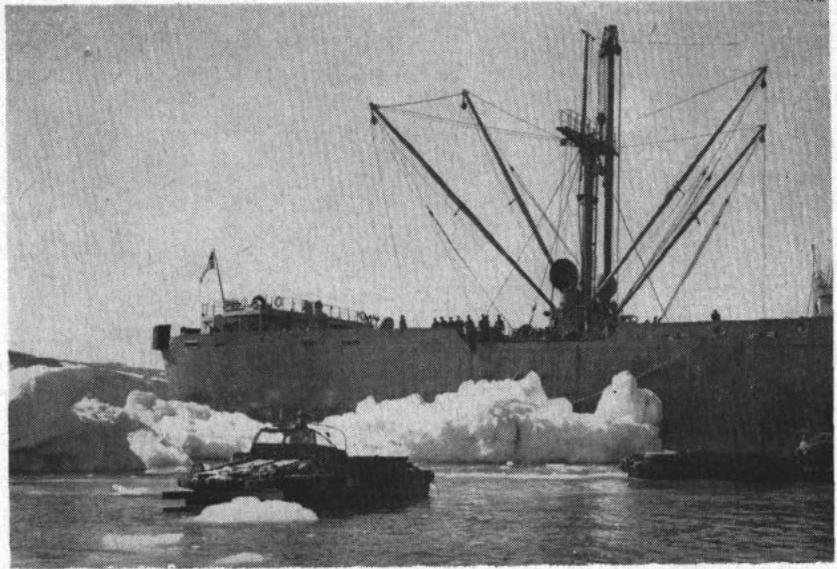
For the two shipping "season" (each "season" lasts only 45 to 60 days) a total of 148 MSTs civilian-manned ships and Navy vessels transported more than 95 per cent of the materials and equipment needed for the Thule air base job. A total of 500,000-measurement tons were delivered.

To get an idea of the huge logistics job performed, here are some figures: The supplies transported by sea totaled 521,857,280 pounds of dry cargo and 590,110,600 pounds of petroleum products. Air Force and MATS planes brought in the rest, 25,000,000 pounds of supplies. MATS also carried more than 20,000 Army men and civilian construction personnel to and from Thule.

On top of all this was the task of advance planning. The Army and Air Force determined the amount and kind of cargoes to be moved through the Army Transportation Corps. MSTs, as the carrier service, then determined how it was to move the cargo, types of ships required and how many. Planners had to figure sailing dates taking into consideration ice problems, weather-tight schedules, coordinate shipping, establish command relations, formulate radio communication channels and codes, provide logistic support of all naval vessels, and work out a myriad of other details, each one important to the over-all operation. MSTs and other Navy personnel coordinated planning with the Army Transportation Corps, the Army Engineers, the Air Force, the Commander Northeast Area and other Naval offices and commands.

At times the unloading of ships was complicated by ice drifting into the bay. Intermittent fog and high winds caused additional hazards.

In "Operation Blue Jay" (1951) USAF 6th Air Rescue Squadron flew ice reconnaissance. During "Operation Sunac," naval aircraft from the



ICE MUST be cleared away in North Star Bay before ships can come in to unload provisions at Thule. Here, DUKWs perform task in 'Operation Blue Jay.'

Atlantic Fleet, with observers aboard from the Navy's Hydrographic Office and the Fleet, carried out ice reconnaissance. Such first-hand knowledge of ice conditions and movements enabled Navy and Coast Guard helicopter-equipped icebreakers to find leads in the ice through which the ships could safely pass.

The Air Force played the leading role in picking out Thule as the site for an Arctic base. In the early days of planning for the military airfield, MATS planes began an airlift of men and materials. By the time Baffin Bay was open to "Operation Blue Jay", the MATS airlift had transported more than 3,000 construction workers, food supplies, prefabricated huts, tools, electric generators, power shovels, tank trucks to carry water, a big crane and road grader — the equipment needed to get the project started. Then, under hush-hush security came the big push in June 1951 when "Operation Blue Jay" with its men, ships and hundreds of tons of cargo moved forward on schedule.

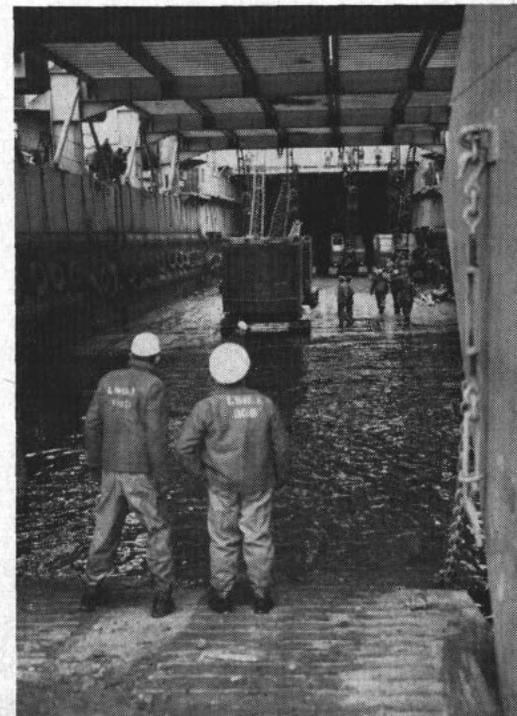
The base is only a dozen miles from the 10,000-foot ice mountain of the Greenland Icecap. Operations on the 2-mile long airstrip are on a year-around basis. In terms of pitting ships, planes and men against almost insurmountable new obstacles under frigid conditions, the Arctic project at Thule has no parallel.

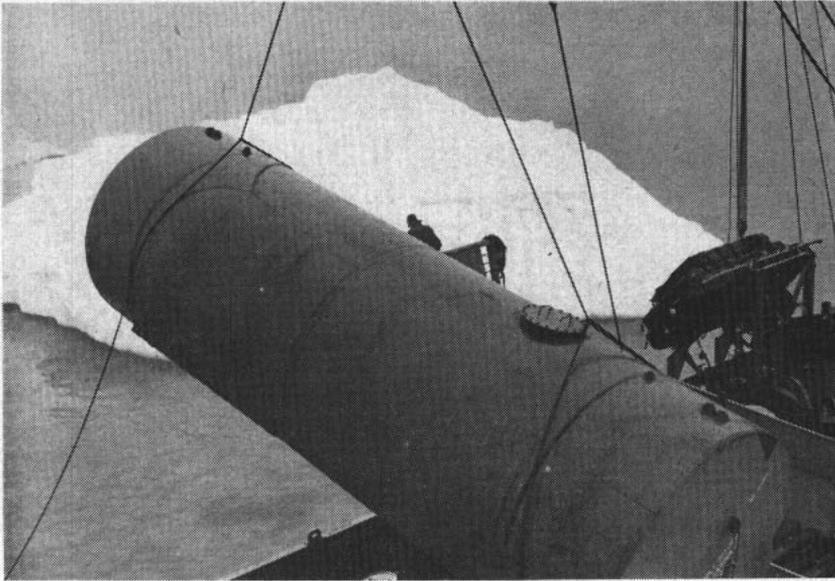
In the few months since June 1951, the feat of establishing this base on the frozen bleak northland has attracted world-wide attention as an

outstanding example of the efficiency of our armed services' unification and high degree of engineering skill within our construction forces. Over an area of 480 acres are scores of barracks, hangars and buildings housing machinery, repair shops, warehouses, movies, stores, a hospital and recreation hall.

Life in Thule can be as tough as one imagines it. In the main, however, living and working in Thule today is not as rough as it sounds. Doctors have declared it the healthiest place

MEN PREPARE to place loading ramps on LSU 550 to load cranes from LSD at Harmon, Newfoundland.





FUEL STORAGE TANK is unloaded from **USS Achernar (AKA 53)**. Tanks like this are used to store fuel on the base. **LSMs** carry tanks from ship to shore.

in the world and its hospital has had little use.

Although "Operation Blue Jay" was frequently referred to as "Operation Blue Nose," there were no serious illnesses and none attributable to the weather. Double rations (meals of twice normal caloric content) were served and cold-weather gear issued to all hands who needed it. Operational casualties were few and not serious except for the death of one civilian in a crane accident. There were numerous lacerations, mostly of a minor nature, several dunkings in

the icy waters and a few fractures. One Army enlisted man and one civilian died of natural causes aboard ships, and four Army personnel drowned when their "weasel" sank.

There was one incident, though, not to be overlooked in the early hazardous days. Heavy snow drifts had covered most of the shacks to the roof tops. As one of the men was busily digging a passage from the doorway through the snow, a hungry Polar bear leaped from the roof onto the man and mauled him badly. The injured man had to be flown back to



CRANE backs slowly up the ramp of **LSU** from deck of **USS Ashland (LSD 1)**. It will be used in unloading and construction work at Thule base, Greenland.

the States for medical care, one of the more unusual casualties of the frozen North.

At the beginning, there were no housing facilities for the thousands of workers on the beach so **MSTS** transports were used as barracks ships. Construction workers were ferried ashore on **LSMs** to begin their 10-hour shifts.

Although liberty was granted to the sailors on a limited basis, there were no recreation facilities on the tiny settlement and only a few bluejackets made more than one liberty trip. But all ships were stocked with movies, and a low-powered radio broadcast station aboard *uss Monrovia (APA 31)*, the flagship, carried **Armed Forces Radio Service** programs. Well-stocked ship's stores also helped keep up morale.

The establishment of this big new airbase means that the **U. S. Air Force** has one of its largest and most strategically located fields to protect the continent against surprise attack across the top of the world. The giant base puts our long-range heavy bombers within easy striking distance of any military target in Eurasia.

The new Arctic air passage lops 1600 miles from the old route by way of New York and the North Atlantic. The new line now swings far above the Arctic Circle, coming within 930 miles of the North Pole. By this route, California and Denmark are but 5000 miles apart.

Flying in the high Arctic is rapidly becoming a commonplace event. Navy and Air Force planes have flown well over 500 flights to the North Pole itself, maintaining a three-times-a-week schedule. The weather is much better for flight operations in high altitudes across the Arctic than the present North Atlantic airlines. Less storms, less icing and also lower winds at high altitudes in the Arctic is the rule.

The new air defense base guarding the Arctic approaches emphasizes the close cooperation of American-Canadian-Danish-Icelandic **NATO**-members in defending the North Atlantic community against aggression.

Construction of the Thule base is an example of man's ingenuity in overcoming the forces and obstacles of nature. And now that the facility there has outgrown its infancy, personnel stationed at Thule should have little trouble with Polar bears any more. — Harvey Mitchell, **JO1, USN**.

Learning How to Fly Without Wings

HELICOPTERS, the newest innovation of the Navy's air arm, have earned a reputation for versatility as a result of their spectacular exploits in Korea. Their increasing use in naval aviation has called for a fast and efficient training program for 'copter pilots.

Virtually unknown a few years ago, 'copters have been developed rapidly until they can now perform almost impossible feats. Their unique flying ability, to go straight up, forward, backward or sideways, or stand still in the air, makes them an invaluable asset to the fleet and they are utilized for a multitude of tasks that could not be performed by conventional type aircraft. The Navy has found many jobs for the whirly-birds: air-sea rescue, carrying the mail, delivering ammunition and supplies to embattled troops.

Who operates these flying "freaks" and where are they trained? 'Copter training is the job of the Naval Air Training Command at Pensacola, Fla.

Back in December, 1950, the Navy decided to add another important phase of pilot training to its expanding flight program. Helicopter Training Unit ONE was commissioned as an activity of the Naval Air Training Command, with the mission of training select personnel for certification as helicopter pilots.

To procure trainees for this new type of flying, the Chief of Naval



HELICOPTERS, returning to their base, hit the strip in mass formation. Ground crews stand by, ready to assist after the 'whirlybirds' touch bottom.

Operations in Washington, D. C., assigned quotas to the Atlantic and Pacific fleets and activities of the Naval Air Training Command, including the Naval Reserve, to furnish seasoned Naval aviators for training as helicopter pilots.

It was set up as a post-graduate training course. A relatively few "Nuggets", a misnomer given to newly commissioned ensigns who completed the NavCad programs, are accepted.

In order to become a helicopter pilot, a naval aviator who has been through the grind of pre-flight and

advanced training, must virtually start all over again. He has a new type of machine that can perform acrobatics he never dreamed possible.

The course of instruction consists of two weeks of ground school and six weeks of flight instruction in learning how to maneuver the versatile craft. He goes all through ground training again, theory of flight, engineering, operations, course rules and safety, before qualifying as a pilot in this new and strange type of airplane. If a Reserve pilot, he then returns to his home station. If he is on active duty, he is assigned duty wherever his services are required.

The usefulness and unlimited future potential of helicopters in time of war as well as in peace are recognized by our military leaders. War-torn and combat-proven, the rotary-winged craft have made their mark in combat zones since the outbreak of Korean hostilities.

As a result of its versatility and maneuverability, the helicopter has become a welcome adjunct to the fleet, bringing high praise from aviation leaders throughout the world. The record of the "eggbeaters" in Korea, in the saving of lives of downed pilots and in delivering supplies and ammunition to entrapped soldiers behind enemy lines has gained them the admiration of peoples everywhere and they can aptly be called "Wingless Angels."—J. B. Smith, JOC, USN.



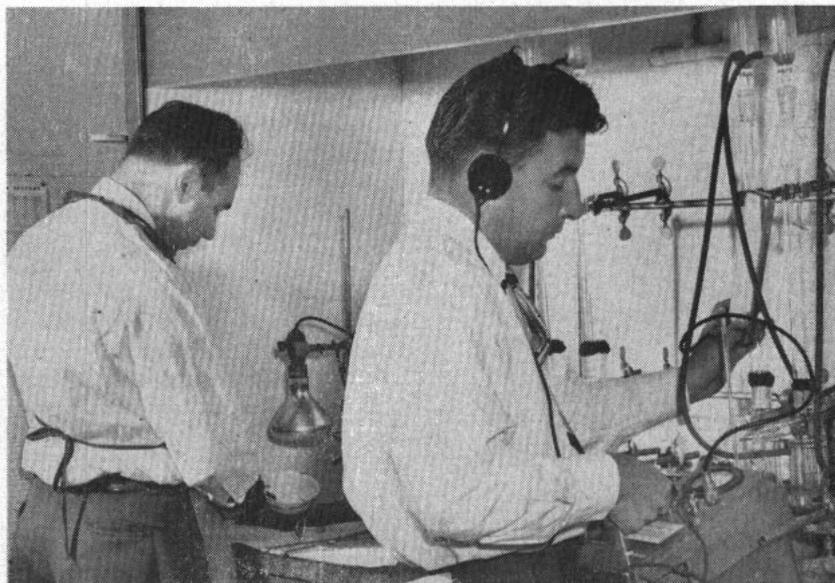
AFTER BRIEFING, student officers check their flight schedules, climb into their assigned 'eggbeaters' and prepare to take off on a day's operations.

Atomic Sub Crew

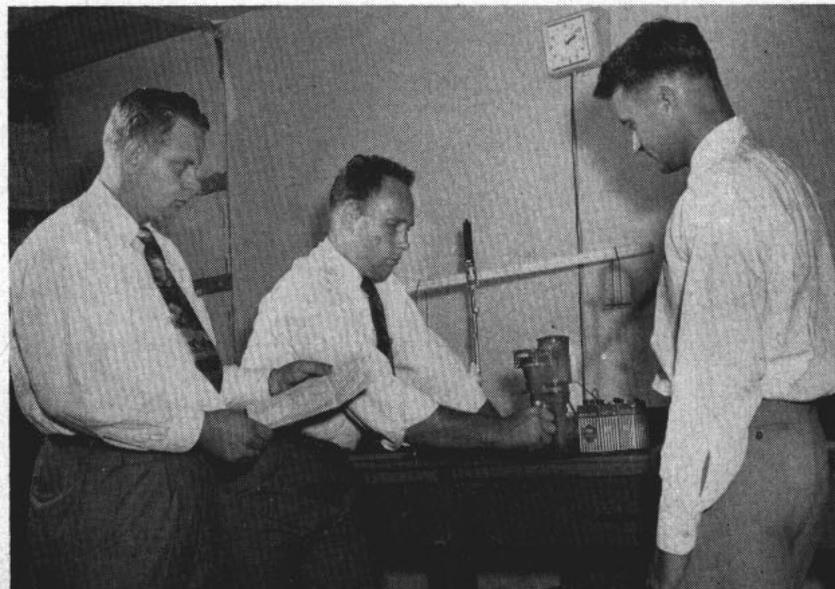
The first Navymen to be trained in the operation of a nuclear power plant are now getting their "atomic education" in classes at locations in Pennsylvania and Idaho. The men in the accompanying photographs — and others — will form the engineering gang aboard the world's first atomic powered submarine, uss Nautilus (SSN 571) when that submersible is completed. Here is a report, prepared for ALL HANDS by the Naval Reactors Branch of the Atomic Energy Commission on how the training program is coming:



IN CIVILIAN CLOTHES, R. A. Quick, EM1, L. B. Kershaw, EM2 and R. W. Ullman, EM1, use Millikan oil drop experiment to determine charge of electron. Below: E. P. Resner, HMC, and F. R. Statzula, HMC, are preparing samples from the site monitoring facility and checking them for radioactivity.



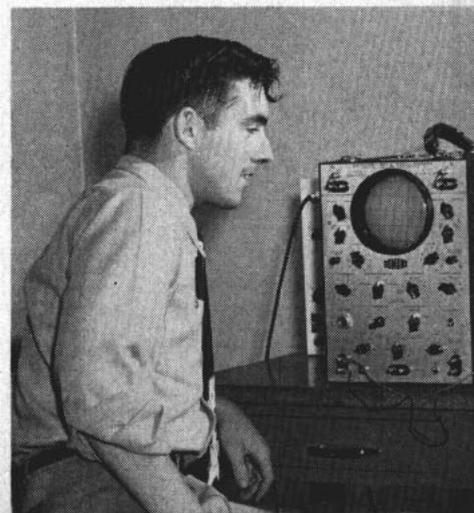
O. H. WELPER, EN1, I. B. Pierson, EM1, and F. T. Duba, IC1, are creating and observing nature of tracks made by alpha particles—nuclei of helium atoms.



THE keel for the uss *Nautilus* (SSN 571) was laid in June 1952, at the Electric Boat Division of the General Dynamics Corporation, Groton, Connecticut. This submarine will be the first vessel to be propelled by a nuclear power plant. To operate the machinery plant of this entirely new type, specially selected and trained men were required.

Nominations of a large number of personnel were received in the Bureau of Naval Personnel from submarine commands afloat. All men were volunteers. Only a limited number of them were selected and ordered to duty at the Bettis Plant of the Atomic Energy Commission at Pittsburgh for instruction by the Westinghouse Atomic Power Division.

The training program for nuclear powered submarine personnel was designed to give the same basic course to all men regardless of their ratings. The graduates have proved themselves capable of actually taking part in the program in both design engineering and manufacturing engineering fields and have also contributed ideas that have been adopted in the design of the plant. In addition, the course has given impetus to the stu-



Start New Training

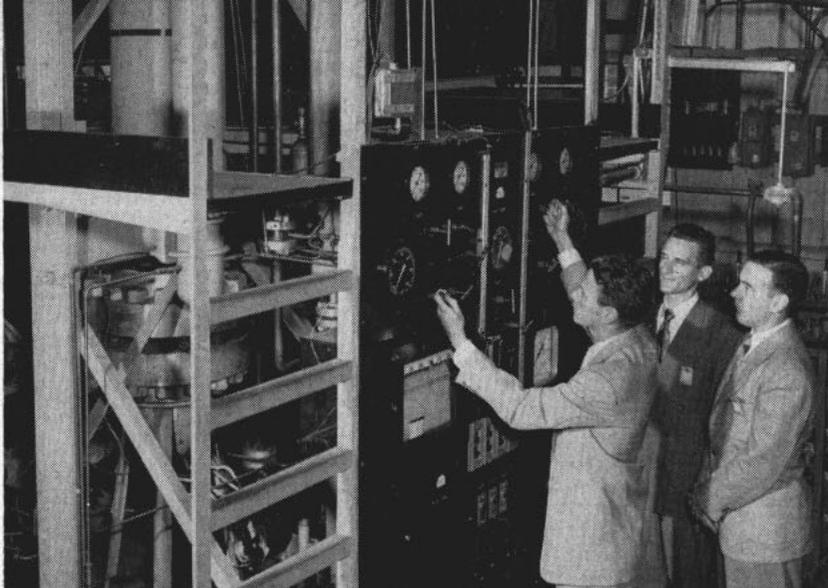
dents to seek higher education in this field on their own.

The instruction includes theory, design, construction, and operation of the nuclear submarine propulsion machinery. Among the instructors are engineers and scientists from the Westinghouse Atomic Power Division who have designed and built the machinery.

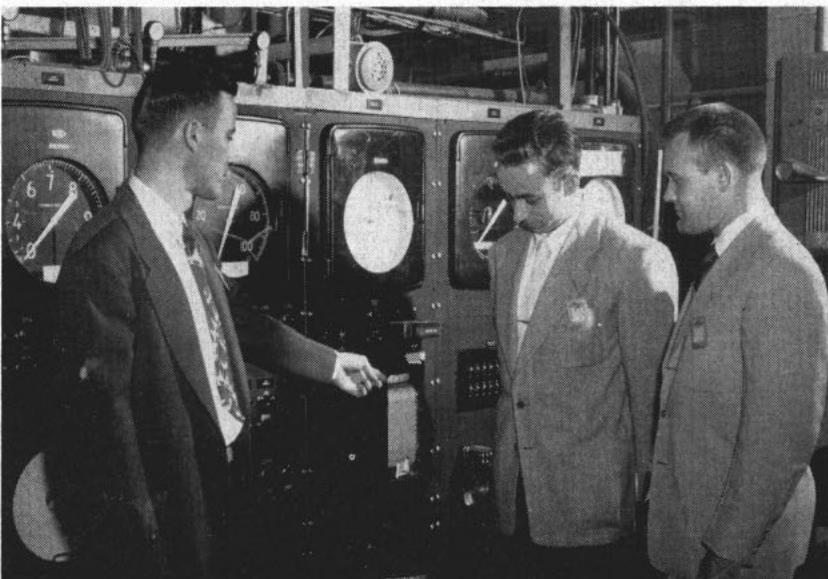
The aim of the program is to train an engineering crew by acquainting each man with the equipment. Theoretical subjects such as college physics, algebra, analytical geometry, calculus, and atomic physics provide the basis to understand the complex systems and equipment involved. The curriculum also includes practical courses in circuits, hydraulic test loops and stainless steel welding, as well as courses in blue print reading, metallurgy and reactor engineering.

When their training is completed at Pittsburgh, the graduates will be given an opportunity to apply their learning to practical application in the operation of the land-based prototype at Arco, Idaho. This plant, known as the "Mark I," is an actual reproduction of the machinery compartments which will go into *Nautilus*. It will provide the test operating experiences necessary to prove the second nuclear power plant, known as "Mark II," which will be installed in the sea-going submarine.

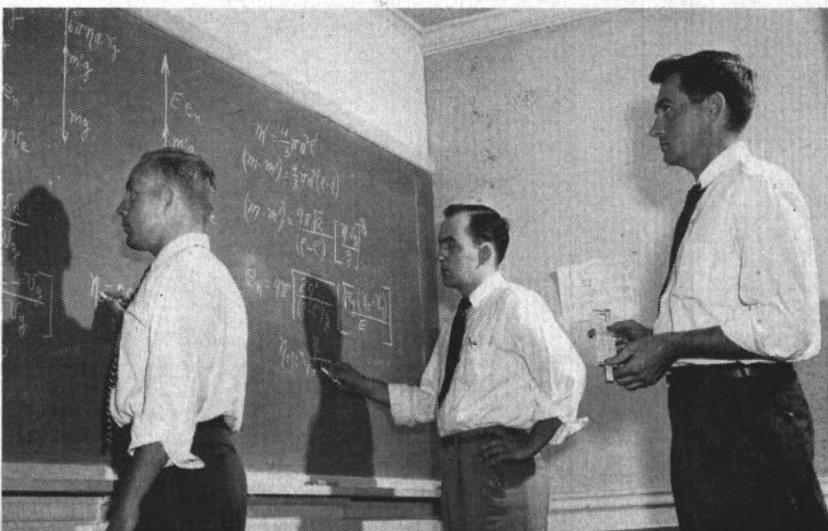
The Navy trainees will make up a large portion of the operating crew of the Idaho test installation. They will stand machinery watches and perform emergency drills on it exactly as they will in the completed submarine. It is expected that the remainder of the crew for the *Nautilus* will also be given some special training.



CONTROLS for testing unit which will remove gases from cooling water of nuclear reactor are operated by R. V. Foster, EN2, as J. H. Morrissey, EN1, and P. J. Boyle, EN2, watch. Below: G. M. Gates, EN2 and D. A. Phoenix, EN1, listen as R. I. Mixon, Jr., ENC, describes control panel for test loop.



THEORETICAL PHYSICS equation is being derived by F. H. Lowery, Jr., EM2, and J. H. Gregory, EM3, while R. C. Hughes, EN3, works out numerical results of blackboard exercise. At left: E. M. Lovejoy, ET1, and E. H. Roemer, ET1, check operation of electronic circuit they built for nuclear control channel.



Brief news items about other branches of the armed services.

* * *

A POCKET-SIZE LAND MINE, powerful enough to blow the foot off anyone stepping on it, has been developed by Army Ordnance and will soon be sent to Korea.

The tiny land mine, designated the M14, weighs only four and one-half ounces. It is so small it can be carried in the palm of one hand. Although it is merely a shadow of the nine-pound World War II mine, the new mine can inflict equal damage and costs only a fraction as much—\$2.50 compared with more than \$13.00 for the old cast iron model.

Since it is non-metallic and neutral in color (olive drab), the new mine cannot be located by mine detectors now in use.

The mine should function perfectly in all kinds of weather and in all temperature regions, the Army says.

* * *

SOLDIER-SCIENTISTS of the Army's 406th Medical General Laboratory are working close to the combat scene in Korea fighting another enemy — disease.

The 406th is combatting several diseases, diseases which can be as deadly as the enemy on the battlefield. One, hemorrhagic fever, has killed about eight per cent of the UN troops who have contracted it. Other diseases being fought are "Japanese B encephalitis," commonly known as "sleeping sickness," schistosomiasis or "snail fever," influenza and other lesser-known maladies affecting military personnel in the Far East.

To get data on a disease like hemorrhagic fever, the 406th usually experiments with mice, guinea pigs, rabbits and horses to isolate the virus. Meanwhile, other members of the staff in Korea are trapping wild rodents in areas where the fever has occurred and collecting fleas and other parasites which they find on the rodents for identification.

As each new case of the disease is reported, other soldier-scientists investigate it and report their findings. Other medical workers bring animals to front line hospitals where they are given injections of blood samples taken from stricken patients. With the data from these experiments, the 406th hopes to pin down the causes of hemorrhagic fever.



HIGH ALTITUDE Air Force interceptor-fighter, Republic XF-91, is shown equipped with external fuel tanks.

"ARMOR, LOWER TORSO," is the designation for a new experimental armor item developed by the Army Quartermaster Corps for combat troops. The new armor, designed to protect the hips, abdomen and groin, is slated to be tested in Korea beginning this month.

Marines in Korea are now testing their own armored shorts that are worn along with their armored vests. Details of the "shorts," developed by the Navy Medical Corps, have not been disclosed.

The Army's lower torso armor is made of the same material as the armored vest for soldiers. It includes 12 layers of flexible, spot-laminated nylon duck, encased in a water-resistant vinyl layer with an outer covering of six-ounce nylon fabric. It is expected to give the same degree of protection to the lower torso as that provided the upper part of the body by the vest. In combat tests, the vest has reduced chest and upper abdominal wounds by about 60 per cent.

The new garment, which weighs about four pounds, resembles boxers' shorts. It may be supported with suspenders under the armored vest so that the lower edge of the vest over-laps the upper edge of the armored shorts. Worn together, the two garments are expected to give protection to the entire torso.

* * *

ARMY MEDICAL SERVICE IN WORLD WAR II will be covered in a 34-volume history, the first volume of which, "The Physiological Effects of Wounds," has recently been published.

The new book is based on battlefield data gathered by a board which studied wounded men in the North African-Mediterranean theater of operations. Collecting data for this text involved the first basic medical research ever conducted by the Army on the front lines.

Shock and resuscitation were the principal objects of the board's study. Its findings concerning the nature and origin of shock have added much to the Army's understanding of this serious condition.

The second volume, now in preparation, will cover the history of preventive medicine in the Army Medical Corps.

* * *

THE FIRST FASTER-THAN-SOUND FLIGHT by an American combat-type aircraft has been completed, the Air Force has announced. The flight, made by the XF-91 fighter plane, was performed over Muroc Dry Lake in California.

The XF-91 is still an experimental plane, however, the Air Force points out and there are no plans at present to order it into production. Improvements developed through such flights as this, however, may find their way into new fighter planes, the air service says.

Designed as a high-speed, high-altitude interceptor, the XF-91 is powered with a turbo-jet engine and afterburner that together provide 5200 pounds of thrust. A 6000-lb. thrust rocket engine added to the plane provided the additional push to send the craft hurtling past the speed of sound.

Although other supersonic flights have been made by experimental planes, such as the Navy's *Skyrocket*, this was the first level supersonic flight made by a U. S. combat-type plane.

A 20-MAN LIFE RAFT, capable of automatically inflating within approximately 30 seconds, is being produced for the Air Force. The new raft will be carried in air transport planes.

Made of a nylon fabric coated with rubber, the raft measures 12 feet, six inches in diameter and weighs 108 pounds. In its carrying case it measures 36 by 18 by 18 inches. In an emergency, the raft can be dropped from the aircraft, carrying case and all. As it falls, a PP1 kit, similar to the static-cord system used by parachutists automatically discharges carbon dioxide to inflate the raft.

Another feature of the new raft is a portable canopy, which can be easily attached to its outer edge. The canopy has two port holes and is fitted with an elastic lining at the bottom, which fits snugly to the side of the raft. The canopy is greenish-blue on one side for camouflage and is colored a brilliant neon red for signaling purposes on the reverse side. The top and bottom of the raft are identical, which enables it to be boarded on whichever side turns up in the water.

Tests made by the Air Force in the Gulf of Mexico show that the raft can withstand up to 16-foot seas and winds as high as 58 miles per hour. Other tests show that temperatures ranging from minus 65 degrees to 160 degrees Fahrenheit do not damage the new life raft.

★ ★ ★

A NEW COLDBAR MITTEN designed to be worn with the coldbar uniform (a single layer, molded plastic winter combat garment, utilizing the so-called "vapor-barrier" principle) has been developed by the Army Quartermaster Corps. Fifteen hundred pairs of the mittens are scheduled for shipment to Korea for testing under winter battle conditions.

Like the coldbar uniform, the mitten is in the experimental stage and will not be adopted for standard issue until its value and practicability have been proved during extensive field tests.

The new mittens are made in two parts. Inside an outer covering which consists of a leather palm and a

water-resistant back made of duck material, is an insert of plastic sponge molded in one piece. This insert includes the cuff,—a compartment for the thumb,—one for the forefinger and another for the other three fingers.

Tests in a cold chamber and under field conditions indicate that the new mitten provides more protection to the hands in cold weather than the standard trigger-finger inserts made of wool.

Tests of the coldbar uniform, developed little over a year ago, are being continued in Korea. Reports thus far indicate that moisture that remains on the skin, even after a thorough drenching in temperatures as low as freezing, is promptly warmed up by body heat after the wearer leaves the water and exercises.

★ ★ ★

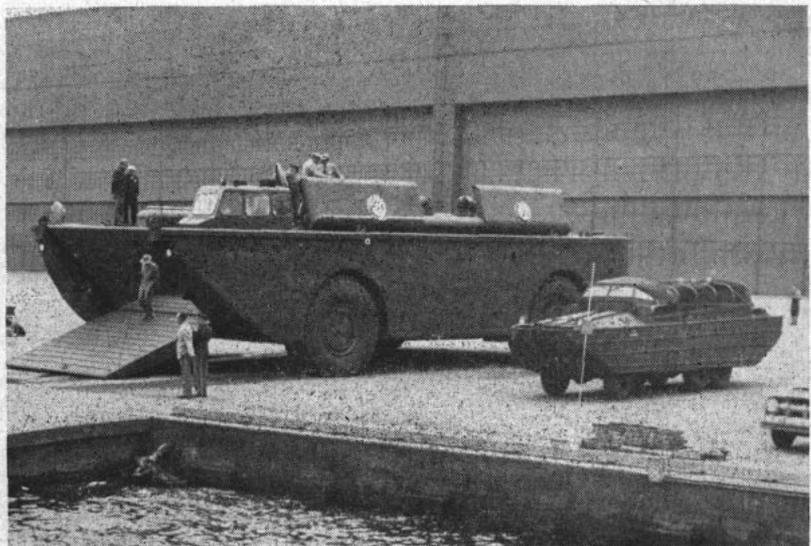
A 60-TON AMPHIBIOUS CARGO VEHICLE designed to transport heavy motor equipment as well as artillery pieces and other standard military items from ships off shore to inland supply points, has been developed by the Army Transportation Corps.

The giant carrier, designated the BARC, operates on principles similar to those of the well-known but smaller World War II DUKW.

For mobility on beaches and land, the BARC depends upon the largest tires ever manufactured. Each tire measures nine and one-half feet from the ground and weighs more than 3300 pounds. The four tires contain enough rubber to produce more than 500 ordinary passenger car tires. The new amphibious vehicle has an over-all length of 61 feet, is 27½ feet wide and 16 feet high.

A specially designed landing craft-type ramp in the BARC permits a loaded tank to leave the vehicle under its own power and ready for combat.

The BARC can take heavy loads from shipside in deep water, across a beach and over rough terrain to an inland supply point for direct discharge, or for transfer to truck or rail, largely eliminating the necessity for difficult and inefficient rehandling of cargo at the water-line.



'BARC' — Army's 60-ton amphibious resupply vehicle — plows through water. Right: 'BARC' dwarfs WW II 'DUKW.'



TECHNICIANS fit prop to desired shape. It is then mounted in water tunnel for turbulence tests at varying speeds.

Water Tunnel: A Short Cut to Better Props

TO make the designing of propellers a more scientific process is the mission of the Navy's Garfield Thomas Water Tunnel at the Pennsylvania State College.

At present, designing a propeller—be it for a ship, a torpedo or an airplane—is more of an art than a science. For example, the designer of today is likely to take a look at what has been designed before for a ship of the designated size, make calculations based on the experience gathered from that ship, then sit down at his drawing board and draft a design

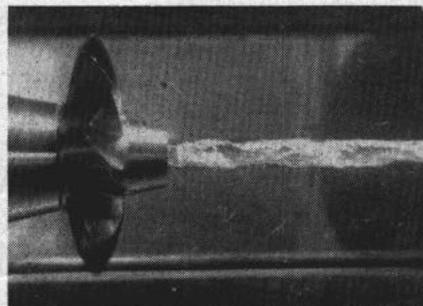
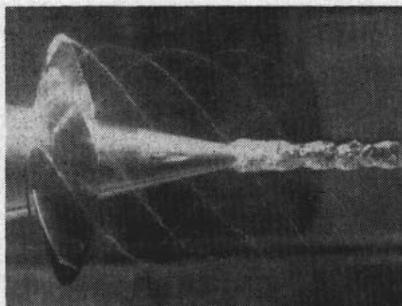
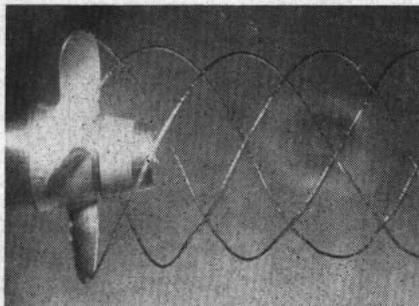
which he thinks will do the trick for the new ship.

Navy hydrodynamics experts, working at Penn State want to change all this. In the future, when an order for a propeller design comes in, the scientists want to be able to say with certainty that such-and-such a type of propeller will be able to do the job required. When they can do this, the problem of propeller design will have been vastly simplified.

With this idea in mind, the Navy in 1949, completed the water tunnel on the Pennsylvania college campus. If

you should take away the red-brick building that houses the tunnel itself, you would find a large rectangular metal tube which looks something like a giant (although square) metal doughnut set on its side. Through this tube, technicians can push 100,000 gallons of green water every 18 seconds — that's a lot of water. Special vanes set into the tube turn the flow of water around corners.

The heart of the water tunnel is its "throat," a narrowed-down section in which the water sometimes reaches a velocity of 48 knots. The throat has



THREE STAGES of single-prop arrangement photographed in stroboscopic light reveal hub and blade turbulences.

another characteristic too — the flow of the water is very uniform here. This is important, for the scientist must have a uniform flow of water in order to get an accurate measurement of his "workpiece."

Here's how a typical experiment is run.

An aluminum or brass propeller (or it may be a torpedo or some other underwater missile) is fashioned exactly to scale in the Tunnel's own shop. It is mounted on a removable strut which is in turn set in a removable segment in the bottom of the "work section." The manhole in the top of the section is bolted shut. A hydraulic lift arrangement enables the research men to replace the model without draining the water from the tunnel.

Incidentally, the material out of which the model propeller is worked is the same material out of which the full-scale propeller will be manufactured.

Cut into the sides of the work section are several plastic windows (see photo). Through these windows, the technicians can watch the propeller under test and analyze the pattern of the "turbulence" produced as the mass of water moves past the rotating prop.

"Turbulence" is the key word around the laboratory. A perfectly shaped propeller would leave no turbulent wake at all for water would flow smoothly around it. As in aircraft, turbulence produces "drag" which slows down any moving object.

Associated with turbulence is "cavitation." Don't let this word throw you — actually all it means is "bubbles."

Bubbles produced by a whirling propeller moving through the water burst against its blades and in time can chew an inefficient propeller to pieces.

For example, the old liner *Mauretania* had to go into drydock every two trips across the Atlantic Ocean



MEN in background observe tunnel and relay data or suggest changing water speed, temperature, etc., to technicians in control console section.

to have her scarred propellers replaced.

And the former French ship *Normandie* (which later burned and capsized at her New York pier) could make but one trip across the ocean before hydraulic repairs were necessary.

Engineers have improved propellers since the day when the sleek *Normandie* used to ply the Atlantic trade but periodic repairs and replacement of chewed-up props are still required.

The Penn State experiments should help produce bigger and better bubble-free propellers.

Also, these bursting bubbles generate noise, and underwater noise is something the Navy doesn't like. For the more noise a ship or submarine or torpedo generates as it passes through the water, the simpler it is for an enemy to detect the noise with listening devices.

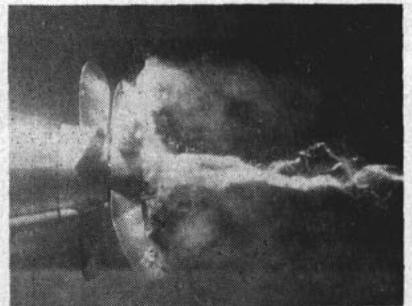
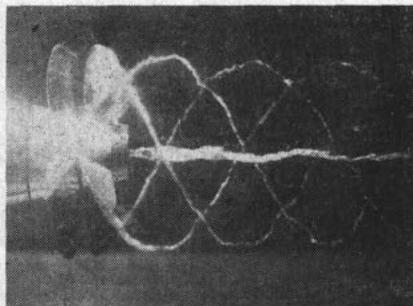
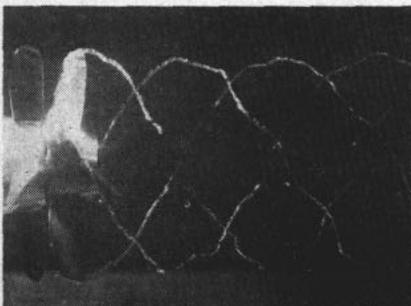
To record the turbulence effects

brought about in the work section, the section is flooded with light, and high-speed cameras click out pictures of the myriad patterns formed by bubbles and water.

In addition to these photographs and accompanying visual observations, numerous exact measurements are made of each model. Tiny "Pitot tubes" (pressure-measuring devices) are countersunk in the surface of the model where they measure electrically the velocity of the water flow across the surface. The reading they get is indicated on one of a battery of complicated-looking dials which surround the working section.

For variety in testing, the pressure of the water (which serves to indicate depth in actual practice), the air content, the temperature and the speed flow of the water all can be changed.

Out of experiments like these the Navy hopes will come some of the most efficient and noiseless propellers in the world.



SLOW SPEED produces little turbulence. As speed increases, hub turbulence is stronger, blade turbulence regular.



NAVY NURSE assists in operation on board hospital ship USS Haven (AH 12) during engagement at Inchon, Korea.

'Women in White' Help Guard Your Health

IN its short history of 44 years, the Navy Nurse Corps has proved itself to be a vital, and unique, component of the sea service.

The Nurse Corps is important because through it the skill of hundreds of professionally trained women is brought to bear in behalf of injured men who are often in desperate need of that skill. It is unique because these nurses are the only women who are allowed to break with an old naval tradition and serve beside men in advance areas.

This front-line nursing care has paid off in lives saved in Korea. Never in the history of modern warfare, has the fighting man received skillful attention so promptly.

Statistics indicate that of the total men wounded in Korea, less than two per cent died of their injuries. A final compilation may lower this figure to closer to one per cent. Compare this with a similar figure of nearly three per cent (actually 2.9) for World War II. Although both figures are near the vanishing point, the differ-

ence represents thousands of human lives saved.

Much credit for the outstanding achievement of military medicine in Korea is due, of course, to the brave medics and corpsmen who risk their own necks to save a buddy's life, to the surgeons who perform emergency operations under trying conditions, and to various improved techniques for getting a wounded man quickly from his foxhole to an aid station.

But no little credit belongs also to the service nurses—Army, Navy, and Air Force alike—upon whose shoulders falls the 24-hour-a-day job of caring for the wounded. This article deals with the part played by the Navy's nurses in the Korean War and how the past experience of the Navy Nurse Corps helped prepare it to

meet the current challenge in the Far East.

When war erupted in Korea, there were few naval medical facilities in that part of the globe. The Navy then had but one hospital ship in commission, *uss Consolation* (AH 15), and she was on the East Coast. There was one naval dispensary in Japan at Yokosuka. There was none in Korea itself.

Scarcely one month later this scene had changed greatly. The *Consolation* had been rushed to the Far East and was tied up to a Pusan pier already receiving casualties. The small naval dispensary at Yokosuka had begun to grow into what would eventually become a full-fledged hospital with a staff which would include 200 nurses (compared to a mere six at the outbreak of the war) and capable of handling 6000 casualties. Other nurses had been shifted from Stateside duty to ships of the Military Sea Transportation Service, ships which would carry troop replacements into Korea and transport wounded men

**Service with a Woman's Touch
Is the Proud Tradition
Of Navy's Great Nurse Corps**

back to Japan or to the U. S. Still other nurses were ordered to duty as flight nurses to serve aboard air evacuation planes shuttling between the war-torn peninsula and Japan.

Today there are usually two and sometimes three hospital ships off Korea at all times. At present, *uss Repose* (AH 16) and *uss Consolation* (AH 15) are in the Far East while *uss Haven* (AH 12) has recently completed a yard overhaul on the West Coast. During the overhaul period, *Haven* had a helicopter "flight deck" fitted over her superstructure.

To meet this sudden demand for more nurses brought about by the Korean fighting, the Navy Nurse Corps entered into the third expansion program of its history. It combed the ranks for nurses with World War II flight training and plucked them out to serve as flight nurses. It temporarily reduced staffs at continental hospitals in order to assign more nurses to the forward area. It recalled Reserve nurses with World War II experience, the first time such action had been taken. It commissioned additional nurses from civilian life. In a year of War, the Corps increased substantially; one-third of this increase consisted of recalled Reservists and the remaining two-thirds of newly procured nurses.

Once in the forward area, these veteran nurses do what they have been trained by years of educational experience to do—care for combat casualties. When the nurses aboard the *Consolation* moved into Pusan harbor during the dark days of the perimeter fighting, they found themselves faced with a task as difficult as any during World War II. The Army evacuation hospital ashore had its hands full and the hospital ship handled an increasing number of seriously wounded on a round-the-clock basis. As a result, in its first three days at Pusan, *Consolation's* litter hoists were in constant use, bringing aboard a total of 1327 casualties. To make room for these fresh casualties, it was necessary to work at top speed and to re-transfer many of the wounded men shortly after they received their prescribed surgery or treatment.

Foresight here paid big dividends. A new system of handling casualties had been worked out while the *Consolation* was en route from the Atlantic, and the entire crew drilled in



FLIGHT NURSE brings relief and a smile to these casualties on board a plane. Nurses first helped in air evacuation of patients during World War II.

it. The system soon proved its worth, and is still being used on the Far East hospital ships. The wounded would arrive at the Pusan railroad station (often without advance notice to the ship), there to be met by an ambulance which rushed them to dockside.

At dockside, an admitting team consisting usually of one Medical service officer and one corpsman processed each casualty. This processing consists of reading the tag pinned to the man's clothes to determine what treatment had been previously given and the nature of

his injury, and of assigning him a bunk in the proper ward. A colored tag indicating the ward is pinned to his litter.

Carried below decks by corpsmen, the wounded man is lifted from his stretcher and placed gently on a bunk covered by a rubber sheet. He is then undressed and bathed. The blanket is slipped from beneath him, leaving him lying in a clean bed. At that point, the patient is ready for whatever treatment the doctor prescribes—blood transfusions, intravenous feedings, injections or other medication.

At places like Pusan where casualties ran high, hospital ship nurses worked long hours. At Hungnam, for example, more than one nurse worked around the clock with only time out for a catnap. When one nurse was ordered below by her supervisor, she replied, "Oh, I couldn't sleep as long as I knew there were patients to be taken care of."

At Inchon and Wonsan it was the same way. Says Captain Robert E. Baker, (MC) USN, commanding officer of *Consolation's* hospital. "They worked days and nights on end. They did everything they could."

For their tireless efforts during these grim days, two senior Navy nurses received Bronze Stars. The medals went to Commander Estelle Kalnoske Lange, (NC) USN, senior nurse for many months aboard *Consolation*, and to Lieutenant Ruth



CAPT Winnie Gibson, USN, Chief of Navy Nurse Corps, is shown at National Naval Medical Center.



LABORATORY WORK is another chore for Navy nurses. Here, one checks identification tags for flasks.

Cohen, (NC) USN, senior nurse aboard the hospital ship *Haven*.

Back at Yokosuka, where many of the wounded eventually found their way, the Navy's nurses also worked long hours. Each month brought a total of more casualties. In September it was 500; in October 1700; and in December the total climbed to 5927. Every available corner was put to use. A recreation room was converted to wards. Double and triple bunks were installed in the halls and even on the auditorium balcony. For a time the nurses were even forced to give up their quarters.

At the time of the evacuation from Hungnam, three medical officers, five nurses and 11 corpsmen successfully

tended 850 Marine casualties who arrived unexpectedly at the hospital. In this case, word had come through that 250 ambulatory patients were on the way. Ambulatory—that wasn't so bad because ambulatory patients are able to move about by themselves. But instead, no less than 850 wounded men descended upon the wards, not all of them ambulatory by any means, but many with serious injuries such as gunshot wounds or frost-bite sustained during the bitter fighting in North Korea.

Navy officers today have been lavish in their praise of nurses like these. There was a time, however, when praise for the Navy Nurse Corps was a good bit harder to come by. Many male officers were not at all convinced that women in uniform would be a good thing for the service. Wouldn't separate quarters have to be provided? Wouldn't the hospital apprentices and hospital stewards, all of them men, resent the presence of women? Would they take instruction from a woman? How about the patients, how would they react?

Some of these early misgivings are voiced by Captain Richard C. Holcomb (MC), USN, in his book, "A Century with the Norfolk Naval Hospital." "There was always an attitude of doubt as to whether this plan (the plan to introduce female nurses into the Navy) would work in a hospital without a single female patient, distinctly a man's hospital; in fact, made up of sailors who had always done their own laundry, tailoring and mending, cooking and chambermaid-holy-stoning. It seemed to old timers

as if the good old days were coming to an end."

Congress had not taken kindly to the idea at first, either. Although the Army Nurse Corps had been established in 1901, a bill to establish a similar corps for the Navy was defeated once in 1903 and again in 1904. However, in 1908, at the urging of the Navy's Surgeon General, Rear Admiral Presley M. Rixey, Congress passed the act which authorized its establishment. The act read: "The Nurse Corps (female) of the United States Navy is hereby established and the superintendent, chief nurse and nurses shall respectively receive the same pay, allowances, emoluments and privileges as are now or hereafter shall be provided by or in pursuance of law for the Nurse Corps of the Army."

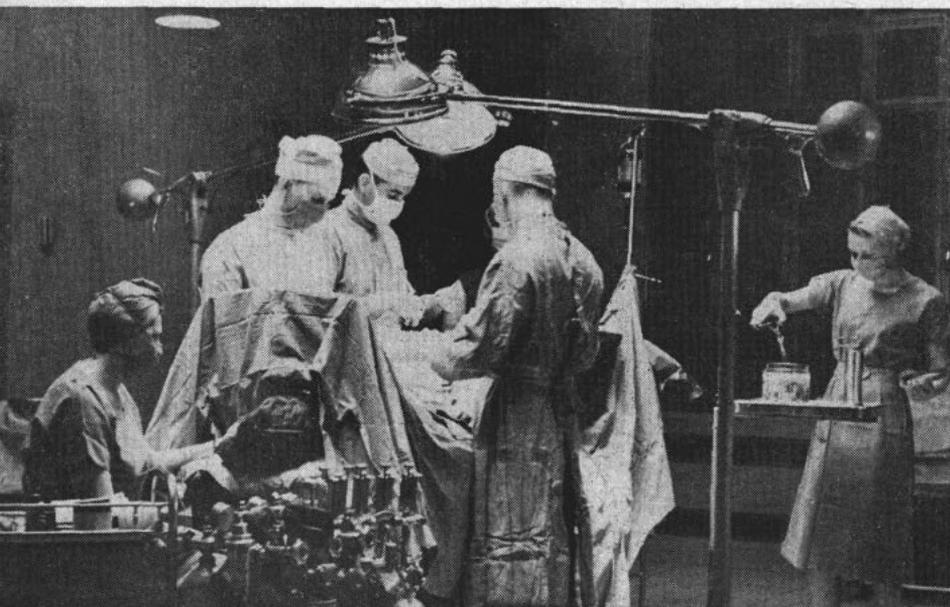
Surgeon General Rixey was elated by the passage of the act and set about immediately to induct the first 20 nurses into the Navy. This group, chosen after a stiff, three-day examination from 40 applicants, was later dubbed the "Sacred Twenty." The pattern was set for "an efficient proud corps" of nurses. The original term of service was for three years and the pay amounted to the grand sum of \$40 a month for duty within the U. S. and \$50 for the duty outside the continental limits. Increases in pay were to be given after each three years of service. Each nurse, then as now, had to be a registered nurse and a graduate of a recognized school of nursing.

Several of the Sacred Twenty had previously served in the Army Nurse Corps in the Philippine Islands. Esther V. Hasson, whose father, a doctor, had died fighting Yellow Fever in Cuba, was appointed the Corps' first superintendent.

With the advent of these trained women, Navy nursing took on a professional character. This woman in the stiff-starched white uniform not only knew her business of nursing but she was patient enough to explain its details to the steward and the hospital apprentice. Moreover, a woman's smile seemed to work wonders for the morale of the patients. Many doctors, frankly skeptical at first, were soon won over.

By 1909, one year after its inception, the Nurse Corps numbered 44 women and the list of naval hospitals employing nurses had swelled to four as women in white made their appearance at Norfolk, Annapolis, Brooklyn, and Mare Island. In 1910,

DURING OPERATIONS, Navy nurses stand by to assist doctors. They pass sterilized instruments, sutures, dressings, to operating surgeons as required.





PROTECTIVE covering is carefully slipped over bandaged right arm of Korean casualty Charles Mathieu, CPL, USMC, by LTJG Shirley Dobbs, NC, USN.

the first nurses to be assigned overseas went to the Philippine Islands and soon afterwards in rapid succession to Guam, Hawaii, Yokohama, Samoa, the Virgin Islands and Cuba. Navy nurses were the first to organize native nurse groups at three of these: Guam, Samoa and the Virgin Islands.

At these outposts, the nurse usually found that her job was a two-fold one:

- To administer to hospitalized men and native citizens.
- To teach everyday public health to the natives.

For example, when the Navy took over Guam from the Spanish at the turn of the Century, health officers found themselves faced with a serious leprosy problem. Through ignorance on the part of the natives, lepers were allowed to roam about the island at will. An educational campaign was launched and carried out largely by the nurses. As a result, leprosy on Guam has been greatly reduced and families have been taught to surrender diseased persons so that they can be segregated and treated.

When World War I broke out, 190 nurses were on active duty. Shortly after America's entry into the war, Navy nurses were sent to base hospitals in England, Ireland, Scotland and France. In France they had been preceded by several of their number who had volunteered for overseas duty and had been sent out with the

American Red Cross. At war's end, the Corps had expanded to 1386, of which many were members of the newly formed "Naval Reserve Force." During the war four Navy nurses were awarded the Navy cross, three of them posthumously, for extraordinary heroism.

During the Twenties and Thirties came consolidation for nurses as for the rest of the military establishment. The Corps diminished in size but broadened in scope. In 1918, the first nurses to be assigned to duty aboard

a troop transport sailed to France with President Woodrow Wilson.

In 1920, the first *bona fide* nurses to serve aboard a hospital ship reported to the *uss Relief* (AH 1). (During the Civil War, in 1865, Catholic nuns of a nursing sisterhood served aboard the Union Hospital ship *Red Rover* with the approval of the Navy Department, but they were not classed as military nurses.)

In 1922, an educational program was started and nurses were able for the first time to take post-graduate study in dietetics, laboratory technique, anesthesia and tuberculosis nursing. Today laboratory technique and physical therapy have been dropped from this list, but courses in flight nursing and nursing supervision, instruction and administration have been added.

In World War II, Navy nurses played a full—and sometimes hazardous—role. Five of them were captured when the Japanese descended upon Guam, and were sent to a military prison in Japan. They were later repatriated.

Nurses were serving in the hospitals at Pearl Harbor and Kaneohe and aboard the hospital ship *uss Solace* (AH 5) in the harbor when the enemy attacked that fateful Sunday morning in 1941.

Eleven other nurses, captured at Manila, suffered 37 months of internment at Santa Tomas before they were finally liberated. Another, Ann Agnes Bernatitus, boarded the last



'SACRED TWENTY'—Here's an old photo of the first Navy nurses. They signed up for three years and received pay of \$40 monthly stateside, \$50 overseas.



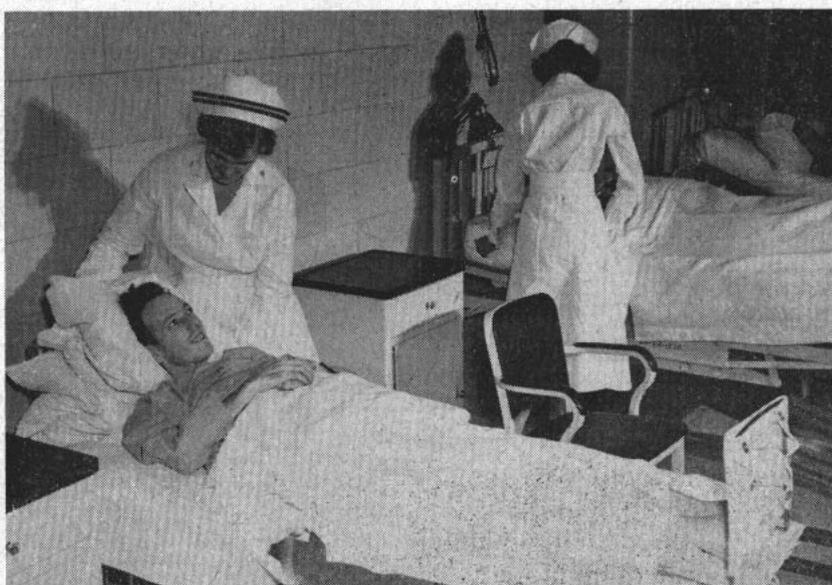
NURSES don't spend all their time in operating rooms or hospital wards. Here, a Navy nurse carefully checks the medical records of her patients.

submarine to leave Corregidor after working to the final hour aiding doctors as they operated on some of the most serious casualty cases on the Rock. For this feat, she became not only the first Navy nurse to be awarded the Legion of Merit but also the first member of the U. S. Navy, male or female, to receive the newly authorized medal.

Ironically enough, the Corps has lost more nurses as an indirect result of the war in Korea than it did during the whole of World War II. One nurse, Lieutenant Wilma Ledbetter,

died of exposure and shock when the hospital ship *uss Benevolence* (AH 13) sank in September 1950. (The *Benevolence*, on a shakedown cruise after being recommissioned, capsized after being rammed by a freighter within sight of San Francisco's Golden Gate.)

Scarcely a month later, 11 nurses met their death in the crash of transport plane at Kwajalein. The plane was to take them to Japan where they were to have given needed help to the nurses already there. But considering the fact that the Corps has sent nurses



WARD DUTY is one of the most important tasks of any nurse. Here, two Navy nurses 'go the rounds,' making their patients more comfortable.

abroad in three wars, its own losses are not out of proportion.

Today, with the need for rapid expansion of the Regular Corps fulfilled, the Nurse Corps depends on the appointment of officers from the Nurse Corps Reserve to fill its ranks.

Any woman between the ages of 21 and 40 who is a graduate of a recognized school of nursing and is currently registered as a graduate nurse in a state or the District of Columbia may apply for a commission in the Nurse Corps Reserve.

If accepted, the Navy will appoint her an ensign, lieutenant (junior grade) or lieutenant (NC) USNR, depending upon how much experience she has. Three years practical experience is required for a lieutenant (junior grade), six for a lieutenant. When appointed, she may volunteer for active duty if she wishes.

After serving six months on active duty, the USNR nurse may then apply for a commission in the Regular Navy if she meets the additional qualifications. These qualifications are outlined in BuPers Instruction 1120-12 which summarizes the Regular Navy Augmentation Program through which the Regular establishment adds to itself from the Reserve ranks through selection boards twice a year.

Subsequent promotions in the Regular Corps depend upon the nurse's length of service, education, experience, professional qualifications, aptitude and fitness for military nursing. Incidentally, it is the policy of the Nurse Corps not to send a nurse overseas, either to a base hospital or a hospital ship, until she has spent at least two years in Stateside ward work. This rule, moreover, has not been broken during the Korean fighting.

But whether she is a Regular or a member of the Reserve on active service, the Navy nurse gets a personal and very real satisfaction and deep sense of accomplishment from the knowledge that she has helped an injured man find the road to recovery or has aided a sick man regain his health.

If she can snatch a moment for reflection from her busy duties in the ward, she can take modest and understandable pride in the fact that it is nurses like herself that permit the Navy to assure its fighting men the finest nursing care available to any military organization.

LETTERS TO THE EDITOR

Separation Report Needed for MOP

SIR: I recently sent a letter to the Civil Readjustment Office, Ninth Naval District, Great Lakes, Ill., requesting them to send me a copy of my "Report of Separation, DD Form 214" which I need to draw my Mustering-Out-Pay.

They replied that according to instructions received from the Bureau of Naval Personnel personnel on active duty will not need their Form 214 to get their MOP. If this is correct, what do I do now?—L. R. G., YN2, USN.

• *Navymen who are currently on active duty and who were previously separated between 27 June 1950 and the date of receipt of AlNav 33-52, and who have never received a "Report of Separation from the Armed Forces of the United States" (DD Form 214), or who have lost their original copy of such form, may submit their claim for mustering out pay in letter form to the Chief, Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, via their commanding officer and the Chief of Naval Personnel. The letter should be accompanied with Supplies and Accounts Form 550. This form should be altered by having the words "since 6/26/50" added after "Alaska" in the Veterans Certificate.—ED.*

Involuntary Extension of Reservists

SIR: A group of us wonder if there are any plans to reduce the involuntary extension of enlistments of both active-duty and inactive-duty Reservists.—S. S. G., QMS1, USNR.

• *Reservists whose enlistments were involuntarily extended for one year under Executive Order 10270 of 6 July 1951 are still required to serve the full one-year extension.*

Here's a brief on BuPers Inst. 1910.5 (24 Nov 1952)—the current directive on separation of active duty Naval Reserve enlisted personnel. They will be separated on the completion of from 12 to 24 months active duty depending on their status when recalled to active duty (i.e., whether Fleet Reservists, veterans not receiving drill pay, veterans receiving drill pay, etc.)

Those whose enlistments were extended become eligible for separation when they complete the number of months active duty listed in the circular letter—or on the date of expiration of enlistment as extended, whichever is the earlier date.

Reservists not recalled to active duty whose enlistments have been involuntarily extended will be discharged on the extended date of their expiration of enlistment.—ED.

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

Advancement of CAD USNRs

SIR: (1) Are the results of the service-wide competitive examination for pay grades E-4 through E-6 for continuous active duty (CAD) personnel valid for six months or for one year?

(2) Another question concerns the person who, as the result of an examination, has been advanced in rating in a CAD billet. Can he, two months after his advancement and prior to the next scheduled examination, elect to be discharged from the Naval Reserve and reenlist in the Regular Navy in the same rate and use the same examination as his qualification?—E. R., PN2, USNR.

• *The district commandant or Chief of Naval Air Reserve Training determines the policy regarding how long service-wide examinations for advancement of CAD personnel to pay grades E-4 through E-6 are valid.*

BuPers establishes the requirements for the advancement of CAD personnel, but the examination, determination of who should be advanced and the actual advancement, are under the cognizance

of the naval district commandant or Chief of Naval Air Reserve Training for pay grades E-4 through E-6.

Once a person has been advanced in rating in a CAD billet, having passed a service-wide competitive examination, he can, at a later date, elect to be discharged from the Naval Reserve and reenlist in the Regular Navy using the same examination as his qualifying examination. No limiting dates were specified where in these examinations would be considered invalid for purposes of substantiating qualification for Regular Navy service.

The substantiating examination is only one part of the authority for enlistment in the Regular Navy.—ED.

Letters to Be Sent Via CO

SIR: When an enlisted man writes a letter to the Chief of Naval Personnel does he have to send it through the chain of command? I have an idea the UCMJ allows us to write direct.—W. W. R., CE2, USN.

• *You send your letter through your CO. Article B-1105 of BuPers Manual says in part: "Any person in the Navy making an official communication of any kind to the Chief of Naval Personnel or to any superior authority other than his immediate commanding officer, except as provided for in Navy Regulations, shall send the communication unsealed to his commanding officer, to be remarked upon by him and forwarded."—ED.*

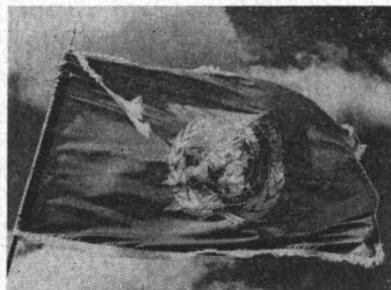
Occasions For Displaying the U.S. and U.N. Flag

SIR: Can you tell me what the current regulations are concerning the display of the United Nations flag?—M. J. C., BM3, USN.

• *The blue and white flag of the United Nations is now being flown, on appropriate occasions, by U.S. Naval ships and stations whenever authorized to display the flag. It is then displayed in the same manner as a foreign ensign is displayed during the visits of a foreign President or Sovereign.*

The policy established for the armed forces of the U.S. is that the U.N. flag will be displayed only upon occasion of visits of high dignitaries of the U.N. while in performance of their official duties with the U.N. It also may be displayed when authorized on other special occasions in honor of the U.N.

When the U.N. flag is displayed with the U.S. flag, both flags will be of the



UNITED NATIONS flag has background of light blue; UN seal is in white.

same approximate size and on the same level. The U.S. flag will be placed in the position of honor on the right, the observer's left. Regulations which prescribe display of the U.N. flag and foreign ensigns are in "U.S. Naval Flags and Pennants" DNC 27.—ED.

Is My Name Still on SDEL List?

SIR: A year ago I sent in a request to BuPers for shore duty. Soon afterwards, I was notified that my name was on the Shore Duty Eligibility List.

Six months ago I was ordered (not by BuPers) to duty in a carrier being re-commissioned. Now I wonder if my name is still on the SDEL. I have heard that being assigned to a newly re-commissioned ship means that your name is taken off the SDEL.—R. A. S., BM2, USN.

• Your name is still on the SDEL for consideration. Names of men placed on the SDEL remain on the list for consideration until one of these three things happens. (1) They are ordered to a normal tour of shore duty. (2) They are discharged from the naval service; or (3) They submit a request in writing for removal from the list.

However, men assigned to either a newly constructed ship or a reactivated ship are not considered available for assignment to a normal tour of shore duty until the ship has been in commission for at least six months.—Ed.

NSLI Grace Period After Separation

SIR: I'm a World War II veteran who was recalled to active duty. My NSLI term policy is now under waiver. Now that I am about to be discharged, I want to pick up my policy again. I realize that my first premium is due 120 days after I get out of service. But, in case I need additional time, will I have the regular 31-day grace period, after that time, to pay it? — T.R.P., DC1, USNR.

• Yes, the regular 31-day grace period is allowed for payment of your first premium, providing the term covered by your policy doesn't lapse within the 120 days allowed after your separation from service. If your policy should lapse within the 120 days, you will then be allowed the regular 31-day grace period beginning the day your policy lapses.—Ed.

Training in Gas Turbines

SIR: I am interested in attending the Navy's school for gas turbine engines. Can you tell me if such a school is established and if not, does the Navy plan such a course. If this training is available how would I submit a request for the school — E.S., ENC, USN.

• A course on the Boeing Gas Turbine Engine, Model 502-6, is being added to the courses conducted at the Naval School, Enginemen, Class C-1, located at U. S. Naval Training Center, Great Lakes, Ill.

EN3s and above are eligible to attend. Requests should be submitted to your Service Force Commander via the chain of command. However, it is not anticipated that quotas will be generally available prior to 1 Mar 1953.—Ed.

No 'Swap Duty Stations' Column

SIR: I am on an East Coast destroyer and would like to swap with any seaman (radioman) on a West Coast destroyer.—H.P.R., RMSN, USN.

• (Your letter was one of the 15 or 20 letters received monthly that concern transfers in exchange. It was picked at random and we print this to save other sailors stationery, stamps and writing time.

Were ALL HANDS to run a "Swap Duty Stations" column for those desiring transfers in exchange, its "Letters to the Editor" column could contain little else. Actually, only a small proportion of such requests for transfer in exchange are approved.

This type of transfer is approved only in exceptional cases. There must be little or no transportation involved. Both men must have the same rate and special qualifications. You must also have approximately the same obligated service and rotation tour date as your opposite number. Furthermore, such transfers must be in accordance with existing policies governing transfers and must meet the approval of the COs of both men.

Other general information on requests by EMs for change of duty can be found in Article C-5203 of the BuPers Manual.—Ed.

Requirements for OCS Appointment

SIR: I would like to know if I am qualified for the OCS program. I served in the Regular Navy between May 1946 and February 1948. I enlisted in the Naval Reserve in July 1949 as seaman and volunteered for active duty in September 1952. I attended college for three years and have an associate mechanical engineering degree. The following year I attended a state university for further ME study and now have a total of 120.5 semester hours credit.—C.F.P., SN, USNR.

• Graduation from an accredited college or university with a baccalaureate degree is the basic educational requirement for enrollment in the U. S. Naval School Officer Candidate School program. Inasmuch as you indicate that you do not meet this requirement, you are not eligible to be considered for appointment under this program.

The Naval Aviation Cadet program, however, which has somewhat lower educational requirements, is open to enlisted men serving on active duty. The NavCad program is explained in ALL HANDS, September 1951, p. 41, and February 1952, p. 9. For details on a new officer candidate program, refer to ALL HAND, December 1952, p. 52. Complete information concerning your eligibility for the NavCad program and method of submitting an application may also be obtained from the Information and Education Officer of your ship.—Ed.

'Mighty Nav' Does Big Job

SIR: We, the crewmen of *uss Navasota* (AO 106) read with interest an article in the December 1951 issue of ALL HANDS about oilers in Korea. We wondered about one thing, however. You mention in the article that *uss Cacapon* (AO 52) serviced 267 "ships of the fleet" in six months. Do you mean "completed 267 fueling operations?"

During a five-month period commencing April 1951 and ending that August, we had 228 fueling operations, but look as we might we couldn't find 228 ships around to fuel—and we've refueled every ship we knew of out here except *uss Missouri* (BB 63).

Incidentally, we believe the "Mighty Nav" to be untouchable when it comes to time spent out here, fueling operations participated in, firing on the beach and invasions participated in.

In our first two tours, we completed 407 fueling operations, off-loading 50,000,000 gallons. We were the only oiler to make the invasion at Inchon. Also, we believe ourselves to be the first or only oiler to have participated in the bombardment of Korean soil.

We are the first oiler to have completed (up to November 1952) a third tour of duty out here and we were the only oiler with the Seventh Fleet in the early months of the war. — "The Original 50 from 1950," *uss Navasota* (AO 106).

• Yes, the article was talking about "267 fueling operations" rather than about 267 different vessels. From the figures you give, it looks as though both *Navasota* and *Cacapon* — as well as all other oilers — put in plenty of fueling hours with the fighting fleet.—Ed.

L-4 Physical Classifications

S When I enlisted in the Navy I was classified as L-4 because of defective vision. I would like to know what the Navy's policy is concerning assignment to future billets of persons classified L-4.—G.F.N., ETSA, USN.

• Bureau of Naval Personnel Manual, Art. C-5210, states that personnel assigned a physical classification of L-4 and retained on active duty are disqualified for duty aboard combatant vessels, duty involving flying, submarines or auxiliary vessels, but are qualified for foreign shore or U. S. shore duty.

When you are reported available for reassignment to other duty, your assignment will be based upon the foregoing limitations and the needs of the service.—Ed.

Flight Training Under Korean GI Bill

SIR: How is Korean GI Bill entitlement used up in the case of veterans taking flight training? — T.R.P., DC1, USN.

• For flight trainees, entitlement is used up at the rate of one day for each \$1.25 paid to them as education and training allowances.—Ed.

Retirement Pay for Reservists

SIR: Upon completion of 20 years service in the Naval Reserve, at which time I will be 62 years of age, will I be eligible for retirement pay? — L.E.H., PNICA(T), USNR.

• Yes, providing you have met other requirements of the law. To be eligible to receive retired pay under Public Law 810, 80th Congress, as amended, all of the following conditions must be met:

You must file an application for retirement benefits (they are not awarded automatically). You must have attained the age of 60 years on or prior to the date retirement is to be effective. A minimum of 20 years of "satisfactory Federal service" as a commissioned officer, warrant officer, flight officer, or enlisted person must have been served in one or more components of the United States Army, Navy, Air Force, Marine Corps, Coast Guard or in any Reserve components of these organizations. You must not be eligible for or receiving any other retired pay for military service. The last eight years of qualifying service must have been served in one or more Reserve components of the armed services. If you were a member of a Reserve component on or before 15 Aug 1945, you must have performed active Federal service during a portion of one or more of the following periods: 6 Apr 1917 to 11 Nov 1918, and 8 Sept 1940 to 31 Dec 1946.

Prior to 1 July 1949, each year of Reserve service (not necessarily continuous) in any of the components referred to above is considered to be a year of satisfactory Federal service for the purpose of establishing eligibility to receive retired pay under Public Law 810.

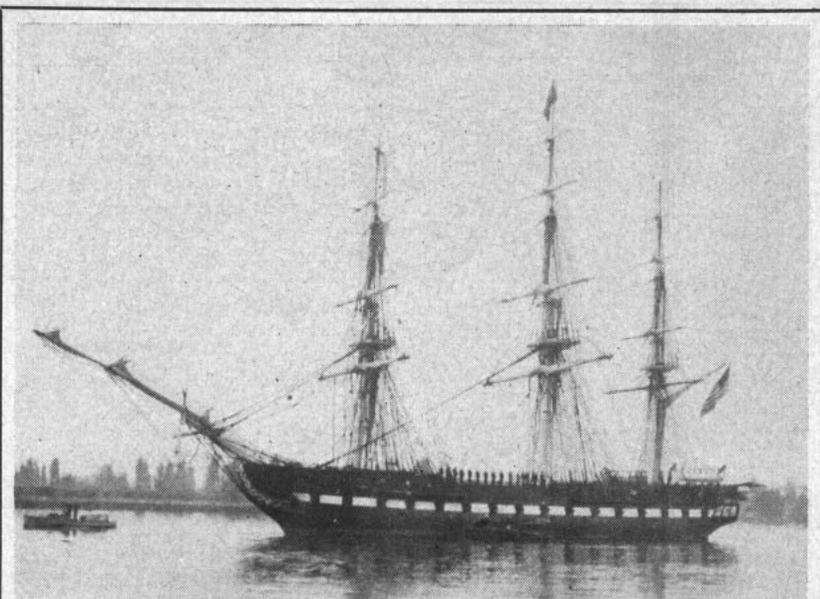
On and after 1 July 1949, you must accrue a minimum of 50 points of credit in an anniversary year in order for that year of service to be considered a year of satisfactory Federal service for retirement purposes under Public Law 810. — Ed.

USAFI Test for NavCad Applicants

SIR: Recently I passed the USAFI 2CX college level test and am now interested in applying for the Naval Aviation Cadet program. My GCT/AIR score stands at 112, however. I have been advised that this is too low; that 120 is the minimum. What is the answer, please. — W.F.S., AF1, USN.

• If you have satisfactorily completed the USAFI 2CX you are educationally eligible to apply irrespective of standard classification test scores.

There are three levels of educational qualification. Having passed the USAFI 2CX, you will be interested in the one calling for two full years of passing work at an accredited college or university. Passing the USAFI 2CX is considered the equivalent of that two-year requirement. — Ed.



USS CONSTITUTION, built from different plans, was longer and wider than Constellation. She, too, was authorized by Congress in 1794.

Two Famed Sailing Ships Were Kin, But Not Sisters

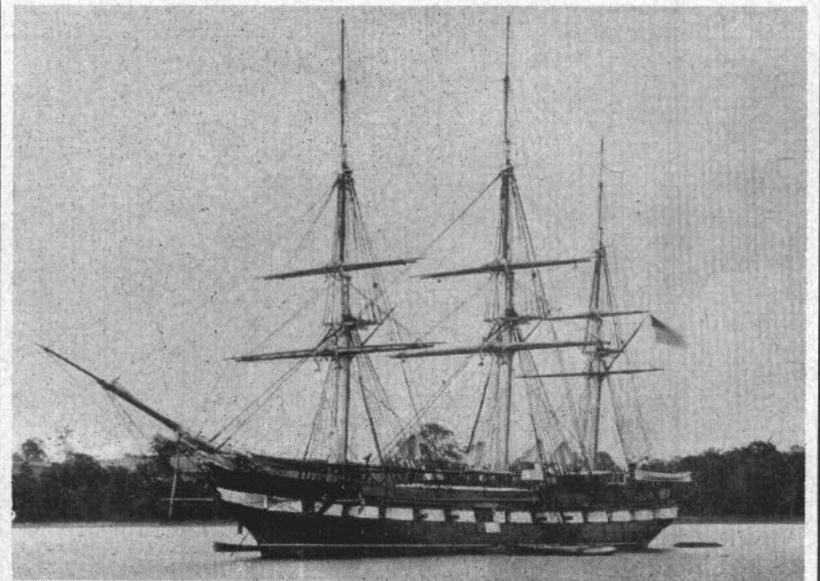
SIR: The Book Supplement of the November 1952 ALL HANDS — "Navy Ways in Old Sailing Days" — contains what I believe to be an error. You call the frigate *Constellation* "a sister ship of the famed *Constitution*."

Looking over books I have on the subject, I find that *Constitution* was about 12 feet longer and three or four feet wider than *Constellation*. Also, *Constitution* was rated as a "44," *United States* and *President* were her sister ships. On the other hand, *Constellation* was rated as a "38." Her sister ship

was *Congress*. — C.N. Barnum, CDR, USNR.

• ALL HANDS finds itself caught in what seems to be a popular misconception. You are correct in pointing out that the well known frigates *Constitution* and *Constellation* were not sister ships.

Although they were in fact launched within 44 days of each other in 1797, they were constructed from different plans. *Constitution* and *Constellation* were two of the six frigates authorized in 1794 by Congress. — Ed.



USS CONSTELLATION is shown lying at anchor at the Naval Academy. This vessel was one of six frigates authorized by Congress in 1794.

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.

• **Commanding Officers, Destroyer Escorts, Annual Dinner** — The fourth annual dinner for DE CO's will be held at the New York Yacht Club, New York City on 2 Apr 1953. Those interested, contact S. R. Jackson, Chambers & Jackson, 1450 Broadway, New York, N. Y.

• **LCI (L) Flotilla One** — A reunion of all officers of LCI (L) Flotilla One will be held in Pittsburgh, Pa., on 6 and 7 Feb 1953. For information, write to Ray D. Anderson, 2624 Fairview Road, Raleigh, N. C.; or Gene Jannuzi, Jones & Laughlin Steel Corp., 401 Liberty Ave. Pittsburgh, Pa.

• **uss Bryant (DD 665)** — All hands who served in *uss Bryant* during World War II and are interested in holding a second annual reunion

this summer, please contact Henry W. Isleib, 10 Maxwell Court, Mains Avenue, Syracuse 7, New York.

• **NAS Atlantic City, N. J.** — A reunion is being planned for all members of the original ship's company who were stationed at the Wiltshire Hotel and those who served aboard after the Station's commissioning. Interested members should contact Charles Ellenbart, 825 Linden Ave., Pleasantville, N. J.

• **uss Chicago (1917-1919 crew)** — The 33rd annual reunion dinner will be held on Saturday, 11 Apr 1953, at McCallisters in Philadelphia, Pa. For reservations contact Mr. Paul A. Kline, 1520 N. Conestoga St., Philadelphia, Pa. Phone: Trinity 2436.

• **78th Naval Construction Battalion USNR** — All Hands who served with this unit and are interested in holding a second reunion, please write to Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

Ambiguity Concerning Precedence

SIR: After looking over the first part of the Precedence chapter (Chap. 2) of the BuPers Manual, I have a question. Is the date of advancement the only factor governing seniority among Regulars and active duty Reservists?

The way I read it, *BuPers Manual* gives the date of advancement as the date of seniority. It is difficult to see how a man with broken service and long periods between periods can be senior by virtue of an early date of advancement. — C. C. W., ADI, USNR.

• *This part of the BuPers Manual is now undergoing review with a view toward eliminating some of the ambiguity which arose from the elimination of right*

arm rates. Consideration is being given to the problems of broken service and inactive duty service in determining seniority.

Any decisions reached in this review affecting the question of precedence and seniority among EMs, will be carried in future issues of ALL HANDS.—ED.

How Many Navy POWs?

SIR: Could you answer a question that has come up many times in various discussions between ex-POWs, namely, how many Navy personnel were taken prisoner by enemy forces during World War II? — H.K.M., CHMACH, USNR.

• *A total of 3,348 navymen were taken prisoner during World War II.—ED.*

Medals Earned in Far East Service

SIR: I was attached to a patrol squadron (VJ-43) from March 1948 to April 1949. Of that period, I spent two months in Japan with the Yokosuka detachment of the Squadron. Upon returning to the U.S. no mention was made about eligibility for the Navy Occupation Ribbon or the China Service Ribbon. Would you tell me if any changes have been made in regard to these awards? — R. N., HM1, USN.

• *To date, the Bureau of Naval Personnel has received no authorization to include the patrol squadron you served with in the list of units creditable for the Navy Occupation Service Medal or the China Service Medal.—ED.*

Policy on Release of FRs

SIR: Can you tell me when the Navy will cancel Anav 73-50 which orders the retention on active duty of personnel transferred to the Fleet Reserve? I've heard the word that it will be cancelled about 1 Jan 1953. Is that right? — W. J. B., BMKC, USNR.

• *Personnel transferred to the Fleet Reserve and retained on active duty for 24 months may now be released to inactive duty in accordance with the release dates outlined in BuPers Inst. 1910.5 (24 Nov 1952).*

The Navy's basic policy and schedules for release to inactive duty of FR's is outlined in ALL HANDS, January 1953, p. 46. The instructions governing the separation of all other enlisted personnel on active duty in the Regular Navy or in the Naval Reserve program as originally provided for by BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952), superseded by BuPers Inst. 1910.5, is the same as announced in ALL HANDS, June 1952, p. 45.

All active duty performed subsequent to transfer to inactive duty in the Fleet Reserve is creditable for computation of retainer pay.—ED.

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

0-1-ers May Rejoin Drill Units

SIR: I am a Naval Reservist completing a 22-month tour of active duty. At the time of my recall to active duty I was a member of the Organized Reserve in a drill pay status.

Upon release from active duty I wish to re-join a Reserve unit in drill-pay status. I would like to know whether I have "re-employment rights" in the Naval Reserve or would I have to wait for a billet in the unit I wish to join? — R. W. T., AFCA, USNR.

• In most Reserve units the question of "re-employment rights" has not become a problem as sufficient vacancies normally exist.

However, several steps have been taken by BuPers to facilitate the return of former Organized Reservists to their units.

Age waivers to permit former Organized Reserve enlisted personnel to rejoin their units after completion of a tour of active duty will now be granted under certain conditions.

To assist Reservists who return from active duty who find themselves unable to participate in Reserve training because of restrictions in allowances, commandants of naval districts and of the Potomac River Naval Command have been authorized to approve at their discretion deviations from allowances within certain limitations.

Four national quota surface divisions have been activated as a means of providing billets for Naval Reservists returning from active duty.

Details of these moves may be found in BuPers Reserve Instructions 1306.4, 1306.9 and 5400.5, respectively. — Ed.

Dungarees and Aviation Greens

SIR: (1) We are having an argument at this station regarding the year black marking fluid was replaced by white marking fluid for stenciling dungarees. Can you give us the date?

(2) Is it permissible to wear ribbons on the Aviation Winter Working Uniform?

(3) Where can I obtain a copy of the Manual for Decorations, Medals and Awards for my own use?—R. M. F., AMC, USN.

• (1) A change to Uniform Regs (1947 edition) dated 21 Sept 1950 prescribed that dungarees be stenciled with white marking fluid. Up to that time, black marking fluid was prescribed.

(2) Ribbons are not authorized on the Aviation Winter Working Uniform.

(3) The full title of the manual you mention is Decorations, Medals, Ribbons, and Badges of the United States Navy, Marine Corps and Coast Guard, 1861-1948 (NavPers 15,790 Rev.) You can purchase a personal copy from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C. Price is 75 cents.—Ed.

Navy Vet Queries Deck Gun Designation

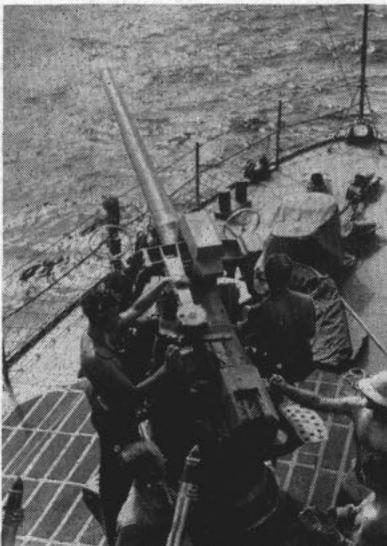
SIR: During World War II I served as a "hot shellman" on a 3" 50. If my memory is correct that stands for "three inch, 50 caliber". I get in many arguments about this designation. Could you give me the exact description of our 3" 50 caliber dual purpose gun?—E. H. Jr., ex-USN.

• The weapon you refer to is a three-inch, 50-caliber gun. This means that the inside diameter of the gun barrel's base is three inches and the gun is 50 "calibers" long. The word "caliber" refers to the inside diameter of a gun barrel, which in this case is three inches. Therefore, a three-inch gun, 50 calibers long is 50 x 3 inches, or 150 inches long.

You will recognize this when you think of such familiar small arms as

the .22, .38 and .45 caliber guns and recall that the diameter is in fractions of inches. In large Navy guns we state the diameter in inches and say the gun is so many calibers long. If you multiply the second figure (50 in this case) by the caliber (diameter) you can get the length of any gun barrel.

The Navy at present uses several Marks or types of 3-inch 50 guns. The type with which you are familiar is probably the Mark 22 which is a hand-driven mount, or the Mark 26 which is power-driven. The more recent types have a much higher rate of fire because of semi-automatic loading. They come in either single or twin barrelled mounts and remotely trained and elevated by advanced types of gun fire control systems.—Ed.



GUN CREW mans forward 3-inch gun on PC boat during World War II. Right: Marine sergeant gives instruction in use of 45-caliber pistol.

The Prefix "E" Explained

SIR: I have referred to two publications to try to determine the classification of USS Mississippi. The first publication, OpNav 3111.14, states that she is "EAG" 128. A BuSandA publication states that the ship is "AG" 128. I would like to know which one is correct and the effective date that the classification was established.—K. H. N., PN3, USN.

• The correct classification of USS Mississippi is "AG" 128. The prefix "E" is used in organizations, operating plans and operation orders in compliance with SecNav serial 317P34 of 19 Feb 1946. The prefix signifies that "experimental modifications require checking of present characteristics before assignment to a task for which the normal characteristics of a vessel are required."

In the case of "Ole Miss", the former BB 41 launched in 1917, she is now

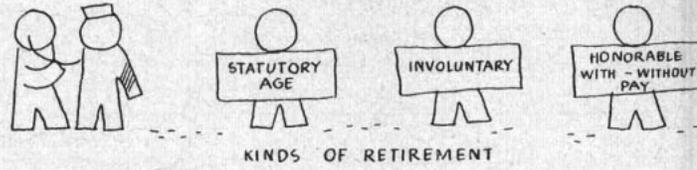
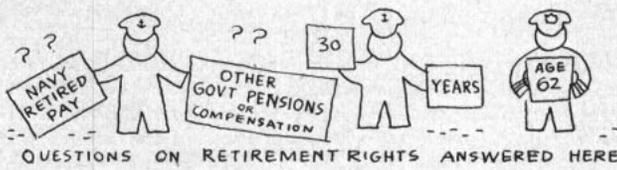
being used as a gunnery and guided missiles test ship. Each new mount the Navy develops is installed on her for a realistic test of its capabilities.

The prefix "E" is a special designation and does not constitute change of classification. The "AG" prefix is the ship's classification and designates Miscellaneous Auxiliary. The numeral following the prefix is the hull number.—Ed.

Ships' Models

SIR: Several years ago models of battleships were sold on board ship. Can you tell me where I can purchase a model of USS Iowa (BB 61)—B. M. B., BTC, USNR.

• Models of Navy ships can often be purchased from a number of hobby and model supply shops and department stores in many localities. The Navy does not have models for sale.—Ed.



Rights and Benefits of Retired Navymen

Retirement is the final phase of a Regular Navyman's career. With it comes many rights and benefits he has earned after years of faithful and honorable service.

Hence, an understanding of retirement and veterans' benefits is of personal interest and importance to every member of the Regular naval service.

In addition to the retired pay drawn each month, there are many other benefits for retired officers and enlisted men—some offered by the Navy, others by the Veterans Administration, others by Federal and State agencies.

To help you toward a better understanding of the complex regulations governing these benefits, here is a roundup of information on the various types of retirement and the current administrative procedures and directives concerning persons now being retired from the naval service.

Following the brief definitions of the different types of retirement, each of the more important veterans' benefits is summarized. Only a general discussion of these benefits is possible, however, because much of this material is highly technical. Individual situations can best be handled through consultation with the Civil Readjustment Officer of your naval district.

Generally speaking, a veteran must choose between retired pay and VA compensation—he cannot receive both. (See detailed discussion below.)

RETIREMENT

There are a number of types of retirement with several avenues open to reach each one. Basic information on the various retirement conditions is outlined in BuPers Circ. Ltr. 20-51 (NDB, January-June 1951).

Here are the definitions of each type of retirement:

Voluntary Retirement

An *enlisted person* in the Regular Navy who has completed 30 years in active Federal service may, upon his application, be placed on the Retired List of the Regular Navy.

A *temporary officer* has status as a permanent enlisted person and as such he is eligible for retirement on completion of 30 years' service. (Requests for reversion by such temporary officers to their permanent enlisted status for the purpose of transfer to the Fleet Reserve are not currently being granted.)

For *permanent officers*, here are the regulations at the present time: BuPers Inst. 1801.1 explains revised regulations concerning the voluntary retirement of *permanently commissioned officers* of the Regular Navy and

Marine Corps. These regulations were established in the Department of Defense Appropriation Act of 1953, and amendments thereto, which prohibit the retirement with pay of officers except under the following conditions:

- Upon reaching the age of 62 years, the same age as specified by law for involuntary retirement.
- When an officer is unfit to perform the tasks of his grade and office by reason of physical disability incurred in line of duty.
- Upon written application, requiring approval of the Secretary of Defense, in cases of individual hardship or in the "best interest of the service."

This law applies to the voluntary retirement of all officers including and above the rank of CWO.

The law has no effect, however, upon the transfer to the Fleet Reserve of enlisted personnel who have served a minimum of 20 years' active service, nor does it change existing regulations concerning the *involuntary retirement* of officers. (Restrictions in voluntary retirement of Regular officers with less than 30 years' service contained in Alnav 83-50 are still in effect.)

Statutory Age Retirement

Officers of the Regular Navy who attain the age of 62 years shall be placed on the Retired List.

There is no statutory age limit for enlisted men of the Regular Navy. They may serve as long as they are able to perform satisfactorily the mental and physical requirements of their ratings.

Involuntary Retirement

There are specific provisions in the Officer Personnel Act of 1947 for involuntary retirement of Regular officers who, at the expiration of specified periods of service in certain grades, are in a "nonselection status."

Retired Reserve (formerly Honorary Retirement)

Honorary retirement applies to officers of the Naval Reserve who are found "not physically qualified" for active service, are over-age in grade, or who have reached age of 64. They shall, at the discretion of the Secretary of the Navy, be placed in the "Retired Reserve of the Naval Reserve" *without pay*. Any member of the Naval Reserve who has completed 20 years' *satisfactory federal service* will be transferred to the Retired Reserve upon his request and at age 60 becomes eligible for retired benefits. If he has completed 20 years *active service* of which 10 of the last 11 years have been continuous he can be retired *with pay*.

Fleet Reserve Retirement

Enlisted members of the Fleet Reserve are placed on

PRIVILEGES AND RESPONSIBILITIES



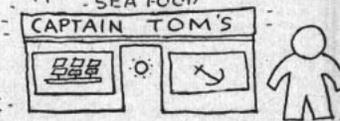
VACATION AND PAY TOO



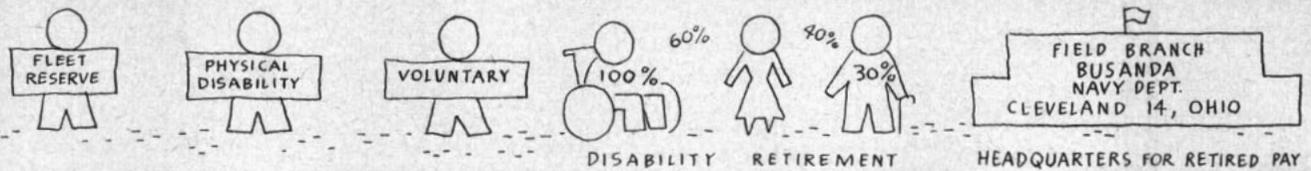
READINESS IN EVENT OF WAR



WEARING UNIFORM



USE OF NAVY TITLE



the Retired List upon completion of 30 years' combined active and inactive service. Application to be placed on the Retired List is not necessary; transfer to the retired list after 30 years' service is automatic. The Fleet Reservist may be placed on the Retired List at any time (after a physical examination) the Bureau of Medicine and Surgery and the Bureau of Naval Personnel determine that he should be transferred to the Retired List.

Physical Disability Retirement

Physical disability retirements and separations of both officers and enlisted personnel are governed by the provisions of the Career Compensation Act of 1949, Public Law 351 (81st Congress).

If the individual is found unfit for active service, the Physical Evaluation Board establishes a percentage of disability based on current Veterans Administration rating tables. The member must have a disability rating of 30 per cent or more, not incurred as a result of misconduct, or must have completed 20 or more years of active service in order to be qualified for retirement pay.

Retired pay for both permanent and temporary physical disability retired members is computed by two methods. The member may elect to receive retired pay figured by either method, but his choice is final.

Computation of retired pay is figured in Method A by multiplying the percentage of disability by the monthly basic pay of the highest temporary rank or rating satisfactorily held as determined by the Secretary of the Navy, or, in Method B by multiplying the number of years of active service by 2½ per cent of the pay of the highest temporary grades satisfactorily held. Examples:

- A CPO has completed 20 years' active service. He has been recommended for a temporary disability retirement with a rating of 60 per cent. The chief's monthly basic pay is \$275.18. By Method A, his pay is multiplied by 60 per cent. This amounts to \$165.11 monthly gross retired pay. Computed by Method B, 2½ per cent of monthly basic pay (\$6.88) multiplied by 20 years would amount to \$137.60. He should choose pay figured by Method A.

If this chief had 30 years' active service and a rating of 60 per cent disability, his retired pay computed by Method A would be monthly basic pay of \$305.76 multiplied by .60; total \$183.46. But, it would be to his advantage in this case to elect retired pay computed by Method B, that is, 2½ per cent of monthly basic pay (\$7.64) multiplied by 30 years; total \$229.32.

The retired pay for both officers and enlisted men cannot exceed 75 per cent of monthly basic pay. If the chief's disability rating had been 100 per cent, his retired pay would be \$229.32 or 75 per cent of his monthly basic pay of \$305.76 at the time of 30 years' service.

- In the case of a lieutenant who served, say, 22 years and is retired for physical disability with a rating of 60 per cent, his retired pay, computed by Method A, would be \$275.65—60 per cent of monthly basic pay of \$459.42. By Method B, 2½ per cent of basic pay (\$11.485) multiplied by 22 years service; total \$252.67. He should choose pay computed by Method A.

An important point to remember is that in no case shall the pay of those members temporarily retired be less than 50% of monthly basic pay of highest grade.

Determining Disability Status

Where the Physical Evaluation Board finding is that the disability is 30 per cent or more, and is permanent, the member may be permanently retired.

If the finding is that the disability is 30 per cent or more and may be permanent, he shall be placed on the temporary disability Retired List.

No member will continue in temporary retired status for more than five years, and during this time he shall be subject to periodic physical examinations not less than every 18 months. Any one of these examinations may result in restoration to active service, permanent retirement, severance, or continuation on the temporary retirement list to the maximum of five years.

Retired Pay Accounts

The pay accounts of all retired personnel are carried in the Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio. All requests, inquiries and statements relating to retired pay matters should be addressed direct to that office.

Unless the person being retired requests otherwise, allotments for insurance will be automatically continued when a Navyman is transferred to the Retired List. All other allotments are stopped.

Withholding Tax

Income tax is withheld by the Field Branch on retired pay where applicable. In general, nondisability retired pay is subject to income tax. Retired pay for physical disability is exempt in proportion to the percentage of disability at time of physical retirement. For example, refer to the chief petty officer's 30-year case mentioned above. He had 30 years' active service and received 60 per cent disability rating. He elected retired pay computed by method B (2½ per cent of basic pay multiplied by 30 years' service), a total of \$229.32. His 60 per cent disability retired pay amounted to \$183.46. The difference of \$35.86 would be subject to tax.

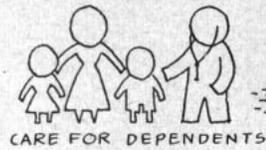
PRIVILEGES OF RETIRED PERSONS

Here is a summary of the privileges (and obligations) of retired members of the Regular Navy which are in



RIGHTS OF RETIRED PERSONNEL (Cont.)

MEDICAL RIGHTS



addition to the "rights and benefits" offered by veterans' legislation and administered by the Veterans Administration and other Federal and State government agencies (see below).

- **Orders to active duty**—Retired officers and enlisted men are not required to hold themselves in readiness for active service although they may be ordered to active duty in time of war or national emergency by an Act of Congress. In time of peace they may not be ordered to active duty without their consent.

- **Military law**—Members retired with pay are at all times subject to the Uniform Code of Military Justice.

- **Uniform**—Retired persons not on active duty are entitled to wear the prescribed regulation uniform of rank or rating held at the time of retirement on appropriate occasions. Wearing of the uniform in connection with non-military personal or civilian enterprises, or activities of a business nature, is prohibited however. Retired persons in an inactive duty status in a foreign country shall not wear the uniform except when attending, by formal invitation, ceremonies or social functions at which the wearing of the uniform is required by the terms of the invitation, or by the regulations or customs of the country.

- **Use of Titles**—Retired persons are permitted to use their military titles in connection with commercial enterprises.

- **Commissary and officers' messes**—Navymen retired with pay may be accorded the privileges of armed forces commissary stores and post exchanges as well as Navy clothing and small stores and ship's service stores.

Privileges of Commissioned Officers' Messes Open are available to officers retired with pay. However, the privilege may be subject to the limitation of facilities.

- **Hospitalization**—Members of the naval service including the Reserve components receiving retired pay, except those who require hospitalization for a chronic condition and who were retired for a physical disability may be admitted to any naval hospital when in need of hospital care.

Those who require hospitalization for a chronic condition who were retired for physical disability and who have completed 20 years' or more active duty may be hospitalized in naval medical facilities for conditions other than blindness, neuropsychiatric disorder or tuberculosis. Other members with these conditions must obtain hospitalization from the VA if hospitalization at government expense is desired.

Retired members entitled to hospital care are also eligible for dental care, subject to the availability of dental facilities. They are also entitled to outpatient treatment

in naval medical facilities, and their dependents may be accorded the same privilege as dependents of active duty personnel.

RIGHTS AND BENEFITS AS A VETERAN

Retired personnel frequently overlook the fact that they are *veterans* and, as such, entitled to the many benefits available to veterans. Some of them think that the receipt of retired pay is in itself a bar to most veteran benefits, or at least to the financial compensations which accompany veterans' benefits. Actually, the Veterans Administration does not consider retired pay as "income" and it is not taken into consideration in establishing eligibility for, or in computing the extent of, veterans' benefits.

Important changes have taken place in veterans' legislation since the outbreak of the Korean conflict. The Veterans' Readjustment Assistance Act of 1952, Public Law 550 (82nd Congress), generally called "the Korean G.I. Bill," provides many additional rights and benefits for naval personnel retired *any day after 27 June 1950* and prior to a date yet to be determined. Naval personnel retired prior to the Korean conflict date are not eligible, of course, for the benefits of the Korean G.I. Bill.

Retired Navymen should remember that other Federal and state legislation is still in effect providing certain additional rights and benefits to veterans of World Wars I and II. There are some such benefits too for peacetime service.

Here is a summary of the major rights and benefits available:

- **Employment**—If you are looking for a job, you are entitled to use the specialized counseling and placement services provided for all veterans by Federal and state law. State employment offices offer special veterans' counseling and every state has a veterans' employment representative assigned it by the U.S. Employment Service. A retired person may register with the appropriate state or local office or may contact the veterans' employment representative assigned to his locality.

Federal Civil Service Preference is allowed for active service during the period 7 Dec 1941 to 1 July 1955, both dates inclusive. The wife of a service-connected disabled veteran is eligible when the veteran is disqualified by his disability for Civil Service appointment along the general lines of his usual occupation. Also eligible are unmarried widows of veterans of service during the above period and certain mothers of deceased or service-connected, permanently, and totally disabled veterans with such service.

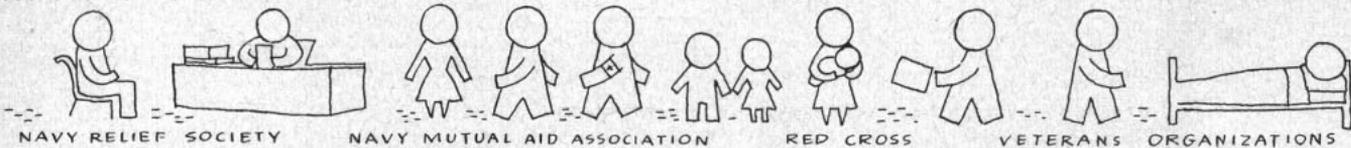
Non-disabled war veterans are entitled to a five-point preference in addition to their earned ratings in Civil

RIGHTS AND BENEFITS AS A VETERAN



HIGHER LEARNING





Service examinations. Disabled veterans are entitled to ten points. Certain widows and certain mothers also can be granted veterans' preference and in some cases, positions are limited entirely to those with such preference.

• **Dual Compensation**—The "dual employment" law does not apply to *retired enlisted personnel*. It also excepts those officers who are retired physically with a disability which was combat-incurred. In other words, such persons may draw retired pay and at the same time hold a Federal job.

Except for the foregoing, if an officer is retired for physical disability, he may take a Federal position, but while so employed he must waive all or that portion of his retired pay by which the aggregate of retired pay and civilian pay exceeds \$3000 per year. An officer who retired for reasons other than physical disability with retired pay of \$2500 per year or more may not be employed by the Federal Government, unless such employment be with certain designated agencies, or in certain elective or appointive positions.

The basic provisions of law underlying the right of retired officers to hold a civilian position or office with the Federal Government while receiving retired pay is the Act of 31 July 1894 (28 Stat. 205), as amended (5 U.S.C. 62), commonly known as the Dual Employment Statute. Retired officers who desire more detailed information on dual employment and compensation may get a copy of the "Reference Guide to Employment Activities of Retired Naval Personnel," by writing to the Bureau of Naval Personnel (Attn: Pers B5), Navy Department, Washington 25, D.C.

• **"G.I. Bills" Rights**—Persons being retired at the present time may be eligible to benefits under both G.I. Bills. Any retired person with service during World War II (16 Sept 1940 to 25 July 1947), regardless of his retired pay, may be eligible for the rights and benefits of the Servicemen's Readjustment Act of 1944, as amended, commonly known as the G.I. Bill. This law provides for loans and loan guaranties, education and job training, and readjustment allowances. Similar benefits are available under the Veterans Readjustment Assistance Act of 1952 (Korean G.I. Bill). In some instances receipt of benefits under one G.I. Bill affects or cancels entitlement under the other.

• **Loans**—The loan benefit under both G.I. Bills is identical since loan guaranty authorized for Korean Conflict veterans is simply an extension of the one provided for veterans of World War II.

The VA may guarantee or insure loans to (1) purchase, construct or improve a home, (2) buy a farm, stock, feed and seed, farm machinery and other farm

supplies and equipment, (3) buy a business or otherwise enable the undertaking of a legitimate business venture. Under certain conditions loans also may be guaranteed to liquidate delinquent indebtedness incurred in connection with the above.

The VA itself does not lend money where community resources provide four per cent loan financing. The retired person must make his own arrangements for financing through usual channels, such as banks, building and loan associations, public and private lending agencies or individuals. The VA then guarantees the lender against loss up to 60 per cent of a residential real estate loan (with a maximum guaranty of \$7500), or 50 per cent of other real estate loans (with a maximum guaranty of \$4000), or 50 per cent of non-real estate loans (maximum guaranty of \$2000). Direct home or farm house loans by VA, not exceeding \$10,000, are authorized until 30 June 1953, under certain conditions in areas where private capital is not available.

In addition to the loan guaranty, VA will also pay the lender, for credit to the veteran's loan account, an amount not to exceed \$160, equal to four per cent of the guaranteed \$4000 portion of the loan. This is a gift to the veteran and is not subject to repayment. In order to get a VA guaranteed or insured loan, the arrangement with the lender must be such that the loan will be fully repaid within (1) 10 years, if a non-real estate loan (2) 30 years, if a home loan (3) 40 years, if a farm real estate loan, and (4) five years, if an unamortized loan. VA's guaranty bears the same ratio to any unpaid balance as the original guaranty bears to the entire loan.

Veterans who have previously availed themselves of the loan guaranty as the result of an earlier separation may have their entitlement curtailed or canceled entirely, depending upon the particular circumstances.

The matter of loans and guaranties is highly technical and individuals who have used all or part of their WW II loan entitlement should consult VA before making any commitments based upon the assumption that they have any entitlement under the Korean G.I. Bill.

Where a veteran has purchased real estate under the WW II loan guaranty benefit and has since disposed of the property so purchased, entitlement to another loan under the Korean G.I. Bill may be available.

• **Unemployment Compensation**—In most cases eligibility for WW II Readjustment Allowances expired on 25 July 1952. Retired persons and other veterans now being separated are eligible for the special unemployment compensation benefits provided for under the Korean G.I. Bill.

The unemployment compensation benefit to eligible

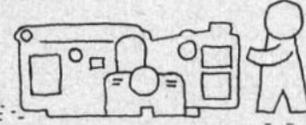


RIGHTS OF RETIRED PERSONNEL (Cont.)

MORE VETERANS RIGHTS



DISABLED PERSONS REHABILITATION



VOCATIONAL AID



GUIDANCE BY VETS COUNSELORS

veterans is \$26 per week of unemployment (not to exceed 26 weeks) occurring after discharge but not earlier than 15 Oct 1952. There is no deadline for compensation payable under this provision of the Korean G.I. Bill for any week of unemployment commencing more than five years after the date set by the President or the Congress as the end of the Korean conflict period.

• **Education and Training**—The education provisions of the two G.I. Bills differ in several important respects. Generally, persons who are still entitled to WW II educational benefits will find these more advantageous than those offered by the Korean G.I. Bill.

Education under the WW II G.I. Bill must be commenced by 25 July 1951 or four years after discharge from the last period of active service commenced prior to 25 July 1947, whichever is later. Any person in active service on the deadline date applicable in his case for the initiation of training who has already commenced training but has been forced to interrupt it because of service will be permitted by the VA to reenter training within a reasonable time after separation. Such persons should contact VA immediately upon separation in order to protect their rights. In general, no education or training under the World War II G.I. Bill will be furnished by the Government after 25 July 1956.

The Korean G.I. Bill offers more limited benefits which are, however, paid directly to the individual rather than the educational institution. Education under this bill must begin prior to 20 Aug 1954 or within two years after separation from active service, whichever is later.

Persons who have eligibility under both bills must bear in mind they are limited to a combined maximum of 48 months' education or training. For further information on education and training see ALL HANDS, September 1952, p. 50, or consult the nearest VA office.

• **Vocational Rehabilitation**—Any person retired for disability who is in need of vocational rehabilitation because of the handicap of a service-connected disability may apply to the VA for Government-paid training.

Disability must have been incurred in, or aggravated by, service in World War II (prior to 25 July 1947) or since the commencement of the Korean Conflict on 27 June 1950.

Necessary training expenses will be paid, not to exceed four years, toward a definite job objective. Special equipment will be furnished. Travel allowances and loan benefits are available. Advisement and guidance is mandatory. Subsistence allowances are paid in accordance with the veteran's family status, degree of disability and amount of institutional training which he is taking.

Training must be completed within nine years from

the date of the end of the Korean Conflict, such date yet to be determined.

• **Legal Assistance**—Navy legal assistance officers are generally authorized to help so far as possible in legal matters which arise in connection with active service. Persons needing legal advice or assistance may also contact local bar associations or legal aid societies.

• **Homestead Preference**—Veterans must have an honorable discharge and at least 90 days' war service (World War II service has not ended for this purpose). The veteran is given preference in the acquisition of public lands under the various laws opening public lands to homesteading. These laws not only grant preference in application over non-veterans but permit military service to be counted toward the residence requirements. Additional time toward residence requirements is allowed to service-disabled veterans. Information concerning public lands available for entry both in the U.S. and Alaska may be obtained from any Federal Land regional office or the Bureau of Land Management, Department of the Interior, Washington 25, D.C.

• **U.S. Naval Home**—A retired Navyman who is old and infirm may be admitted by the Secretary of the Navy to the U.S. Naval Home, Philadelphia, Pa., for domiciliary care. Relinquishment of retired pay is not a requirement for admission.

DISABILITY COMPENSATION AND PENSIONS

Under certain circumstances, disabled retired persons may qualify for the Compensation and Pension benefits provided by the Veterans Administration. Receipt of the full amount of retired pay to which an individual is entitled will ordinarily disqualify him for these VA benefits. However, he may make the following election: (a) To receive VA Compensation or Pension and waive his retired pay entirely, or (b) to receive a combination of retired pay and VA benefits with the stipulation that the total amount received may not exceed the full amount of retired pay or VA Compensation (whichever is larger) to which he would otherwise be entitled.

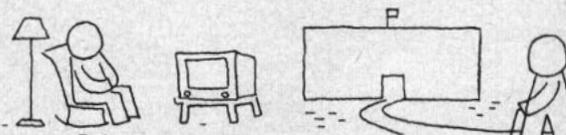
Some retired persons may find it advantageous from an income tax standpoint to elect to receive VA compensation or pension in lieu of an equal amount of retirement pay since the entire amount of such VA payment is tax free. Only that part of retired pay figured on percentage of disability is tax exempt.

Here are definitions of compensation and pension:

• **Compensation** is the benefit payable to veterans of either peacetime or wartime service (including service since 27 June 1950) for service-connected disability and to certain survivors of such veterans for service-connected death.



HOMESTEAD PREFERENCE



DOMICILIARY CARE



HOME LOANS



FARM LOANS



BUSINESS LOANS



UNEMPLOYMENT COMPENSATION

• **Pension** is the benefit payable to war veterans and veterans of service since 27 June 1950 for permanent total *non-service-connected disability* and to certain survivors of such veterans for *non-service-connected death*.

Compensation is payable for disability resulting from a disease or injury incurred in or aggravated by active military service in line of duty. Payments are based on multiples of 10 per cent degree of disability. For total disability connected to wartime periods which includes service since 27 June 1950, rates range from \$15.72 to \$172.50 per month. Amounts up to \$400 per month are payable for specified disabilities, and veterans with 50 per cent or more disability may receive an increase because of dependents.

Pensions are payable to veterans who are permanently and totally disabled, credited with 90 days' or more service (part of which has been since 27 June 1950), and discharged under other than dishonorable conditions. Less than 90 days service during this period will qualify if discharged sooner for line of duty disability.

Pension payments are \$63 per month, increased to \$75 on attainment of age 65, or after continuous receipt of payments for 10 years; payment of \$129 per month regular aid and attendance where required. Annual income of over \$1400 is a bar if veteran has no wife or minor children; otherwise the limit is \$2700 annual income.

SURVIVORS' ENTITLEMENT TO PENSIONS

Many retired persons are under the mistaken impression that, in the event of their death, their survivors may be taken care of with some kind of *pension* or *monthly compensation*. While this is so in some cases *it is not true in a large number of cases*. Furthermore, in all cases survivors must make application for any benefits to which they believe themselves entitled. Three points to remember regarding benefits to survivors of retired persons:

First, There are NO survivors' benefits payable under the Navy retirement system.

Second, The Veterans Administration will pay compensation or pension to the survivors of retired personnel under certain conditions (specified below) but it is important to realize that such benefits to survivors are payable only if the retired person *dies as a result of a service-connected disability* or, *if he dies from other causes, he must have had a service-connected disability* for which compensation would have been payable (had it been 10 per cent or more in degree).

Third, it is possible that monthly payments are payable to the survivor of a retired person under the Social Security program (which is discussed later in this article); HOWEVER, if a Navyman is retired *with pay*, the only way he and his survivors could qualify for So-

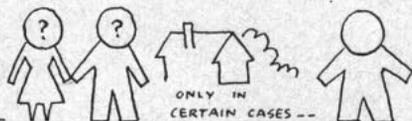
cial Security benefits would be through earning this right by taking a job as a civilian and qualifying for the benefits like any other civilian. That is, while a person's military service may count toward Social Security benefits either for himself, or his survivor, it may *not* be counted IF the person is receiving, or is eligible to receive, *retired pay based on the same military service*.

• **Compensation and Pension for Survivors**—There are no survivors' benefits payable under the Navy retirement system. Survivors of a retired person who died as a result of disease or injury incurred in or aggravated by active service in line of duty may be entitled to pension or compensation payable by the VA. Payments may be made to unremarried widows, unmarried children under the age of 18 years (with extension to age 21 if at a VA approved school), and to dependent parents. ability incurred in or aggravated by active service during wartime (including service since 27 June 1950), is payable in monthly benefits as follows: Widow, with no child, \$75; Widow with one child, \$121, with \$29 per month for each additional child; No widow, one child, \$67; No widow, two children (equally divided), \$94; No widow, three children (equally divided), \$122, with \$23 for each additional child, total amount to be divided. Dependent parent, \$60; Dependent mother and father, \$35 per month, each parent. Compensation based on peacetime service is 80% of wartime rates.

Pension is payable for non-service-connected death of the retired person under the following conditions: (1) He must have been discharged under conditions other than dishonorable, (2) have served at least 90 days during World War II or a period commencing 27 June 1950 (or less than 90 days if discharged for service-connected disability), and (3) have had at the time of his non-service-connected death a service-connected disability for which compensation would have been payable if 10 per cent or more in degree. Pension is also payable regardless of length of service if at time of death veteran was receiving or was entitled to be receiving compensation or retirement pay.

Benefits based on the above conditions for pensions are payable to unremarried widow or unmarried children under 18 years of age (21 years if attending VA approved school). Monthly payments are: Widow, no child, \$48; Widow with one child, \$60, and each additional child, \$7.20; No widow, one child, \$26; No widow, two children, \$39; No widow, three children, \$54, and each additional child, \$7.20; Not payable to a widow without a minor child whose annual income exceeds \$1400, or to a child whose annual income exceeds \$1400, or to a widow with one or more children if her annual income exceeds \$2700.

WHAT ABOUT SOCIAL SECURITY?



ONLY IN CERTAIN CASES --

NO SOCIAL SECURITY EXCEPT THAT BASED ON CIVILIAN EMPLOYMENT



ELECTION OF DISABILITY COMPENSATION OR RETIREMENT PAY



MONTHLY CHECK

BURIAL RIGHTS



BURIAL IN A NATIONAL CEMETERY FLAG BURIAL PAYMENT ENTRY IN NAVAL ACADEMY VARIOUS SCHOLARSHIPS

SOCIAL SECURITY BENEFITS

Certain veterans and certain survivors of veterans of World War II may be entitled to benefits under the Social Security Act. Further information may be obtained from the area office of the Social Security Administration or the State Employment Service office.

In cases of retired personnel where payments are payable under the Navy retirement system for a period based in whole or in part on a period also covered by Social Security wage credits, benefits based on such wage credits are NOT payable to either the individual or his survivors. This bar applies to disability as well as non-disability retirement and also to cases in which retired pay is waived. Retired personnel may, of course, gain eligibility for Social Security benefits through civilian employment engaged in prior or subsequent to the service period on which the retired pay is based. More information on the subject and extent of Social Security benefits based on active duty (as provided by Public Law 590, 82nd Congress) is contained in BuPers Inst. 1761.3, 25 Sept 1952. The whole subject of Social Security benefits earned by Navymen while in service was covered by ALL HANDS, November 1952, p. 48-50.

BURIAL RIGHTS

Burial in national cemeteries is authorized, under such regulations as the Secretary of the Army may prescribe for a retired person, his wife, minor children, and, at the discretion of the Secretary of the Army, unmarried adult children. Survivors may make requests to the Superintendent of the National Cemetery where burial is desired.

Provision is made for payment of burial and funeral expenses and transportation of the body (including preparation of the body) to the place of burial, in a sum not to exceed \$150.

All claims for reimbursement or direct payment for burial and funeral expenses and transportation of the body must be filed with the Veterans Administration within two years subsequent to the date of permanent burial or cremation by the person entitled or by some person acting for him.

A headstone or marker will be furnished for the unmarked grave of a retired person. If burial is in a private cemetery, application for a headstone or marker must be made to the Quartermaster General, Department of the Army, Washington 25, D.C. If burial is in a national cemetery, no application is required.

OTHER RIGHTS OF SURVIVORS

• **U.S. Naval Academy**—Congress authorizes the appointment annually of 40 midshipmen from the U.S. at large who are sons of deceased members of the armed

forces of the U.S. who were killed in action or have died, or in the case of retired persons who may hereafter die as a result of wounds or injuries received, or disease contracted, in wartime service. Provisions for such Presidential appointments are explained fully in "Regulations Governing the Admission of Candidates Into the U.S. Naval Academy as Midshipmen," NavPers 15,010, obtainable by writing to the Chief of Naval Personnel (Attn: Pers C-1214), Navy Department, Washington 25, D.C.

• **Scholarships**—From time to time civilian organizations offer scholarships for certain educational institutions to the sons and daughters of naval personnel. Announcement of eligibility and other requirements of scholarship candidates is made by BuPers Notices and ALL HANDS. Information concerning current scholarship programs which may be available may be obtained by writing to the Chief of Naval Personnel, (Attn: Pers G-212) Navy Department, Washington 25, D.C.

• **Navy Relief Society**—There are certain benefits of assistance offered to survivors of naval personnel retired with pay. Survivors of officers and enlisted personnel may contact the Navy Relief Society in the naval district of their residence or the Navy Relief Society, Navy Department, Washington 25, D.C.

• **Navy Mutual Aid Association**—Provides service to beneficiaries of deceased members (permanently commissioned officers and warrant officers of the Regular Navy, Marine Corps and Coast Guard) in prompt submission of various claims for Government pensions, compensation, insurance, social security and burial benefits. Inquiries may be addressed to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.

LIFE INSURANCE (NSLI and USGLI)

Naval personnel separated from active duty are eligible for the special post-service term NSLI policies without physical examination and at rates based on age at time of separation provided application is made within 120 days after discharge, retirement or transfer to the Fleet Reserve. Application for insurance protection of NSLI policies should be made at the nearest VA office.

Members of the naval service being retired, transferred to the Fleet Reserve or separated under honorable conditions may obtain a copy of the Navy's pamphlets titled "Rights and Benefits of the New Naval Veterans" (NavPers 15853) and its supplement containing provisions of the Korean G.I. Bill (NavPers 15853A). These booklets are distributed to all persons being separated from the naval service and are also available at District Civil Readjustment Offices.



Career Navymen Should Plan for Second Careers When Retired

ARE you making a career of the Navy? If so, have you ever stopped to think about what you will do after you retire? How are you going to spend your "sunset years"?

Maybe you're interested in farming or a business career or on the other hand maybe you'll devote your time entirely to a hobby. Whatever you do it would be a good idea to start to develop such interests now—start planning your "second career". *You can't put it off until the day you retire and expect to start just like that.*

Sociologists tell us that significant changes in the make-up of our society have slipped up on us and found us insufficiently prepared to meet them. "Old age" has been pushed farther and farther into later life. As a result many persons, Navymen included, are not equipped, either in thinking or planning, to make full and rewarding use of their added years.

Such lack of planning is not confined to older people either. Too few of those who soon will retire are giving any thought to the time when they will no longer have their jobs to fill their minds and hours.

Remember retirement is a "graduation" from one phase of your life to another. It is a step which requires just as much planning as every other major step in your life—just like leaving high school, entering college, joining the Navy or getting married.

And like these other steps in your life, a well-planned retirement will be a good retirement—the "hit or miss" retirement may lead to physical or mental doldrums—and plain ordinary boredom.

Remember that success or failure in retirement depends on how well you plan *now* and how well you put your plans into action once you leave the Navy.

Most retiring Navymen plan to "take life easy"—to do this you need the security of a certain amount of financial independence and your Navy retirement helps to provide this. Your retirement assures you of an independent income that has been built up through your years of naval service.

While you were earning this retirement pay you also picked up certain skills which will provide you a means of occupying your later years. These skills may lead to profitable hobbies or occupations. For example, radio, television, machinery repair, cooking and other Navy jobs may be used for profitable businesses or hobbies. Administrative ability and leadership qualities developed in the Navy pay off also in civilian life.

You have learned how to get a job done in the quickest and easiest way and most important of all you have learned how to get along with people—these qualities will help you to take part in civic and community affairs. You might use your administrative knowledge as a member of veterans organizations, as a parent-teachers sponsor, or a member of a church league, or a boy scout leader. Furthermore, you will find that church, school and municipal activities can provide ties that will help to widen your circle of friends.

If you want to look for a job you are entitled to use the specialized counseling and placement services provided for all veterans. State employment offices have special veterans' counseling and every state has a vet-

erans' employment representative assigned to it by the U. S. Employment Service. As a retired Navyman you will be a veteran and may register with the appropriate state office or may contact the veterans' employment representative assigned to your locality. Also if you are seeking a Civil Service job the veterans preference points will help you out.

If you have some secret ambition that has been kept in the dark because you felt that you never had the time to get around to it your second career will be just the time for you to get at it. You're never too old to learn new skills. Many retired Navymen will be able to take advantage of the G.I. Bill of Rights to study new fields of endeavor or increase their knowledge in some skill already acquired.

You might have enough money "salted away" to go into business for yourself. Lots of retired Navymen have done just that. The most popular "private" businesses seems to be tourist cabins, motels, restaurants, gas stations and repair shops.

Hobbies are creative outlets for retired persons but they can also be profitable enterprises. There are some hobbies that are directly related to your Navy career and many that are entirely different—for a few ideas see *ALL HANDS*, Nov. 1952, p. 10.

Whatever your plans are for a second vocation or avocation, remember that it takes time to build up the ability to enjoy them. You can't expect to wait until the day of your retirement and then start in green.

Of course it goes without saying that it is important to watch your health. Proper exercise through recreation is a needed ingredient of any successful retirement program. Sports and gardening are ideal recreation for retired persons. Then too, an optimistic "enjoy life" attitude is important during your retired years and your "second career." Monotony and lack of occupation can be the cause of much unhappiness and lead to mental and physical disintegration.

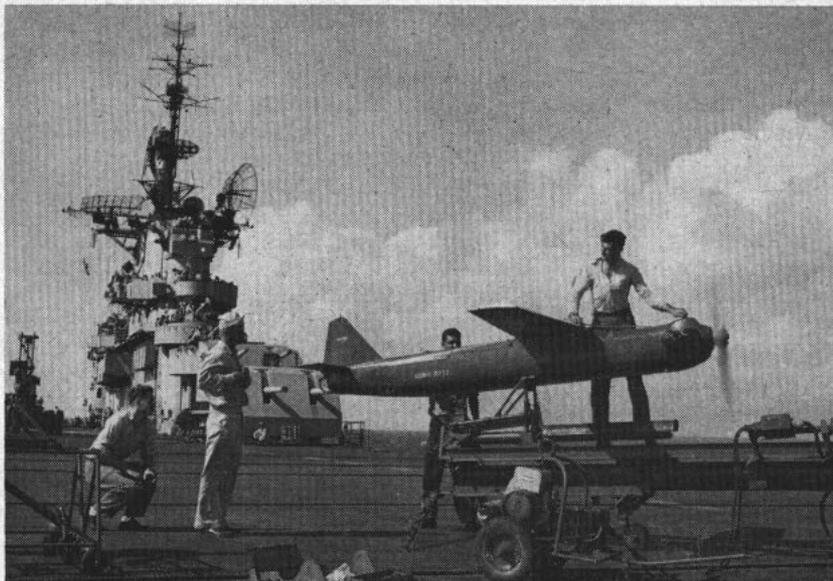
The best program for retired persons is a reasonably active life along those lines that interest *you*. This takes preparation. What are your interests now, and do they have a place in the years following your tour of Navy duty?

The rights, privileges and opportunities of Navy retired personnel are listed on the preceding pages. Start planning for your retired career now.

For additional information on hobbies and occupations you might undertake as an avocation you may purchase any of the various Navy Hobby Craft Pamphlets. These pamphlets cover at least 30 interesting hobbies ranging from bookbinding, fly tying and plastics to archery, photography and chemical gardening. Pamphlets may be purchased from 20 to 75 cents per copy. For a complete list of pamphlets available write to the Bureau of Naval Personnel (Attn: Pers. G113), Washington 25, D. C.

The Government Printing Office also has a supply of inexpensive booklets covering various other hobbies that might be of interest to you. For a list of these write to The Superintendent of Documents, Government Printing Office, Washington 25, D. C.

TODAY'S NAVY



CREWMEN make final adjustments on radio-controlled drone on flight deck of USS *Tarawa* (CVA 40) before drone is launched as target for ship's guns.

LSMR 517 Hard Ship to Beat

At Little Creek, Va., where the Atlantic Fleet Amphibious Force ships cluster at the finger piers, the crew of the landing ship medium rocket, USS *LSMR*, 517 is viewed with something which closely approaches awe.

The 1200-ton middleweight slugger has just won the Battle Efficiency Plaque in LSMR Squadron Two for the fourth consecutive year—a feat comparable to blasting out three eagles in a row on a golf course.

Since the days of Reuben James, American bluejackets have been proud of their ability to out-shoot, out-sail and out-shine the crews of their sister ships.

Some form of recognition has always been given for these feats, and in today's Navy it takes the form of the Battle Efficiency Plaque, awarded each year by type commanders throughout the fleet to the top vessel in each class.

The Navy-wide Battle Efficiency Pennant, which in normal peacetime years is awarded to those ships accumulating the highest number of points throughout the year, has not been put into competition since the outbreak of hostilities in Korea. In

place of the pennant award, type commanders have been encouraged to make battle efficiency awards within their commands.

It is cause for celebration when a ship earns one of these type awards since it represents a solid year of plugging toward perfection in gunnery, communications, engineering, seamanship and other naval skills. Most ships consider themselves pretty good if they can capture the respected plaque once.

Crew members of the 212-foot *LSMR* which topped the others of her class four times in a row are hard put to give any one reason for their record.

"We just all pulled together" is their explanation.

This type of landing ship is a post-

war development. Some *LSMR*'s are seeing action in Korea. The vessel is built on a landing ship medium hull, which is a late outgrowth of the open-decked LCT of World War II. In the rocket model, the well deck has been decked over to provide mounts for twin rocket launchers.

The name "rocket" is misleading. What ships like *LSMR* 517 are actually laying down on an invasion beach is a barrage of five-inch shells almost exactly like those from a destroyer. The difference is in the way they are propelled.

There is little doubt that *LSMR*'s possess the greatest concentrated fire power for a limited time of any ship afloat.

Winning the Battle Efficiency Plaque was no cinch for the 517. She topped *LSMR* 512 by a lone point and kept her ship-shape appearance in spite of participation in two major fleet exercises and several type commander's maneuvers during the fiscal year.

The crew of *LSMR* 517 knows she is the only ship in the Atlantic Fleet Amphibious Force ever to win the type commander's battle efficiency plaque *four times in a row*. They are curious whether this is also a Navy record. Any offers?

Old timers of 517 think that if they can win the "battle readiness" plaque twice more, the Commander Amphibious Force may let them keep it permanently.

After admiring the brass plaque a thousand times apiece, the crew members know that the plaque has space for only six ship's names and four of these six spaces already say *LSMR* 517.

YESTERDAY'S NAVY



1837. Office of Naval Intelligence was established by SecNav, 23 Mar 1882.

First naval dry-docks, one to be constructed at Norfolk the other at Boston, were authorized by Congress, 3 Mar

MARCH 1953

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

VADM Holloway New Chief

Vice Admiral James L. Holloway, Jr., USN, has relieved Vice Admiral Laurance T. DuBose, USN, as Chief of Naval Personnel.

Vice Admiral DuBose, who has served as Chief of the Bureau and as Deputy Chief of Naval Operations for Personnel for two years, has relieved Vice Admiral Walter S. Delaney, USN, as Commander of the Eastern Sea Frontier. VADM Delaney has retired.

VADM Holloway, who is also Deputy Chief of Naval Operations (Personnel), came to the Bureau from command of the Battleship-Cruiser Force, Atlantic Fleet.

Vice Admiral Holloway is no stranger to BuPers. At the close of World War II, he served in the Bureau as Assistant Chief for Demobilization, an assignment in which he supervised the rapid demobilization of thousands of Reservists back to civilian life.

Before that, while on temporary duty with BuPers, he headed a board which recommended the adoption of the "Holloway Plan," a personnel blueprint which called for an orderly program of graduate education throughout a naval officer's career and a vigorous NROTC program.

In addition to his Bureau duty, Admiral Holloway during the period of World War II and afterward, served as Commander of Destroyer Squadron 10 in the first African invasion, as Commander, Destroyer and Destroyer Escort Shakedown Group of the Atlantic Fleet Operational Training Command, as commanding officer of *uss Iowa* (BB 61), as Commander of the Fleet Training Command of the Pacific Fleet and as Superintendent of the Naval Academy.

In earlier years, he also served in the battleships *Florida*, *West Virginia*, *Nevada* and *Idaho*, the destroyers *Monaghan*, *Wainwright*, *McCormick* and *Truxton*, and as commanding officer of the destroyer *Hopkins* and tender *Sirius*.

VADM Holloway was graduated from the Naval Academy in 1918 in the Class of 1919 (the class was accelerated because of the war.)

Among his medals and awards are the Legion of Merit with Gold Star and Combat "V," the Commendation Ribbon with three Bronze Stars and a Combat "V" as well as a Belgian award as Grand Officer of the Order of Leopold.



HERE'S THE NEW DEFENSE DEPT. LINE-UP—Front row (l-to-r), Charles E. Wilson, designated as Secretary of Defense and Roger M. Kyes, Deputy SecDef. Back row (l-to-r), Robert T. Stevens, Secretary of the Army; Robert B. Anderson, Secretary of the Navy; and Harold E. Talbott, Secretary of the Air Force.

Team of Top Officials in Defense Department

The new "team" of top officials in the Department of Defense for the present administration has been appointed. Appointees must be confirmed by Congress before taking office.

- Secretary of Defense designate is Charles E. (for Erwin) Wilson, relieving the former SecDef, Robert A. Lovett. Lovett, formerly Deputy Secretary of Defense under George Marshall, served since Sept. 1951.

The new Secretary was serving as president of General Motors Corporation prior to his appointment. He is not to be confused with Charles E. (for Edward) Wilson, who formerly held the position of Defense Mobilizer for the government.

- Roger M. Kyes, formerly vice president of General Motors Corporation, is the new Deputy Secretary of Defense, relieving William C. Foster.

In addition, the three new service secretaries have taken office. They are:

- Robert B. Anderson, the new Secretary of the Navy, taking over his duties from the former SecNav, Dan B. Kimball, who has served since 1952.

- Robert T. Stevens, the new Secretary of the Army, a former textile executive who served during World War I as an artillery lieutenant. He relieved former Army Secretary Frank Pace.

- Harold E. Talbott, the new Secretary of the Air Force, an aircraft industry pioneer who served in the Army Air Forces during World War I. He relieved former Air Force Secretary Thomas Finletter.

Secretary of Defense Wilson has been associated actively with the nation's defense program since World War I when he supervised the design of radio generators for the Army and Navy.

In addition, he has been a proponent of "dual purpose manufacturing plants" which could shift without great difficulty from civilian to military production in times of emergency.

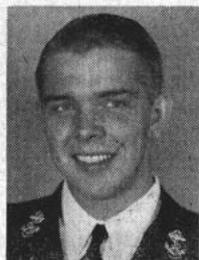
The new SecNav, Robert Anderson, has been a lawyer and state government administrator in his native state of Texas.

New Navy Secretary Anderson is 42 years old. He was graduated from the University of Texas law school in 1932 at the head of his class.

He has served in the state legislature, as assistant attorney general, tax commissioner and has taught law at the state university. At the time of his appointment, Anderson was chairman of the Texas State Board of Education, and deputy chairman of the Federal Reserve Bank of Dallas.

Navy's Flying Family Has Another Member, Its Fifth

Naval Aviation Cadet Harold G. Bach, the youngest of five brothers, upheld family tradition when he joined his older brothers as a Navy flyer.



Harold Bach

The first two Bach brothers to enter the naval service were Lieutenant Commanders Haakon A. Bach, USN, and Jacob O. Bach, USNR, who both signed up in August 1941. Lieutenant Commander Haakon Bach is stationed at Ellyson Field, Fla., while Jacob though presently an associate professor of Philosophy at the University of Southern Illinois, is still a member of the Naval Reserve.

The third brother to become a Navy flyer was Lieutenant Sverre Bach, USN, who entered the service in October 1942. After winning his wings in August 1943, Sverre saw duty in the Pacific. He is now serving as an electronics test pilot at Patuxent River, Md.

Not to be outdone by his three brothers, a fourth Bach, Robert, entered the cadet program just before the end of World War II. The cessation of hostilities cut short his training before completion and he reverted to an inactive duty status. He was recalled to active duty in January 1951.

Now it's Cadet Harold, who began his training at NAAS Whiting Field, Fla., where he made his first solo flight. At present young Harold is continuing his training toward his "wings" at NAAS Saufley Field, Fla.



FOUR-FIFTHS of Bach Navymen—(L-to-r), Robert, Sverre, Haakon and Jacob set pace for brother Harold.

New Anti-Submarine Neptune

A U. S. Navy airplane especially designed for mine laying and anti-submarine warfare has been added to America's air arsenal.

The new P2V-6 *Neptune*, is an ocean-spanning airplane powered by turbo-compound engines capable of providing all the extra range, high speed and power-in-a-pinch needed for advanced land-base operations.

Changed from the P2V-5 (also an anti-submarine plane) the P2V-6 is convertible for highly specialized missions including mine-laying assignments, night torpedo attacks, mast-level bombing, horizontal bombing and photo reconnaissance.

The P2V-6 is the third member of the *Neptune* family to be powered by turbo-compound engines. Turbo-compound engines use exhaust-driven turbines to increase regular piston power.

Highlights of P2V-6 design are its unusually long range for sea patrol, elaborate scientific instruments to pick up and pinpoint targets, and an extensive array of armament.

Despite its heavy fighting weight,

the plane is built to operate from forward airfields.

Appearance of the P2V-6 will vary with different types of missions. Interchangeability for mine-laying or anti-sub work permits a wide selection of armament.

The new plane resembles other aircraft of the *Neptune* family, but has a longer nose, wingtip tanks and a smaller radome. More than a foot has been added to the nose, providing added room for the crew and improving access to equipment.

A new feature with P2V-6 is pressure fueling for fast-feeding of fuel into wing tanks to save time under combat conditions. A companion feature provides the rapid-emptying of tanks for safe storage or repair in hazardous situations.

Also new are stainless steel engine nacelle barrels that are highly fire resistant.

Neptune design provides for maximum tactical utility with its long range for patrolling over vast distances, high speed for rapid closing on targets and defensive maneuver-

ing, ability to take off and land on small fields.

Neptune planes were the first production aircraft to take advantage of the extra power of compounded engines. The engines were introduced on the P2V-4 design. The new model is powered by two 3250-horsepower units, each equipped with water injection for maximum power on take-off or in combat.

The P2V series has seen service with the Navy in the U. S. as well as at bases in Africa, Alaska, Newfoundland, Canal Zone, Hawaii, Okinawa and Japan. With the P2V-5, the series was introduced to the military air services of England and Australia through provisions of the Mutual Defense Assistance Program.

Staunch Support for Navy

The widow of a Navy pilot has followed in the footsteps of her husband by joining the Navy.

Jean Claire Richter of Berkeley, Calif., a bride of only two months when a plane crash brought death to her husband, Ensign Edward Richter, a year ago, plans to go into aviation herself.

Joining the Navy on the first anniversary of her marriage, she has already successfully completed the first step when she graduated from recruit training at Bainbridge, Md. Seaman Apprentice Richter is now enrolled in the Basic Airman's School at Jacksonville, Fla.



WAVE Jean Richter trains at Bainbridge. She enlisted after her Navy pilot husband was killed in crash.

Steer Course "Dessert" True

Conning a radar picket submarine through heavy seas on a "pumpkin pie course" not only makes for easier sailing for the ship but lengthens the life of its bakers.

A good example of this took place on board *uss Requin* (SSR 481).

Late one night during "Operations Mainbrace," while the picket sub was on the surface patrolling an assigned area in the Atlantic during stormy seas, Charles Bedwell, a baker, was in the sub's tiny galley trying to bake pumpkin pie, but with very little success.

As fast as he would place a pie in the oven, the sub would roll in the rough sea and empty the filled pie tin.

Just as Bedwell was about to give up, the sub's skipper came into the galley for a cup of coffee. Seeing Bedwell's predicament the skipper immediately sent word to the watch officer on the bridge to change course so that the sub would head across the waves.

This order brought the vessel out of the trough and the watch officer reported, "We are now on a pumpkin pie course." P.S.—the baker's problem was solved.—Robert M. Jordan, JO1, USN.

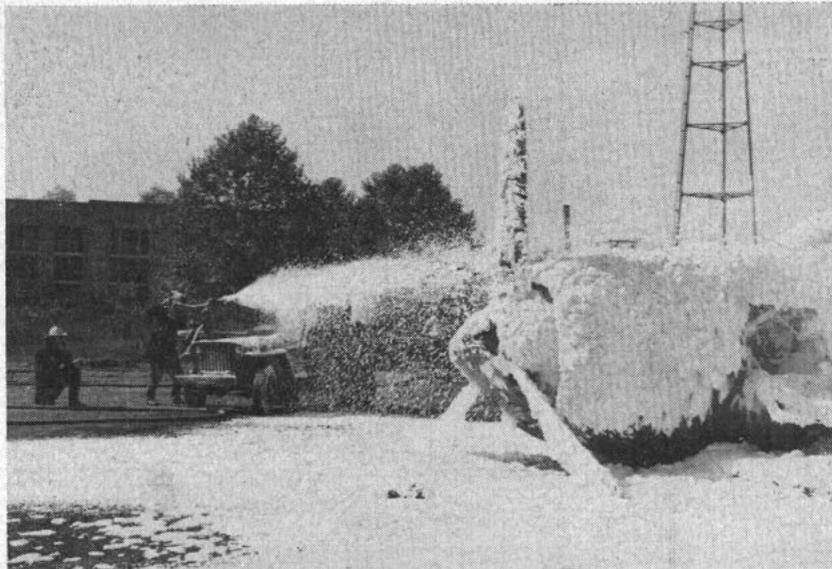
GPCMC—Mess Cooks' Delight

Crewmen aboard *uss Vammen* (DE 644) have come up with an ingenious device that has been hailed as a boon by struggling mess cooks—it's a leather bib that actually serves as a "third hand."

The bib consists of a neck strap and a hook which is backed up by a bib made of leather or some other pliable material. The new garment is called a "GPCBC" which means "Gimmick for the Prevention of Cruelty to Mess Cooks"—and it does just that!

Here's how it works. The bib is worn on straps hanging from the neck. The handle of a large pan is slipped over the hook which is attached to the front of the bib. The hot pan then rests against the leather front piece so that only one hand is required to carry the pan, using the other handle. In permitting the free use of one arm, the bib has proved a great assistance to mess cooks aboard ship, especially on ladders during a rough sea.

At present, ComCruDesPac is in the process of requesting that the Long Beach Naval Shipyard fabricate a number of "GPCMC's" for use on all CruDesPac ships.



FIRE-FIGHTING carrier jeep proves effective in foaming-out fires. If you can drive a jeep and pull a knob, you can operate this machine.

Carrier Jeeps

Getting to a burning plane on a 1000-foot flight deck to save a pilot's life sometimes requires something faster than a man—especially one who is loaded down with fire-fighting equipment.

To combat one of the Navy's worst enemies—fire at sea—flattops in the future will have a new type fire-fighting jeep that can do 500 feet in 18 seconds from a standstill. Almost quick as you can say it, it will lay a blanket of fire-smothering foam around the cockpit. Crewmen should be able to remove the pilot in less than half a minute—a comforting thought for any luckless pilot.

During tests in which 150 gallons of aviation gasoline blazed over a 600-square-foot area, "rescues" were made within 24 seconds after the jeep went into action.

The fire-fighting jeep, demonstrated recently at the Naval Research Laboratory near Washington, D.C., is the latest product of a basic program to develop more effective fire protection for aircraft carriers.

The jeep is manned by two men—the driver and a nozzleman who stands in the front seat and operates a spray-control nozzle mounted on a front fender. The nozzle turns in all directions and can pour a stream of fire-killing foam 90 feet to blanket a burning plane with 1300 gallons a minute of protective chemical coating. When the jeep's capacity is exhausted, its pumps can be supplied

through a hose connection to the ship's foam supply.

The foam itself is a newly developed type made from a mixture of air plus water and a protein solution carried in tanks installed in the rear of the jeep. An automatic pump with an egg-beater device whips the chemical and water-protein ingredients into a micro-bubbled foam solution.

NRL scientists say the mobile fire extinguisher is so simple it can be operated by anyone "who can drive a jeep and pull a knob."

Third Marines Show Power

The newly-activated Third Marine Division displayed its striking power recently when it participated in an air-ground combat review at Camp Pendleton, Calif.

The review climaxed a schedule of combat training that began with the division's activation in January 1952 and progressed through months of field maneuvers, amphibious assaults, helicopter landings, beach reconnaissance in rubber boats, cold weather training, desert maneuvers and a special atomic warfare exercise.

A descendent of the old "Third Regiment" of World War I, the Third Marine Division was reactivated on 16 June 1942 and battled across the Pacific in World War II. The division played a prominent part in the victories at Bougainville, Guam and Iwo Jima.

The Third Marine Division has been in an inactive status since 28 Dec. 1945.



RIFLE AND PISTOL TEAMS of U. S. Sixth Fleet and United Kingdom pose for photograph after a match held at Valetta, Malta, in the Mediterranean Sea.

Waves Learn Judo

Judo, generally considered a he-man activity, is beginning to attract the attention of Waves at Norfolk Naval Air Station. Although instruction in this increasingly popular art of self-defense has been given at the station for the past two years, it was not until recently that regular classes for Waves were scheduled.

To date more than 600 Navy and Marine men have been enrolled in the station's judo classes. In addition to teaching one how to overcome an opponent by using certain holds and throws, judo as a sport is good as a body conditioner and muscle coordinator.

Sailors Take to Skis

Not to be caught flat-footed by possible early winter snowstorms, sportsmen of San Diego Naval Air Station re-organized their North Island Ski Club early in October.

All military personnel of the base have been invited to take part in the club's second winter sports season.

When weather conditions are unfavorable for actual skiing, club members gather indoors to watch and study various action ski movies.

Similar clubs are becoming popular at other naval activities located in the snow regions.

San Diego Cops Boxing Trophy

One of the latest trophies to be added to the crowded case at Naval Training Center, San Diego, repre-

sents the 1952 team championship of the annual San Diego YMCA Armed Forces Boxing Tournament.

Second place honors of this popular West Coast fisticuffs festival were taken by the San Diego Naval Air Station squad.

In addition to annexing the team title, NTC boxers copped five individual bout crowns as follows: Clarence Jones flyweight; Willie Lewis, bantamweight; William Faulkner, featherweight; James Lancaster, junior welterweight; and Joshua Paige, heavyweight.



PRETTY QUEEN, Jeanne Briscoe, SA, USNR, ruled over NAS Olathe, Kans., in 10th anniversary celebration.

Guam Sports Trophy Winners

Naval Supply Depot, U.S. Naval Base, Guam, has won the first leg of a brand new ComNavBase "Sports Excellency Trophy." NSD athletes became plankowners of the award by virtue of points earned in 15 intramural sports during the 1951-1952 season.

The 103rd Naval Construction Battalion gave NSD its stiffest competition. Final point scoring was NSD 1220, 103rd NCB 1033.

The award was instituted to bring about greater participation in naval base inter-command sports and to raise morale by making all hands more aware of athletic opportunities available.

Sharp competition looms for the 1952-1953 award. The unit winning the trophy for three consecutive years will gain permanent possession.

It's Rugby in Bermuda

"When in Rome . . ." Similarly, when in Bermuda do as the British do!

Athletes of U.S. Naval Station, Bermuda, aware that rugby is to the Englishman what football is to the American, have formed a rugby team.

Aided by representatives of the Bermuda Athletic Association, the Navy squad is fast becoming proficient at the rules, regulations and method of play of the ancient field sport. Soon, the sailor booters hope to provide some stiff competition for the local opposition.

Pensacola Volleyball Stars

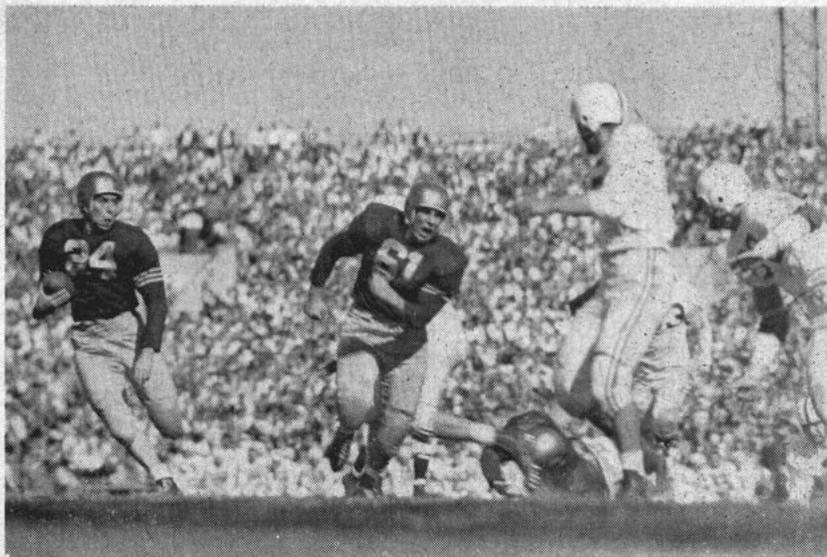
The Pensacola Naval Air Station volleyball team, second place winners in the Naval Air Basic Training contest and champs of the Pensacola City league, have brought home another trophy by winning the first Pensacola Invitational Volleyball Tournament.

In the invitational tourney finals, Pensacola nosed out highly-ranked Florida State U., 8-13, 13-11 and 14-9 for the championship.

Hits Hunting Jackpot

Friends of Robert Arbor, YNSN, USN, of Naval Training Center Great Lakes, are convinced he should be striking for gunner's mate rather than yeoman.

While on a three-day hunting trip in upper Michigan, Arbor bagged a bobcat, a coyote, an eight-point buck and a 300-pound black bear.



NAVY'S LEFT HALFBACK, Don Fisher (24), goes around end for a few yards with help of center Dick Olson. Navy had successful football year.

Archery Headed for Popularity

One concrete example of archery's revival as an art of body coordination par excellence is to be found among the 50 members of the Armed Forces Field Archery Club of Oahu, Hawaiian Islands.

This fledgling club, started a half year ago by 10 servicemen from different branches of the armed forces on little more than a great deal of initiative and a desire to boost archery among island personnel, holds high promise.

The club's field course covers approximately five acres of rough and rugged foothill terrain. Its range has 14 targets now in operation. An additional 14 targets are planned. Together, they will be strung out over the course for nearly a mile.

To "shoot" this range, an archer—unless he is a Paul Bunyan—will do well to locate a pair of seven-league boots to cover the large number of gullies, gulches, ravines and hills contained in the area.

Number One target is 80 yards across a ravine with sides so steep that steps had to be cut into it. On other targets an archer can expect anything from having to stand on a narrow pathway halfway down the side of a gulch to being forced to shoot from a position directly behind a tree, straight downhill at a target well guarded by other trees.

Of a possible 240 points in one system of scoring, no archer has ever done better than 115. Most of the Armed Forces Club's members are

considerably more in the novice class than was William Tell of "apple" fame. A recent tournament with the Diamond Head Archery Club of Honolulu, which the servicemen won by a narrow margin, produced a top score of 92 points.

The balmy Hawaiian climate makes this range ideal for year-round competitive sport or hunting practice.

Almost any day of the year can be counted on for a tournament.—George Brown, JO3, USN.



STRING QUARTET of archers draws back bowstrings. Photo of members of Armed Forces Archery Club, Oahu, shows Navyman and Air Force man at left.

District Table Tennis Champs

The Great Lakes Naval Training Center's usual monopoly of Ninth Naval District athletic championships has been cracked by a dark horse ball-and-paddle aggregation from the St. Louis Naval Air Station. The NAS group walked away with the District's 1952 table tennis team trophy.

St. Louis won 14 matches, six more than the second-place Service School Command team of Great Lakes, the defending champions. Tying for third place with seven matches each were Recruit Training Command of Great Lakes and Naval Reserve Training Centre of Gary, Ind. The Great Lakes Hospital Corps School team and the NRTC Aurora, Ill., team, with five matches each, shared fourth spot.

Individual titles were won by Neil Colwell, RM2, USN, of NRTC Aurora who defeated William Benson, AD1, USNR, of NAS St. Louis for the singles championship in the men's division, and Marjorie Callahan, SN, USN, of Administrative Command, Great Lakes, who took the women's single title by defeating a teammate Lieutenant Caroline Duke, USN. Wave Callahan then combined talents with Emily Ray, SN, USN, also of AdCom Great Lakes, for the women's doubles championship.

The men's doubles title was won by Reservist Benson and Henry Swanson, AD2, USNR, both of the St. Louis Naval Air Station.

SIDELINE STRATEGY

DURING the past few years increasing numbers of Navy sportsmen have become interested in judo—an offshoot of the age-old Oriental art of self-defense known as ju jitsu.

Greatest impetus to the activity from a stateside standpoint is credited to the 12th Naval District, the first ND to conduct an official district judo tourney; won, incidentally, by Treasure Island judoists.

Neighboring 11th ND has joined the judo parade. Still other districts are contemplating inclusion of judo in their athletic calendars.

It's our bet that when sports competition is resumed on a Navy-wide contest level we'll be seeing before long an All-Navy Judo Championship on the sports agenda.

* * *

Getting bored with the usual run of sports? As a suggestion for something a bit different, we report that Navy Memphis has conducted a ping pong tourney, NTC San Diego a shuffleboard tourney, and Naval Air Technical Training Center, Jacksonville, a horseshoe tourney (for others see ALL HANDS, Jan 1953, p. 32).

A battle has been fought between the U. S. and ROK navies, and our very good ally, South Korea, was the winner.

Before you "sound off," here's what happened. When a group of U. S. ships, namely *Delta*, *Laertes*, *Paracutin* and *Bryce Canyon*, found them-

selves tied up at Sasebo, Japan, it was decided something should be done to break the monotony of anchorage aches, so what better than to have a boxing smoker? It was arranged. Then someone remembered the South Korean *Taedong* moored nearby. As a gesture of good will, *Taedong's* personnel were invited aboard *Delta* for the shipboard fisticuff festival. Inquired some of the ROK sailors, "Could we enter a contestant?" Said the U. S. sailors, "Why certainly. Welcome aboard." And the result? *Taedong* sailor Kim Jong, fighting three furious rounds in a style reminiscent of Henry Armstrong, was awarded a unanimous decision over his *Delta* opponent in what was voted the most popular bout on the card.

* * *

What is believed to be the first spearfishing club ever organized at a naval base is taking shape at the San Diego Naval Station. Known as the "Kelp Kings," the San Diego club has been accepted by both the AAU and National Spearfishing Association, and application has been made for membership in the International Spearfishing Association. The ISA links waterlung and spear fishermen throughout the world. Other naval activities interested in forming a similar club might contact S. L. Carver, BM1, USN, acting president of the "Kelp Kings," for details. — E. J. Jeffrey, JOC, USN.



PATRICK

San Diego Bowl Game Victor

The Bluejacket gridders of Naval Training Center, San Diego, mythical All-Navy football champs and second-ranking service team of the nation, thumped the Army's Camp Breckinridge (Ky.) eleven, 81-20, in the New Year's Salad Bowl game at Phoenix, Ariz. It was the highest scoring tilt in the six-year history of the Salad Bowl and one of the largest tallies run up in any bowl contest.

Previous to the Phoenix fray, the Eagles of Camp Breckinridge, home of the 101st Airborne Infantry, had been undefeated in 1952.

San Diego, 11th Naval District champions for the past two years and the 1952 West Coast service title holders, thus brought down the curtain on their most brilliant grid season in the training center's 29-year history.

In their regular-season eleven-game schedule, the Diego Bluejackets dropped but a single contest, to the University of Southern California, fifth-ranking college team of the country and conqueror of Wisconsin in the Rose Bowl.

One of NTC's highly prized victories was their 27-21 win over previously unbeaten San Diego Marine Corps Recruit Depot, the 1952 All-Marine champions.

In a previous post-season contest, first annual Poinsettia Bowl game at San Diego's Balboa Stadium, the training center sailors lost 35-14 to Bolling Air Force Base of Washington, D. C., in a play-off for the national Armed Forces Football Championship title.

The Bolling Generals fielded one of the strongest teams in the country during the season. Their only loss was a 7-0 edging by a powerful Fort Eustis (Va.) eleven. Among teams taken into camp by the Bolling ball club was Syracuse, leading collegiate team of the East.

San Diego had given early promise of becoming one of the top-flight elevens of the country when they startled professional and amateur football circles alike by holding the then world champion Los Angeles Rams to a 10-0 first half of a special pre-season Navy Relief charity game.

In all, the San Diego sailors totaled 578 points against the opposition's 144. This was a big contrast to the records of some of the center's early teams such as the 1929 one which lost every game and scored only six points.

THE BULLETIN BOARD

NSLI Term Insurance May Be Converted to Six Permanent Life or Endowment Plans

Servicemen who hold five-year level premium term insurance are advised that they may convert to permanent plans of National Service Life Insurance.

The only National Service Life Insurance which may *not* be converted under present laws is the *special five-year nonconvertible term policy* issued to servicemen upon separation from service who have had active service since the start of the Korean hostilities (27 June 1950). This insurance is provided under the Servicemen's Indemnity and Insurance Acts of 1951 (Public Law 32, 82nd Congress) which also insures servicemen against death up to \$10,000 *minus* any other Government life insurance they might have in force.

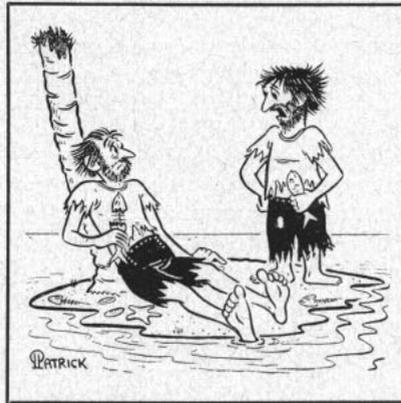
The conversion rights of NSLI were not affected by this law.

Therefore, nearly 5,000,000 NSLI term policies, which are now in force by payment of premium or by waiver of premiums, may be converted to one or more of the six permanent plans of NSLI — ordinary life, 20-pay life, 30-pay life and three different endowment plans.

These policies may be converted upon application to the Veterans Administration at any time within the term period, which is 8 years from effective date on policies issued on or prior to 1 January 1946, and 5 years on policies issued on or after that date. No physical examination is required.

NSLI term policies, which have been permitted to lapse for non-payment of premiums, may be reinstated and converted upon application to the VA before the expiration of the term period. In this case two monthly premiums are required with such applications — one for the first month of lapse (grace period) on the amount of insurance to be reinstated and the other for the first monthly premium on the converted policy. A physical examination is required if the term policy has been lapsed three months or longer.

VA points out that there are distinctive differences between term and



"Course you know Mitchell, this counts as Shore Duty."

permanent plan NSLI policies.

- Term policies provide only coverage against death. Moreover, if veterans wish to retain this type of insurance, they must renew their policies every five years at progressively higher premium rates.

In the older age brackets when the earning capacity of the veteran usually begins to decline, the premium rates for term NSLI are very high.

- Permanent plan policies, on the other hand, are payable at the same premium rate throughout the premium-paying life of the policies. And they have guaranteed values which term policies do not.

For example, these guaranteed values, which are available to veterans after premium have been paid for one full year, include cash surrender value, policy loan provision, extended term insurance and reduced paid-up insurance.



"Don't mention it, Chief, always glad to do kumshaw work for the MAA shack."

Rules Announced for Fourth Inter-Service Photography Contest

Final judging in the Fourth Inter-Service Photography Contest is scheduled to take place at the Pentagon in Washington on or about 15 May 1953.

The contest is open to Army, Navy (including Marine Corps), Air Force and Coast Guard photographers. All Regular and Reserve personnel on active duty for more than 90 days may compete.

Navy entries will be screened by a judging committee designated by the Chief of Naval Personnel and the ten best photographs will be submitted for further judging in the final inter-service competition. Each photographer whose entry is selected in the Navy elimination competition will receive a Certificate of Achievement signed by the Secretary of Defense.

All Navy entries must be received at the Bureau prior to 30 Apr 1953.

The contest is designed to interest amateur photographers and to encourage participation in photographic activities.

Entries will be submitted in two classes (black and white, and color transparencies) but unlike previous contests there will be *no separate categories* under each class. Further, black and white photographs should be submitted *unmounted and unmounted*. Negatives are not required. Black and white enlargements may be 5 by 7 inches minimum to 16 by 20 inches maximum. No tinted or color-toned photographs are permitted.

Color transparencies will be 35mm minimum and 4 by 5 inches maximum and will be submitted in cardboard mountings.

Subject matter should have appeal and meaning. Subjects may include (but are not limited to): landscapes, seascapes, still life, babies and children, people and customs, animals, documentary scenes of service life, architectural studies, interiors, flowers, abstractions and human interest subjects from daily life.

Seven places in black and white photographs and three places in color transparencies will be awarded in the final competition. A "best of show" will

be selected and the Perpetual Inter-service Photography Contest Trophy will be awarded the service carrying the highest number of points in the final contest. The trophy presently is held by the Army, although the grand individual prize of the Third Inter-Service contest was won by a Navy shutterbug, Jerry Rickerson, PH3. Rickerson was attached to the 14th Naval District Photography Laboratory at Pearl Harbor at the time.

Only photographs taken after 1 Jan 1951 will be eligible for the competition. The photographs must have

been taken by the contestants submitting them although developing, printing and enlarging of the entries by the contestants is not required.

Individuals who are subjects of portrait photographs must authorize in writing on the entry form the submission of the entry in the contest and its use for contest publicity.

No official military photographs are eligible and entries deemed unworthy of consideration or unsuitable for exhibition will be withdrawn from the contest.

To facilitate cataloging and han-

dling, entries will be identified as follows. Black and white photographs should have a card affixed to the back on which will be written the name, rank or rate, file or service number and duty station of the contestant as well as the title of the entry. Color transparencies will have printed on the mount the name, rank or rate, file or service number and duty station of the contestant and title of the entry.

Each contestant shall submit with his entry the following information in quadruplicate: (a) date of submission (b) name (c) rank or rate (d) file or service number (e) military address (f) permanent home address (g) hometown newspaper (h) title of photograph (i) type of camera (original negative size) (j) type of film, exposure and aperture used (k) if developed and printed by the contestant, the type of paper and developer used and any special treatment given (l) an informative paragraph including any interesting details about the subject and conditions under which the photograph was taken and processed. In addition the following statement must be signed by each contestant and witnessed by his Special Services officer: "I have read and agree to abide by the rules and regulations governing the Fourth Inter-Service Photography Contest. I further certify that the photograph submitted herewith was taken by myself."

Each of the commanders italicized below shall serve as group hosts and select photographs from activities within his group and forward to the Chief of Naval Personnel (Pers-G113) to arrive prior to 30 Apr 1953.

Entries will be shipped collectively and will include a complete inventory.

Entries will be returned by collective shipment to group hosts for return to individual contestants. While every effort will be made to assure safe return of entries, the Navy Department can assume no responsibility for loss or damage.

- *Com 11:* Activities within the 11th, 12th, 13th and 17th Naval Districts; all Pacific Fleet units on the West Coast.

- *Com 14:* Activities ashore and afloat in the Hawaiian area and west of the Hawaiian Islands.

- *Com 4:* Activities within the 1st,

WAY BACK WHEN

The Navy's Fighting Seabees

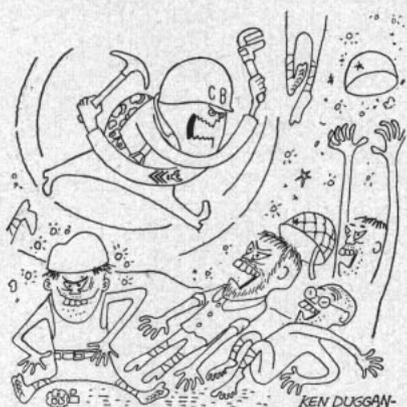
The Seabees today are an outgrowth of World War II. They did have an early counterpart, a "Naval Construction Regiment" formed at Great Lakes during World War I, but it was disbanded at war's end. Between then and World War II there were battalions.

The threat of war between 1939 and 1941, however, brought about an unprecedented period of expansion in the naval shore establishment, particularly in overseas bases. By 1941, five "island chains" of bases were under construction. All work was being done by civilian labor under private contract.

As the danger of war became more imminent, disadvantages in the use of civilian workers at overseas bases, particularly in what might become combat areas, became apparent. Civilian workers, for example, were not trained to defend either themselves or the installations they were constructing against air enemy attack. If they did fight, they became guerrillas, with no rights, according to international law, or prisoners of war.

So on 28 Dec 1941, just three weeks after Pearl Harbor, the Navy's fighting construction battalions were formed. (In 1946 the Seabees were made a permanent part of the Navy.) Skilled workmen from 60 trades answered the call to military service. They were first called "CB men," but later became known simply as "Seabees." They were a highly mobile, self-sustaining force and possessed construction skills equal to those of the civilians they replaced. Adequately trained and equipped, the Seabees could also engage in defensive combat operations if they had to.

During World War II, the Seabees were in every major amphibious operation staged by American fighting forces. Often they followed on the heels of the assault waves. Throughout the Atlantic and Pacific theaters they built airfields, roads, harbor installations, utilities and many housing facilities.



The Seabees today serve in three principal types of organizations—amphibious construction battalions (ACBs), mobile construction battalions (MCBs) and construction battalion maintenance units (CBMUs).

In a typical Marine assault operation, Seabees lay down pontoon causeways and barges, then unload trucks, bulldozers and other construction equipment. Once ashore they defend their own positions with infantry weapons.

The amphibious construction battalions follow the fighting men ashore and help secure a toe-hold on an enemy beach. They take the first steps toward establishing a base. After a beachhead has been secured and minimum temporary facilities have been constructed, the ACBs move to another assignment and the MCBs take over to build and defend whatever type of base the military forces need. Upon completion, the MCBs are replaced by a maintenance unit, which is only about one-fourth as large.

More and more the Seabees are becoming an integral part of the Navy's scientific team. The aggressive "Can do, will do... did" spirit which carried the fighting World War II Seabees to remarkable achievements is as evident as ever.

3rd, 4th, 6th, 8th and 9th Naval Districts.

• *Com 5*: Activities within the 5th, 10th and 15th Naval Districts and the Potomac and Severn River Naval Commands; fleet and shore-based units of the Atlantic Fleet, including Atlantic Fleet units operating under CinCNELM.

Naval Air Training activities, reserve fleets and all other activities shall compete in their naval district eliminations (NROTC units are excluded from participation). Fleet Marine Force units when stationed within naval districts shall be considered as shore-based activities and shall participate in their naval district eliminations unless otherwise authorized by the Commandant of the Marine Corps.

If it is desired, competition at local or lower level activities may be conducted on an elimination basis with appropriate awards.

Entries will be judged primarily for originality, interest and appeal. While good craftsmanship is important and desirable, photographic technique will be a secondary factor in determining the winners. Color transparencies will be considered separately from black and white photographs. The official rules and regulations for the contest are contained in BuPers Notice 1700.00 of 23 Dec 1952.

Navy Uses Supply Catalog Prepared for All Services

The Navy as well as the other branches of the Armed Forces will now use a new catalog in military supply operations.

A single catalog, titled *Federal Supply Catalog, Department of Defense Section, Subsistence*, lists all items of food which the Army, Navy and Air Force may stock, purchase and issue.

The catalog is the first in a series to be prepared and published by the Defense Supply Management Agency, created by Congress last July to develop a single military supply catalog and a related standardization program.

The new catalog reduces by 42 per cent the number of food items originally catalogued by the three military departments. It contains 1131 different food items considered by the three services to be adequate to meet all requirements.

White Marsh Fact Sheet Briefs New Crew Members

When a new man reports aboard *USS White Marsh (LSD 8)* for duty, he is briefed on certain highlights of Navy life. What's more, he finds himself in savvy company — savvy about Navy living.

Behind this thorough indoctrination is a fact sheet aptly entitled "I Understand." Reading it, the new man is cued off on the key points

in the daily life of a 4.0 Navyman and a good shipmate. The points are discussed with his division officer to assure a thorough understanding.

Each man receives a copy to keep in his locker for ready reference; a signed copy goes into his service record. Here's the *White Marsh* fact sheet:

- I understand that being a good shipmate requires my personal conduct to be of the highest order.
- I understand that I am at all times a public relations representative for the naval service; that wearing the uniform with pride and that upholding the good name of my ship are cardinal requisites.
- I understand that the readiness of my ship to meet any peacetime or wartime assignment depends upon the officers and men as a coordinated and efficient team, and that I am a vital member of that team.
- I understand that the hand salute is a mark of military courtesy and respect and that it shall be performed by me with smartness and precision.
- I understand that the "law of the sea", which charges every officer and man with individual responsibility for the safety of his ship, calls for responsibility whether on watch or off watch.
- I understand that unauthorized absence is a very serious offense; that if for an unforeseen reason I cannot return on time, I will phone or telegraph the ship in a timely manner to request an extension.
- I understand that it is my individual responsibility not only to keep my own cleaning station in a good condition of cleanliness and upkeep, but also to help others keep their spaces clean and shipshape.
- I understand that spaces marked "Restricted to Unauthorized Personnel" are to be respected.
- I understand that fire is one of the most serious shipboard hazards and I shall be always alert to detect fire and eliminate fire hazards.
- I understand that if I have any special problems my division officer should be consulted. If no satisfactory solution can be effected, the problem will be referred up the chain of command until a satisfactory solution is found. I understand that I have access to a chaplain for problems of a private nature which cannot be solved on shipboard.
- I understand that it is wise to put away a little money for emergencies; that if an emergency exists requiring financial help, such help is available from the CO or agencies like Navy Relief or Red Cross.
- I understand that I must have the latest approved identification card and identification tag in my custody and that I shall report immediately if one is lost.
- I understand that I must have a ship's liberty card on liberty.
- I understand that the completion of a Navy training course for the next higher rate is a standard requirement for advancement.
- I understand that it is my responsibility to keep my person clean and my clothing neat and in good repair.
- I understand that if away on leave or temporary additional duty I shall leave a clean mattress cover and pillow case on my bunk.
- I understand that when assigned a gas mask to my personal custody I am responsible for its proper care and readiness for instant use.
- I understand that it is my personal duty to keep a full bag of clothing and to keep my locker shipshape.
- I understand the voting rights of U.S. citizens who are of age and that most states authorize use of absentee ballot to exercise this right.
- I understand that it is the policy of all Navy commands to afford each man the opportunity to receive spiritual guidance.

Round-Up on Sea-Shore Rotation for Enlisted Personnel

Here is a complete round-up on the Navy's current sea-shore rotation program for enlisted personnel. The new policy was announced in BuPers Instruction 1306.20 of 10 Dec 1952 and provides among other things for a reduction in sea time required of some ratings before they are eligible to put in for duty ashore.

In brief, the sea-shore rotation program is set up to meet the needs of the Fleet for rated men and at the same time to give each man of similar rating an equal chance for shore duty.

An understanding of the methods used by BuPers to determine how long you must remain at sea before you can put your name on the list for shore duty will help you answer

the familiar question, "When can I put in for shore duty?"

To be eligible for a tour of duty ashore each Navyman must meet certain *minimum* requirements. He must have accumulated the minimum amount of sea service required for his rate (see table on p. 51). This schedule is revised from time to time to meet the needs of the service.

Completion of the minimum sea duty time does not mean that he will be ordered to a tour of shore duty at that time. It does mean that he is eligible to submit his request for shore duty as explained below. His name will be placed on the *Shore Duty Eligibility List* according to his total of sea duty time among the

men of his same rating and rate.

A man's SDEL request must also indicate his willingness to obligate himself at the time he is actually ordered to shore duty, for the period of service required to complete his normal tour of shore duty. This action is taken to justify transportation costs and to promote permanency of personnel on shore stations and at sea.

How long will my shore duty last? The length of a tour of shore duty, with the exception of personnel ordered by BuPers specifically to fill instructor billets, depends upon your rate. Periods of shore duty are:

- Medical Group X and XI, all YN, PN, AC, JO — 3 years.
- Personnel ordered by BuPers specifically to fill instructor billets—3 years.
- Designated strikers for a pay grade E-4 rating who are filling a pay grade E-4 billet—2 years.
- All other ratings — 2 years.
- All other SN, FN, SA, FA—18 months.

Incidentally, the date of commencing shore duty is the date of first reporting to duty ashore in the continental U.S. The date of termination of shore duty is the date of detachment from last shore to sea duty.

Sometimes the needs of the service require that a man be transferred before completion of the normal tour of shore duty as outlined above. In such cases continuous duty performed for a period of 12 months or more will be considered to have been a "normal tour of shore duty" when performed in the allowance of the Bureau Shore or Fleet Shore Duty.

How do I submit a request for shore duty? There are two types of shore duty. First, *Bureau Shore Duty* which is duty within the allowances of shore activities within the U.S. proper. Such shore activities are included in the following administrative commands:

- All continental naval districts and river commands, *except* such duty afloat in these districts and commands as has been designated by the Chief of Naval Personnel as sea duty for rotation purposes.
- Naval Air Training Command.
- Naval Airship Training and Experimentation Command.
- Bureaus, boards and offices of

Whirlybird Rises from the Deep, Aided by 'Little' Ships

The odds against salvage of a downed and drowned helicopter are high, but through the combined efforts of vessels from the Mine, Destroyer, Service and Amphibious Forces in the Far East, one such copter was saved from a watery grave.

While searching for enemy mines in the inner harbor of Wonsan, Korea, the copter had an engine failure. A short while later she was resting on the harbor bottom in five fathoms of water. Her pilot and crewman had escaped uninjured and were rescued by Minesweeping Boat 15—one of the vessels she had been spotting for.

To attempt to salvage the whirlybird, Minesweeping Boat 13 moved in and buoyed the plane. MSB 13's mine disposal unit then began underwater diving operations. A quick check showed that the damage was limited to the loss of two rotor vanes which had broken loose on impact. The copter rested upright, though slightly canted, on the bottom. Salvage was therefore considered feasible.

Here were the odds. The plane was within 200 yards of gun emplacements on enemy-held Hodo Pando. A change of weather was imminent; wind and sea were expected soon to increase to storm level. The sunken helicopter lay in waters only partially swept for

mines—not yet fully cleared for safe navigation. Finally, the largest vessel considered worth detailing to the rescue—an auxiliary motor minesweeper—would be unable to lift the copter clear of the water.

Nevertheless, operations got underway. Minesweeping boats from *uss Comstock* (LSD 19) moved in to landward and set up a smoke-screen. *uss Barton* (DD 722) stood by for fire support. *uss Chatterer* (AMS 40) proceeded to the copter area where underwater swimmers shackled the copter's rotor to her anchor windlass cable. The AMS then lifted the plane clear of the bottom.

With the copter hanging beneath her stem—the water taking the copter's weight—the AMS backed down to seaward for two and one-half miles. Upon entering swept waters, she turned the plane over to *uss Tawasa* (ATF 92) which successfully hoisted the copter onto her fantail. During this part of the operation, intense (but inaccurate) small-arms fire whistled by from enemy machine guns.

The fleet tug then proceeded out of the harbor and turned the plane over to *uss LST 799*, which in turn delivered it to its home base for overhaul and repair. Once again operational, the much-handled helicopter is now back spotting mines. —J. Bellefeuille, JO2, USN.

the Department of the Navy, and field activities thereof, except such duty as has been designated by the Chief of Naval Personnel as sea duty for rotation purposes.

The second type is *Fleet Shore Duty*. This is duty in the allowance of shore-based Fleet activities within the continental U.S. with the exception of duty in two following groups, which are classified as sea duty—

- Aviation Branch (Group IX) ratings attached to shore-based fleet air activities, and Medical and Dental Branch (Groups X and XI) ratings attached to Fleet Marine Forces.

- Underway, Training Elements, Amphibious Operational Training Elements, Mobile Ordnance Service Units, Construction Battalions, Mobile Construction Battalions, Beach Jumper Units ONE and TWO, Naval Beach Groups, Underwater Demolition Teams, Fleet Camera Parties and Cargo Handling Battalions.

Your request for shore duty, if it's for Bureau-controlled duty, must be submitted via your commanding officer on the *Shore Duty Request Card* (NavPers 2416 Rev 5-51). In filling out this form you may indicate three choices for shore duty. This means that you indicate one of the naval districts, PRNC, SRNC, CNATRA or CNATE and then list the preferred locality which is under the administrative control of the command.

When you are selected for shore duty you will be transferred to the naval district of your choice and then assigned to duty in that district. The Commandant attempts to assign the man to a locality of his choice. If this cannot be done, the man is assigned to duty where his services are required.

It is not necessary to indicate a second or third choice if duty is desired in only one locality. If a second or third choice is desired it should be other than the one given as your first choice. Optional choice of "Anywhere in the U.S." may be given as a first, second or third choice, but it is not mandatory.

The waiting period on the *Shore Duty Eligibility List* for a normal tour of shore duty may be considerably reduced in many instances by utilizing the optional choice of "Anywhere in the U.S."

The waiting period may be con-

siderably reduced in many instances by submitting requests for activities under the administrative control of the Chief of Naval Air Training. The *Catalog of Naval Shore Activities* (OpNav P 213-105), should be consulted for the current listing of these activities.

If your name is on the SDEL and you have not received orders to a tour of shore duty prior to the expiration date of your enlistment—and you then extend or reenlist—you will not be considered further until such time as you notify BuPers via your commanding officer, of the following:

- Present permanent-duty station.
- Present rate.
- New expiration of enlistment date.
- Navy job classification and service-type code.
- Marital status.

If you have a *Shore Duty Request* card on file in BuPers and there has been a change in your status you should notify BuPers (Attn: Pers B211k) promptly. A change in your

status may reduce your waiting period.

How Assignments Are Made

Shore duty assignments are based on specific duty assignment in advance of your actual transfer. This means that the Navy wants you to have ample time to make arrangements for transportation of dependents and household goods direct to the ultimate shore-duty assignment, to curtail travel and to reduce expense in the interest of the Government and the individual.

Transfer directives are normally issued three months in advance of the date on which you will report to your shore assignment.

To help the shore administrative commander determine your duty assignment, BuPers indicates on the transfer directive the locality requested and your marital status, as indicated on your request card.

If you have any special qualifications for a billet ashore you may outline them briefly in the space provided on the request card. This will assist your new commanding officer

WHAT'S IN A NAME

USS Bennington

uss *Bennington* (CVA 20) has recently replaced the U.S. fleet after four years in "moth-balls" and a two-year reconstruction job which has made her the sixth of the Essex class carriers to be completely rebuilt and modernized.

The carrier, veteran of the Pacific during World War II, had her displacement increased from 27,000 to 32,000 tons. Other changes included strengthening the flight deck for jet planes, a new fueling system for aircraft, stronger elevators and new anti-aircraft protection.

The present-day *Bennington* is the second to bear the name. The original ship was named for the Revolutionary War battle that took place 16 Aug 1777, near Bennington, Vt., when the American general, John Stark defeated a British force. Though called the "Battle of Bennington," it was actually fought across the state line in New York.

The original *Bennington*, a three-masted Navy gunboat commissioned in 1891, earned her place in history when on 7 Jan 1899, she took possession of Wake Island. In addition, she saw service in the South Atlantic, Europe, Hawaiian Islands and on the Asiatic Station. She was taken out of commission in 1910.

The present-day *Bennington* was originally commissioned 6 Aug 1944, the 12th of the 24 Essex-class carriers to be built and the first to be built at the New York Naval Shipyard, Brooklyn. On 10 Feb 1945, *Bennington* participated in the first carrier offensive on Japan and later saw action at Okinawa and Iwo Jima during the last seven months of the Pacific war. On 8 Nov 1946, she was assigned to the "moth-ball" Atlantic Reserve Fleet at Norfolk, Va., where she remained until the start of conversion work in 1950.



in determining your next duty assignment.

As stated above, if you do not have enough obligated service remaining to complete a normal tour of shore duty, you will be required to execute an *Agreement to Extend* your enlistment. If you do not agree to extend your enlistment, BuPers will remove your name from the SDEL and you will be required to requalify in accordance with the BuPers Instruc-

tion before you can submit another shore duty request.

Name on Only One SDEL

Enlisted personnel will be carried on either a *Fleet Administered Shore Duty* list or on lists *controlled by BuPers*.

In addition to the basic BuPers Shore Duty List for continental U.S. shore duty assignments, the Bureau maintains specialized lists for Instructor Duty, Recruiting Duty and

overseas Attache-Mission Duty.

A man may put his name on the basic BuPers list and at the same time have his name on both the Instructor Duty List and Attache-Mission List. He may not, however, have his name on both the basic BuPers List and the Recruiting Duty List at the same time.

When it is brought to the attention of the Chief of Naval Personnel that a man is carried on one of the Bureau's shore duty lists and a fleet administered shore duty list at the same time, this violation will be investigated and appropriate action taken, based on the circumstances of the individual case.

If you are serving ashore at some overseas base and have your dependents on station and receive orders for a normal tour of shore duty in the continental U.S. before you have completed your normal tour of duty at the overseas base, your transfer directive will be returned to BuPers for cancellation. Your name will be retained on the Bureau's SDEL for consideration again when you have completed your overseas tour.

The same rule is true for enlisted personnel without their dependents on station if they are on duty west of Midway or east of the Azores, ashore or in non-rotated ships, if they receive orders for a normal tour of shore duty and have not yet completed 12 months of their present duty. Such orders will be canceled and the man's name retained on the SDEL until he has completed the 12 months' tour or the Bureau directs his transfer to meet the service needs.

Naval School Graduates

Graduates of service schools on *returnable* quotas are not normally ordered to shore duty until a minimum period of six months from date of return to the command from which they were ordered to school.

Graduates of service schools on *nonreturnable* quotas will not normally be ordered to shore duty until after six months from the date of their graduation unless the man's duties ashore will utilize the education obtained in school. If BuPers should order to a normal tour of shore duty a service school graduate who is presently serving on board for less than six months since his return from school, and the commanding officer considers that the training he re-

One-Time Fireman Third Class Retires as Rear Admiral

In the spring of 1926 salvage work was being done on the submarine *uss S-51* which lay on the Atlantic Ocean's bottom 20 miles off the coast of Rhode Island. She had gone down the previous winter as the result of being rammed by the *ss City of Rome*.

After two months of salvage work the sub at last was brought to the surface. The submarine rode bow high at an angle of 30 degrees with her stern compartments still flooded. Actually, her bow was supported by four salvage pontoons but her four stern pontoons still rested on the bottom.

A storm caused the floating pontoons to grind and smash against each other and against the sub. Captain (later Fleet Admiral) Ernest J. King, USN, in charge of the operation, decided that the only way to save the sub was to open the pontoon flood valves and let the boat sink to the bottom, then try again. Rough work in an Atlantic storm.

Boatswain Richard E. Hawes, USN, in charge of a crew of volunteers, took the job. Working from a surfboat, he put his men on the pontoons, hauled them clear with a safety line when they were washed off and pulled them into the boat for another try.

By the time the valves on three of the pontoons were opened, the men were exhausted. Boatswain Hawes then turned over the control of the surfboat to his coxswain. Waiting for a favorable moment he leaped aboard a pontoon himself and wrestled open its vent valves. The sub sank slowly from sight and was raised two weeks later. For this exploit and for other outstanding

work during the S-51 salvage, Boatswain Hawes was awarded the Navy Cross.

Fifteen years later, in December 1951, he earned a second Navy Cross for his actions during the Japanese bombing of Cavite, P. I. With his ship, *uss Pigeon* (ASR 6), he maneuvered the damaged *uss Seadragon* (SS 194) from alongside a wharf and a sunken sub to a position where *Seadragon* could maneuver clear in the channel.

Holding two Navy Crosses is not the only distinction of Richard E. Hawes. He recently retired as a rear admiral enlisting as a fireman third class and working his way up the promotion ladder.

A native of Thomson, Ga., he first enlisted in June 1917. His first duty was in *uss Oklahoma* (BB 37) where he was promoted to storekeeper first class in a year's time. In August 1918 Hawes received a commission as a temporary ensign, USN. But late in 1921, under then-current Navy administrative policies, he reverted to warrant boatswain. Later he was promoted to Chief boatswain. In 1929 he was again commissioned ensign by a special act of Congress. From then on, his rise in the Navy was a steady one.

The 1930's and 1940's saw him serving in various submarines and sub rescue vessels. In addition to *uss Pigeon*, he has commanded *uss Falcon* (ASR 2), *uss Chanticleer* (ASR 7) and *uss Anthedon* (AS 24). His last duty was Inspector for the Third Recruiting District with headquarters at Macon, Ga.

During his 35 years of naval service there was only one uniform Admiral Hawes didn't wear — that of chief petty officer.

ceived is of sufficient importance to warrant retention of the man on board until completion of the six months' period, the CO may hold the orders in abeyance and advise BuPers of such action.

Based upon the needs of the service, the Bureau will direct the orders to be executed, or will cancel the orders and retain the man's name on the SDEL for consideration after completion of six months on board from date of return to his old duty station or date of arrival at his new duty station.

If, upon receipt of the Bureau's transfer directive to a normal tour of shore duty, the man has already been ordered to, or transferred to an activity as a member of a reactivation crew, or if he is presently serving on board a vessel which has been in commission less than six months since last commissioning, the CO will consider the directive canceled. However, the man's name in this case will be retained on the SDEL without penalty. His name will be considered

again after completion of six months on board from date of commissioning.

Reserve Fleet Group Duty

Enlisted personnel who meet the eligibility requirements may submit a request for Fleet shore duty in any Reserve Fleet Group in the opposite Fleet. In this case the man's request is submitted in the same manner explained above, but with a notation on the bottom of the card as follows: "Reserve Fleet Group, Opposite Fleet." The request is then forwarded to BuPers (Attn: B-211k). If consistent with the needs of the service, the Bureau will forward the man's request to the appropriate service force commander for endorsement and will indicate the total continuous sea service of the man.

If Reserve Fleet Group shore duty is desired on the same coast the man's request is administered by his own service force commander.

Waiting lists for this duty are not maintained by the Bureau or by the service force commanders. If a man cannot be ordered in the near future,

his request will be disapproved.

Submarine Personnel Shore Duty

Submarine forces personnel who are qualified in submarines and who meet the shore duty eligibility requirements may submit a request for a normal tour of fleet shore duty in any Reserve Training Submarine in the opposite fleet in the same manner as explained above. The man's Shore Duty Request card should be noted as follows: "Reserve Training Submarine, Opposite Fleet." If consistent with the needs of the service, the Bureau will forward the man's request to the appropriate submarine force commander. If the submarine force commander requests the man's transfer, the Bureau will order the man to the Reserve Training Submarine designated by the submarine force commander.

A waiting list for this type duty is kept by each submarine force commander for men of the opposite fleet.

Questions concerning sea-shore rotation should be referred to your personnel officer.

SEA SERVICE REQUIREMENTS (IN MONTHS)

Rating	Pay grade					Rating	Pay grade				
	E-7	E-6	E-5	E-4	Designated strikers		E-7	E-6	E-5	E-4	Designated strikers
BM	36	36	36	36	36	ME	48	48	36	36	36
QM	48	48	36	36	36	FP	48	48	36	36	36
RD	18	24	24	24	24	DC	36	36	36	36	36
SO	18	24	24	24	24	PM	48	48	36	36	36
TM	48	48	36	36	36	ML	48	48	36	36	36
GM	48	48	36	36	36	SV	24	24	24	24	24
FT/FC	18	18	36	36	36	CE	24	24	24	24	24
MN	18	24	24	24	24	CD	24	24	24	24	24
ET	18	18	24	24	24	CM	24	24	24	24	24
IM	48	48	36	36	36	BU	24	24	24	24	24
OM	48	48	36	36	36	SW	24	24	24	24	24
TE	18	18	24	24	24	UT	24	24	24	24	24
RM	24	24	24	24	24	AD	24	24	24	24	24
CT	18	18	18	18	18	AT	24	24	24	24	24
YN	18	18	24	24	24	AL	24	24	24	24	24
PN	18	18	24	24	24	AO	24	24	24	24	24
SK	24	24	24	24	24	AC	18	18	18	18	18
DK	18	18	24	24	24	AB	24	24	24	24	24
CS	24	24	24	24	24	AE	24	24	24	24	24
SH	24	48	48	48	48	AM	24	24	24	24	24
JO	24	24	24	24	24	PR	24	24	24	24	24
PI	24	24	24	24	24	AG	24	24	24	24	24
LI	24	24	24	24	24	TD	18	18	18	18	18
DM	24	24	24	24	24	AK	24	24	24	24	24
MU	24	24	24	24	24	AF/PH	24	24	24	24	24
MM	48	48	48	48	48	HM/DT	21	21	21	21	21
EN	48	48	36	36	36	SD	36	36	36	36	36
MR	48	48	36	36	36						
BT	48	48	48	48	48						
EM	48	48	36	36	36						
IC	48	48	36	36	36						

HN, HA, DN, and DA 21 months
All other SN, FN, CN, TN, AN, SA, FA, CP, TA, AA 24 months

The requirements above are for eligibility to submit a shore duty request and should not be interpreted as defining a tour of sea duty.

Shore Duty Request Procedures Established for Hardship And Humanitarian Cases

Enlisted personnel who request shore duty assignment for humanitarian or hardship reasons are now required to comply with new procedures.

Detailed information concerning the proper form for letters of request and the supporting documents and affidavits required is contained in BuPers Inst. 1306.24, 16 Dec 1952.

The directive states that transfer for humanitarian or hardship reasons should not be requested in cases where emergency leaves will solve the problem. Moreover, if the man's hardship condition is of a permanent nature he should request a hardship discharge in accordance with procedure outlined in Art. C-10308 of BuPers Manual 1948.

The fact that a man submits a re-

quest for humanitarian shore duty does not necessarily mean that this request will be approved. Only requests which meet the following conditions may be approved:

- A severe hardship not normally encountered by other members of the naval service must be positively established.
- Presence of the Navyman must be necessary to alleviate the hardship.
- The hardship is such that it is expected to be resolved within a period of four months.

Requests for humanitarian or hardship duty assignments to Bureau-controlled shore duty billets, or for change of Fleet, must be submitted in letter form and accompanied by substantiating affidavits. To expedite disposition of such requests, letters should be submitted via the commanding officer direct to BuPers (Attn: Pers B-211m). Submission of

requests through further chain of command is not required or desired.

The Bureau will not take action on requests for assignment to localities where reassignment within the same Fleet or Service Force is possible. In such cases the request should be submitted to the appropriate Fleet commander in the manner prescribed by Fleet directives.

In cases where a man is granted emergency leave to meet an urgent situation, and there is probability that the hardship condition will continue, the Bureau may authorize the man, while on emergency leave, to submit a request for humanitarian assignment. In this case his request may be forwarded direct to the Bureau (Attn: Pers B-211m) via the naval activity nearest to his leave address instead of through the commanding officer of his permanent duty station.

A request of this type should arrive in the Bureau not later than three working days in advance of the departure date from the man's leave address.

The Bureau does not normally approve extension of humanitarian shore duty beyond the four month's assignment period. Such requests for extension are approved in only unusual and meritorious cases and the hardship condition must again be substantiated by new documents.

In such cases the need for an extension in itself is an indication that a discharge may be warranted.

Second Electronics Course Now Ready for Technical Officers

A new officer correspondence course, *Naval Electronics, Part II* (NavPers 10929), is now available from the Naval Correspondence Course Center, Brooklyn 1, N. Y.

Intended primarily for technical officers, the 10-assignment course stresses basic radar theory, circuits, test equipment, maintenance procedures, and a general survey of typical naval radar equipment and systems.

Enrollees should have completed *Naval Electronics, Part I* (NavPers 10925), or have had equivalent training in electronics before applying for the new course. Applications should be made on form NavPers 992, forwarded to the Correspondence Course Center via official channels.

Cat Froze, Ram Was Hurt, But Essex Kept 'Em Flying

What happens when a two-and-a-half ton piece of machinery vital to the operations of an aircraft carrier suddenly breaks down 10,000 miles from the nearest means of repair?

The aircraft carrier *uss Essex* (CVA 9), operating in Far Eastern waters, provided the answer.

During routine tests as *Essex* was readying to join Task Force 77, her 200-foot port catapult suddenly "froze."

(*Essex*-class carriers have two catapults built flush into the forward end of their 900-foot flight decks. All jet aircraft and night raiders are launched by catapult. The loss of one catapult can seriously cripple the ship's ability to maintain her schedule of operations.)

Micrometer readings taken the day the machinery froze revealed a bulge in the braking cylinder. It was evident that a new braking ram was needed—and the nearest cylinder of this type was 10,000 miles away in the Philadelphia Naval Air Material Center. *Essex* immediately requested top priority air shipment of the 4665 lb. steel part.

Commander Task Force 77 decided *Essex* should proceed with her scheduled operation. The ship

returned to the operating area and launched her flights as best she could with only one catapult.

Meanwhile, the ship's force under the supervision of Chief Machinist Mate John Black, USN, removed the damaged ram through a ten foot hole cut in the steel bulkhead of the machinery room. The heavy ram was then taken six levels up to the flight deck on a bomb elevator.

Back in the States, the new cylinder had started its journey. Catapult experts from Philadelphia, Pa., Bremerton, Wash., and San Diego, Calif., came along to Japan to supervise its installation.

As soon as the new cylinder arrived, *Essex* returned to port where 31 men of the catapult crew under Lieutenant Ray B. Cairns, USNR, began the tedious installation. For the next 66 hours they worked 'round the clock.

The catapult representatives from Philadelphia arrived and Fleet Activities, Sasebo, Japan, supplied a giant floating crane to aid the crewmen.

Five days later, *Essex* was back in line with Task Force 77. The whole complicated operation, from the discovery of the bulge to the installation and testing of the new "cat" took only 12 days.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as certain *BuPers* Instructions, *BuPers* Notices, and *Sec Nav* Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers* Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *Navacts*, *Instructions* and *Notices* for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers* Instructions and *Notices* apply to all ships and stations.

Alnavs

No. 62—Announces convening of a selection board to recommend Civil Engineer Corps officers on active duty for temporary promotion to the grade of rear admiral.

No. 63—States that American military personnel, including crew members of U. S. military aircraft who are not permanently stationed there, must possess valid passports and visas when arriving at Dhahran Airfield, Saudi Arabia.

No. 64—Christmas message from the President to the U. S. armed forces.

No. 65—Christmas messages from *SecNav* to the Navy.

No. 66—Appoints to the rank of lieutenant (junior grade), to rank from 1 Jan 1953, ensigns of the Navy and Naval Reserve (on active duty for longer than 30 days) whose date of rank is between 1 Jan 1951 and 1 July 1951 inclusive.

No. 67—Announces the temporary promotion to the grade of rear admiral of one officer of the Civil Engineer Corps of the Navy.

No. 68—Suspends payment for uni-

form allowance to Naval Reserve and Marine Corps Reserve officers as of 1 Jan 1953.

No. 69—States that submarine personnel will not be entitled to hazardous duty pay for any period in excess of 15 days in which they may be away from their ship.

No. 70—Authorizes the destruction of certain medical supplies.

No. 71—Announces that the Armed Forces Reserve Act of 1952 became effective 1 Jan 1953 and that, pending amplifying instructions, Reservists on active duty will continue to be administered under existing directives.

BuPers Instructions

No. 1020.2—Clarifies U. S. Navy Uniform Regulations concerning uniforms to be worn by Naval officers serving with Marine Corps units.

No. 1030.6—Designates commands authorized to approve requests of enlisted personnel for certain basic allowances.

No. 1120.11—Brings up to date eligibility requirements and processing procedures for enrollment of enlisted men in the Naval School, Officer Candidate, Newport, R. I.

No. 1120.12—Outlines eligibility requirements and processing procedures whereby Naval Reserve officers and temporary officers of the Regular Navy will be considered for appointment as Regular unrestricted line officers.

No. 1120.13—Emphasizes the need for career officers from NROTC sources in the Regular Navy and gives the Navy's policy on equal opportunity for such officers.

No. 1210.4—Consolidates existing directives on officer designator codes.

No. 1220.8—Promulgates in the Navy Directive System the instructions and qualifications for designation of enlisted personnel as combat aircrewmen.

No. 1220.9—Stresses the importance of complete understanding and utilization of the enlisted Navy job classification system.

No. 1301.12—Concerns assignment to duty involving flying of naval pilots after hospitalization.

No. 1306.20—Summarizes *BuPers* policy on sea-shore rotation of enlisted personnel.

No. 1306.22—Promulgates in the Navy Directive System *BuPers* policy on assignment of enlisted personnel

One of the most keenly alert observers during an aircraft carrier's flight operations is the flight surgeon. During all launchings or landings, day or night, aboard an aircraft carrier, the flight surgeon will be found on his station



high up on the ship's island structure. With a view of the entire flight deck, he keeps an anxious eye on operations. Any accident that involves an injury or possibility of an injury gets his immediate attention.

* * *

Headquarters for the flight surgeon, except during actual launchings and landings, is a battle dressing station located at the base of the ship's island structure on flight deck level. Here are all drugs, medicines and surgical



instruments to meet any emergency. A portable operating table and blood plasma enable the flight surgeon to perform emergency operations, such as amputations, treatment of shock, fractures, burns and hemorrhage.

* * *

Flight surgeons have their own distinctive breast insignia: a winged device with the Medical Corps' oak leaf design. In preparation for their job and after completion of normal studies in the medical field—new flight surgeons complete the Navy's course at the



School of Aviation Medicine, Pensacola, Fla. Along with their medical studies, all future flight surgeons also put in about 40 hours of flight training to gain familiarity with the problems of pilots.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

1. (b) Engaged in minesweeping operations.
2. (a) At anchor.
3. (b) Bulbous type bow.
4. (c) Combination V-type, semi-flat stern.
5. (c) Coincidence rangefinder. It's the one meter, Mark 57 type and is deck-mounted.
6. (a) Navigational purposes.

to instructor duty at training activities under the management control of BuPers, BuAer and BuMed.

No. 1306.23—Promulgates in the Navy Directive System the eligibility requirements and procedure for requesting duty with the Naval Security Group.

No. 1036.24—States BuPers policy

Highly Classified Pigeon Enjoys New Life on DE

A United States escort vessel, *uss Loeser* (DE 680), literally "got the bird" from the Irish coast recently as the ship steamed past the Emerald Isle en route to the United Kingdom to participate in "Operation Mainbrace". The bird, a carrier pigeon, made an "operational landing" aboard the escort vessel while the ship was nearly 60 miles from the Irish mainland.

A capsule attached to the leg of the wayward bird contained a message, but so far the letter remains a military secret—it is written in Gaelic and the best efforts of both cryptographers and linguists have failed to "break" it.

The skipper of *uss Loeser* reports that the pigeon apparently appreciates the advantages of his present position because the winged messenger refuses to leave the ship. He enjoys hearty meals of corn flakes, walks about the deck with a steady seaman's gait, and flies only far enough to permit him to take up his lookout duties atop the radar mast—his favorite daytime perch. Apparently he's decided to give up flying "classified" mail and is joining the Navy to see the world. — Second Lieutenant E. B. Brown, USMC, Comphibgroup 2.



on the assignment of enlisted personnel for humanitarian or hardship reasons.

No. 1306.25 — Gives regulations governing the disposition and assignment to duty of enlisted naval personnel.

No. 1311.1—Adds to information contained in BuPers Manual concerning the transfer of officers on active duty to naval hospitals for medical treatment.

No. 1336.2—Promulgates in the Navy Directive System the requirements for enrollment in the Naval School of Music at Anacostia, Va.

No. 1430.6—Gives instructions governing issuance of Petty Officer Appointment Forms (DD Forms 216N and 216NR).

No. 1440.5—Gives full background and requirements for making a change in rating of an enlisted man.

No. 1552.2A—Provides instructions regarding issuance of the Atomic Weapons Effects and Individual Action Card.

No. 1626.4—Invites attention of commanding officers to the fact that certain sections of the Universal Code of Military Justice must be read to each enlisted man reenlisting or extending his active duty.

No. 1661.6—Makes a correction in the Referral Directory for Navy Veteran Counselors.

BuPers Notices

No. 1030 (23 Dec 1952)—Concerns making out reports on Basic Allowance for Quarters.

No. 1306 (1 Dec 1952)—Requests candidates for all Class A Hospital Corps schools from eligible personnel.

No. 1085 (11 Dec 1952)—Makes certain changes in BuPers Instruction 1085.5 which concerns the issuance of identification cards to naval personnel.

No. 5215 (4 Dec 1952)—Cancels BuPers Circ Ltr. 77-49, involving termination of orders to duty involving flying; BuPers Circ. Ltr. 138-50, concerning designation of naval aviation observer (Controller) and BuPers Circ. Ltr. 193-51, concerning the terminology of orders issued naval personnel assigned hazardous duty flying; and states that these directives have been incorporated in current publications.

No. 1747 (5 Dec 1952)—Makes changes in List of Auxiliaries of the Navy Relief Society.

"Worship Kits" Available for Religious Lay Leaders Through Force Chaplains

Religious lay leaders of the Navy and Marine Corps will soon be receiving the new "Worship Kits" prepared by the Chaplains Division of the Bureau of Naval Personnel. The kits are especially designed for small ships and overseas activities.

There will be materials in each kit for religious representatives of the Protestant, Catholic and Jewish faiths to assist the lay Navymen in conducting services aboard ship. The kits also contain a manual to help the layman conduct services and prepare sermons.

Protestant material consists of recorded church music for 12 services produced by the Westminster Choir. The recorded music for each service contains a prelude, responses, hymns, anthem, choral benediction and postlude. The theme of the 12 services is, "We Told These Truths," and there are four services under each of the following headings: "Acceptance of Christ," "Loyalty to God," and "Benefits of Religion."

The Catholic section of the kit contains booklets for Rosary Services entitled "Pray Together" Rosaries and other prayer books are also included.

Jewish Prayer Books and readings from the Jewish Scriptures are contained in the Jewish kit.

Chaplains are assigned to large ships and fleet commands, but many smaller vessels depend upon the help of laymen as assistants to the visiting chaplains for their church activities. The laymen carry out certain chaplain duties only, and do not conduct communion or perform baptisms.

During July, August and September last year, 1058 services were conducted by enlisted men and officers, representing all faiths, aboard destroyers of the Navy. More than 17,000 Navymen attended these lay-conducted services.

Men who are interested in acting as religious representatives in smaller vessels should talk the matter over with their executive officer. The fleet chaplains are ready to guide qualified personnel in enlarging the present program.

Ships desiring the new "worship kits" may order them through the Fleet or Force Chaplain.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ **BABBITT**, Arlene K., ADC, serving as a helicopter pilot in Helicopter Squadron One, Unit 14, attached to HMAS Sydney, during the rescue of two downed airmen behind enemy lines near Sariwon, Korea, on 26 Oct 1951. Although fully cognizant that failure of the mission would result in capture and possible death, and aware of the hazards presented by approaching darkness and the limited flying range of his helicopter, Babbitt volunteered to fly his vulnerable aircraft into enemy-held territory in an attempt to bring back the two men. Approaching his objective in the face of intense hostile antiaircraft and small-arms fire, he effected a daring landing in full view of the enemy, picked up the downed airmen and returned safe to Kimpo airfield 80 miles distant.

★ **CRAWFORD**, Ernie L., AD1, USN, serving as crewman of a helicopter dispatched from USS Rochester (CA 124) to effect the rescue of a pilot downed in unswept waters close to the beach at Hungnam, Korea, during the bombardment of the enemy-held shore by Task Element 95.01 on 22 Jan 1952. Finding the airman unable either to free himself from his parachute or attach himself to the rescue sling, Crawford voluntarily jumped into the icy surf and maneuvered the pilot onto the sling although his own hands immediately became numb and he too failed to free the unconscious man from the parachute. Fully aware that the helicopter had a faulty landing gear that would preclude his own chance of being rescued if it collapsed and that he would be a small target to spot for returning search units, he chose to abandon his place on the aircraft to the injured pilot and remained in the frigid waters within range of hostile shore-battery and small-arms fire from the beach. The helicopter pilot delivered his patient to the nearest destroyer where he hovered above the ship to prevent collapsing the landing gear as the transfer was effected. About 20 minutes later Crawford was picked up and returned safe to Rochester.

★ **FOSTER**, Fred T., HM3, USN, serving with a Marine Infantry Company, First Marine Division, near Yudam-ni, Korea, on 28 Nov 1950. When his platoon suffered five casualties Foster proceeded to the aid of the wounded

men and, braving intense hostile small-arms and grenade fire, personally evacuated all five. Exercising outstanding initiative, he established a temporary aid station approximately 50 yards behind the lines, providing protection for the wounded against sub-zero temperatures. At one point the enemy forced a penetration of the friendly line and threatened to overrun his aid station. He quickly organized a defense perimeter, utilizing the less seriously wounded for the 30 casualties for whom he was then caring and carried on with his treatment of the wounded. Although the hostile fire steadily increased, inflicting additional wound on the casualties, he refused to seek cover and moved continually about, giving aid and comfort to the wounded. When at daybreak the enemy attackers were repulsed, he took charge of an evacuation detail and removed all casualties to the battalion aid station approximately one mile distant.

★ **O'DONNELL**, Terrance Wm., HN, USN (posthumously), attached to a Marine Rifle Platoon, First Marine Division, on 25 June 1952. Although seriously wounded when his platoon's position was attacked and overrun by a numerically superior enemy force, O'Donnell steadfastly continued to move about in the face of a devastating hail of heavy and intense hostile small-arms and artillery fire to administer first aid where needed and to personally carry the wounded to a covered position. He was directly responsible for saving the lives of several marines. O'Donnell persevered in his heroic efforts until his own wounds proved fatal.

★ **WAGNER**, Robert C., HM3, USN, serving with the First Platoon, Company A, First Battalion, Seventh Marines (Reinforced), First Marine Division, on 7 Sept 1951. When forward elements of the platoon combat patrol he was accompanying were pinned down and cut off from the remainder of their group by enemy automatic-weapons crossfire, Wagner dashed through the hostile barrage to aid a wounded Marine lying in an open position. Undaunted by enemy fire directed at him, he skillfully treated the casualty and, despite painful hand wounds, carried the wounded man to a sheltered location. After rescuing another Marine casualty, Wagner remained with both wounded men until darkness would permit their return to friendly positions. Although the hostile fire prevented him from moving in any direction, he continued to render all possible aid to his patients without revealing their location to the enemy. When the platoon was forced

to withdraw and leave him alone with the casualties, he stayed with them for about 40 hours within a few yards of the enemy positions before he finally succeeded in assisting them to the safety of friendly lines.



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **LUOSEY**, Michael J., CAPT (then commander), USN, Commander Fleet Activities, Pusan, from 3 November to 31 Dec 1950; and Commander of all ROK Naval Forces assigned to the UN Blockading and Escort Force (Commander Task Group 95.7), from 3 Nov 1950 to June 1952. With Pusan the only base in Korea for logistic support of naval units and the sole port of entry for the ever-increasing supply of all troops, munitions and equipment, Captain (then commander) Luosey was eminently successful in establishing and operating Fleet Activities. As the first U.S. Navy representative in Korea during the critical period when all friendly forces were being forced southward to the perimeter around Pusan, he maintained liaison with top military commanders on questions of immediate and far reaching importance. This was a contributing factor in keeping the security of the vital port. Charged with the responsibility for the operation, training and administration of all ROK naval units over a period of almost two years, Captain Luosey instilled a high degree of *esprit de corps* and fighting spirit in the personnel under his command and welded these forces into effective combat groups which later achieved major successes in blockading, minesweeping and patrol activities.

★ **WILLIAMS**, Richard C., Jr., CAPT, USN, Commander Mine Squadron Three and Commander Task Group 95.6 from 5 March to 24 Dec 1951. Captain Williams was eminently successful in the sweeping of extensive hostile mine fields in strategic areas off both coasts of Korea. Developing and implementing new tactics and techniques, he carried out daring inshore minesweeping operations in the face of concentrated fire from enemy guns. Sweeping as many as 90 mines within a single day, he enabled friendly naval forces to close in and bombard vital inland targets which would otherwise have been inaccessible.

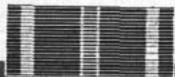
★ DECORATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action..."

- ★ CLARK, Daniel W., LT (then lieutenant (jg)), MC, USNR, attached to the First Marine Division from 21 October to 3 Nov 1950.
- ★ LEWIS, George H., LTJG, USNR, serving in USS *Walke* (DD 723) on 12 June 1951.
- ★ SANKO, Joseph D., LT, USNR (posthumously), serving in Fighter Squadron 653 on 13 May 1952.
- ★ STRAHLEY, Charles G., LTJG, USN (posthumously), serving in Fighter Squadron 52 on 21 Mar 1952.
- ★ SWEERE, Richard T., HM3, USNR, attached to the First Marine Division on 10 Feb 1951.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

- ★ BASCOM, Wade R., LT (then lieutenant (jg)), USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- ★ BIGLER, Harlan W., AL2, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.
- ★ BROWN, Gerald R., ENS, USNR (posthumously), serving in Fighter Squadron 113 on 25 May 1952.
- ★ BUSCH, Roland G., ENS, USNR (posthumously), serving in Fighter Squadron 653 on 1 Apr 1952.
- ★ CARROS, John Z., LT, USN (posthumously), serving in Fighter Squadron 52 on 17 Feb 1952.
- ★ CHENOWETH, Joseph H., ALC, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ CLINCH, Gerald J., AO1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ COBB, Burdell O., ADC, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ CRIST, Denzel L., LTJG (then ensign), USNR, serving in Attack Squadron 115 from 6 August to 19 Oct 1950.
- ★ CRONIN, Francis J., LT, USN, serving in Fighter Squadron 32 from 10 Oct 1950 to 18 Jan 1951.
- ★ CROSS, Ralph, LTJG, USN (posthumously), serving in Fighter Squadron 191 on 14 June 1952.
- ★ DAVIS, Richard P., HMC, USN, attached to the First Marine Air Wing from 1 to 9 Dec 1950.
- ★ DICKENS, Alfred C., Jr., AD2, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ FAIRCLOTH, Paul, AL3, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

- ★ FELTEN, Robert E., LT, USN, serving in Helicopter Squadron Two, Detachment 41 on 18 Apr 1951.
- ★ FRAINIER, Albert J., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 53 from 6 August to 3 Oct 1950.
- ★ FRANKOVICH, William M., LT, USNR (missing in action), serving in Fighter Squadron 653 on 22 Dec 1951.
- ★ GARDNER, Channing, LTJG, USN (posthumously), serving in Fighter Squadron 653 on 18 Dec 1951.
- ★ GONZALES, Alphonso, AL1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ GRABLE, Kenneth R., AD3, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.
- ★ GRIFFITH, Jack W., LT, USN (missing in action), serving in Fighter Squadron 24 on 16 June 1952.
- ★ HECKE, Loren, AD1, USN, serving in Patrol Squadron 46 from 27 June to 19 Nov 1950.
- ★ JENSEN, Richard D., ENS, USNR (posthumously), serving in Fighter Squadron 653 on 11 Feb 1952.
- ★ JOHNSON, Raymond O., AL2, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.
- ★ KORDELESKI, John E., LTJG, USNR (posthumously), serving in Fighter Squadron 64 on 16 May 1952.
- ★ KRUGER, Ira K., LT, USN, serving in Composite Squadron 33, Detachment Three from 10 Oct 1950 to 19 Jan 1951.
- ★ LANGOWSKI, Joseph C., ADC, USN, serving in Patrol Squadron 46 from 27 June to 19 Oct 1950.
- ★ NEILL, Dugald T., CDR (then lieutenant commander), USN, CO of Fighter Squadron 32 from 11 Oct 1950 to 19 Jan 1951.
- ★ NICHOLSON, Earl H., AD3, USN, serving in Patrol Squadron 46 from 27 June to 17 Nov 1950.
- ★ PHILLIPS, Robert B., LT (then lieutenant (jg)), USN, serving in Composite Squadron 33, Detachment Three from 10 Oct 1950 to 19 Jan 1951.
- ★ RUDDELL, Adler E., AL3, USN (posthumously), serving in Composite Squadron 35 on 8 June 1952.
- ★ SALLES, Rocco S., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SANKO, Joseph D., LT, USNR (posthumously), serving in Fighter Squadron 653 on 1 Jan 1952.
- ★ SHEA, Stephen J., LT, USN, serving in Composite Squadron 33, Detachment Three from 10 October 1950 to 19 Jan 1951.
- ★ SOBEY, Robert L., LT, USNR (posthumously), serving in Fighter Squadron 653 on 22 Dec 1951.
- ★ TATUM, David F., LTJG, USNR (posthumously), serving in Fighter Squadron 52 on 19 Feb 1952.
- ★ TENNYSON, Durward J., LT, USN (posthumously), serving in Attack Squadron 195 on 6 June 1952.
- ★ TUCKER, Lester B., GUN, USN, serving

in Patrol Squadron 46 from 27 June to 17 Nov 1950.

- ★ WORKMAN, John C., LT, USN (posthumously), serving in Fighter Squadron 194 on 20 Apr 1952.
- ★ WRIGHT, Hull L., LT, USNR (posthumously), serving in Fighter Squadron 653 on 11 Mar 1952.
- ★ WUETHRICH, Don L., LT (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ QUINN, Errol A., AL2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ RAEF, John R., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ RAGLIN, Erwin D., AT1, USN (missing in action), serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.
- ★ RANDLE, Jack, LCDR (then lieutenant), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ REICHEL, Alfred J., Jr., LTJG (then ensign), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ RIEBELING, Herbert A., LTJG (then ensign), USNR, serving in Fighter Squadron 53 from 18 July to 24 Sept 1950.
- ★ ROBINSON, James C., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SCHUSTER, Duane P., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SEGALA, John A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SHANGRAW, Reynold D., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SHERIDAN, Philip H., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SILVERTHORNE, Frederick Wm., LCDR (then lieutenant), USN, serving in Composite Squadron 33 Detachment Three from 11 Oct 1950 to 18 Jan 1951.
- ★ SKEEN, Earl V., ALAN, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SMITH, Edward H., AM1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SMITH, Ronald D., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ SPROULL, William C., Jr., ENS, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ STAHELI, Gerald D., AL1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ STANTON, Hillis T., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ STAVNAW, Calvin G., AD3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.
- ★ STERRETT, Harlo E., Jr., ENS, USNR (missing in action), serving in Fighter Squadron 653 on 4 May 1952.

* STUART, George L., AD1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* TAYLOR, Conway A., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

* THOMAS, Bob W., AO3, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* THOMASON, Kenneth P., AT1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* TRENT, James A., AT2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* TRETHERIC, Richard A., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* VERLANDER, Joseph M., LTJG, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WADE, William D., LT, USN (then lieutenant (jg)), serving in Composite Squadron 61 from 6 August to 3 Oct 1950.

* WAGNER, Eugene R., LTJG then ensign, USN, serving in Attack Squadron 55 from 3 July to 28 Sept 1950.

* WANER, George E., AD2, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WEITZEL, Raymond G., AOC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WEST, Raymond Wm., LT (then lieutenant (jg)), USN, serving in Attack Squadron 55 from 3 July to 25 Sept 1950.

* WIATER, Francis J., AMC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WILBER, Raymond H., AO1, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WILLEY, Ernest M., AMC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WILLIS, Maurice C., ENS, USNR, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* WOOD, Robert C., LTJG (then ensign), USN, serving in Fighter Squadron 54 from 3 July to 28 Sept 1950.

Gold star in lieu of second award:

* HEIKKILA, Carl Wm., ADC, USN, serving in Patrol Squadron 46 from 27 June to 18 Oct 1950.

* HOSIER, Ray S., Jr., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 10 Oct 1950 to 17 Jan 1951.

* JACKSON, Richard L., LT, USNR (posthumously), serving in Attack Squadron 195 on 12 June 1952.

* MCCAIG, James A., LTJG (then ensign), USN, serving in Patrol Squadron 46 from 27 June to 17 Nov 1950.

Gold star in lieu of third award:

* HUGEL, Charles E., LT, USN, serving in Composite Squadron Three, Carrier Air Group 11 on 1 Sept 1950.

Gold star in lieu of fourth award:

* FOWLER, Richard E., Jr., LT, USN, serving in Fighter Squadron 32 from 10 Oct 1950 to 17 Jan 1951.

Gold star in lieu of second award:

* BOYD, Randall T., Jr., CDR (then lieutenant commander), USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* ENGLISH, Douglas K., CDR (then lieutenant commander), USN, serving in Fighter Squadron 54 from 3 July to 22 Sept 1950.

* FORD, John E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 4 July to 25 Sept 1950.

* GALLAGHER, Marion R., LT, USN, serving in Attack Squadron 55 from 3 July to 14 Sept 1950.

* GODFREY, Joseph V., LTJG, USN, serving in Fighter Squadron 54 from 3 July to 13 Oct 1950.

* JONES, Edward O., ALC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* PITTMAN, William R., LCDR, USN, CO of Fighter Squadron 53 from 3 July to 15 Sept 1950.

* STOREY, Jack W., ALC, USN, serving in Patrol Squadron 46 from 27 June to 23 Dec 1950.

* ZIMMERSHEAD, Clarence E., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

Gold star in lieu of third award:

* PHELPS, Robert F., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* POWELL, Earl M., ADC, USN, serving in Patrol Squadron 47 from 2 July to 25 Dec 1950.

* CANALES, Ignacio, Jr., AN, USN (posthumously), serving in Attack Squadron 65 on 6 Aug 1952.

* COWGER, Vernon L., PN2, USN (posthumously), serving in Fighter Squadron 64 on 6 Aug 1952.

* HUBKA, Verne R., LT (then lieutenant (jg)), USN, attached to Patrol Squadron 46 on 6 Oct 1951.

* JENISTA, John E., LTJG (then ensign), USN, attached to Patrol Squadron 46 on 6 Oct 1951.

* PORTER, William L., BM3, USN, attached to Mobile Boat Patrol Number One on the night of 17 Feb 1952.

* SHROPSHIRE, James E., Jr., LT, MC, USNR (posthumously), flight surgeon of Carrier Air Group Two on 6 Aug 1952.

* WARK, James V., HM3, USN (posthumously), attached to Fighter Squadron 64 on 6 Aug 1952.

BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

* BOYD, Horace L., PN2, USN, serving in *uss Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

* BRASSTOFF, Edward R., HM3, USNR, attached to the First Marine Division on 1 Mar 1951. Combat "V" authorized.

* BRITT, Frank A., HN, USN, attached to the First Marine Division on 11 Nov 1950. Combat "V" authorized.

* CAMERON, Logan C., HM3, USNR, attached to the First Marine Division on 23 Feb 1951. Combat "V" authorized.

* DONALDSON, Creighton F., SN, USN (posthumously), attached to Minesweeping Boat Division One on 25 Mar 1952.

* DUNN, George L., HN, USN, attached to the First Marine Division on 28 Nov 1950. Combat "V" authorized.

* EDMONDSON, Robert F., LCDR, USNR, CO of Fighter Squadron 821 from 21 July 1950 to 9 Aug 1951.

* FARRIS, George W., LT (then lieutenant (jg)), USNR, serving in *uss Walke* (DD 723) on 12 June 1951. Combat "V" authorized.

* FOX, Cyril, CDR, USN, on the staff of Comamdr Seventh Fleet from 25 Oct 1951 to 5 Sept 1952. Combat "V" authorized.

* HARRISON, William E., LCDR, USNR, CO of Fighter Squadron 871 from 2 Aug 1950 to 10 Aug 1951.

* LYNDON, Dennis C., CDR, USN, executive officer of *uss Saint Paul* (CA 73) from November 1951 to June 1952. Combat "V" authorized.

* MOLLO, Frederick R., HM3, USN, attached to the First Marine Division on 15 and 16 Mar 1951. Combat "V" authorized.

NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

NUC to Patrol Squadron 6

Patrol Squadron Six has received the Navy Unit Commendation for "extremely meritorious service" in the Japanese-Korean Theater during the period 30 July 1951 to 16 Jan 1952.

In addition to carrying out its regularly assigned missions "with diligence and competence," Patrol Squadron Six "expertly planned and implemented a vitally important project which resulted in the acquisition of previously unavailable information affecting tactical and strategic operations of naval warfare and served to strengthen the security of the United States Armed Forces," the citation reads.

BOOKS: NOVELS AND GOOD HUMOR MAKE UP FEBRUARY LIST

A HUMOR ANTHOLOGY, the biography of a famous gun and several works of fiction are among the recent books now on their way to Navy libraries ashore and afloat. Here are reviews of some of these books, selected by the BuPers library staff:

• *The Mountain and the Valley*, by Ernest Buckler; Henry Holt and Company.

Here's a novel that's a bit different. It's the story of farm people in Nova Scotia. Playing the leading role is David Canaan whose life we follow from early childhood until young manhood begins to fade.

David, a frail youth, is not quite like the others. He's more imaginative, introspective. When he's with other people, he tries to blend in, joining their work and play. But he never feels he's really part of the group—instead he's just a passive spectator.

His brother Chris is as unlike Dave in mind and manner as he is in physical appearance. And there is Anna, Dave's twin sister; Toby, the pen-pal from the city who comes for a visit and eventually marries Anna. And Effie, Dave's first girl. Tying the threads of the lives of these people

and their families together falls to Grandmother Ellen—who dwells too much on the past as she spends her waning years making rugs of scraps of cloth.

This is good solid reading, written by a man who has spent his life in Nova Scotia and knows whereof he speaks.

* * *

• *Cradle of the Sun*, by John Clagett; Crown Publishers.

John Clagett served as a Navy lieutenant in World War II, commanding a PT boat at Guadalcanal. He has written a fast-moving yarn which should have wide appeal. It makes for good light reading on a cold, February night.

This is the story of Juan de Moncada, son of a noble Spanish family. Disgraced by the rich and influential Urbino, friend of the dreaded Inquisition—who wanted Juan's bride-to-be for himself—Juan escapes to the new world.

In the tropical Yucatan with the picturesque Mayan race, Juan finds a haven. He has his brushes with local customs. Once he almost becomes a human sacrifice to the "Feathered One." But all in all, he gets on extremely well.

So, when the Spanish Conquistadors began their conquest of the Yucatan, they found the natives led by a "renegade Spaniard." Juan—the "Golden Hawk"—mobilized the Mayans into a fairly effective fighting force.

Juan manages to defeat one Spanish onslaught, driving the invaders back to their ship. When another force comes, he captures Urbino and his bride, holding them as hostages, to save the Mayan country. But you'll have to read the book to find out how it all turns out.

* * *

• *Winchester—The Gun That Won the West*, by Harold F. Williamson; Combat Forces Press.

When you hear the name "Winchester," you think of the wild and woolly west, of Buffalo Bill, of Indian battles. In this book, Dr. Williamson traces the development of the famed Winchester, starting with 18th century fire-arms and continuing with

small arms and rifles through World War II.

From the Kentucky flintlock to the Winchester carbine and Garand rifle, the reader gets a picture of riflery in the United States. There is also a brief discussion of the expansion of the early Winchester company—the manufacturing of sporting goods, refrigerators, tools and other items unrelated to weapons.

Navy men should find a great deal to interest them in this book; hobbyists who collect guns will be particularly interested.

* * *

• *Crazy-White-Man*, by Richard Morenus; Rand McNally and Company.

Have you ever wanted to turn your back on the rush-rush-rush of our present-day civilization and seek a living in the wilderness—answering some mysterious "call of the wild"?

In 1940, Richard Morenus—a successful radio script writer in New York City—not only wanted to, but did.

With the memories of several pleasant summer camping trips in mind, he plunged into the Canadian wilderness to live on an island for six years. His only near neighbors—roving Ojibway Indians—ignored him that first winter. *Sha-ga-na-she wadu-kee*—Crazy-white-Man—they called him.

You'll enjoy reading this personal narrative, with its sometimes grim, sometimes funny tales of man against nature.

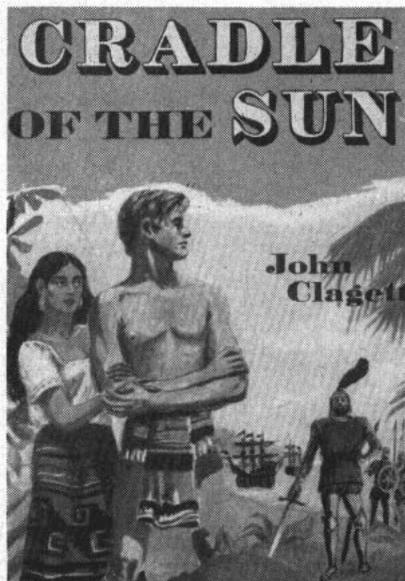
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• *The Week-end Book of Humor*, selected by P. G. Wodehouse and Scott Meredith; Ives Washburn, Inc.

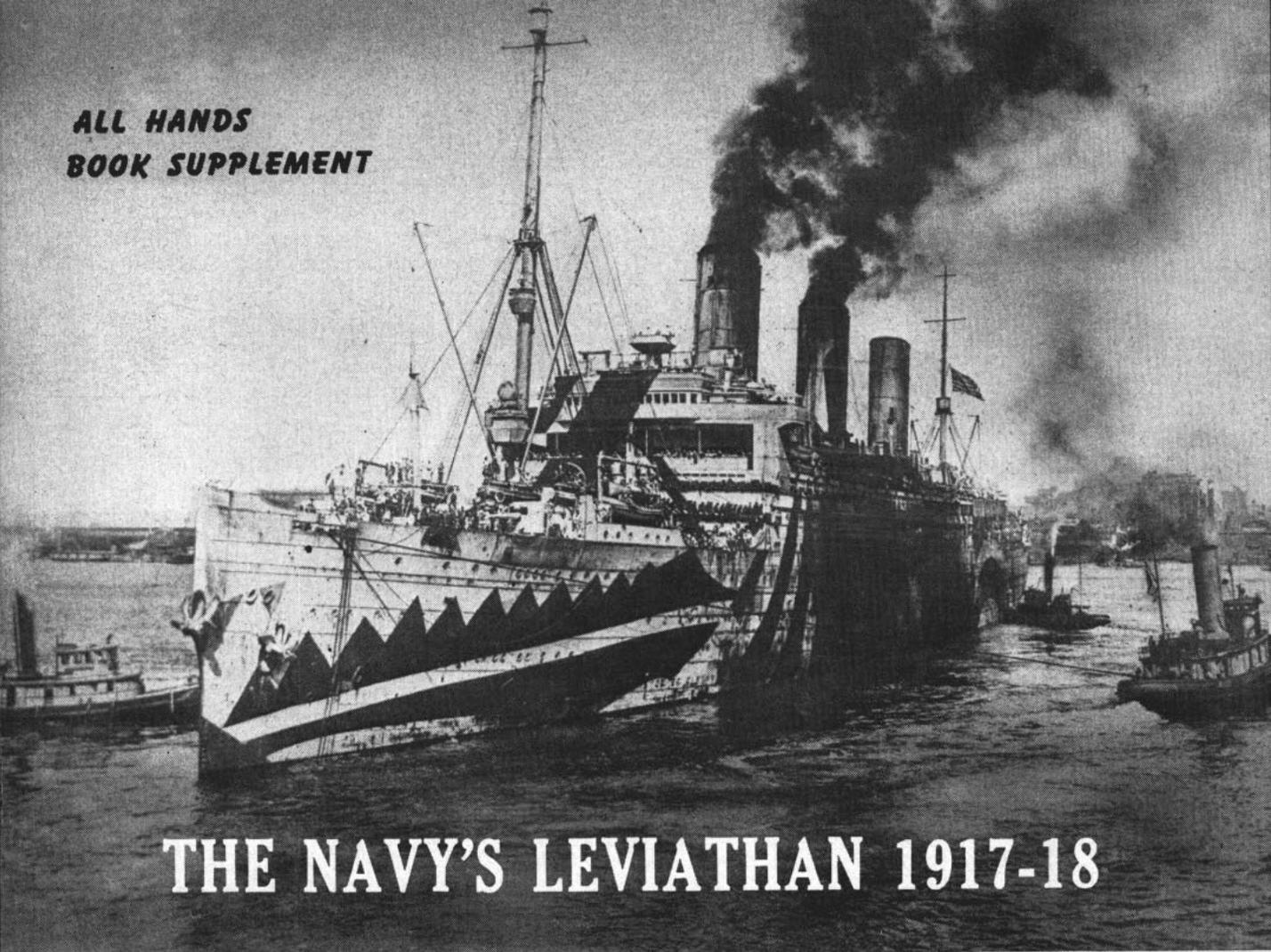
This one's a real rib-tickler, whether your tastes run to Damon Runyon, James Thurber, Dorothy Parker or Max Shulman. It's even got a few pages of cartoons by Don Tobin, Jeff Keate, VIP (Virgil Partsch) and others.

You'll read Robert Benchley's imaginary victory in the courtroom; a portion of *The Man Who Came to Dinner*, by George Kaufman and Moss Hart; twenty-five "shorties" by Bennett Cerf and bits of other humorists too numerous to mention. And, of course, there's the yarn by Wodehouse to wind things up.

This is the sort of book you can pick up, read a few pages, chuckle, and put down again. You'll like it.



JUAN DE MONCADA joins forces with Mayan tribes to fight Spanish Conquistadors in *Cradle of the Sun*.



THE NAVY'S LEVIATHAN 1917-18

Atlantic Duty, World War I

Largest of the transports, *Leviathan* was one of the ships in 'the fleet which the Kaiser made for us.' The Allies put the vessel, formerly named *Vaterland*, to good use ferrying troops abroad. This account, written in the crew's own words, tells of *Leviathan's* deeds.

Last month's book supplement told of the job done by the Navy's Cruiser and Transport Force in carrying to Europe the men and equipment needed to win World War I. This month's story is about the biggest of these transports. Originally named the "*Vaterland*" or "*Fatherland*" by the Germans, she was re-named "*Leviathan*" or "*monster of the deep*" by the U. S. Navy. *Leviathan* was one of the ships which made up what Jonathan Daniels, then the Secretary of the Navy, called "the fleet the Kaiser built for us." The largest craft afloat in the world at the time, *Leviathan* had been one of more than 100 German ships seized when the U. S. entered the war.

By 1917, German U-boats were ruthlessly sinking all merchant shipping they could lay their periscopes on. Anticipating that this action would force America into the war, the German Admiralty had sent out orders through the German embassy in Washington to wreck the interned German vessels in the U. S. If it could do this, the Germans figured they could maroon the U. S. Army.

As a result, some of the interned ships were badly mauled by their crews but *Leviathan* escaped with only slight damage and eventually contributed mightily to the defeat of the country which built her.

Conversion began immediately. The main dining room

was turned into a mess hall. The beautiful Pompeiian swimming pool was converted to a baggage room and the regular baggage room was changed into a combination brig and powder magazine.

Guns and fire control apparatus were installed. State-rooms on the lower decks were ripped out and double-decker bunks put in. The main theater and ball room became a hospital, the gymnasium an isolation ward. The former luxury liner was ready for duty as a troopship.

On most of her trips, *Leviathan* would be escorted out of the harbor by destroyers and airships to a safe distance, and then left to proceed independently. Her great speed—a top of 22 knots—was her best protection. Although German submarines sighted the big ship several times, she came through the war unscathed and succeeded in transporting 110,000 troops.

The following account tells of fitting out the big ship and about two of her most eventful voyages to Europe, the first and the fourth. Altogether during the war, she made 10. These excerpts are taken and freely arranged from the "*History of the USS Leviathan*," an account compiled from the ship's log and from data gathered by the ship's History Committee and published in 1919.



AS CREW STANDS 'tie-ties' secured, three-striper conducts life-jacket inspection on board USS *Leviathan*.

WHEN the *Leviathan* was taken over by the Navy, the chief difficulty that presented itself was the scarcity of men available for the deck force. Only a few of the crew that had been assigned to the ship had ever been to sea. A few—gun crews, for the most part—had had some experience, but not enough to qualify them as seamen. This was partly due to their short terms of service.

As a result, the brunt of the work fell upon the shoulders of a few experienced petty officers, who fortunately had been assigned to the ship. These men worked day and night in a supreme effort to organize their crews and create a working machine. For the first few days they did everything from scrubbing the decks to exploring the double bottoms. There was no distinction between the rated men and the seamen in this line of work.

The size of the ship added to the confusion. It was impossible to keep a detail together for more than a minute and a half. It was easy for an entire working party to get lost between decks. It was easier for some to get lost than others. Finally, it was decided that the only way to keep a working party together was to hang a bell around the neck of the petty officer in charge. This scheme worked well until two working parties met, when it was necessary to call in a traffic cop to get them separated.

Because of their unfamiliarity with the ship, details were apt to deliver sacks of "spuds" to the Commander's cabin, and stationery to the blacksmith shop. This situation was relieved by the appointment of guides to conduct the working parties around.

The parts of the ship allotted to the deck division (at that time we could only boast of one), were in rather good shape, considering the time the ship had been laid up. The weather decks were littered up like an old woman's backyard after a hard day's washing, but most of the truck was movable. Boats were piled across the hatches and all over the decks, making it impossible to get around. Boxes, stores and cordage were everywhere.

The process of making the ship habitable was accomplished by a mere handful of men, most of the division being assigned to various details for work in other compartments.

After the work of cleaning up had been completed, attention was turned to the rigging. The running rigging was in bad shape and it was found necessary to refit all of the davits that were rigged with manila rope. The booms were also refitted with new whips and guys. Requisitions for wire and manila lines were made right and left and all of the rigging was overhauled.

But the work of fitting out was not all that had to be done. Men must be fed; and it seemed, from the accumulation of provisions on the dock, that we were depended upon for the entire job of feeding the A. E. F. Truckload after truckload of stores was piled on the pier, and hoisted aboard, day after day. We soon learned that one trip with 10,000 red blooded men aboard involved the consumption of almost everything we had been piling into the ship's storerooms and refrigerators. Besides food, there were general stores to be handled, including everything from safety pins to dishwashing machines. Every department was working overtime to get things ship-shape, and the deck force most of all.

At last it was rumored that we were about to make our maiden trip under the American flag. This was followed by a speeding up in all departments. It received final substantiation when military equipment and stores began to arrive. The time had come for a real test.

We had a chance to test our booms when a five-ton truck showed up as a part of the equipment to be loaded. The booms were of three-ton capacity and it was necessary to strengthen the lifts and rig a purchase in lieu of the single whip. It was taken aboard without mishap.

Just before leaving all boat-falls were given a final test. Every boat was rigged out and lowered to within a few feet of the water. A party of sixty-five men then clambered in and the boat was hoisted and lowered ten feet or more. This party was used for all of the boats, which were found to be in satisfactory condition. A few boats not on davits were hoisted overboard and tested for watertightness.

One morning in the fall of 1917 we slipped away. There were many conjectures as to our destination, one opinion being that we were bound for Panama for a last overhauling in dry dock. It developed that we were taking 1500 marines to Guantanamo.

Upon our arrival in Cuba, we discharged all equipment and turned our attention to the boats once more. The boat officers were given their first lesson in the handling of the boat winches, and some of the men were given their first experience in a boat under oars.

Back again to Hoboken—more handling of stores and provisions. The Marines, although few in number, had managed to put quite a hole in our store of provisions. But the worst was yet to come. Orders sending the ship to France came, and with them 7500 soldiers.

We had one piece of luck in getting off. While the crews of other transports had been compelled to sit and watch civilian stevedores put their stores aboard, the crew of the *Leviathan* were allowed to handle everything going aboard the ship themselves. There were no restrictions whatever, permission even being given to work night and day at the job. All of the equipment handled by the civilian stevedores belonged to the army. The crew handled all of the naval equipment aboard, including Liberty motors, aeroplanes and S. P. boats.

Trip No. 1—This voyage was typical of the trans-Atlantic runs the ship would make. On this particular trip, the only submarine seen fortunately was Allied and not German. This voyage and Voyage No. 2 were made to Liverpool, England. The remainder were made directly to Brest, France. The date of this first voyage is 15 Dec 1917.

The morning was rather raw, with the snow falling heavily, but nothing could dampen the ardor of the 7254

troops and 2000 sailors on board. We were about to cross the ocean, most of us for the first time, and the hazard of the perils of the submarine, whose operations were more active at this period of the war than at any other time, and the excitement of the adventure, if nothing else, were sufficient reasons for everyone to keep his spirit up.

Passing through Ambrose Channel, the ship headed for the open sea with the compass pointing due east and the propellers revolving at the rate of 158 revolutions per minute, which is equivalent to 21 knots. Until sundown this same night, a zig-zag course was maintained, not because of the danger of submarines, for none were reported off the Atlantic coast at this time, but in order to give the officers and men on the bridge an opportunity to become thoroughly acquainted with this method so as to be familiar with it when in the danger zone.

Abandon ship drills were held this day, all members on board falling in at their respective boats and rafts in a quite orderly fashion and lowering the boats in a remarkably short time.

At 2.00 A.M. the next day, December 16th, lights of western-bound ships were sighted off the port bow. The sky was completely overcast, with a rough northwest sea, accompanied with fresh strong breezes. Our speed averaged 20 knots this day, all 46 boilers in the fireroom being in commission. The clocks were advanced 47 minutes.

The next day a moderate gale was blowing and we passed through heavy rain squalls. Due to the heavy sea our speed was reduced. The sky remained overcast with the barometer dropping steadily giving little hope of the weather moderating. The customary drills of abandon ship and fire alarm were gone through. The water-tight doors, so essential in case of submarine attacks, were tested and found O. K.

The sea moderated sufficiently the next day to allow us to increase speed once more, this time to 21½ knots, although the ship rolled and pitched considerably as the heavy swells struck her, many of the troops on board showing the effects of the inevitable *mal-de-mer*. We passed through a thick fog when off the Grand Banks.

On the 19th, while holding abandon ship drill, twelve rounds of ammunition were fired from the various guns, in order to keep them in tip top shape and to give their crews the necessary training in loading and firing. At night the sky cleared considerably, the first sign of good weather we had had since leaving Hoboken. The barometer rose steadily, a smooth sea running with a moderate breeze. From day to day we continued setting our clocks ahead. Up to this time the entire crew was in ignorance of the ship's destination, but when the course was changed to northeast, it was quite apparent to us that we were headed for "Blighy."

We were passing through the Gulf Stream and the weather remained clear and fairly warm. A private in Co. H. 163rd Regt., was placed in the brig for safekeeping, at the request of the brigade commander, demonstrating that the soldiers on board were subject to the same discipline as were the crew. Not long after this a member of the crew was disciplined for failing to wear his life-jacket.

The good weather did not remain with us very long, for on the 22nd the wind picked up to 65 miles an hour. We were rapidly approaching the war-zone and the men were continually cautioned not to neglect wearing their life-preservers at all times, day and night, not to undress upon turning in, and never to strike a match on the open

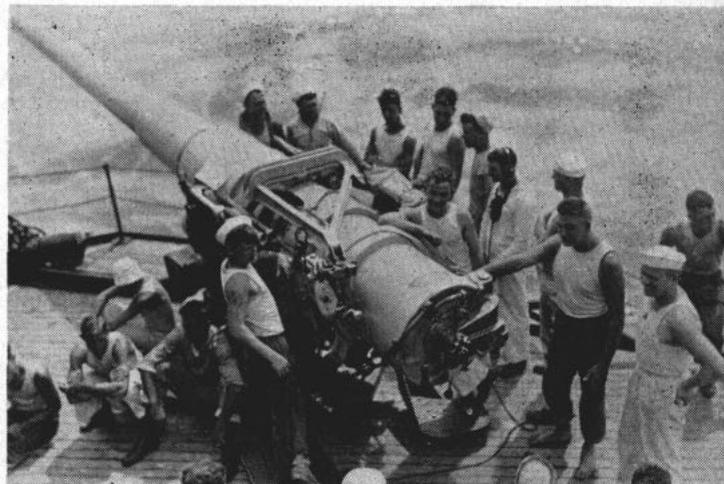
deck at night. In fact, it was contrary to ship regulations for an enlisted man to carry any matches at all about his person. It is a fact that the glare of a lighted match or cigarette is visible for half a mile on the open sea at night and guards vigilantly patrolled the outer decks in order to prevent any neglect along this line.

About midnight, while running close to the danger zone, the wire controlling the siren contracted, due to the extreme cold weather, and like a bolt out of a clear sky, the siren went off automatically. The siren is used only in case of emergency, to notify all hands on board of some impending danger, and going off accidentally as it did caused quite some excitement on board, especially in the case of the Red Cross nurses. Many of the latter had been quite seasick the greater part of the trip, but the excitement tended to relieve them somewhat. After some difficulty the trouble was remedied.

At 4 A.M., the morning of the 23rd, in a treacherous sea, our convoy of American destroyers, the famous submarine annoyers, were picked up. It is hard for one to describe the feeling and excitement of picking up a convoy of destroyers at night and we believe that it is quite impossible for the reader to understand how much it means to 10,000 souls on a ship in the danger zone when the word is passed that destroyers are with us. On the morning of December 23rd, at 4 A.M., out of the black sky just before dawn and in a heavy sea with a strong wind blowing, a small white wake was seen by the lookout on the bridge. At first it was taken for the wake of a periscope and the gun crews were called to quarters, then as the guns were trained on it, a small white flash was seen blinking the American recognition signal, and we then knew that it was one of our destroyers. We picked them up out of the black sky and a heavy sea until there were seven little wasps that spelled danger to the Hun submarine. They sped along with us while we zigzagged in and out on our course. They crossed our bow and ran in and far out on each side of us, always looking for the sub that might be lying in wait for us. Their motto was "go get 'em." They never waited for a sub to attack first, they always started the fight provided that "Fritz" was willing to show himself, and he was very reluctant to do so when an American destroyer showed itself.

A submarine was reported on the surface of the water

GUN CREW on board USS *Leviathan* prepares to lob a few at the enemy. Note sailor at right with no shoes.



THE NAVY'S LEVIATHAN 1917-18

in the early afternoon, about seven miles off the starboard beam, but upon her flashing out the recognition call we immediately knew her to belong to one of the Allies, very probably British. Soon after this a British dirigible was sighted dead ahead. She was painted aluminum color, rendering her almost invisible in the distance and apparently she was doing scouting duty in these waters.

At 5 P.M., the 23rd, South Stack Lighthouse was passed on our beam, and we headed our course up St. George's Channel. After sundown the destroyer that had our pilot on board took up a position directly ahead of us and acted as guide for the entire convoy.

Later in the evening, 8:36 P.M., our engines were slowed down to allow the pilot to board from the destroyer and at 9:42 that night both engines stopped completely and our anchor was dropped just outside of Liverpool, England, while the destroyers circled around us during the night, protecting us from any possible attack. We passed the night in this anchorage. At 6 A.M. the next day, December 24th, we upanchored and headed for the River Mersey, passing close to Bar Light Vessel. One of the men stationed aboard this vessel gave us a "Merry Christmas" through a large megaphone. Many of us had almost forgotten that this was the day before Christmas.

Shortly after arriving news came to us of the sinking of a British pilot boat, with the loss of all hands. This same pilot boat had been mined in almost the same position that we were lying in the night before, in fact many of us remembered the boat as it was cruising around us, warning all outgoing ships of the latest submarine activities. It was purely a matter of luck that we had escaped a similar fate.

Trip No. 4.—On the fourth voyage Leviathan had her closest brush with the enemy. Anticipating that the big transport would return to Brest on this voyage, German submarines had orders to ambush her and send her to the

SIGN WARNS sailors to 'Throw nothing overboard; floating articles reveal our course to enemy submarines.'



bottom. We pick up the story as the ship is one day out of the French harbor.

Communication made with Brest the next morning, May 30th, informed us that the pilot and pilot destroyer would meet us. However, for a very good reason we did not pick up a pilot, for on this date, which has proven memorable in the history of the *Leviathan*, "Fritz" did his best to make it a Memorial Day for the *Leviathan* and a Decoration Day for himself. On the spot that we expected to take our pilot on board we had our first real engagement with the pirates of the sea. With the hills of Brest plainly visible on our port bow, the smooth surface of the water was broken by the wake of a periscope on our port quarter. The following entry was made in the ship's log:

12:29 P.M.—Sighted submarine pursuing us on our post quarter, about 1500 yards distant. Ordered full speed, 165 revolutions. Opened fire with Number Six and Number Eight guns, three shots. Stopped zig-zagging. Changed course 12:40 P.M.

12:59 P.M.—Submarine appeared again. Opened fire with Number Six and Number Eight guns. Nine shots.

1:10 P.M.—Submarine appeared again. Opened fire with Number Six and Number Eight guns. Seven shots.

1:34 P.M.—Threw in manoeuvring combination. Standard speed 112 revolutions.

1:45 P.M.—Entering harbor at various courses and speeds.

It was the general opinion among the officers on board that a cordon of U-boats had been lying in wait, located in such a manner that if the first submarine failed in her attempt to torpedo us, the others in turn would be in a position to follow up the attack.

During one attack a French fishing boat appeared between us and our object of fire, and had a very narrow escape from being struck by one of our 105 pound explosive shells. The skipper of this boat was taken on board later. He said he clearly saw the "sub" we were firing at.

The coolness of our commanding officer, Capt. H. F. Bryan, and the splendid co-ordination of the entire crew, were so perfect, that only three distinct orders were issued in this moment of peril, as follows: 1. Hold your course. 2. Open fire on submarine, port quarter. 3. Sound General Alarm.

Every shot fired was greeted by cheers and shouts of encouragement from the enthusiastic soldiers on the decks, who crowded to favorable positions to witness the accurate firing of our gun-crews.

After the attack no evidence was noted of any of the "subs" having been sunk, such as oil or scum or floating bits of wreckage. Of course, we did not turn around or stop to look for this evidence.

We had a narrow escape, though, for just after the first submarine was sighted, at 12:29 mid-day, our zigzag clock on the bridge rang, 12:30, notifying us to make an abrupt change of course to port. If this change had been made the "sub" would have had us broadside on and our entire length would have been exposed to torpedo attack. Captain Bryan saw this immediately and issued the above-mentioned order to hold the course.

We sailed out of Brest late in the afternoon of June 1st, having on board many notable passengers. The destroyers *Nicholson* and *Wadsworth*, two of our most famous sea-

fighters, accompanied us. All hands were set for another attack. It was not long in coming. At 7:16 P.M. this same evening, the wake of a periscope was observed on the starboard quarter by Lieutenant Haltnorth, who quickly passed the word to the bridge where it was received by Lieutenant J. J. Jones, the Officer of the deck. A hurried message was sent in to the commanding officer and at the same time the general alarm was sounded. The fire-control officer on the upper-structure took a prompt and accurate range on the hissing white menace of foam approaching so balefully in the wake of the setting sun. A few short seconds passed, the arrow on the engine room dial plate spun around to "full speed ahead," and the whirr of the electric warnings quickened the ears of the officers and men on watch in the fire-rooms. The furnace doors flew open and in the streaming light with bent backs and broad shoulders, sturdy young Americans poured coal into the great fires.

A volume of thick black smoke issued from the funnels and at the same time number seven gun with a venomous roar, let go a shell of TNT, enveloped in lurid flame and smoke. Number five gun got busy. The breech-plug closed noiselessly, sharp click, the primer inserted accurately by the gun-captain, a smooth "Ready" from his lips, and number five gun hurled a shell of high explosive to blot out from the sea-scape one of the under-sea Hun boats.

Number seven gun shot again with a reverberating roar,

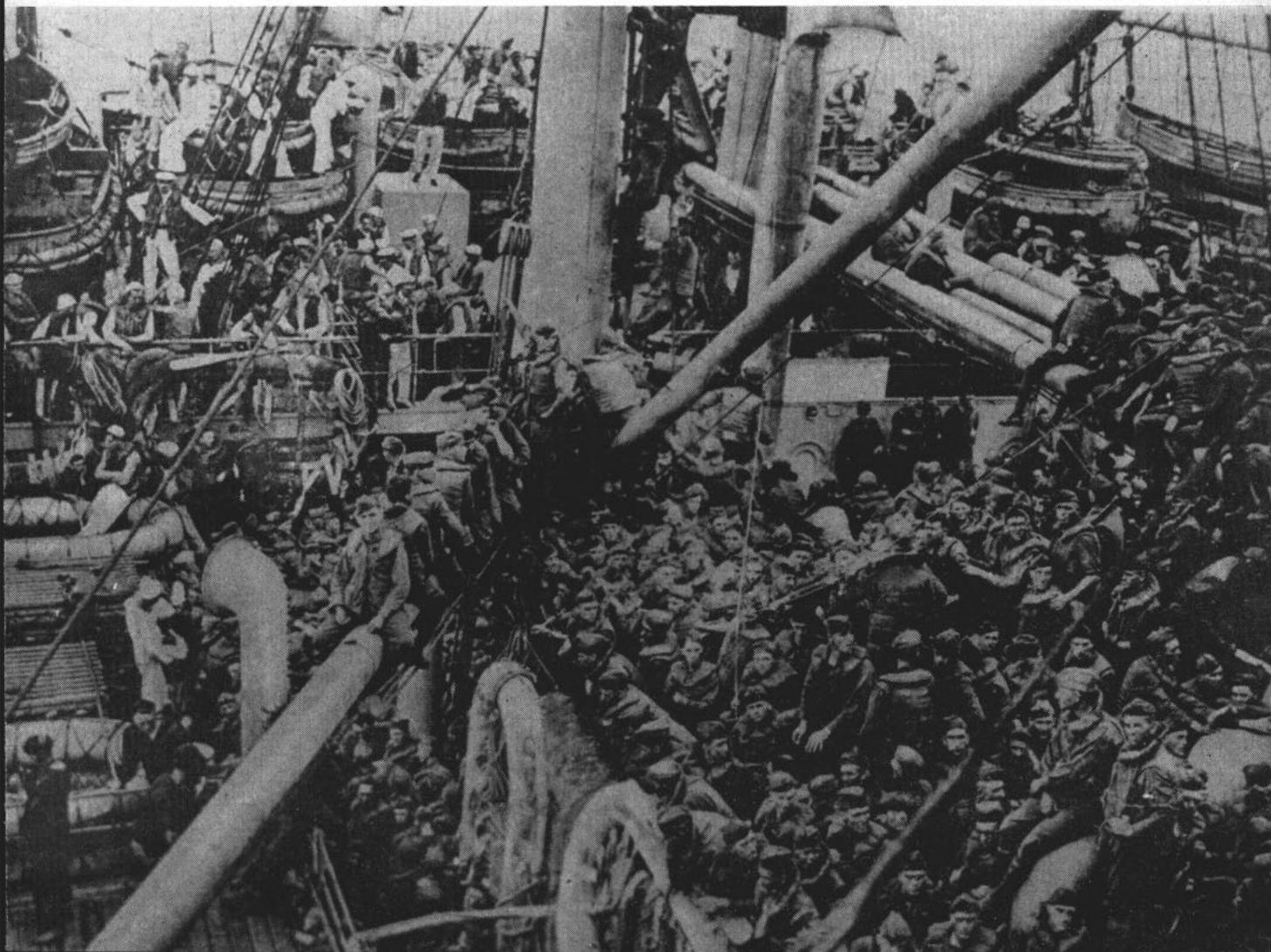
followed again by number five, the only two guns that could bear upon the Prussian menace.

From the signal-bridge, a green and white submarine warning flag was fluttering and the destroyers *Nicholson* and *Wadsworth*, with their inboard sides awash, turned in a quick endeavor to charge the on-coming "sub." The *Nicholson* was nearer and in few minutes number five and seven guns ceased firing, for the *Nicholson* was in direct range between our ship and the submarine, with huge volumes of black smoke pouring out of her funnels.

The *Nicholson* made a circuit around the "sub" which had submerged and promptly and accurately laid a beautiful barrage of sixteen depth bombs all around the place of disappearance. The explosions from these depth charges shook the big *Leviathan*, nearly two miles away by this time. The *Nicholson*, her blinker lights flashing fitfully through the smoke clouds reported, "We saw periscope of submarine and laid barrage of depth charges around the spot. We will report to our Force Commander."

The *Wadsworth* had by this time plowed her way up through the seas, but the Prussian terror of the deep had not taken too kindly to the overtures of friendship made by the *Nicholson*; and the *Wadsworth* signaled back to the *Leviathan*, "We see no submarine now." Both gallant destroyers quickly turned and resumed their arduous duty of escorting the fast-moving *Leviathan*.

TROOPS jam the decks of *Leviathan*, en route to France in September 1918. Two months later, the war was over.



TAFFRAIL TALK

DOING RESEARCH for a recent article in the magazine on the Navy's Medical Research Institute at nearby Bethesda, Md., one of our writers, Harvey Mitchell, JO1, USN, came back with an interesting - if painful - story.

It seems he had walked into the Parasitology Laboratory at the Institute where important work was being done to conquer the effects of malaria. It was like walking into a hornet's nest, only they weren't hornets, they were mosquitos and they were flying about the room in droves.

Although the buzzing beasties seemed not to bother Dr. Nathan



Stahler, the civilian biologist, working with them, they hopped on our intrepid reporter as soon as he got into the room.

But Mitchell, stalwart to the last, tried to take notes in between stings as the mosquitos settled on his face, hands and wrists. Within minutes, he was stung in a dozen places.

Finally, as diplomatically as he could, our man thanked Dr. Stahler for the interview, excused himself and eased out of the hive.

The doctor's last words still echo in his mind, "Don't worry, You won't get malaria. And if you want any more information, come on back!"

* * *

The commanding officer of the destroyer *uss John R. Pierce* (DD 753) wrote us recently to pass on what he thinks is one of the top records for advancement-in-rating examinations aboard ship.

Of the 96 men of *Pierce* who took their examinations the last time, 92 of them passed.

To make the accomplishment all the more noteworthy, the destroyer was busy operating at the time in Korean waters.

* * *

For those who prefer their dessert served under tropical stars to the tune of soft music, attention is invited to the seaplane tender *uss Pine Island* (AV 12) where crewmen can enjoy just such treatment.

While the hardworking tender was based in the Far East, the last course of the evening meal each Wednesday and Sunday night was served to band music played on deck (weather permitting).

Even the breakfast menu was replete with extras. Such unexpected items as hot buns and eggs to order were available to all hands.

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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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: TRACKING DRILLS** keep Navy gunners in trim. Here, crewmen on 40-mm gun mount keeps eyes skyward, on the alert for enemy planes. ➤



TEAMWORK PAYS OFF



★ ★ ★ ★ **know your ship**
know your job ★ ★ ★