

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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SEPTEMBER 1955



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Navpers-0

NUMBER 463

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● **FRONT COVER:** A LOT OF HASH marks that add up to many years of Navy experience belong to Navymen from 43 stations, meeting in a Pentagon conference room to discuss techniques and programs. The chiefs and white hats, assigned to recruiting stations throughout the United States, were able to compare notes. — Photo by W. J. Larkins, PH2, USN.

● **AT LEFT:** SOLEMN MOMENT — Men of *uss Hornet* (CVA 12) assemble on flight deck to pay tribute to flyer downed at sea in line of duty, while Marines fire salute.

● **CREDITS:** All photographs published in **ALL HANDS** are official Department of Defense photos unless otherwise designated. Photo on page 2 courtesy of the Wellington (New Zealand) Evening Post. Page 16 Washington (DC) Star.





ENEMY TO BE INVADED and studied by Task Force 43 is the frozen Antarctic, a continent of mystery to the south.

Headed South for the Winter

ON THE EIGHTH FLOOR of a downtown government building in Washington, D. C., there is a sense of urgency and suspense as a small group of officers and men of the U. S. Navy map out plans for a full-scale invasion. The same atmosphere is present at other east coast naval installations where elements of a task force are assembling, preparing for the invasion and striving to learn all there is to learn about the foe. In November the tension will ease when Task Force 43 puts to sea—destination Antarctica.

The huge land mass, estimated to be some six million square miles in extent, is a land of mystery, contrast and danger. Surrounded by ice and rough water it is one of the least known, least explored areas in the world today. Previous expeditions have barely scratched the surface of the continent, after facing extreme adversities that only the hardiest of men could withstand. They have come back with strange stories of huge smoking volcanoes thrusting their heads through the Antarctic ice, of spots where there are open lakes and of an island which has hot and cold running water as a result of fires which still smolder far underground. This is the "enemy" that Task Force 43 will meet when it begins its invasion.

In the best military tradition, the Task Force staff is now poring over the report of a scouting party, sub-

mitted by the USS *Atka* (AGB 3), recently returned from the Antarctic. From these reports possible sites for bases have been determined.

Atka's description of the Antarctic tallies with those of other expeditions. It tells of huge glaciers, of pack ice so strong that the powerful icebreaker was rebuffed in several attempts to locate camp sites, and of icebergs many times larger than the ship. The crew also remembers vividly the rough seas encountered after the ship passed Lat. 60° South.

One of the most surprising aspects of *Atka's* report is the moderate temperatures recorded during her stay in the southernmost part of the world. During much of the time she spent



NAVYMEN OF the advance party look over a Kiwi bird in New Zealand *Atka's* last stop before the Antarctic.

roaming the icebound coast, temperatures seldom fell below 20°F and on many occasions it was a balmy 30°.

However, the *Atka* visit to the Antarctic came during January and February, the summer months in the Southern Hemisphere. Had they remained for the winter they would have told a much different story. Temperatures of minus 75° and lower have been recorded by previous visitors.

Many members of the Task Force can vouch for those figures. The most prominent of these is Rear Admiral Richard E. Byrd, USN, (Ret.), who has been designated as Officer in Charge of the present operation.

Rear Admiral George Dufek, USN, (Ret.), Task Force Commander, is also a veteran polar explorer with two trips to the Antarctic and two to the Arctic to his credit. The Antarctic cold is a personal matter to him — during his last visit he fell into the water while making a highline transfer at sea.

Medical experts have warned that anyone falling into the water in the area could live only eight minutes. Split-second timing and topnotch seamanship combined to pull the Admiral (then Captain) out of the water in seven minutes.

There are at least three enlisted members of the staff of Task Force 43 who have also visited Antarctica before. William R. Blades, QMC, USN, Owen M. Perry, ETC, USN, and Norman A. Sack, PH1, USN, were along

on "Operation Highjump," the Navy's last large expedition to this region.

This year's trip to the Antarctic by Task Force 43 will be the first of four to be made. This year's group, as the first force of the big program, will have the job of setting up bases to be manned by scientific observers in the period 1957-58, which has been designated International Geophysical Year. This will be a world-wide event and scientists from many countries will set up shop at a number of isolated places, primarily in the two polar regions, to conduct scientific studies.

The first trip south will carry a construction battalion, with needed equipment and supplies to set up the main base of operations. The task force will stay in the vicinity of the main base for about six weeks before returning to the U.S. When they return they will leave behind them a wintering-over party, composed primarily of officers and enlisted men of the Seabees, who will remain until the Task Force returns in 1956. During the winter months Seabees will work on the communications office, establish a runway for aircraft and enlarge the living quarters.

At present the headquarters of the task force is in Washington where the staff is busy making the many preparations needed for an operation of this size. One of the first, and easiest steps was the selection of a name for the expedition.

Admiral Dufek took care of that matter in short order. When the subject was brought up the Admiral didn't hesitate when he suggested the name, "Operation Deepfreeze."

"Nothing," said the Admiral, "could be more appropriate. Even though the main body of the task force will only be in the Antarctic during the summer months, we'll see little but ice. We will, in effect, be living atop one gigantic deep freeze and we might as well brag about it."

Everything hasn't been so simple as picking the name for the expedition, but so far there have been no major hitches in the planning and preparation of the trip. This happy situation is due primarily to the efficient staff, but there are other reasons. As one chief petty officer put it, "It is amazing how the word 'Antarctic' stirs an interest in everyone we meet. No matter where we go for help or supplies, all we have to do is mention that we are going to the South Pole. People jump to help us. In many cases



NAVYMEN OF A PREVIOUS expedition carry snow blocks to base's melter chute to make drinking water. Operation Deepfreeze will use snow only in emergency.

they have gone out of their way to help us in every possible manner."

The interest generated by the expedition has been tremendous, not only in Washington, but throughout the Navy. Early in January 1955 when Alnav 8 asked for volunteers from among certain enlisted ratings to fill vacancies on the staff and in the construction battalion, the response nearly swamped the Bureau of Naval Personnel.

At the last count, a total of 4305 qualified men had forwarded a request to join the expedition. Some of these volunteers were men serving in *USS Atka*, then cruising off the coast of Antarctica. No one knows how many other men might have volunteered had they been able to meet the requirements. As it was, many

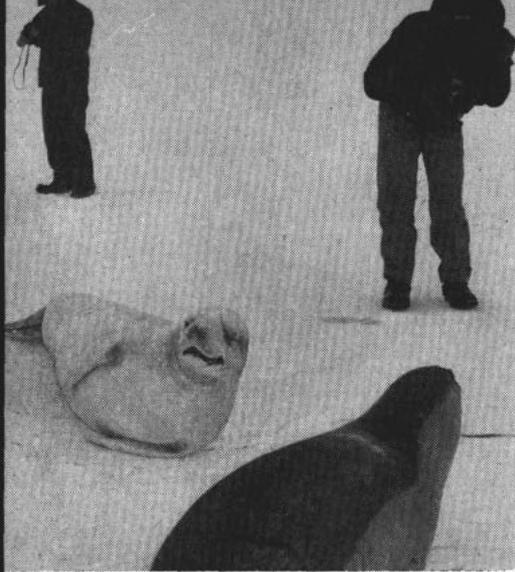
were disappointed, as only 226 billets were open.

While the staff is busy taking care of the needed paper work and planning, other naval installations are also preparing for the expedition. In Patuxent River, Md., Air Development Squadron Six is in the process of winterizing its planes, and crew members of the Squadron are getting daily briefing on the flying conditions they will encounter in the white continent to the south.

VX-6, which will have transports, helicopters, patrol bombers and smaller planes, will be a busy group when they reach the Antarctic. In addition to flying supplies and equipment wherever needed they will have the job of flying air-mapping missions. These missions will supply other units

VETERAN OF ICY WATERS of both North and South polar regions *USS Atka* (AGB 3) made the preliminary scouting cruise to the Antarctic last winter.





SEALS AT 'ADM Byrd Bay' were as tame as the penguins and seemed to enjoy their first look at mankind.

of the expedition with valuable information for the overland trips to be made.

The helicopters will, weather permitting, be out in front of the ice-breakers, helping to find passages through the pack ice. The smaller planes will come in for their share of work, flying short ice reconnaissance missions.

The construction battalion is assembling in Davisville, R. I., where polar veterans are explaining the various problems involved in construction work under the cold weather conditions that will prevail.

Ships taking part in "Operation Deepfreeze" will be gathering at Boston, Mass., and Norfolk, Va. Like all other elements of the task force, the men will attend indoctrination classes in cold weather procedure.

USS *Glacier* (AGB 4), *Edisto* (AGB 2), *Arneb* (AKA 56), *Wyandot* (AKA 92), *Nespelen* (AOG 55),

YOG 70, the MSTs ship *Greenville Victory* and USCC *Eastwind* (WAGB 279) are the ships scheduled to make the trip.

The task force will assemble some time in October 1955 and leave port in November to begin the long trek southward. Before that time, myriad quantities of equipment and supplies will have to be loaded, checked and double-checked for, in the Antarctic, Task Force 43 will be a self-sufficient organization with little contact with the rest of the world, except by radio.

When the Task Force arrives, the Antarctic will be in for a busy four years, as this expedition will be the best equipped, best prepared and longest of any previous expedition.

A full schedule has been established to guide the task force over the next four years. Briefly, this is what will be done on the four trips:

- 1955-56 — Ships will depart in November and land all supplies and equipment onto the shelf ice at Main Base during January 1956. Construction personnel will build the base camp, commence work on the snow-compacted runway, and erect an air operating facility nearby. The ships will depart Main Base for the U.S. in February, leaving a Navy wintering-over party of approximately 7 officers and 114 men to complete the runway and operate the airfield during October 1956. At that time tractor trains will commence overland transportation of supplies, equipment and construction party to the second base in Marie Byrd Land at 80° South Lat., 120° West Long. At the same time, another construction group will fly to the South Pole to establish the third base. Here, supplies and equipment will be flown in and air-dropped.

- 1956-57 — Ships of the task

force will again depart U.S. ports in November to arrive during January. The scientists who will man the three bases during the winter will be delivered to the inland-bases by airlift or overland transportation as weather conditions permit. Supplies for two years of operations will be provided for the men at each station in case resupply is rendered impossible the following year. Ships return to U.S. ports in February.

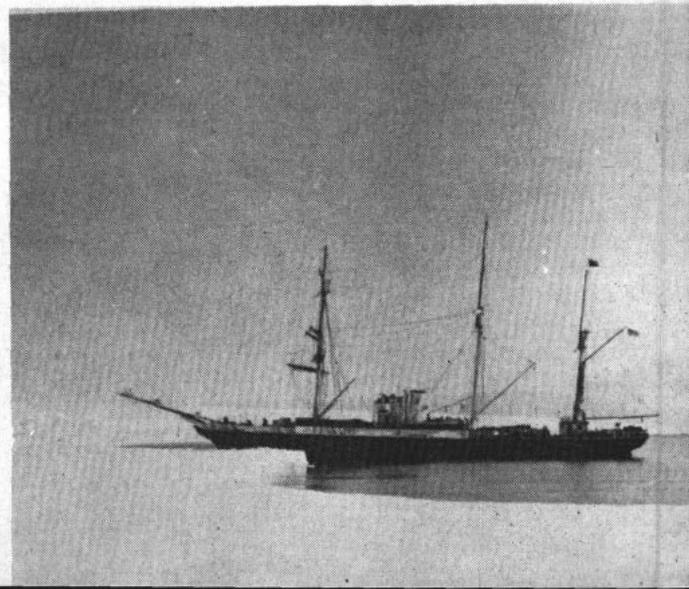
- 1957-58 — Ships leave the U.S. in November for resupply mission with necessary aircraft flying to Main Base. After all three bases have been resupplied the task force will return to the U.S.

- 1958-59 — Ships leave in November, arrive in Antarctica in January. All personnel at inland bases will then be air-lifted to Main Base and men and equipment loaded aboard ships for return to the U.S. in February.

That is by far the most ambitious schedule ever prepared for any expedition that has headed into the wintery land of Antarctica. In addition, the group at the South Pole will be history makers as only twice before, in the Antarctic summer of 1911-12, has man ever stepped foot on the site of the South Pole. Then, within a month, two parties reached the same point. Since that time the only sight of the pole has been from the air and never has a group remained there throughout the long winter.

Now the U.S. Navy is preparing to set up a base on the bottom of the world, flying in men, equipment and supplies. The Navy men who reach the South Pole will be mainly Seabees. They will have the tough tasks of fighting time and cold in an effort to get the base completely construc-

CONTRAST OF USS *GLACIER* (AGB 4) to ship of earlier Antarctic trip illustrates advantages of modern equipment.



ted and habitable before the short summer is over.

Once they have done their job, they will head back to Main Base, leaving the scientists to spend the next two years at the Pole. Most of that time the scientists will be in complete darkness, seeing the sun only for short periods during the summer.

One base will be in the immediate vicinity of the Pole itself, which is located on a plateau 10,000 feet above sea level. The plateau is a barren, desolate spot with no known life, nothing but snow, ice and extreme cold. Even the penguins don't travel that far south. The men remaining will be completely dependent upon the supplies and equipment flown in to them. There is nothing in the area which could serve as food.

What they find at the South Pole in the interests of science is a matter for conjecture. The others who have gone before did nothing more than locate the Pole, take a few sightings to establish their position and then depart. This time, however, thanks to the many modern innovations, the scientists will have plenty of time to observe the area, living in comparative luxury while they do so.

At both the inland bases the men remaining through the winter will have weather-proof dwellings, equipped with more than adequate means of heating. They will have food and equipment to last two full years, or more, and their clothing and personal equipment will be the best that man can devise.

Compare that with the expeditions of Norway's Roald Amundsen and England's Robert Scott, in the Antarctic summer of 1911-12. Both went into the land with what would now be considered primitive equipment. They fought their way through to the pole on foot and faced almost insurmountable odds.

Theirs was a strange race to fame, glory and disaster. Scott, a veteran Antarctic explorer, was determined to be the first man to reach the South Pole. On a previous trip to the Antarctic he had pushed to 82° 17' South Latitude, 163° East Longitude. He came back, primed and ready to push all the way to 90° South Latitude.

Amundsen knew little about the Antarctic. His previous expeditions had all been in the region of the North Pole. He was credited with being the first to sail through the



HEAVY PRESSURE ICE assumes fantastic forms during the long Antarctic night. Large ice fractures such as this are just one of many polar hazards to be faced.

Northwest Passage from east to west in 1905. His ambition at that time was to be the first to reach the North Pole.

During 1909 and 1910 the two men were preparing for trips to opposite ends of the earth. Then a blow fell that shattered Amundsen's plans. He learned that Rear Admiral Robert E. Peary, USN, had planted the U. S. flag on the North Pole.

Amundsen continued with his plans as though nothing had happened. After getting his equipment and ships ready, he set sail. Once safely at sea, where he felt he wouldn't be called back, he relayed the message, "Heading south."

Those two words set the stage for one of the strangest races the world has ever seen with one party reaping fame, the other death. At that stage of the game it looked as though Scott had all the best of it. He knew the country, had more experience and was far ahead of the Norwegian in his planning.

Scott made one mistake. He didn't leave his camp soon enough. He was delayed until 13 days after Amundsen and his party were underway on their quest for the South Pole. The two groups left from different locations and Scott's point of departure was the greater distance from the Pole, adding another burden to overcome.

The Norwegians traveled light

with a small party and a large number of dogs. These served a double purpose. They relieved the men of the job of pulling the sled and also served as food when the going got rough.

The English group depended upon a large party, with men pulling the sleds. At certain points they dropped off food caches for use on the return trip. The constant pulling on the sleds slowed the men down and caused a great deal of the provisions to be lost.

Both parties had good weather on the trip inland, but Amundsen and his light, fast moving party reached the Pole first. That was a wonderful day for his group, as they raised the flag of Norway over the Pole and stood on the cold plateau cheering. Their spirits stayed high and for the next four days they remained at the South Pole taking readings and tests to prove that they had reached the southernmost point in the world.

They kept looking for Scott and his party but after the fourth day gave up and decided to start back. Before leaving, they built snow pillars, left supplies, a tent and a sled with a note for Scott and his men.

A few weeks later Scott and four others of his party reached the Pole, only to find that they had been beaten in their quest for fame. They were a heartbroken group and



HELICOPTER TAKES OFF from deck of *Atka* to scout for best passage through maze of ice. They will be valuable guides for ships and men of Task Force 43.



OPERATION DEEPFREEZE will face the same dangers pictured here in early expedition but modern equipment will give them advantage over predecessors.



Scott wrote in his diary, "It is a terrible disappointment and I am very sorry for my loyal companions."

The Norwegian explorers, buoyed by their epic-making trip, practically flew back to their ships without trouble of any sort. They made the trip in a little over a month, the same trip that had taken them three months to cover on their way to the Pole.

Scott's party, dealt a psychological blow upon finding they were the second to arrive, had nothing but trouble. They ran into intense cold, were buffeted by storms and eventually lost their way. Seven months later, another party searching for them, found Scott and his men frozen to death in their sleeping bags.

Scott and his men were the last to set foot on that high plateau and the Navymen reaching there this trip will no doubt stop and bow

their heads for a moment in respect to a brave group of men.

Although there have been no subsequent visitors to the South Pole, other than by air, since 1911 there have been many expeditions to that frozen land. The U. S. Navy has done much of the exploring. It was a Navyman, Lieutenant Charles Wilkes, USN (later Rear Admiral), who first discovered land Antarctica.

In 1840 Wilkes led a Navy expedition to Antarctica and, in a small wooden ship, penetrated deep enough into the ice to spot Enderby Land. Before his discovery it was generally believed that, like the Arctic, there was nothing but ice and snow at the South Pole.

In more recent years Rear Admiral Byrd has made a total of four trips to Antarctica. During one of his trips he remained alone in a small hut, 200 miles from the rest of the expedition, for more than 70 days. He suffered greatly, and nearly lost his life, but his account of the polar night and the observations he made at that time have been of immense value to all who have followed.

The last big U. S. expedition to travel to the Antarctic was an all-Navy show. It was the largest expedition ever undertaken and all told, 13 ships, ranging from a carrier to a submarine, took part in the expedition, "Operation Highjump."

Planes from the carrier flew mapping missions over a great portion of Antarctica during that operation and their photos will be of value to those making the trek southward during the next few years.

The last Navymen to visit Antarctica were the crew members of *Atka*. Their activities were limited pretty much to the coastal regions to locate harbors and landing spots for the coming expedition.

"Operation Deepfreeze" will be a continuation of the Navy's efforts toward learning more about the world around us. While the Task Force is busily preparing for this and the subsequent trips, while the men condition themselves both mentally and physically, while plans and Op-orders are readied—Antarctica lies waiting, a challenge to all comers. A land of wonder and mystery, waiting for the men bold enough and tough enough to master it. Antarctica is waiting and the men of Task Force 43 are sure that they can handle the job.—

Bob Ohi, JOC, USN.

ALL HANDS

Blue-Nosed Horned Shellback Dragons Make Up Ship's Crew

The certificate collectors on board USS *Edisto* (AGB 2) will long remember 1955 as a banner year. They will have qualified for at least four of the most coveted certificates a salt could yearn for.

Early in 1955 *Edisto*, then on routine winter operations, crossed the Arctic Circle and poked her nose into the domain of King Polar Bear. He came aboard with the proper pomp and circumstance, in this case a blistering snow storm,



and made known his dislike for "Red Noses" (those sailors who had never crossed the Arctic Circle)

In short order, King Polar Bear and his Royal Court took the matter under consideration and, along with the Blue Noses aboard, administered stern justice to those whose nose had not yet turned color.

In the near future, as one of the ships of Task Force 43 which is heading to the Antarctic in November, the crew members of *Edisto*

will qualify as (1) Shellbacks, by virtue of their crossing the Equator; (2) Frozen Stiffs, the name given those who invade the domain of the Emperor Penguin south of the Antarctic Circle; and (3) members of the Realm of the Golden



Dragon through crossing the International Date Line.

At the Equator, *Edisto* and the other ships of Task Force 43 will be met by Neptunus Rex and his court. The royal monarch of the deep will take over the ships for a short period, long enough to greet all Shellbacks already aboard and to insure that all "pollywogs" (those who have not yet crossed the equator) are welcomed into fold.

On crossing the Antarctic Circle, Emperor Penguin will make his presence known. In a royal manner he will inquire about those poor, unfortunate souls who have never before dared to enter his kingdom. Once he has met these sad ones, he will make them members of his Frozen Stiff Domain.

At the 180th Meridian, the Golden Dragon will come aboard the ships to welcome all hands into the mysteries of the Far East.



Records of the meetings with the different rulers will repose in each man's service jacket as proof that he is indeed one of the few who rate as visitors to the four domains.

Should the men of *Edisto* need any further proof, that too may well be forthcoming — since Navy-men like to whip up certificates for any unusual event. Chances are that the task force as a whole will put out their own special "Operation Deepfreeze" certificate to mark their conquest of the Antarctic.



ANCIENT TRADITIONS of the sea are perpetuated by Navymen as they cross equator to become 'Shellbacks.'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **SHORE DUTY**—The Bureau has vacant billets for chief machinist's mates and chief enginemen in some naval districts which are not being currently filled due to lack of requests on the Shore Duty Eligibility List for assignment to those areas. If you are an MMC or ENC interested in shore duty, get your request in now.

Shore duty requests from TMCs and EMCs are also needed to fill vacant billets at shore activities under the Chief of Naval Air Training (most of which are located in the Sixth, Eighth and Ninth Naval Districts).

Other general service ratings in short supply on the SDEL for the Sixth, Eighth and Ninth Naval Districts include PNCs, CMCs, SDCs, MMCs, ENCs, and strikers of most

ratings. Eligible YNCs who request duty in the Fifth Naval District can expect early orders.

Billets for aviation ratings such as ADs, ATs, and AMs go a-begging in Chief of Naval Air Training activities because not enough men in those rating request CNATRA billets. CNATRA has nearly 2000 empty billets in the Sixth, Eighth and Ninth Naval Districts available to qualified ADs for the asking.

Remember, your chance of getting shore duty is always improved if you include "Anywhere U.S." as your third choice of shore duty. See *ALL HANDS*, May 1955 p. 30 and BuPers Inst. 1306.20B for complete information on the eligibility requirements for requesting shore duty. See also the article "What's Your Next Duty Station?" in the July issue of *ALL HANDS*, p. 30.

● **TRANSFERS** — Commands have been instructed to reduce the frequency of permanent changes of station and to avoid the necessity of such changes more than once per fiscal year. The rule does not apply to transfers to and from service schools.

Whenever more frequent changes are necessary and where payment of a dislocation allowance is involved, each case must be referred to the Chief of Naval Personnel, who in turn will request a finding from the Secretary of the Navy that the needs of the service require such a move.

When the Secretary has made a favorable finding, the Chief of Naval Personnel will authorize the following specific phrase to be indicated on each order or endorsement: "The Secretary of the Navy has found that more than one permanent change of station in the fiscal year is required by the exigencies of the service."

In individual cases considerable detailed information is required in the requests, in order to enable the Secretary to reach a finding that the move is actually required. However, in moves which are directly related

to changes of home ports of units and to inactivation of ships individual findings by the Secretary would be impracticable and could not serve to reduce the frequency of moves. In these cases the command involved may request a group finding for everyone involved. Alnav 34 sets forth specific instructions. Conditions governing payment of the dislocation allowance and entitlement are set forth in *Joint Travel Regulations*, Chapter 9.

● **ADVANCE PAY**—Shipboard personnel with dependents can now draw up to three months' pay if their ship makes a duly authorized change of home yard or home port.

Applications for the advance pay can be submitted at any time after the ship has received official notice of the change of home yard or home port but must be done not later than 30 days after the change has taken place.

Men with less than six months' obligated service are not eligible for this new pay feature.

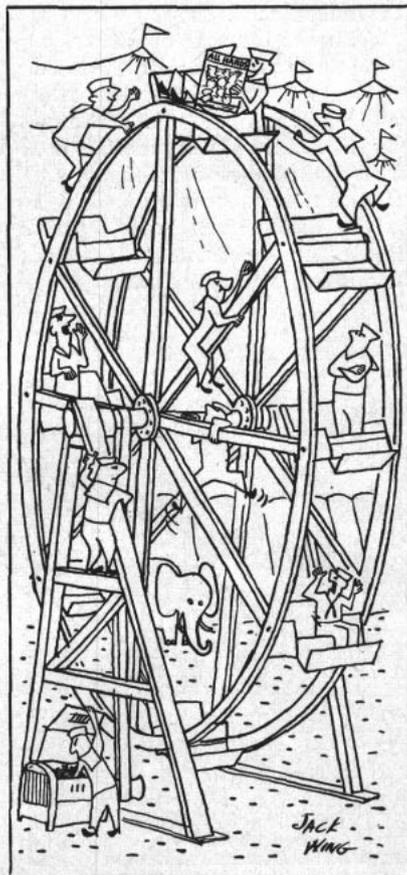
The total that a man can draw will be determined by his basic pay, minus any deductions for tax, allotments or indebtedness resulting from a previous advance pay.

Authority for payment may be found in Alnav 48. Paragraph 044285 of the *Navy Comptroller's Manual* describes the procedures.

● **MEDICAL CARE CHANGES** — Drugs and medical stores, standard and non-standard, which are carried in stock may now be issued on prescriptions of either your military or civilian doctor for use by you, your dependents or widow. Approval of the commanding officer, medical officer or duly authorized representative of the medical facility filling the prescription is necessary for prescriptions written by a civilian physician.

However, only reasonable quantities of drugs and medical stores may be dispensed under this authority, and all commands will guard against abuses of this privilege.

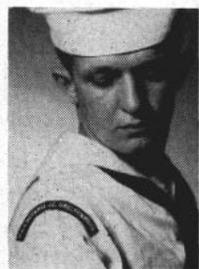
In addition, X-ray, laboratory, physical therapy and other ambulatory, diagnostic or therapeutic measures for dependents which are requested by your civilian physician may be provided, subject to the approval of your CO or department heads designated by him.



PASS THIS COPY ON—Don't be a big wheel—Just make sure this copy gets all the way around to ten men.

• **SLEEVE MARKS**—Fleet trial of a proposed new "Ship-name sleeve mark" will get underway sometime in October 1955 on various ships representing all major type commands.

The new sleeve mark will show "USS Ship-name" in embroidered white letters on a blue back ground. It will be curved slightly to fit the shoulder and will be worn centered on the right sleeve of both dress blue and white pump-er, just below the sleeve seam.



Sample shows position

During the testing period the ship sleeve marks will be issued to each of the first six pay grades in the crews of the selected ships for wear on the dress blue jumpers and liberty whites. Following the testing period a special sheet will be filled out by each man taking part in the trial. If the results prove favorable there is a possibility that these marks, giving the ship name, will be adopted Navy-wide.

The new ship name mark was designed after a flood of letters and requests from Navymen as well as official comments from Fleet commands, requesting a return to the practice of putting the ship's name on the flat hat, or some similar identification. The letters stressed the fact that pride in the unit would be increased if some method of identification with the unit was included in the uniform.

After much research on the subject, the method now being tested was suggested. Officials felt that it was superior to the other method in as much as it could be used on both the blue and white uniforms, and not restricted to the flat hat, which is not frequently worn.

The placing of the ship's name on the flat hat band went out of use during the early days of World War II when it was decided that for security factors it would be much better if the location of the various ships wasn't announced in such a pronounced manner.

While the final approval or disapproval of the sleeve marks will be made by the Secretary of the Navy, with the advice of the Permanent Uniform Board, the men who will

be wearing the sleeve marks will have a great deal to say concerning the possibility of acceptance, for it will be their reaction that guides the Uniform Board in making its recommendation to SecNav.

Ships taking part in the testing are, USS *Rogers* (DDR 876), USS *Wasp* (CVA 18), USS *Kermit Roosevelt* (ARG 16), USS *Stark County* (LST 1134), USS *Tang* (SS 563), USS *O'Bannon* (DDE 450), USS *Lake Champlain* (CVA 39) or USS *Ticonderoga* (CVA 14), USS *Harder* (SS 568), USS *Rival* (MSO 468), USS *Mississippi* (AG 128), USS *Miller* (DD 535), USS *Fremont* (APA 44), USS *Vulcan* (AR 5) and USS *Boston* (CAG 1).

• **EXTENDED LIBERTY**—The Navy has approved 96-hour liberties for personnel in "isolated areas," provided two of the liberty days fall on Saturday and Sunday. To date the Chief of Naval Personnel has designated two commands as "isolated," Naval Ammunition Depot, Hawthorne, Me., and Naval Radio Station, Winter Harbor, Me.

Six Marine Corps commands at Cherry Point and Camp Lejeune, N. C., have already been authorized to grant extended liberty to their personnel once a month.

• **TRAILER TRAVEL** — Navymen headed for Alaska with trailers are advised by the Royal Canadian Mounted Police that the type of vehicles allowed to pull house trailers on the Northwest Highway system is restricted.

Because of the steep hills and frequently icy conditions of the road there have been many instances of accidents caused by trailers and the towing automobiles.

Under present regulations, any house trailer 20 feet or longer must be pulled by either a four-wheel drive jeep, a truck of at least one-ton rating or a vehicle of similar power.

• **PICKED FOR USN**—A total of 1449 Naval Reserve and temporary officers have been selected for transfer to the Regular Navy under the Augmentation Program.

Of those selected, 1032 were in the line category, while 417 are officers in the various staff corps.

The selectees were chosen from the more than 4000 active and inactive duty Reservists and temporary officers who had applied for Regular Navy commissions.

QUIZ AWEIGH

This is the month that opens the school year for thousands of Navy dependents and many others throughout the country. But the Navyman is continually "at school" in that he's always learning. This is a fairly easy quiz and you should score well. Study the pictures closely and score yourself with 2.5 for three correct, 3.0 for four right answers, 3.5 for five correct and 4.0 for getting all six.



1. This insignia is worn by an enlisted man qualified as a: (a) boatswain's mate (b) Assault Boat Coxswain (c) Admiral's Barge Coxswain.

2. This distinguishing mark is worn (a) on the left sleeve between the wrist and the elbow (b) on the left breast (c) on the right sleeve between the shoulder and elbow.



3. You shouldn't miss identification of this aircraft. The distinctive "T" shaped tail should tell you that it is a (a) JRM-1 Mars (b) P5M-2 Marlin (c) PBY Catalina.

4. This seaplane is used primarily for (a) transportation of personnel and cargo (b) long-range photo reconnaissance (c) anti-submarine patrol.



5. You should readily recognize what type ship this is. It is an (a) LSD (b) LST (c) LSM.

6. Before May of this year, these ships were known only by their hull numbers. Now, they will be named after (a) mountains (b) towns with populations of less than 10,000 (c) counties.

Answers to this quiz are on page 52.

A Day in the Life of a Flying AD

THINK YOU HAVE it tough? Consider then, the week's routine a certain AD1 we know.

He left Norfolk with an RAD transport and delivered it to Pensacola. Then, he made a test hop in an HUP helicopter and the following day he delivered it to Jacksonville.

An SNB was picked up there and taken back to Pensacola. The third day he tested an F6F fighter and flew

AWAY WE GO. G. R. Goetz, ADC, (AP), USN, leaves for mission that will take him around the entire country.



it as far as El Paso, Texas, where nightfall caught him and he was forced to set down because of the restriction that no single engine aircraft may be ferried at night.

The fourth day our aviation machinist's mate (an aviation pilot) proceeded to Litchfield, Ariz., where delivery was made. Stuck there without a further assignment he obtained a ride aboard a MATS flight to San Diego. The following day he checked out in a trainer, a T-28, and flew it to El Paso where he again spent the night. Back in the air once more on the sixth day with the T-28, the pilot delivered it to Pensacola and made a test hop that afternoon in another F6F *Hellcat* marked for delivery at Norfolk. The seventh and final day he returned to Norfolk and pulled two days' liberty before going out again.

For most pilots, a checkout in six or eight different types of aircraft is about average. But that isn't the case for our friend and other members of Transport Squadron 31, based at NAS, Norfolk.

The pilots of VR-31 are qualified to fly, as an average per man, 15 planes. Obviously, they put in plenty of flight time fulfilling the squadron's mission of ferrying aircraft within the continental limits of the United States.

From the roster of pilots in the squadron comes a combination that can and does fly almost every type of plane used by the Navy today, whether it be the latest jet off the assembly line, a helicopter or a basic trainer. However, the squadron does not ferry any four-engine transports of the R5D and R6D variety. Squadrons using these types of planes ferry their own aircraft.

There are currently 64 pilots assigned to VR-31. Forty-five are officers and 19 are enlisted men who have been designated aviation pilots. Three of these are first class petty officers, the balance are chiefs.

An all-enlisted crew from the squadron set a record a year ago when it ferried a P5M-1 *Marlin* seaplane from the manufacturer in Baltimore to San Diego. It was the first non-stop coast-to-coast flight for a P5M. The pilot and co-pilot were both aviation machinist's mates first class (aviation pilots).

A chief aviation machinist's mate

(aviation pilot) is tied with a lieutenant for the squadron's record for being qualified in the largest number of Navy aircraft. They both are qualified in 29. A chief aviation electrician's mate (aviation pilot) has the highest total of flight-time hours in the squadron—7710.2 to date.

During the past year VR-31 averaged 2632.9 flying hours per month and flew an average of 501,506 miles a month, comparable to 20 trips around the world. During the same period of time an average of 218 deliveries was made each month.

Pilots and crew members receive no special Navy schooling before their assignment to the squadron. After reporting aboard they attend short courses on new types of aircraft which they will be flying.

These courses are conducted within the squadron as a part of its training program in order to check out pilots who are inexperienced on certain types of aircraft. Fellow pilots who are acquainted with the planes serve as instructors.

Training for new models is conducted by the factories well in advance of the time for a new plane to be delivered. For modifications of models, no formal schooling is necessary. Ferry pilots carefully read through company manuals on the plane's changes and then are checked out by the factory pilots.

When planes are ready to be ferried from a factory to a specific squadron, from a squadron to some overhaul and repair department, or any other destination, VR-31 is notified. As they become available, pilots and their crews are then assigned for ferrying operations.

Requests are placed on a priority basis according to the urgency involved for transporting various types of aircraft from one point to another. Certain types may be in great demand and therefore receive a high priority for transfer. Others may be going for routine overhaul and are ferried when time permits.

VR-31 works in close conjunction with VR-32, a ferry squadron based at San Diego. Both squadrons are under Fleet Logistics Air Wing, Atlantic Continental. Thus, VR-32 has the unique distinction of being the only West Coast squadron under an Atlantic command.

It is almost routine for a ferry

crew of VR-31 to wind up a flight at San Diego and find itself awaiting orders back to the East Coast which are issued by VR-32. The same procedure is followed for VR-32 crews arriving at Norfolk.

A line of demarcation has been established to divide the U. S. into east and west continental districts. It is the 96th meridian which bisects the country just west of the Mississippi River. VR-31 has the responsibility for ferry assignments in the eastern district and VR-32 in the western.

Predetermined ferry routes are followed as much as possible between pickups and deliveries. Those routes are designated by higher naval authorities and run along major airways for additional flight safety. Emergency fields and radio aids are available on all major airways.

A pilot, or pilot and crew, often make delivery of one plane; immediately test hop another—and if it is ready for ferrying — accept and board it for further ferry operations.

If no re-ferry is available after a delivery the pilots must rely on government transportation. If there is no government transportation available to them within 24 hours, they are permitted to use commercial air or rail transportation to return to home base. However, such a situation is rare, for ferry pilots and crews have plenty of planes to deliver.

Often, several VR-31 plane crews will become concentrated at a certain station as a result of flying a number of planes from one point to another. When this occurs, the squadron has two R4D transports and one JRB which they use to fly to the place where the crews are stranded.

The plane picks them up and re-

turns them to Norfolk or other station for further ferry assignments. It may also transport pilots and crews from here to a point where several planes are ready for ferrying.

The average time for pilots and crews to be away on a series of ferrying trips is about five days. During this time they usually cross the U. S. twice. Upon return they receive two days off from the grind, provided the work load is low.

Pilots and crewmen are always on the go. They must be ready to leave at a moment's notice. Because of this, all flight personnel keep an ample supply of clean clothes and traveling articles always on hand.

It's a continuing night-and-day process when multi-engine aircraft are being ferried. Such planes are flown at night under controlled conditions.

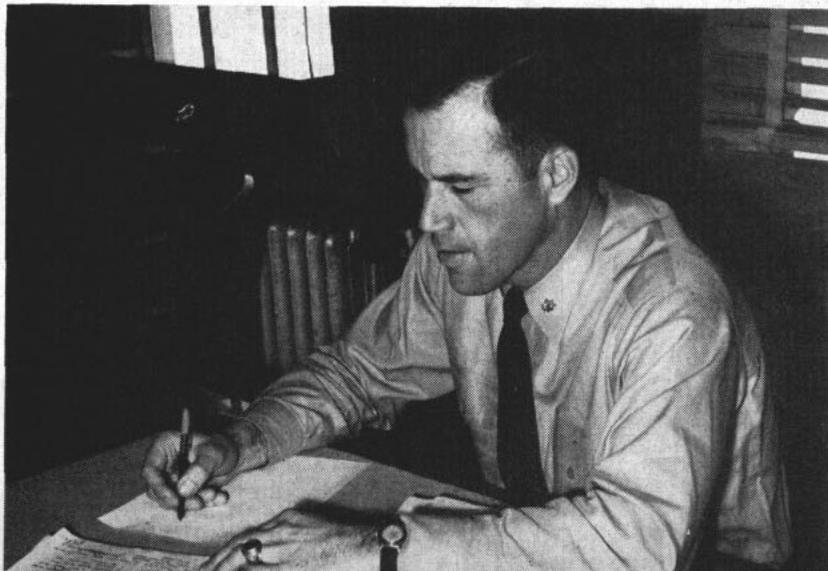
All ferry flights with single-engine aircraft must be performed during daylight hours under visual flight (good weather) rules.

What about the time spent away from home by personnel of VR-31? The pilots and crewmen don't mind it much at all. Most of them enjoy the "on-the-go" type of duty because of their keen desire for flying. They consider their billets choice ones.

Because approximately 75-80 per cent of the time is spent away from the home station, the squadron is classed as sea duty.

The job of VR-31—and her sister squadron VR-32 on the West Coast —is a big one. The efficiency of operations and close cooperation between those two squadrons save tremendous sums in transporting aircraft and assure efficient, safe deliveries within the United States.

ROAD LIAISON OFFICER as well as pilot for VR-31, LCDR G. H. Whisler, USN, attempts to work out some air traffic problems during stop-over on ferry flight.



PILOT QUALIFICATION CARD
SND 2148 (New 16-53)

FLEET LOGISTIC AIR WING ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON THIRTY-ONE
U. S. Naval Air Station
Norfolk 11, Virginia

NAME **HUNT, G. M.** GRADE **AD1/AP**

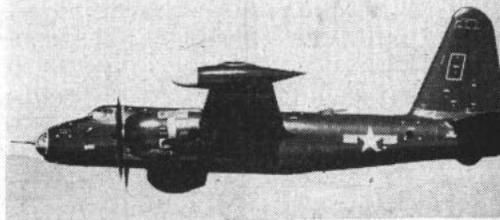
... that the above named pilot has qualified, under the ... the aircraft, certified on the reverse

Model	Date Last Qualified	Certifying Officer	Model	Date Last Qualified	Certifying Officer
R4D-5	6-8-54	EL	TV-2	9-54	EL
R4Q-1	1-54	EL	F9F	3-55	EL
P2V-5	7-54	EL	FJ	3-55	EL
PBY-5A	7-52	EL	F2H	6-54	EL
F7F	5-52	EL	F8F	5-54	EL
SNB/JRB	3-55	EL	HTK	10-53	EL
AD	12-54	EL	HTL	10-53	EL
AF	3-54	EL	HUP	7-54	EL
UF	1-55	EL	HO4S	2-54	EL
SZC	7-54	EL	F4U/FG/AU	7-54	EL

Model	Date Last Qualified	Certifying Officer	Model	Date Last Qualified	Certifying Officer
F6F	7-53	EL			
TBM	6-54	EL			
SNJ	7-53	EL			

NAVY—DPPO SND NorVa
Qualified Officer

VR-31 PILOTS are each qualified to fly 15 or more types of planes. Below: Types of aircraft flown by VR 31.



P2V-5 Neptune



F9F Panther



F6F Hellcat



SNB-3

Below: HUP Retriever



They Get Ships out of Tight Spots

IT WAS JUST a few minutes before midnight in the East China Sea. *ss San Mateo Victory*, a government ship operated by a civilian shipping company had driven herself head-on onto the beach on the north coast of Cheju-Do, an island south of Korea. Since she was carrying no cargo, making more than 17 knots and had struck the beach within minutes of the highest spring tide, she did a thorough job of grounding.

When salvage personnel from ComServRon THREE looked the situation over, they discovered that the vessel had come to rest with approximately two-fifths of her hull completely out of water and hard aground, resting on numerous lava rock pinnacles for nearly her entire length. The bottom shell plating was holed and ripped in numerous places

forward of the engineroom but the inner bottoms were intact except for a few minor holes which could be patched. However, the ship rested on a fairly even keel.

It took the men of the salvage vessels *uss Safeguard* (ARS 25) and *Grasp* (ARS 24) and the fleet tug *uss Takelma* (ATF 113) just a month to get the 8000-ton *San Mateo* off the rocks of the island's shore.

First, it was necessary to demolish the rocky pinnacles on which the ship rested. Beaching gear was fanned out from *San Mateo* to maintain control of the stranded vessel while a tow cable was run out from *Grasp*. Sailors used sledge hammers and pneumatic drills to cut away the stubborn rock, while Navy divers planted dynamite in the underwater

coral. Crews from the salvage ships worked nearly around the clock during the entire time, stopping only when heavy seas, squalls or high tides kept them from work.

A wooden launching platform was built under the bow during the low tides and, to reduce pressures under the bow, as much water ballast as possible was pumped aft. The platform was greased as much as the groundways are greased for a launching.

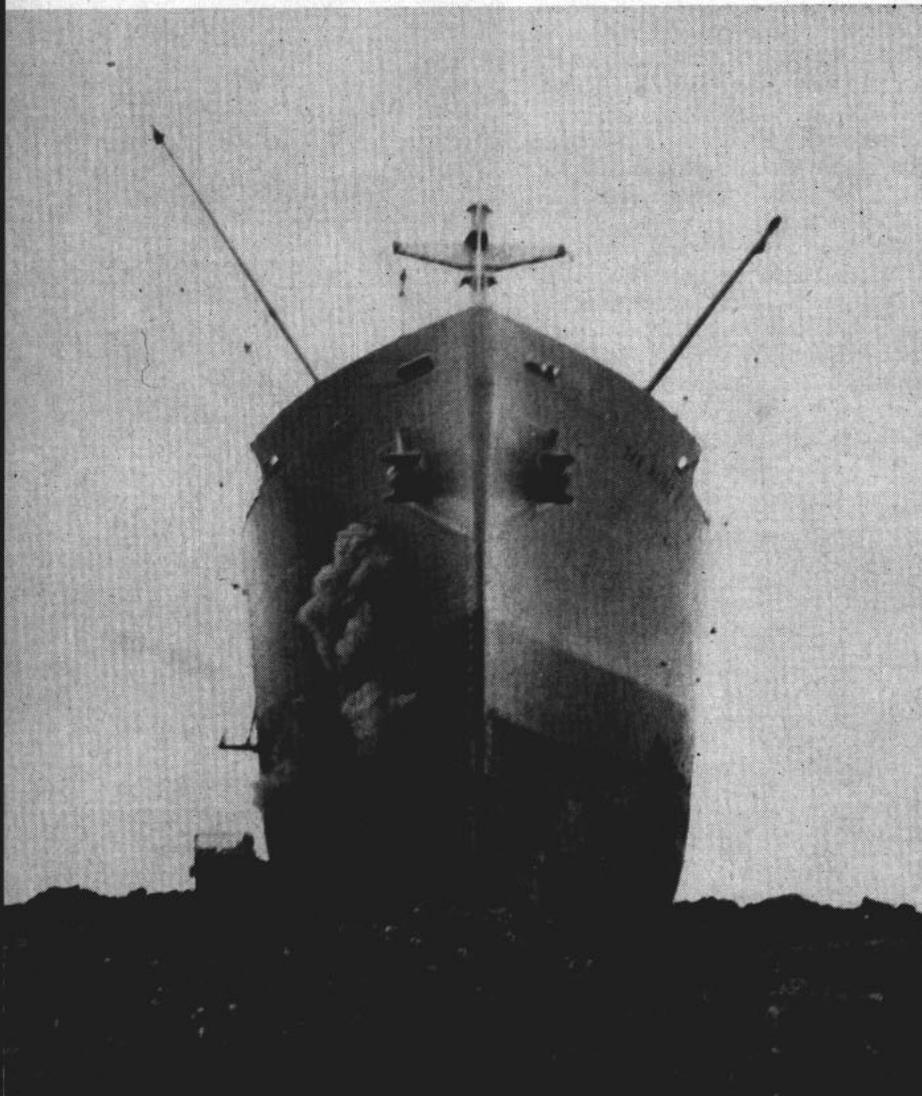
The salvage vessels were now ready for the big test. During high tide at 0036 *San Mateo*, with a full strain on eight sets of beach gear, plus the pull on tow lines from the two ARSs and one ATF, commenced moving seaward. The ship moved approximately 75 feet before again coming to rest. The following night at 0023, the ship was pulled free. Within 2½ months after going on the beach, she was back in service.

This salvage job occurred back in the Spring of 1954. It is typical of one of the important but little known services provided by your Navy.

Here's another example. A year earlier, in January 1953, the Swedish motor tanker *Avanti*, loaded with a full cargo of petroleum products, broke in two while proceeding in extremely heavy weather off the southern coast of Japan. Both sections drifted helplessly in the water until assistance could arrive. All ships in the area were diverted immediately to the vicinity of *Avanti* to provide assistance and attempt to rescue the men still aboard the stern section where all hands had been located before the ship's hull broke in two.

uss Tawasa (ATF 92) was immediately dispatched from southern Japan to assist as necessary. Upon arrival of *Tawasa* at the scene, the stern section of the ship was found abandoned and adrift in very heavy weather. The crew had abandoned the vessel and were later rescued by another ship in the area. It was too rough to go alongside, so men from *Tawasa* were landed on what remained of *Avanti* by drifting down to the stern section in a rubber life raft. Once aboard, they made fast *Tawasa's* tow cable, and the ATF then proceeded to tow the loaded stern section to Japan where it was

SALVAGE CREWS OF ComServPac blasted, patched and tugged for a month to get *SS San Mateo Victory* off beach at Cheju Do, where she ran aground.



turned over to the owners. The bow section of the ship was never found and is presumed to have sunk.

These two incidents demonstrate one of the responsibilities of the dungaree Navy—ship salvage. It is a service assigned by Congress. Public Law 513 (80th Congress) authorized the Secretary of the Navy to provide salvage facilities for public and private shipping. It also authorized SecNav to settle any claim for salvage services rendered by the Navy to ships other than those of the Navy.

This happens to be an account of salvage operations in the Pacific Ocean Area since World War II, but the same conditions are true wherever the Navy is to be found. Whenever anyone is in trouble, the Navy does what it can to help.

In each of the command areas of the Pacific, the primary salvage responsibility is the protection of the United States Pacific Fleet with a secondary responsibility to provide salvage protection for U. S. commercial shipping and shipping of friendly foreign powers in areas where private or non-military salvage assistance is not available.

The actual salvage is done by ships of two basic types, the ARS (Salvage Vessel) such as *Safeguard* and *Grasp*, and the ATF (Fleet Ocean Tug) such as *Takelma* and *Tawasa*.

Both types are capable of operating at sea in any weather and of rendering salvage assistance to ships in distress. The ARS is a twin screw vessel which feature increases its maneuverability in restricted and shallow waters. The ATF has a single large propeller for maximum towing power. The ARS is outfitted for extensive salvage work over long periods of time.

Special salvage gear includes six sets of beach gear (each capable of exerting a 40- to 60-ton strain on a stranded ship), deep sea and shallow water diving gear, standard and underwater welding and burning equipment, portable heavy duty salvage pumps and air compressors. An ARS would normally be sent to assist in cases of strandings, which usually require greater assistance before the towing phase of a salvage operation than do other types of salvage.

The ATF is normally used in those salvage missions in which the principal requirement is towing power, as for example, when a ship has lost



HULL DAMAGE MUST BE REPAIRED and obstacles removed by divers. Below: USS *Zuni* (ATF 95) brings in torpedoed USS *Reno* (CL 96) in WWII salvage.

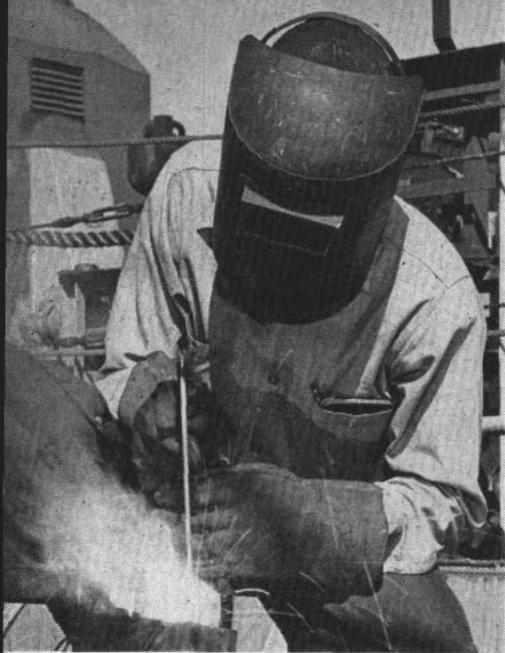
power or steering ability in the open sea.

Since the beginning of hostilities in Korea in 1950, the U. S. Pacific Fleet and allied navies have for the most part concentrated their activities in Japanese and Korean waters. In turn, the tempo of commercial shipping in these waters and between continental United States and the Japanese-Korean area has been abnormally high. It has been necessary for the U. S. Navy to furnish salvage protection for all this shipping, as commercial salvage operators have shown an understandable reluctance to operate in these areas.

Salvage work usually falls into three categories: Off-shore salvage; harbor clearance; and rescue on the high seas. Off-shore salvage consists of rendering assistance to vessels which, like *San Mateo Victory*, are grounded where they are exposed to the wind and sea. Prompt action is necessary to prevent the vessel from breaking up.

Harbor clearance, or inshore salvage, consists of removal of wrecks in harbors, channels, and rivers, which normally are not exposed to the elements and immediate action—other than that required to permit harbor traffic flow—is not essential to effect salvage of disabled ships.





PATCHING IT UP. Navy welders with salvage crews mend the rips and tears so damaged vessels can be towed in.

Salvage on the high seas consists of providing assistance to vessels in distress due to loss of power, fire, loss of rudder control, taking on water, breaking up, or any combination of these causes.

During and after the Korean conflict, the greatest demand upon the salvage forces has been in providing assistance to ships which have stranded in exposed locations "off-shore salvage."

Twenty-seven vessels of various types were stranded in the Pacific Ocean area between November 1951 and January 1955.

Although off-shore salvage work, with its saving of lives, ships, and cargoes, is frequently spectacular, this is only the more flashy type of work. The routine work includes search and recovery of lost anchors and chains, and of aircraft wreckage, removal of wire and manila in fouled

screws, recovery of unexploded ordnance, underwater hull examinations and conducting schools for qualification and re-qualification of divers. Although the ARS has a primary mission of salvage, it can also make heavy and sustained tows. ARS have been used on towing jobs to supplement the ATFs when needed.

The total cost for operating all ARSs and ATFs in the Pacific Fleet is \$16,800,000 yearly. From November 1951 until January 1955, 31 ships with a total light tonnage of 125,000,000 tons and an estimated total cost of \$140,000,000 to replace were saved from exposed beaches in the Pacific Ocean area.

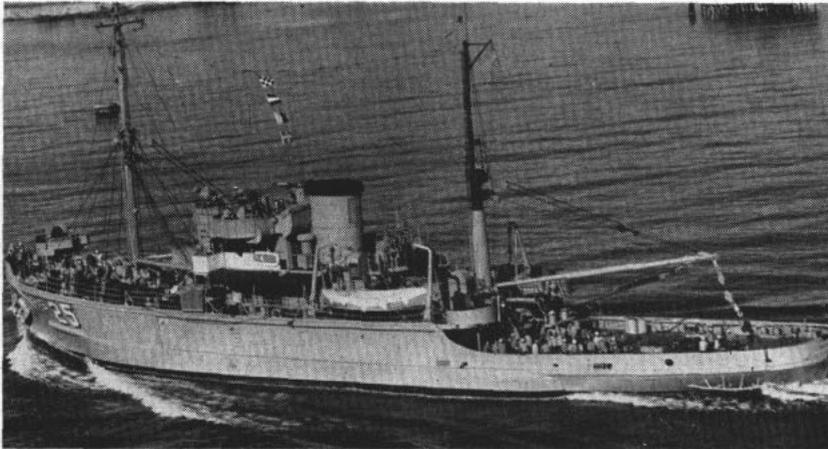
Since the operating cost of all ARSs and ATFs over this three-year period amounted to only 51 million dollars, these ships have more than earned their keep, not to mention the lives saved. This estimate does not take into account the value of the towing services performed by these vessels when not engaged in salvage work.

Although rescue at sea, strandings, and other similar situations are often spectacular and sometimes receive wide publicity for the ships involved, most of the work of ARSs and ATFs consists of the more routine, less spectacular type, that is, towing. ComServPac's service to the Fleet and other commands has resulted in full employment of all ARS-ATF ships when not otherwise employed in salvage, rescue or related work. The long, tedious tows in which heavy floating equipment and ships are towed over the far reaches of the Pacific during all kinds of weather is a tough, exacting job.

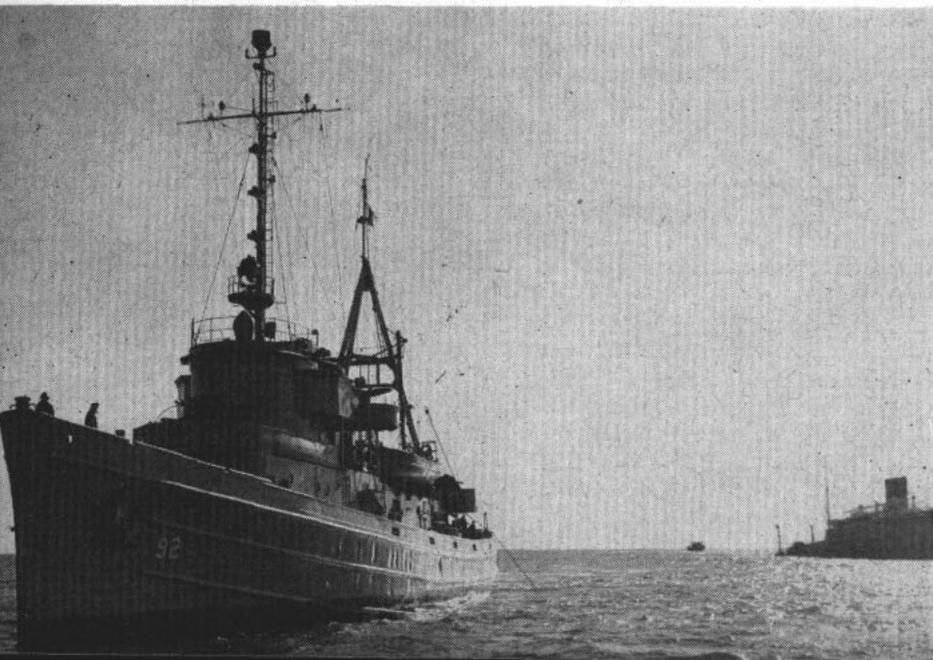
A keen appreciation of the weather by the commanding officer of the towing vessel and his years of experience in seamanship pay off when on a tow job.

The Pacific Fleet ARSs and ATFs made a total of 143 tows between 1 Jul 1953 and 31 Dec 1954, with a total of 243,000 miles steamed. This is an average of eight 1700-mile tows per month for the ocean going tugs.

It might be mentioned that nearly all commanding officers of these vessels are ex-enlisted men who have, through demonstrated ability, been given command of ships whose importance to the Fleet has been clearly demonstrated in time of peace as well as war.



SALVAGE IS DONE primarily by two basic ships such as *USS Safeguard* (ARS 25) and *USS Tawasa* (ATF 92) towing stern of Swedish tanker *SS Avanti*.





PERRY brings letters from President to Emperor. Below: The real Perry and Japanese in ancient warrior's outfit.

Black Ship Festival

THE BLACK SHIPS of the past have returned to the shores of Yokosuka, Japan, and once again Commodore Perry is greeted by the people as he was 102 years ago.

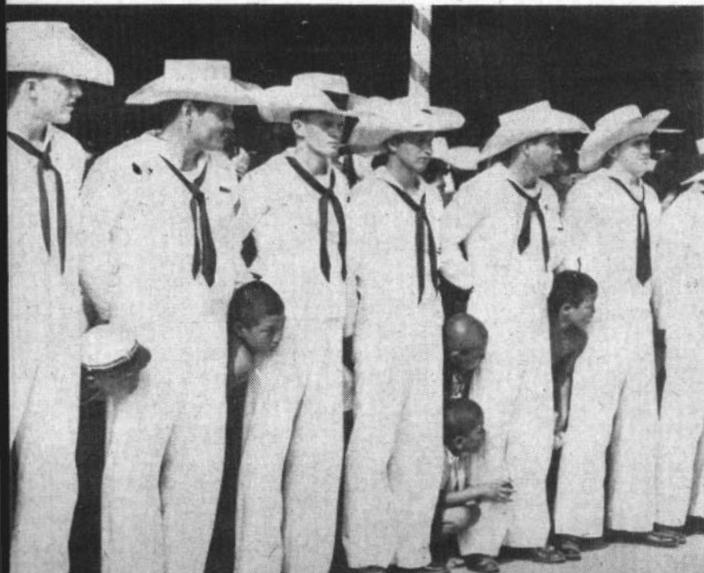
This is the 1955 Black Ship Festival, a celebration in commemoration of the arrival of Perry's fleet in 1853. U.S. Navymen and citizens of Yokosuka donned costumes of that day and reenacted the historic event.

The week's activities included a parade through the city with colorful floats depicting highlights in Yokosuka's history, and the Naval Station band and Marine drum and bugle corps. The Japanese dressed in the colorful costumes of the past and Miss Fleet Activities and Miss Yokosuka added to the beauty of the event.

The festival's name is derived from the Japanese description of Perry's four vessels. When they first saw the dark silhouettes of the ships anchored in Tokyo Bay, they referred to them as "Black Ships."



WHITEHATS PUT ON straw hats, enact role of Perry's honor guard. Right: Japanese official pageant greets Perry.



It Pays to Play at This Navy School

IF YOU'RE AT ANY ONE of the many places on ship or shore where an ensemble of Navy music men are hitting the down beat and suddenly the familiar strains of "Happy Birthday" break forth, there is a good chance they are playing it for themselves, or at least the U.S. Naval School of Music which is celebrating its twentieth anniversary.

Today, the Navy musician is familiar the world over. The lyre insignia that points out his musical specialty has won respect from military and civilians alike through many fine performances. In fact, when the men in blue strike up the band it is an accepted fact that nothing but the best in music is forthcoming.

However, this was not always so, in spite of the fact that music has played an important part in the life of the U.S. bluejacket since the days of old sea chanteys, hornpipes, and fo'c'sle songs. Until the present music school's founding there had been much to be desired in Navy music.

It is impossible to say just when the custom started of encouraging the crews of our warships to organize bands. The record does show that as early as 1820 there was an amateur band on board the American sloop-of-war *Cyane*. Prior to this however, the pages of history point out the strong desire of our sailors for music at sea. In fact, the first real band in the U. S. Navy was deliberately stolen.

This happened in 1802 when the 28-gun corvette *uss Boston* pulled into the port of Messina, Sicily. A band was sent on board to play for the ship's crew. The musicians so pleased the captain and his crew that they upped anchor and sailed back to America with their prize. Of course this method of obtaining a ship's band was not condoned and the Sicilians were promptly returned.

The second band to be logged on to the pages of a naval vessel was obtained in an equally unusual manner and this time it was legal. This band

was taken as a prize of war when the frigate *uss United States* captured the British ship, *Macedonia*, in 1812. Thirteen years later *uss Constitution*, better known as "Old Ironsides," is reported to have shipped a band of 20 pieces.

An early forerunner of the present day music school was established in 1902 at Portsmouth, Va. This was the first military service school for training musicians. It operated on an intermittent basis until World War I.

During World War I another music school started at Naval Operating Base, Norfolk, Va. This school graduated hundreds of nautical music makers during the war period when patriotic songs and parades were at a high.

John Philip Sousa, then a Lieutenant Commander in the Naval Reserve, contributed much to Navy music during this period by establishing a receiving station for musicians at Great Lakes Training Center and organizing suitable candi-



dates into bands to be transferred throughout the Navy.

However, after the war, interest dropped and Navy bands began to disappear as quickly as they had been formed.

The shortage of musicians for our bluejackets again became acute. Another school was established at Norfolk with courses ranging from six months to one year. Although this was an excellent school, financial limitations kept the student quota so low that the output was a "drop in the sea." Two other schools were also established at Newport, R. I., and San Diego, Calif., but these closed their doors in 1933.

Meanwhile, the U. S. Navy Band, which became official in 1925 by an act of Congress, had been supplying the demand for Navy music in the area around the nation's capitol where the band had its headquarters.

To solve the problem of keeping the music playing at sea, Fleet Admiral William Leahy, who was Chief of the Bureau of Navigation at the time, established the Navy School of Music in June 1935. An old building in the Washington Navy Yard (now the Naval Gun Factory) was made available and the band training program started with 84 students.

Today, there are more than 2000 trained sailor musicians whose Navy job is that of making music.

These bluejackets with musical proficiency and versatility are produced at the Washington school (part of The Advanced Training Service Schools), after proving their musical aptitude by auditioning at a Musician Examining Center. Here they are earmarked for a musical education and are sent to Washington after completing boot training. (Detailed information concerning enlisted personnel applying for the school may be found in the July issue of ALL HANDS p. 55.)

The school contains 40 sound-proofed practice rooms, numerous classrooms, and two large auditoriums. One of the auditoriums serves as a recording and broadcasting studio, a motion picture theater, and a concert hall. A recording laboratory is available where students can check their playing on individual recordings. Libraries hold more than 6000 records, classical and modern, and 3500 books and 500 musical scores. The instrument department is stocked with the best in brass, woodwinds and percussion.



NAVY UNIT BANDS take music to sailors at sea as well as to those at shore bases. Below: Impromptu combo of students rock and roll their home work.

A navy Musician, after completing the school, is well rounded in his training. Not only is he adept in playing Bach or boogie but he can "rock and roll," play tango, rumba, mambo, or give out with a stirring Sousa march.

As graduation nears, the music makers are organized into unit bands for assignments on board ship or at overseas bases or shore stations. Some might go as individuals to relieve a white hat about to be reassigned to sea or shore duty.

Wherever it goes, the Navy unit band will be playing for all its worth, providing good music and good will.

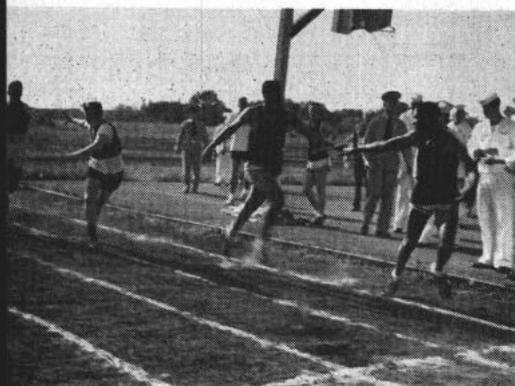


PHILADELPHIA NAVY YARD band, one of the few in existence in early 1900s, sits for photo. Forerunner of present school was at Portsmouth, Va., in 1902.





WALKING ON AIR an intramural basketball player goes up for the basket at the New London Sub Base.



'LITTLE CHAMP' track men cover a lot of ground in Navy. Below: Even judo is enjoyed in intramurals sports.



INTRAMURAL WINS mean bonus point for recruit companies at San Diego.

Little Teams Make a Big

YOU'VE READ MANY times about the feats of the All-Navy champions, the Inter-Service champions, and other big name athletes—men and teams who represent the cream of the Navy's athletic talent. They're the best of the best.

Behind these champions, however, are a lot of little champions—little only in the sense that their titles represent smaller areas of competition. But these titles are just as big and hard to get as any other worthwhile championship. In fact, it's probably harder to gain an intramural sports title than many others since the participants do not devote a majority of their time to training and practice in the sport.

These "little" champions are winners of sports championships in Navy intramural athletics. The intramural sports program, and its resulting championships, are the core of Navy's athletic and physical fitness program. On this level, where competition is for the average sailor-athlete, begins a good varsity program.

You'll find it true in most instances that a ship or station with an outstanding varsity squad will also have an excellent intramural program. On the other hand, there are many activities that do not sponsor station varsity teams, but still have an outstanding athletic program for all hands.

Like anything else, the first team will be only as good as its reserves. The only reason the big apples are on top of the barrel is because there are a bunch of little apples holding them up there. In baseball parlance, you could say that the intramurals are the farm system for the varsity.

But the big item in intramural

sports is that this program gives every Navyman an opportunity for recreation and physical exercise on his own level of competition. If your station has a good varsity, it's an added incentive to a man playing the sport on the intramural level to improve and possibly make the station team.

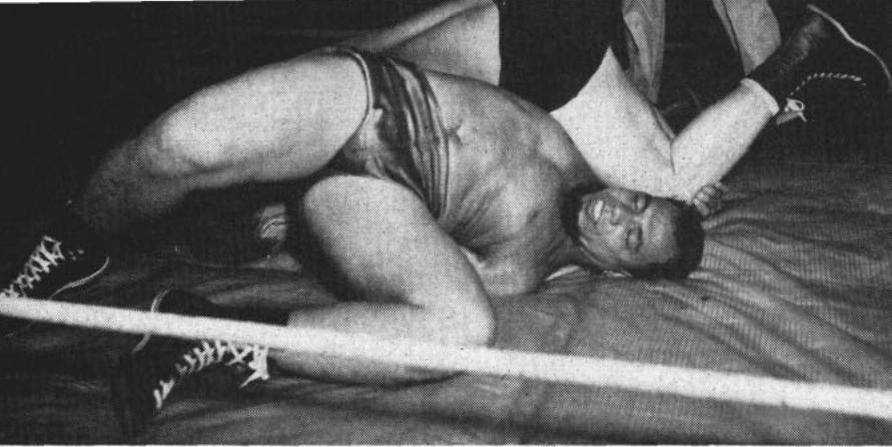
In many cases the station team or varsity, is formed from the outstanding members of the intramural league. A good example of this is the New London, Conn., Submarine Base softball team.

Sports at Subase

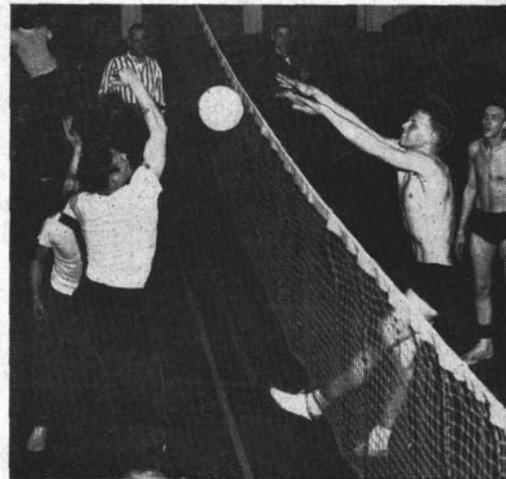
At the end of the season, players from the 62 teams in the Subase intramural leagues are nominated for the Ashore and Afloat teams. These two teams compete in the Submarine Force, Atlantic, and Atlantic Fleet tournaments. It's interesting to note that for the past two seasons, the Ashore team, consisting of intramural stars, has won both the Submarine Force and U.S. Atlantic Fleet softball championships.

Softball is the largest single intramural sport played by the Submarine Base and Forces Afloat personnel. The two Ashore leagues are made up from personnel of the base departments and activities and the three Afloat leagues take in personnel from the submarines, rescue vessels and the submarine tender *USS Fulton (AS 11)*.

Each team plays two games against every opponent in the league. There are 54 games a week scheduled on six diamonds from April through July. Officials for these games are also base personnel. These men are trained before the season opens and are affiliated with the Amateur Softball Association.



WRESTLING AND VOLLEYBALL are popular sports at the intramural level.



Hit on Ships and Stations

The Subase softball leagues are sanctioned by the ASA and are considered a "county league" in itself. Therefore, the league is eligible to send a team to the Connecticut State Tournament. A Subase intramural team could possibly end up in the Word Softball Tourney, if it could win the state and regional championships.

Basketball competition at the New London Subase involves some six per cent of all Base and float personnel. Each of the 36 teams plays two games a week. At the end of the season, a double elimination tourney is held between the winner and runner-up from each of the four leagues. Winner of this tourney is declared the New London champion.

Bowling is another major sport at the Submarine Base. Some 44 teams, totaling 352 participants, competed in four leagues last year. Five of these intramural bowlers won places on the Atlantic Fleet Submarine Force team which competed in the Fleet bowling matches.

One of the Subase intramural keglers, Joseph Makowski, CS3(SS), USN, was later selected to the All-Navy bowling team that won the 1955 Inter-Service championship.

NTC Has 252 Teams

Another station that has a tremendous intramural program underway, and also produces its share of All-Navy champions is the Naval Training Center at Bainbridge, Md. There's never a slack period in this station's sport scene, with six team sports and eight individual sports being conducted.

Last year at Bainbridge, 252 teams played over 1600 games in the touch football, basketball, bowling, volleyball, rifle and softball

leagues. Including the participants in the individual competition in badminton, track and field, table tennis, horseshoes, women's table tennis, swimming, tennis and golf, approximately 3500 Bainbridge men—and women—participated in intramural sports.

The above figures apply only to ship's company personnel. The Recruit Training Command conducts a similar program exclusively for recruits on regimental and brigade levels of competition.

The NTC Bainbridge organization consists of four subordinate commands. Leagues and tournaments are conducted in all sports on an individual command level with each command's champions competing in the center tournaments for the NTC titles. Teams are formed by divisions, departments and school classes.

Awards to the teams and individuals who are command and NTC champions are presented at captain's inspection. A perpetual cup, established by the center commander, is awarded each year to the school, department or division that has amassed the greatest number of points awarded for athletic accomplishment during the athletic calendar year which runs from 1 September to 31 August.

Intramural sports at Bainbridge, as at all other stations, is run on a voluntary basis. They are organized to provide all personnel with an opportunity to participate in some form of supervised competitive sport. The wide variety of sports offered gives everyone a chance to play, no matter what his level of ability may be.

Another item that aids the Bain-

bridge sports program is good officiating. Special Services sponsors officials' clinics to train NTC personnel in the rules and conduct of the game. These officials are qualified through comprehensive written and practical exams. Like the athletes, the officials attend these clinics and officiate at games after the end of the working day.

As another example of the intramural sports programs take a typical west coast Navy center:

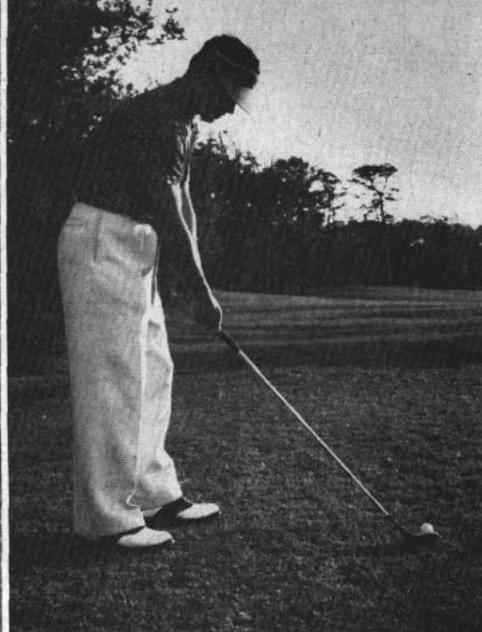
• **NTC San Diego.** At the Navy's west coast training center, despite the many outside attractions of the Southern California playland, intramural sports are among the most active in the Navy.

The program at NTC San Diego is divided between the Administrative Command, Service School Command and the Recruit Training Command. The recruit intramural program, run exclusively for the trainees, follows a definite pattern, with some 3500 recruits participating each week. Highlight of recruit sports are the whaleboat races held every Saturday in the boat channel.

During the past year, 360 men from the Administrative and Service Schools Commands played basketball in three leagues. In softball, there were two leagues of eight teams each. Each team had 15 members and played seven league games.

Other team competition included six-man touch football, bowling and golf. An intramural bowling tournament was also held this year with eight five-man teams, 23 doubles teams and 52 singles entries participating.

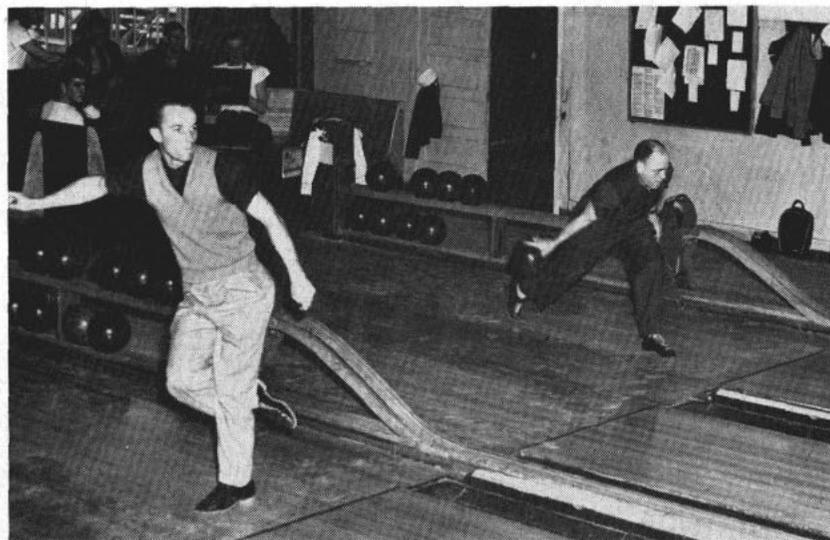
The NTC intramural Golf Championship Tournament is also held every year with some 60 golfers en-



TENNIS AND GOLF like other sports at the lower level often develop a talent that moves a man up through competition to become a member of the varsity.



BOXING IS ENJOYED BY NAVYMEN at all levels of competition. Below: Blue-jackets get 'on the ball' during tournament at Little Creek Amphib base.



tered. Other individual tournaments held at San Diego are in table tennis, handball, badminton, tennis, volleyball and wrestling.

Here is a quick cross-section view of the intramural sports programs conducted at two overseas bases and an Atlantic amphibious base. They are typical of the programs sponsored by other stations overseas and in the continental U.S.

• **Naval Station, Kwajalein.** The intramural sports program at this station has grown in interest and participation since the addition of lights for night softball, a touch football field, additional softball diamonds and volleyball courts. The most popular sport is softball with some 65 per cent of the station personnel playing. This year, three leagues were formed with games scheduled from May to the end of November.

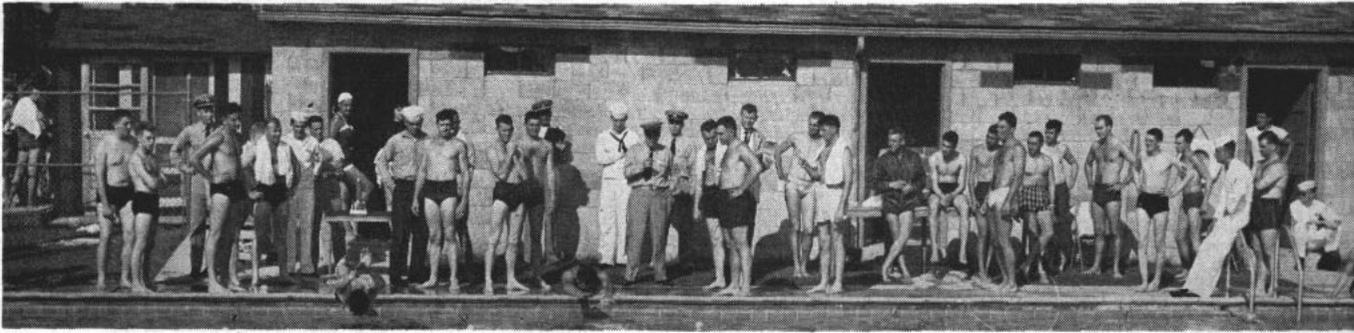
Basketball is another popular sport, with 40 per cent of the station personnel playing in the leagues. Bowling is also gaining in popularity, with two handicap leagues now in operation. Teams in the two leagues consist of military personnel and their dependents.

Other sports that provide all hands on Kwaj a chance to use their spare time are swimming, diving, boxing, gymnastics, wrestling, pool and billiards. A touch football league will be organized this fall.

Last Christmas, a successful sports series was undertaken by Kwajalein with personnel from the neighboring island, Eniwetok. Teams from both islands played a home and home series in softball, volleyball, swimming, boxing and basketball. Competition was keen with both islands trying for the first "All Marshall Island Sports Championship." Eniwetok finally emerged the champions, claiming victories in basketball, volleyball and boxing while the Kwaj athletes won the softball and swimming contests.

• **Submarine Base Pearl Harbor.** Renowned throughout the Fleet for the varsity teams it supports, the Pearl Harbor Submarine Base is also active in promoting the intramural sports program. The 14 sports in the program are volleyball, table tennis, softball, badminton, tennis, golf (both match and medal play), swimming, bowling, horseshoe, pistol, touch football, basketball and skeet tournament.

Six teams played in the volleyball



INTRAMURAL SWIMMING competition is not only a cooling sport but it develops skills and survival techniques.

tourney, about 35 players were in the table tennis tourney and 20 teams played in the two Subase softball leagues. Bowling showed 19 teams in competition, while in the other leagues, there were 14 teams in touch football, 19 teams in basketball, 30 players in the tennis tournament and 30 men signed up for the judo classes.

To increase the interest and competition in the program, the Subase skipper established a "Captain's Trophy." This perpetual trophy is awarded to the activity on the Submarine Base which earns the most points in intramural sports. Points are awarded for number of participants each unit enters in the various sports and for the final standing of the team or individual.

Another award which should increase interest in the intramural program is the "Sportsman of the Year" trophy.

This award was established by Captain M. E. Garrison, USN, Subase Co. A committee of two officers and five enlisted men was appointed to select the outstanding sportman in the Submarine Base Intramural Sports program.

• **Amphibious Base, Little Creek, Va.** The Amphibious Base at Little Creek is noted throughout the "Gator Navy" for its intramural sports facilities. These include two bowling alleys with 16 lanes, 16 softball and baseball diamonds, six football fields, two regulation basketball courts, eight tennis courts, six volleyball courts, a nine-hole golf course, a swimming pool and two swimming beaches.

The major intramural sports conducted are basketball, bowling, softball and touch football. The basketball leagues have 24 teams with 16 players on each squad. The bowling leagues number 28 teams with 10 keglers on each club. There are 20

teams in the softball leagues with 20 players on each team. In the touch football league, there are eight teams participating with 12 men on each squad.

Participation in the minor sports is on an individual basis. When interest in the sport warrants, tournaments are held in volleyball, table tennis, shuffleboard, pool, billiards, handball, badminton, swimming, tennis, golf, boxing and weight lifting.

Teams from the various departments of the Amphibious Base and from the resident commands and their subordinate units provide the competition in the various sports leagues.

Last year, Amphibious Construc-

tion Battalion two won the titles in softball, bowling and touch football. Beach Jumper Unit two won the basketball crown.

More than 40 per cent of all personnel at the Little Creek Amphibious Base participate in one or more of the major sports on a team basis. In the individual sports, some 70 per cent of all personnel take part.

The intramural programs at these stations, picked at random, are typical of the sports activities for the "little man" at just about every shore station.

The equipment, the facilities, and the opportunity is there. All that's needed is for you to take advantage of them.

Rudy C. Garcia, JO1, USN.

LITTLE CHAMPS GET BIG trophies as souvenirs. Here, Amphibious Construction Battalion TWO lines up for photo with their hard-won bowling trophies.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE U. S. AIR FORCE has a new summer uniform for male personnel consisting of a bush jacket, long and short trousers, knee-length stockings and short-sleeve shirt—with a pith helmet optional.

The short trousers and knee-length stockings are to be worn with either the short-sleeve shirt without necktie or the bush jacket.

The long trousers are worn with either the short-sleeve shirt without necktie or the bush jacket. Or with the short-sleeve shirt with necktie and the bush jacket.

The new uniform which is tan (shade 505) may be worn at the option of the individual as soon as it becomes available through normal supply or commercial sources. It is expected to be available for sale through Air Force Exchanges this fall, for sale through Clothing Sales Stores in November and for initial issue to new enlistees July 1956.

Until 30 June 1959, either the cotton khaki or the new summer service uniform may be worn; however, items of the two uniforms will not be mixed.

Instructions governing the wearing of the new summer service uniform by Air Force personnel are contained in AFPMP 107824 dated June 1955.

A similar tropical uniform—without the pith helmet and knee-length stockings—for wear by naval personnel was first introduced by *Uniform Regulations*, 1939.

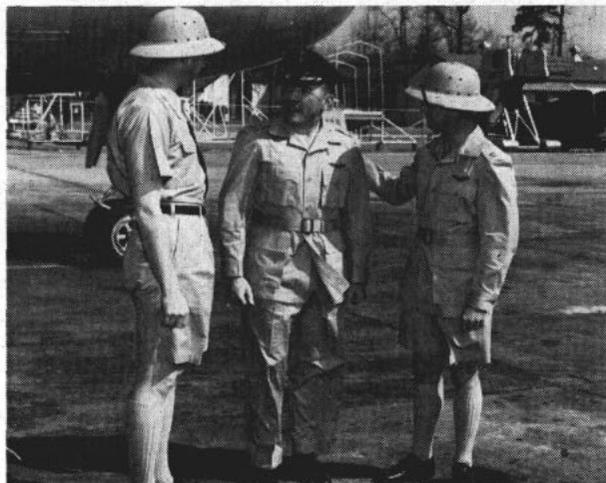
★ ★ ★

A MOBILE FIELD LABORATORY has been set up by the Army to determine the amount of radiation to which troops have been exposed while participating in atomic maneuvers. All men in the vicinity of a nuclear blast are required to wear dosimeter film badges, which measure radiation exposure.

Immediately after a blast, these badges are collected and sent to the mobile laboratory, which is operated by Signal Corps personnel, working in teams of two. One measures the strength of radiation from the film badges as indicated by a densitometer, and the other translates his findings into roentgens.



INFANTRY'S ARSENAL plus simulated atom bomb light up the sky during demonstration by Army's Infantry Center.



LONG AND SHORT of Air Force's new hot weather uniform combinations available in 1956 are demonstrated.

LOOKING FOR BAD WEATHER, scientists at Orlando Air Force Base have been anxiously scanning Florida skies, waiting for appropriate conditions under which to launch their trial balloons. They are studying electrical charges set up by thunderstorms.

The mid-Florida site was selected by the scientists for the Geophysics Research Directorate of the Cambridge Research Center because this area is the scene of frequent thunderstorms during the summer months. The balloons, which reach pre-determined altitudes ranging from 60,000 to 100,000 feet, are launched just before the full development of the thunderclouds.

Instruments taken aloft by the balloons gather information on the electrical conditions produced by the thundercloud, and also on the change of electrical field and currents caused by lightning discharges to the ground or other charged centers. The information is telemetered to ground-based receivers, where the researchers are seeking basic facts about the tremendously powerful electrical impulses that are generated. In addition, the effect of lightning discharge on the normal earth's electric field will be studied.

★ ★ ★

A MATHEMATICS CENTER which will carry on research and investigation of Army mathematical problems is being planned.

Prime objective of the center will be the creation of a high quality mathematical group, having as its goal the discovery of techniques directly applicable to Army needs..

Included in mathematical areas having Army implications are numerical analysis, engineering physics of high speed computers, statistics and probability, applied mathematics, analysis and other highly technical activities.

The organization will be set up by contract with an educational or research institution. A decision as to the location of the Center at present being studied by a committee, is expected this fall.

The staff of the new problem-solving Center will include both Army and academic scientists.

THE FIRST PRODUCTION MODEL of the F-102A—the supersonic all-weather interceptor scheduled to become an essential weapon of the Air Defense Command—has been delivered to the Air Force at Edwards AFB, Calif.

The round-the-clock jet interceptor is distinguished by a gray fuselage and delta wing, black nose and dull green in front of the canopy and on the tops of the air intakes.

The F-102A's delta wing has upswept tips and its leading edges are cambered. Wingspan is 38 feet, length is 68 feet and height 18 feet. Powered with a J-57 engine, the plane is capable of supersonic speed at stratospheric altitudes.

★ ★ ★

ATTACHMENTS FOR THE ARMY's standard 5-ton bridge truck have been developed to help in the job of unloading heavy parts of military bridges without a crane.

Slated for troop tests in the United States and Europe are a hydraulically operated boom, and an "A" frame which can be attached to the front bumper in the field.

Sixteen feet long, the boom can unload equipment from its transporter and from other trucks. It can be extended, retracted, tilted and swung through an angle of 220 degrees. It is operated by a man standing beside the driver's seat.

Control levers are mounted on the front of the swing mechanism. Hydraulic power is furnished by a pump driven by the truck's engine. Outriggers on each side behind the cab add lateral stability to the truck.

Fabricated of standard steel shapes, the "A" frame is about 20 feet long in a horizontal position and is capable of unloading equipment from other trucks. The unit can easily be disassembled and carried on the truck.

Its lifting power is supplied by the truck winch. Lockout blocks are required for the front spring to prevent excessive deflection.

Two "U" bolts are utilized on the backboard to provide "tie-downs" for the back cables. The angle of the boom can be adjusted simply with turnbuckles in the back cables.

The attachments are capable of placing deck panels on inflated floating bridge pontoons and on fixed bridges.



ARMY SALT—One of 600 West Point Cadets on sea training exercises learns Navy signaling in USS Valley Forge.



AIR FORCE F-102A all-weather, day-or-night jet interceptor shows off its delta wings in first flight photograph.

C123B ASSAULT TRANSPORTS now being delivered to the Air Force have been equipped with a lift-measuring instrument that tells the pilot the best speed to fly on landing, take-off, and other low-speed flight conditions.

The device, known as a Speed Control System, consists of a small vane on the lower leading edge of the wing.

Changes in lift caused by varying loads, power settings, landing flap positions, wind gusts, acceleration and other factors are recorded by the vane.

The information is passed electrically through a lift computer to a simple instrument on the panel. To fly at the best speed, the pilot keeps the pointer at the center point of the gauge.

★ ★ ★

AN ELECTRONIC COMPUTER, Monrobot V, now undergoing engineering tests by Army's Engineer Corps at Fort Belvoir, Va., is expected to speed up the production of military maps.

Simple to operate, it will solve complicated surveying problems and reduce difficult engineering calculations.

The computer resembles a large office desk and weighs about 1500 pounds.

A built-in keyboard permits entering the problems in their algebraic form. It is equipped with punch-tape facilities for automatic operation. Results may be printed on a paper tape or punched out in the form of perforated tape. It is capable of turning out trigonometric calculations to ten-place accuracy.

LETTERS TO THE EDITOR

Messenger of the Watch

SIR: Does a messenger of the watch who is not under arms but wearing a duty belt uncover when in the wardroom (when a meal is not in progress) or in the captain's cabin? — H. R. P., SN, USN.

• If a man in duty status has occasion to see an officer in the wardroom (when a meal is not in progress) or in the captain's cabin or an officer's stateroom, he remains covered if he is wearing the pistol belt or side arms. He not only remains covered but renders the salute upon first addressing or being addressed by the officer. The fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered he returns the salute; if not covered, he does not return it. Instead, he acknowledges the salute with a nod or greeting.—ED.

Observing Morning Colors

SIR: What time are morning colors observed if your ship is in a location where the standard time causes sunrise to occur after 0800? I have checked DNC 27, Navy Regulations and a number of course books without finding the answer. It is my opinion that colors would be held at sunrise, if the sunrise occurs after 0800, but I can't find any official publication to back me up.—W. E. L., QM1, USN.

• Both "U. S. Naval Flags and Pennants" (DNC 27) and "Navy Regulations" state that ships not underway shall display colors from 0800 to sunset, so your morning colors ceremony would be held at 0800, without regard to the time of sunrise. The same is true for shore stations.

Aboard a ship underway, the display of the national ensign is governed only by "during daylight" (Article 104, DNC 27 and Article 2163, "U. S. Navy Regulations") and under the following specific conditions and circumstances:

- (1) Getting underway and coming to anchor.
- (2) Falling in with other ships.
- (3) Cruising near land.
- (4) During battle.

Moreover, it should be noted that there is no morning colors ceremony for a ship underway, nor is there a time specified or a requirement that colors be displayed at all except as noted above. A ship cruising independently and not near land need not display colors.—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 Regulation 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.

Salutes and Sideboys

SIR: I have been unable to find any information concerning the proper rendering and receiving of honors when a dignitary is received on board ship. When does the visitor start his salute and when does he end it? He salutes the colors, but on his second salute, does he hold it until he is through the sideboys or until he steps onto the deck? How long do those present on the quarterdeck hold their salutes? When the visitor is piped alongside or away from the side, does the Officer of the Deck order "hand salute" or "attention"?—A. G. F., BM1, USN.

• The procedure for official visits may be found in Article 2151, "Navy Regulations." In answer to your specific questions, the visitor first salutes the colors on reaching the gangway. Normally, by custom, the visitor then proceeds through the sideboys and salutes the Officer of the Deck as he leaves the line of sideboys. This detail of procedure will not be found in hand books or regulations.

Those present on the quarterdeck hold the salute until the termination of the pipe. The OOD orders "Attention" when the visitor is piped alongside or away from the ship.—ED.

Transfer to Dental Technician

SIR: I would like to know how I can change my rating from TN to DN. I have had three years' schooling in the college of dentistry and have taken correspondence courses for this rating.—F. C. M., TN, USN.

• To be eligible to change your rate to DN, you must be a graduate of the Dental Technicians School. To be eligible for this school, your GCT plus ARI must equal one hundred. You must be recommended by your commanding officer for this school and fulfill other requirements, details of which may be obtained from BuPers Instructions and "BuPers Manual." It is recommended that you see your division officer for guidance in this matter.—ED.

Retirement for Temporary WOs

SIR: I am confused on the matter regarding the retirement privileges of warrant officers, especially temporary WOs, under present instructions.

I enlisted in the Navy in November 1935 and will complete 20 years' continuous active service in November of this year. I was appointed W-1 temporary from ATC in January 1945. After six years in this rating I was appointed W-2 temporary in January 1951. If I should decide to leave the naval service after completing 20 years, am I able to retire with the rank and pay of a W-2, or must I revert to ATC and go into the Fleet Reserve? If this is the case, what will be my retainer pay and my retired pay after 10 years in the Fleet Reserve?—R. W. S., CHRELE, USN.

• According to the Warrant Officer Act of 1954, Public Law 379, any WO may request voluntary retirement after completion of 20 years' active service. A subsection of this law implies that retirement pay may be authorized only for permanent warrant officers. However, it has been determined from Congressional hearings that all warrant officers, both permanent and temporary, are eligible for retirement pay under this provision if they otherwise qualify for retirement under Section 14 of this Act. Payments of retirement pay are issued by the Commanding Officer, U.S. Navy Finance Center, Cleveland 14, Ohio.

The retirement of all WOs is governed by BuPers Inst. 1811.1, and all requests from WOs for retirement with more than 20 years but less than 30 years of service are subject to the restrictions imposed by SecNav Inst. 1801.3.

All warrant officers approved for retirement are retired in the warrant officer grades in which they are serving at the time of retirement, unless entitled to higher rank or higher pay under other laws.—ED.

Pre-Commissioning Duty

SIR: I began my sea duty in August 1950 and was transferred to a ship in February 1953 before the commissioning date. Due to delays the ship did not go into commission until August 1954. Will the time I had to wait count as shore duty? — J.H.F., GM1, USN.

• Yes. Under the provision of BuPers Inst. 1306.20B, 12 months or more ashore will be considered a normal tour of shore duty. Request for a waiver with full justification, however, may be forwarded by your commanding officer after he has screened your request.—ED.

Tours of AED Officers

SIR: I am a naval aviator and interested in aeronautical engineering duty (AED). What are some typical tours of duty? Can an AED actually expect to do some engineering?

Also, what would be a typical sequence of tours of duty between designation as AED and retirement? How many tours, if any, might be spent in a flying status?—B. H. G., LTJG, USN.

• The AED officer is a technical specialist—a vital member of the aeronautical organization of the Navy. This group was formed in 1935 to cope with the mounting problems of technical material complexity, the increasing specialization of personnel, the interdependency of the Navy and industry, and the increased pace of technological research and competition.

In regard to your first and second queries, typical tours of duty are: As an example, lieutenants who were designated for Aeronautical Engineering Duty after six years' commissioned service would average rotation of duty assignments for 25 years as follows:

Aver. No. tours	Aver. years in tour	Type of duty
1	3	BuAer Maintenance Representative, BuAer General Representative, BuAer Representative
1	2	Shore Staffs & Schools
2	3	Research & Development (Field)
1	3	O & R and Field Maintenance
1 or 2	2	Fleet Staffs & Operating Units
2 or 3	3	BuAer (or Washington area)

Opportunity to participate actively in engineering is afforded in many billets in the fields listed. A thorough technical background is mandatory in all phases, while management and industrial engineering has particular application in the Bureau of Aeronautics and its field activities. Assignments in Field Research and Development contain numerous possibilities for direct and continuing participation in engineering projects. As officers increase in rank, of course, their assignments

achieve more of a managerial engineering status.

As for your third question, flight status does not terminate upon assignment to an Aeronautical Engineering Duty billet; most billets are classified for proficiency flying although some are classified as operational. There are now Aeronautical Engineering Duty billets as Aircraft Maintenance Officers in six VC squadrons, and as Electronics Officer in two others. In addition, there are Aeronautical Engineering Duty billets on many Fleet air staffs—ED.

Non-Rotation Ship

SIR: Can you tell me why a ship is called a non-rotation ship?—C. W. G., AD1, USN.

• A ship is classified as a "non-rotation" ship when it is sent to a port overseas and remains there while the crew is rotated.—ED.

Courses for Exemption from Exams

SIR: According to BuPers Inst. 1416.1, certain courses such as Strategy and Tactics (NWC) serve as exemptions in taking promotion examinations. However, this course is only good for two grades. If I had taken this course as a LTJG and since made LCDR, would the course serve as an exemption for promotion to CDR since I have never taken a professional examination for promotion before? If it does not and since I have never used it for an exemption, could I take the course again to be used for an exemption?—E. R. M., LCDR, USN.

• A correspondence course completed as a LTJG would provide exemption in the promotions of LTJG to LT and LT to LCDR, provided the course is listed as an exemption for these promotions. It would not provide any exemption beyond the LT to LCDR promotion, even though the course is listed for the subsequent promotions.

To provide an exemption, a correspondence course must have been completed in present or immediate previous grade.

Courses taken earlier, that no longer provide exemption, may be retaken to earn exemption in the higher grade.—ED.

Length of Shore Duty Tour

SIR: BuPers Inst. 1306.20B, paragraph 1, lists YN, PN, AC, JO and TD as eligible for three years of shore duty. Does PN, as used in this instruction, refer to those men who have PN job codes of all the rates in that rating, that is, PN3, PN2, PN1 and PNC? And, if so, why does the instruction use an entire rating category in one case and then specify individual rates in other cases (for example, HMC, HM1, DTC, DT1, etc.)?

Also, if PN refers to all personnel in that rating, would a PNSN with an NJC of PN 2609-85 be eligible for three years of shore duty?—H. D. V., PNSN, USN.

• The letters YN, PN, AC, JO and TD which appear in the instruction you mention include all rates of the rating, as PNC, PN1, PN2, PN3, and so on. Individual job codes have no bearing on the matter.

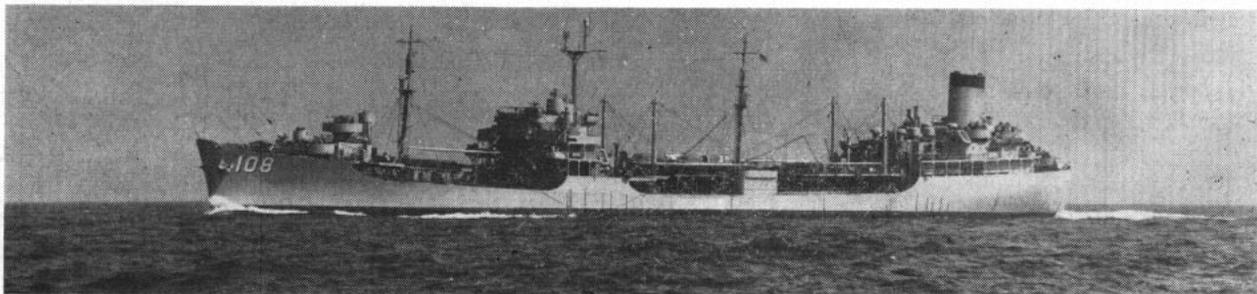
Where individual rates of ratings are listed (HMC, HM1, DTC, DT1) they indicate the exclusion of other rates of that rating. In other words, a DT1 is entitled to a three-year tour of shore duty, and a DT2, to a two-year tour of shore duty.

A PNSN, regardless of his NJC, is entitled to a two-year normal tour of shore duty.—ED.

Classification Disagreement

SIR: There is a disagreement as to the classification of a Navyman at our station. He is an SK3 who enlisted 5 Oct 1951 and after completing more than three years of service in the Navy he re-enlisted under Alnav 2 for six years. Some of the personnel contend that his classification should be USN-U1, and we believe that it should be USN, according to BuPers Inst. 1080.14. Please advise us who is correct. — C.L.J., YN3, USN., and S.D., YN3, USN.

• The second interpretation is correct. The situation you describe fits exactly the definition of the "USN" suffix as given in BuPers Inst. 1080.14. The "1" applies to personnel serving in their first enlistment while the "U" applies to personnel having a UMT&S Act obligation which exceeds their current enlistment contract.—ED.



USS PAWCATUCK (AO 108) shows her portside profile, as the fleet oiler makes way through the high seas.



NAVY'S 'LITTLE WOMEN' with big jobs would be an appropriate description for the service craft, such as YTL 144 (ex-YT 144), who do many tasks for big sisters.

Definition of Service Craft

SIR: According to the *Watch Officer's Guide* a part of the 0 to 4 log is, "Ships present . . . and various yard and district craft." Please define district, yard and service craft.

I would also like to know why "distant" is used rather than "distance" in the entry, "Passed Cape Henry Light abeam to starboard, distant 2000 yards." — R.R.H., LT, USN.

• Craft at present classified as "service craft" were previously known as "district craft." Before this classification they were known as "yard craft." Therefore, yard, district and service craft are all the same type of craft.

According to "BuShips Manual," service craft are defined as "... water-borne utilitarian craft not classified as vessels or boats."

The word, "distant" has been used and is used in deck log entries in accordance with rules of grammar and the dictionary definition of the word itself.—Ed.

Flags on Reserve Fleet Ships

SIR: What is the source governing the use of our national ensign upside down as a distress signal?

Is it correct to fly a Union Jack on a ship which is not in commission? Our ship is being used as an accommodation ship in the Philadelphia Group Atlantic Reserve Fleet.—P. J. D., QM3, USN.

• Display of the ensign upside down as a national distress signal is authorized by Public Law 829, reprinted as Annex A to Director Naval Communications (DNC) 27. This signal, however, is not used internationally since many foreign flags appear the same right side up as upside down.

According to "Navy Regulations," Article 2163, the Union Jack may be displayed if the ship is active and in commission or in service. Now follow

closely or you may get lost here—if it is an inactive ship in commission in reserve, or in service in reserve, it may be displayed; but if it is out of commission in reserve, or out of service in reserve, it should not be displayed. If the ship is in a special status in commission or in service, the Union Jack should be displayed but if it is out of commission or out of service, it should not. All clear?

Perhaps it would be helpful to explain here the terms "in commission" and "in service."

Generally a ship is considered "in commission" if she is authorized to fly a commission pennant or a personal flag or command pennant of a commissioned officer of the Navy. On the other hand, there are several hundred small vessels and service craft in the

Navy which have a warrant officer or enlisted man serving as "officer in charge," "boat captain" or "skipper." These vessels and craft are carried on the books as "in service" rather than "in commission."

While no specific rule can be given that can be applied to all cases for all vessels, in general a ship that is "in commission, inactive status" is one that would be eligible to be in commission if in an active status. The same rule would apply to an "in service" vessel or craft, whether they are in "active" or "inactive" status.—Ed.

Duty in Chile

SIR: I have requested assignment to naval attache and/or naval mission duty in Chile.

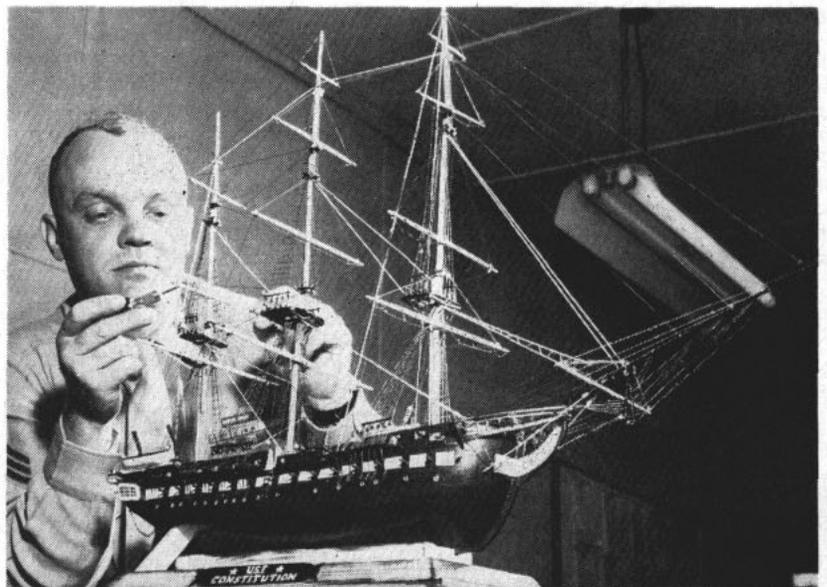
I'd like to know how many men with an ICI rate are billeted there and how many are on the list for that duty.—N. H. L., ICI, USN.

• There is only one billet for an ICI in Chile; and the present incumbent's tour expires October 1956, subject to a one-year extension if requested. The single billet in Chile is the only one in all Bureau-controlled overseas billets for an ICI.—Ed.

Shorthand in YN Schools

SIR: Can you tell me whether or not shorthand is a part of the required curriculum at the Yeoman Class "B" School?—F.A.M., YN1, USN.

• It is still a required part of the curriculum in Yeoman schools. However, the Bureau is making a study of the shorthand requirement. If any revisions result from the study you'll hear about them in official directives and in ALL HANDS.—Ed.



GUNG HO MODEL OF U. S. frigate CONSTITUTION was constructed by Marine Sgt. John Norkey. Working from kit, he hand-carved most of the fittings.

Do You Have a Hard-to-Answer Question? A Suggestion? Idea for an Article?

Here are some typical letters to the editor and the general replies written. It's possible you'll find the answer to a question you were about to ask.

★

SIR: Where can I obtain an official statement that I have crossed the Equator?—R.C.G., JO1, USN.

• That's a tough one. Most ships now are making a page 13 entry to show various records such as: On board when commissioned; crossed the Equator, crossed Arctic Circle; and so on. Certificates, however, are unofficial. Men in a ship can make up their own certificate, by the way. Traditionally, the captain signs each certificate. ALL HANDS has run a certerspread showing various types—you should look at that issue, November 1952, page 31. We're all proud of having been something like a Shellback, Plank Owner, Blue Nose, and so on. It is a fine tradition, and should be continued.—Ed.

★

SIR: I don't see ALL HANDS every month. What can I do about it?—J.V.B., PR3, USN.

• Check with your division officer or personnel officer. They'll see to it that you see ALL HANDS. You can pass the word to your shipmates—and this is official—that each copy is for 10 men—they should be passed around. If your command is not receiving the proper number of copies, check the instructions in small print on page 64 of this and each issue of ALL HANDS.—Ed.

★

SIR: Do you accept suggestions from the Fleet as to what stories and features you should run?—C.C.T., YN3, USN.

• We certainly do. Many of our best features have been suggested by Navymen in the field—from captain to seaman. Very often, as you can see by the names at the end of an article, the story was written by a Navyman not on the staff. If we receive a good suggestion, we act upon it. A story need not be written, by the way. Just give us the suggestion and what facts you have; we'll take it from there.—Ed.

★

SIR: Why don't you ever mention my ship?—E.S.A., PI2, USN.

• Maybe we have—do you read each issue? Has someone in your ship sent us pictures and stories? If we don't receive material, we can't print it.—Ed.

SIR: At present I am stationed on the East Coast and would like to swap duty stations with a PN3 on the West Coast. Is this possible?—T.J.S., PN3, USN.

• Yours is only one of many letters received concerning "swaps." 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.—Ed.

★

SIR: Is it possible for you to determine my standing on the Shore Duty Eligibility List?—R.R.O., JOC, USN.

• If you will check the May 1955 issue of ALL HANDS, page 34, you will find a complete table of the Shore Duty Eligibility List. Although you may possibly be among the top men in your rating on the list for the district you have requested, you may have less sea duty than one or more men in your rating who have requested "Anywhere, U.S." Such men receive first consideration for assignment to any naval district if they have more continuous sea duty than the man who requests duty in a specific district.

A similar SDEL chart usually appears in ALL HANDS twice a year (May and November).—Ed.

★

SIR: How do I go about checking on my medals and awards?—B.D., TE3, USN.

• Write an official letter, via your commanding officer, to the Chief of Naval Personnel (Attn: Pers B4 if you're an officer, Pers E3 for enlisted men).—Ed.

★

SIR: What happens to unsigned letters?—D.J.A., PHC, USN.

• They are used for target practice. The wastepaper basket is the target.—Ed.

★

SIR: Is ALL HANDS interested in receiving stories about naval customs and traditions, and about records made by a man or ship?—G.A.O., BMSN, USN.

• Affirmative. For example, our April front cover shows a Bos'n's Chorus; our May front cover is a

picture of night side boys. If you have a picture or story like that, we'd appreciate hearing from you.—Ed.

★

SIR: What's the easiest way for me to find out about change of rating, duty tour, leave, available schools, shore duty, and so on?—E.E.N., ADAN, USN.

• Remember the old motto: "Ask the Chief, he'll know." And, we'll bet, the Chief will usually tell you to see the yeoman or show you how to look it up in one of the manuals or in the directive. Incidentally, if you keep your eye on the Plan of the Day, most of your questions will have been answered. The Plan of the Day announces the latest Bureau directives, among other things, and you can keep up on many items of particular interest to you. For example, when a submarine school quota is open, you'll probably read about it first (or hear about it at Quarters) in the Plan of the Day. Or, if there is any other notice or directive that will affect you, it'll be in there. As you know, ALL HANDS runs a brief description of notices and directives each month, and prints a fuller description of directives having Navy-wide interest in the Bulletin Board.—Ed.

★

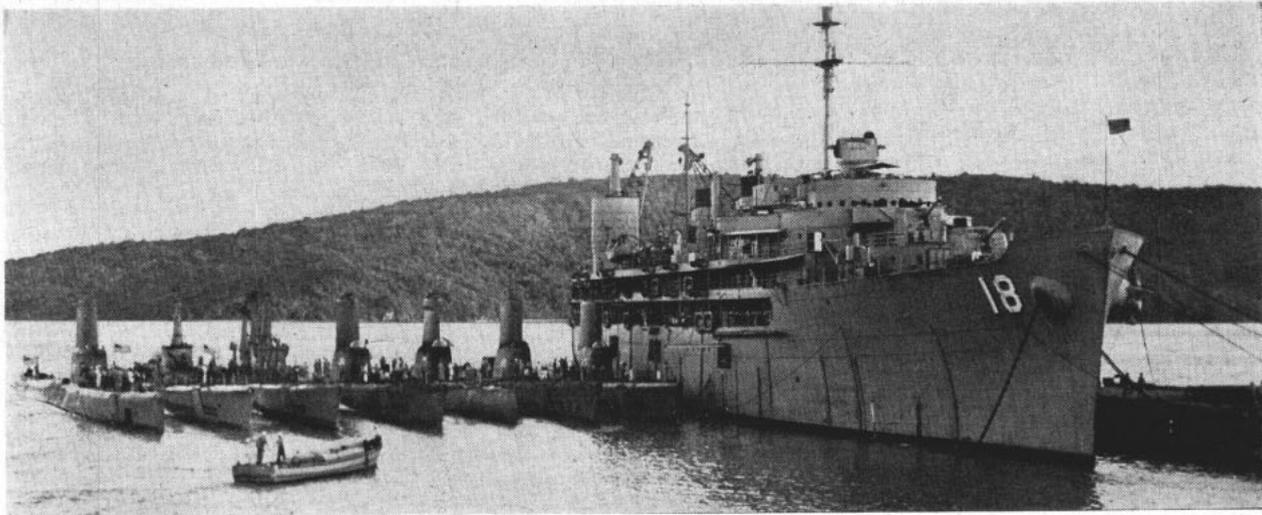
SIR: Do you accept stories, pictures, or cartoons from men in the Fleet?—G.V.B., QM2, USN.

• We certainly do. The more, the better. Pictures tell a story, and Navymen in the pix should be identified as to rank or rate, ship or station, and service number. A brief description of what is going on in the picture will help. Incidentally, the Special Services Division, of which we are a part, is conducting a cartoon contest by mail. We'll print the best ones. See ALL HANDS July 1955, p. 45, for more information concerning this contest.—Ed.

★

SIR: May I send a letter directly to the Editor, ALL HANDS, without going through channels?—J.P.L., AD1, USNR.

• You may. ALL HANDS is open to UNOFFICIAL communications from anyone who wears the Navy blue. There is to be no conflict in any way with "Navy Regulations" regarding the forwarding of official mail through channels. The policy of obtaining information from local commanders should be followed whenever possible.—Ed.



USS ORION (AS 18) with brood of seven, ties (AD 16) for number of ships alongside. (See inside front cover May 55).

Bow Planes

SIR: I think I've discovered an error in *Uniform Regulations*, 1951, (NavPers 15665), pertaining to the use of "bow rudders" and "diving rudders" in the submarine service. The proper wording, I believe, is "bow planes." Am I right?—B. A. F., YN1 (SS), USN.

• *You've got a sharp eye. The term "bow planes" is correct rather than the other two terms. It is used in the most recent "Submarine Training Manual" series as well as being in common usage throughout the Submarine Force. A re-*

vision will appear in "Uniform Regulations."—Ed.

Suggests Change in CPO Uniform

SIR: I would like to suggest a change in the CPO white uniform to the Uniform Board.

It is my opinion that the present chief's uniform is unsatisfactory from the standpoint of comfort and practicality. The present officer-type uniform, however, with either a sleeve type or suitable shoulderboard type CPO insignia is considered to be the answer. Has this question been considered? If not, what is the procedure to follow in bringing this matter to the Board's attention?—M. M. YNCA (SS), USN.

• *So far as we know, a recommendation to change the CPO white service uniform to the officer-type white service uniform has not been made.*

If you want to suggest this, or any other change, address an official letter to the President, Naval Uniform Board, via the chain of command.

Moreover, be sure that you are clear and specific as to exactly what you are recommending.—Ed.

Proper Mast Procedure

SIR: Recently our office personnel have had a discussion concerning the phrase, "Thank you, sir," when punishment has been inflicted, or when dismissed. Some say it is a sarcastic remark and the person should remain silent. I maintain, however, that it is military etiquette and a polite way of ending the mast. Is there any book written on military etiquette besides *Navy Regulations* and *Navy Orientation*?—D. F. B., YN1, USN.

• *The usage of "Thank you, sir," in mast procedure will not be found in any book of etiquette. The words, in themselves, are not the criteria of the basic question. The accent, tone and attitude of delivery are the key. Since the*

voice is a versatile means of communication with its inflections and accents, the same words may be used to imply many different meanings.

The proper usage of this term as a polite method of ending mast procedure is commendable. The improper usage, however, as a sarcastic slur on the mast procedure and military discipline should not be condoned.—Ed.

Virgo Had Ammo Ship Duty

SIR: In your May issue, I was surprised that *uss Virgo* (AKA 20) was not mentioned in the article "Citations for Bold Ships and Brave Men." I feel that a little recognition should be made where it is due.

You stated that *uss Mount Katmai* (AE 16) was the only ammunition ship in the Korean war for a period of three days. *Mount Katmai* may have been the only ammunition ship officially designated as such but, regardless of designation, *Virgo* was converted into an ammunition ship and was operating in the combat zone at that time. I imagine it's hard to check officially, but I happen to know that, on one occasion, she passed 192 tons of ammunition in less than an hour and a half. I know because I was there.—C. D., MM2, USN.

• *Thanks for helping us give proper, if unofficial, credit to Virgo. In time of emergency, many ships frequently perform missions for which they were not originally intended and that's probably what happened in this case. A situation such as you describe cannot very well be adequately recorded unless interested readers pass us the word.*

We'd like to mention, however, that in the May issue of ALL HANDS, we only named those vessels which were awarded the Presidential Unit Citation and the Navy Unit Commendation. We couldn't possibly have named all those who performed outstanding actions.—Ed.

How Many Choices Do I Get?

SIR: In BuPers Inst. 1306.20B regarding shore duty requests, it is my understanding that three choices may be given and I may indicate three different districts as first, second and third choice with "Anywhere in the United States" as optional. I was told, however, that a person may only indicate two choices since the Shore Duty Request Form (NavPers 2416) has only space for two choices with "Anywhere in the United States" as the alternative.

When I put in for shore duty I would like to request three districts but according to the interpretation given to me I will only be able to indicate two, as my third choice must either say yes or no to "Anywhere in the U. S." Is this interpretation correct?—J. L. P., DKC, USN.

• *The second interpretation is the correct one. Paragraph 15 of BuPers Inst. 1306.20B should be interpreted that you may list two specific choices on your shore duty request card. The third choice is confined to indicating "yes" or "no" to the question of whether or not you will accept a duty assignment "Anywhere in U. S."*—Ed.

Bonus for First Reenlistment

SIR: In January 1946 I completed six years of naval service and 18 months later signed up for four years in the Coast Guard. After 14½ months as a civilian I reenlisted in the Navy in September 1952. I intend to reenlist again in September 1956. Since I have never drawn a reenlistment bonus, will my reenlistment be considered as a first reenlistment?—R. E. H., AD1, USN.

• *On the basis of the information supplied in your letter, it appears that you would be entitled to a reenlistment bonus when you reenlist. This would be computed on the basis of a first reenlistment in accordance with the provisions of the Act of 16 Jul 1954 and Alnav 32-54.*—ED.

Overseas Billets for RD1s

SIR: Is there any overseas station which has a billet for an RD1, particularly in Japan? I have less than year to go before my present tour of sea duty in the Atlantic is completed—R. L. D., RD1, USN.

• *Control of assignments of RD1s to overseas stations is under the authority of the fleet commanders, except for one overseas billet for an RD1 which is under the direct detailing control of the Chief of Naval Personnel.*

As you are currently serving in the Atlantic Fleet you are ineligible at this time for duty in Japan. Therefore, you should submit a request for duty in an Atlantic overseas area to ComServLant in accordance with the directives issued by that command.—ED.

Certificate of Course Completion

SIR: Part of my duty at my station education office consists of handling training courses. I have noticed that the correspondence center takes from six to eight weeks to issue a completion certificate for courses after the final assign-

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 Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Dubuque (PG 17)*—A reunion will be held at the Broadhead Naval Armory, 7600 East Jefferson Ave., Detroit, Mich., for all hands who served on board this ship on the Great Lakes. For reservations and details write to Roger La Burdy, 14301 Bramell, Detroit, Mich.

• *88th Naval Construction Battalion*—Members will hold a reunion on 16, 17, 18 September at the LaSalle Hotel, Chicago, Ill. Please write to Bob Traves, 231 S. Main, Crown Point, Ind., for further information.

• *uss Santa Fe (CL 60)*—The ninth reunion for all who served in this ship

Ship Reunions

will be held 15 October, at 7:00 p.m., in the Park Sheraton Hotel, 55th Street and Broadway, New York City. Contact John J. McGrath, 95-14 97th Street, Ozone Park, L. I., New York, for further information.

• *uss Phoenix (CL 46)*—Former shipmates will hold their second annual reunion on 1 October, at the Penn Sherwood Hotel, Philadelphia, Pa. For further information, write to R. E. Erwin, 1955 Pratt St., Philadelphia, Pa.

• *44th Naval Construction Battalion*—Former members of this unit interested in holding annual reunions should contact Joseph M. Lesh, 408-A McIntyre, China Lake, Calif.

• *uss Wasp (CV-7)*—All men who served in this ship interested in holding a reunion should contact Joseph Scully, PMC, USN, 282 Conover St., South Amboy, N. J. The time, place and date will be determined by mutual consent.

ment has been submitted. It takes on the average from nine to 13 weeks to complete a course (from date of application to receipt of completion certificate). I suggest a stamp type of endorsement on the final assignment or allowing assignments to be averaged upon receipt of final graded assignments, to speed up certification.

As stated in your April 1954 issue, page 25, when a person has not received a completion certificate in time for certification for the examination for advancement, he has to take a local test to determine whether he has completed the course and is ready for advancement. With some ratings requiring five or six courses, my suggestion would save time

and also save paper and work of people involved.—K. G., PN1, USN.

• *Before the Correspondence Course Center can issue a completion letter (or stamp the final answer sheet with a completion grade), the text book must be returned. This explains the delay between the completion of the last assignment and the mailing of the completion certificate since the student is advised to keep his test until his last assignment has been graded and returned to him.*

If a man is anxious to obtain his completion certificate earlier than usual, and if he is reasonably sure that he will pass the last assignment, he may mail his text back at the same time he sends his last assignment.—ED.

...how to send ALL HANDS to the folks at home

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

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

NAME.....

ADDRESS.....

(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.)



New Jacket and Cap Are among Changes to Sailor's Wardrobe

A BLUE WORKING JACKET and cloth cap with visor are the newest additions to the naval uniform under a recently released list of changes to *U.S. Navy Uniform Regulations*. Both are intended for all Navymen and should be available about October 1955.



New Jacket and Cap

The new jacket is made of a water and wind resistant blue cotton cloth, lined with either nylon fleece or a similar material. The jacket is single-breasted with a plain collar and has two pockets located on the side fronts. It has both a slide fastener and buttons. Officials estimate it will sell for \$7.50 in ship stores.

The cap will be similar to those worn by baseball players, with a visor and loose fitting crown. It will be of the same material as the jacket. Estimated cost of the cap is \$.55. Officers and CPOs will wear miniature cap devices but others will wear it without indication of rate.

Another change of interest to all enlisted men is the addition of a dungaree rating badge for first, second and third class petty officers. Made so that it can either be sewed on or be applied to the blue chambray shirt by merely running a hot iron over it, the new rating badge will have an eagle and chevrons but will be minus the specialty mark.

Other changes, as announced in BuPers Notice 1020, are:

For Male Officers

- White service trousers have been authorized as an alternate (when prescribed) as part of the white tropical uniform; and either khaki service or khaki cotton long trousers (as prescribed) have been authorized as an alternate to khaki shorts for the khaki tropical uniform.

Officers will wear shoulder marks on white tropical uniforms; ribbons and breast insignia may also be prescribed when appropriate. Metal collar insignia will continue to be worn on khaki tropical uniforms.

- The collar of both white and khaki tropical short-sleeved shirts has been changed from the straight or shawl style to a regular notched collar that lies flat when open. Previously authorized shirts may be worn until replacement is necessary.

- Combination cap will be worn with tropical uniforms except under special conditions that may necessitate issue of tropical pith helmets.

- The khaki tropical uniform with either khaki shorts or trousers is now authorized for naval aviation cadets.

- The same fabrics authorized for khaki long-sleeved shirts are now authorized for the short-sleeved tropical uniform shirt.

- Tropical uniforms may now be worn in hot weather when considered suitable and appropriate by prescribing authority. Before, the tropical uniform was restricted to "tropical climate only."

- CPO rating badges are not a part of the tropical uniform, either white or khaki. As to ribbons and breast insignia, this is at the discretion of the local command and both officers and chiefs should be the same.

- The dark blue raincoat has been deleted from the present required articles of uniforms for officers. It is to be replaced by a medium-weight blue overcoat made of woolen or soft-finished napped worsted material which is water repellent. It will be of the same style as that currently prescribed for the officer-type blue overcoat and may be worn over all uniforms and upon all occasions.

- Commissioned officers and warrant officers must now possess a plain stiff white dress shirt, gold studs, and stiff turndown collar.

- Gray gloves are required as

part of the service dress blue uniform only when prescribed; otherwise they are optional.

- Only khaki web belts are authorized for wear with khaki uniforms.

- Warrant officers designated for duty in the Civil Engineer Corps (equipment foreman, construction electrician and building foreman) are authorized to wear Civil Engineer Corps insignia described in *U.S. Navy Uniform Regulations*, in lieu of warrant devices worn before.

For Women Officers and Enlisted Women

- Women officers will now wear large medals on blue or white service as a full dress uniform in accordance with the regulations governing the same subject for male officers not required to possess a sword.

- The medium-weight blue overcoat in lieu of the blue raincoat, now authorized for male officers, is similarly authorized for women officers.

- The hat band of women officers of the rank of commander and captain will be encircled at the top by gold braid piping approximately 1/4-inch wide.



It irons on.

- The blue smock has been eliminated as an article of uniform.

For Enlisted Men

- White socks may be worn with enlisted men's undress white uniform until 1 Jan 1956. After that date they will be deleted as part of the uniform.

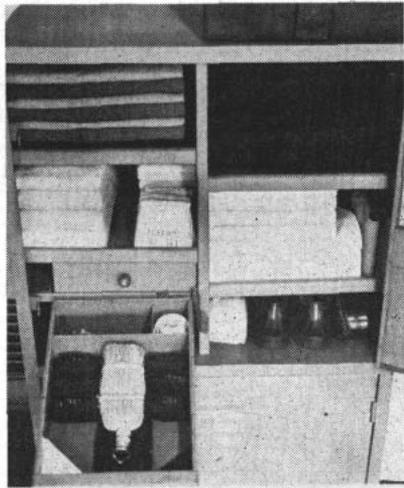
- The old style enlisted men's type B blue raincoat may be worn until 1 Jul 1957. At present only the new type A raincoat is being issued to recruits.

- The possession of the general-purpose high service shoes by enlisted men after completion of recruit training is optional at the discretion of local commanding officers.

Pointers on Stowing Your Uniform

This is the third, and last, in a series of articles on the Navy uniform. Earlier, an account of the evolution of the Navyman's outfit and the traditions behind it appeared in ALL HANDS June 1955. The second article dealt with the marking and care of the uniform and appeared in ALL HANDS, August 1955. It is felt that these three articles, if digested completely by every Navyman, will go a long way in helping to keep the men who wear the uniform right up near the top of the list of best dressed men.

OVER THE MANY YEARS that men have worn the bell bottom trousers and coats o' Navy blue, there have been many discussions, held over a cup of coffee on either the forecandle or fantail, on the subject of ways to improve the uniform. And there has always been one point, put forth by the sea-going men in the group, which has entered into the discussion. That one point remains as valid today as it did many years ago and runs something like this, "If you want to recommend a change in the uniform, remember that you have to come up with an outfit that will fit into the limited stowage space aboard the smallest of ships."



As it now stands, the uniform of the first six pay grades of enlisted men can be rolled into a tight little ball, stuffed in a locker and three months later be pulled out to wear on liberty, looking just as sharp as the day it came back from the cleaners.

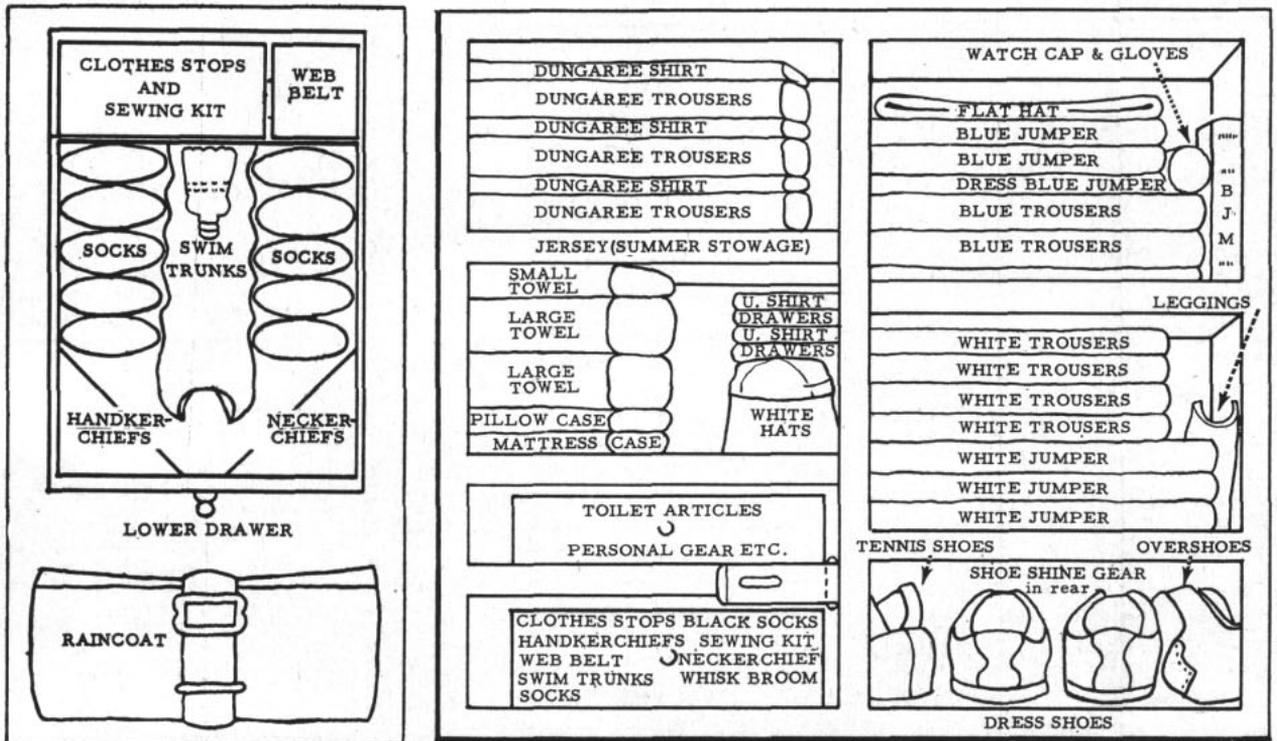
It's no accident that the present day uniform will meet these space requirements, since it was designed after the clothing preferred by sea-going men of the U.S. Navy, long before there was any required uni-

form. In those early days, when there was even less space than now allotted for the enlisted men's uniform, the basic outfit as we now know it, was evolved. To this day it still serves the two basic purposes for which it was designed, (1) to provide a distinctive, durable outfit for the man wearing it as a member of the U.S. Navy, and (2) to fit the stowage space aboard ship.

When the whole uniform, from socks to dress jumpers, is rolled in the prescribed manner, it will fit into a very small locker. Check this yourself by following the instructions on this and the following pages and stowing your own uniform as recommended.

The men aboard ships will already be following the same procedure or something very close, but many of the shore-based sailors can profit by using these techniques as well. The added uniforms needed aboard a shore station make even the largest locker a bit crowded. If, after you've folded and stowed your clothes as illustrated, you still have some left out, then you either haven't followed the illustrations too closely or you have more clothes than you should have in your sea bag.

DIAGRAM BELOW of drawer, left, and locker, right, shows details and location of gear in photo at top of page.



BLUE TROUSERS



Turn the trousers inside out, button and zip up fly. Lay out flat with fly and vertical leg seams down, the waistband toward you. Smooth out all wrinkles, noting the pockets especially.



Fold left half over the right half and even up all edges. Note: From this point on, the blue trousers differ from the dungaree and whites by having the vertical leg seam exposed and the crotch not tucked in.



Fold waistband over to center of trousers.



Fold hems over to center of trousers.



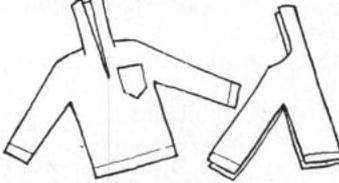
Fold lower half over upper half. Even up all corresponding edges and folds. Fold exposed pocket back inside.

HOW TO FOLD NAVY UNIFORMS

No matter whether you're a seaman or an old timer on your last hitch, you'll always be in shipshape condition if you follow the diagrams on these pages. If some of the instructions are unfamiliar to you, it may be because of the help of many experts at sea.

For stencil markings see ALL HANDS

ALL JUMPERS



Turn jumper inside out with collar opening facing up and collar away from folder. Smooth out all wrinkles.



Fold right half over left half and even up all folds.



Fold sleeves over at the shoulders from left to right. Fold collar over sleeves to have the right hand edge of collar even with same edge of jumper.

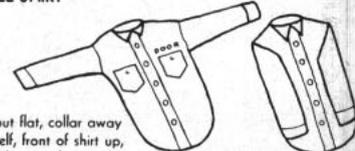


Fold sleeves back from right to left over the collar and turn the cuffs under the sleeves.



Fold bottom half over top half. Even up all edges and folds.

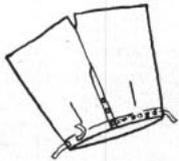
DUNGAREE SHIRT



Lay shirt out flat, collar away from yourself, front of shirt up, all buttons buttoned, smooth out all wrinkles.

Fold sleeves over the front of shirt. Make fold even with outboard edge of shirt. Fold sleeves diagonally at the shoulders to lay sleeves flat with outboard edges of shirt.

DRAWERS



Lay drawers out flat with front side up and waistband toward folder. Smooth out all wrinkles and secure all snaps.



Fold right half over left half and even up all edges.



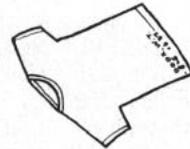
Fold left side over right side to have left corner approx. one inch from the right edge of "A." Tuck waistband ties out of sight.



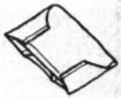
Fold bottom half over top half and square up all edges.

Fold left half over right half. Note: At this point the drawers should be exactly the same width as the folded undershirt. Adjust fold 3 as necessary.

UNDERSHIRT

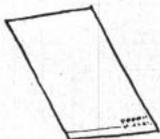


Lay the undershirt out flat with the front side up and the neck at your left. Smooth out all wrinkles.



Fold the right half over the left half to have all left hand edges even. Fold sleeves over toward center to have top and bottom edges even.

PILLOW COVER



Lay pillow cover out flat with open end toward yourself. Smooth out all wrinkles.



Fold each side in toward the center leaving a space of approx. two inches between the edges at the center.

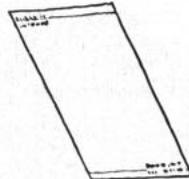


Fold the right half over the left half. Note: At this point the folds should be adjusted to make the pillow cover the same width as the folded large towel.



Fold the lower half up over the top half and even up all edges and folds.

SMALL TOWEL

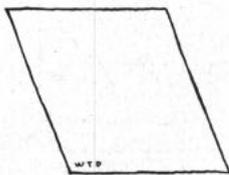


Lay out towel lengthwise with the end seams facing up—smooth out all wrinkles.

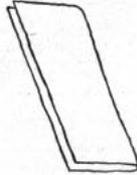


Fold the left third over the middle third.

HANDKERCHIEF



Lay the handkerchief out flat and smooth out wrinkles.



Fold right hand half over the left half. Even up edges.



Fold left half over right half and even up edges.



Fold from bottom to top in a series of triangles starting with lower right corner to left edge. Tuck remaining edge into fold to complete triangle.

ALL SOCKS



Pair socks properly and lay out flat with stencils down, tops away from yourself, toes to the left.



Fold the heels over from right to left, to have heels even with left edge of sock.



Fold toes over to cover heels.

OLD YOUR NIFORM

Recruit struggling through boot camp or who will be well repaid by a careful study will benefit in two ways: Your clothing will be better, and you'll find more room in your uniform. The methods recommended here seem to be the best. They are the result of the experience of ALL HANDS.

ALL HANDS Magazine August 1955.

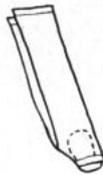
DUNGAREE AND WHITE TROUSERS



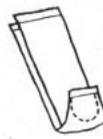
Turn trousers inside out. Lay out flat, waistband toward you, fly unbuttoned, vertical leg seam (whites) or seams (dungarees) facing up.



Fold left trouser leg over right, get all edges even.



Tuck crotch in between trouser legs to make them the same width from crotch to hem.



Fold top of trousers over to place waistband in center of trousers.



Fold waistband end of trousers over hem end. Get all edges even.

Fold bottom of trousers over to place hem in center of trousers.



Fold lower half of shirt evenly over upper half. Even up all edges. Note: All folds must be adjusted to make the shirt exactly the same length and width as the folded dungaree trousers.

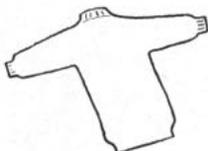


Fold top of shirt over toward center to leave approx. two inches between shoulder seam and top edge of shirt. Fold bottom of shirt approx. four inches.

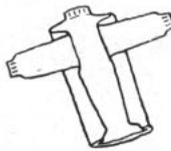


Fold outboard edges and sleeves toward center of the shirt to make width of shirt same as width of folded dungaree trousers.

JERSEY



Turn the jersey inside out, lay flat with the label down and the collarette away from yourself.



Fold both sides an equal amount toward the center to make the jersey same width as the folded dungaree shirt and trousers.



Fold upper end of the sleeves diagonally to lay sleeves flat with outboard edges even with outboard edges of jersey. Fold the collarette over at seam to square off top of jersey.



Fold bottom half over top half of jersey, even up edges. All folds must be adjusted to make jersey exact width as folded dungaree shirt and trousers.

SWIM TRUNKS



Fold left third over middle third.



Fold bottom half over top half and square up all edges.



Fold left and middle third over right third. Even up all edges and folds.



Lay the swim trunks out flat with pocket facing up and to the left. Tuck the drawstring out of sight and smooth out wrinkles.



Fold the left third over the middle third.



Fold the right third over the left third and even up the edges.



Fold the crotch over toward center approx. four inches and turn trunks over from left to right for stowage between socks in the lower drawer.

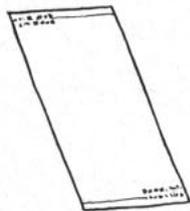
LARGE TOWEL



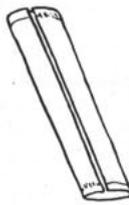
Fold the right third over the left third.



Fold the bottom half over top half and even up all folds—adjust all folds to make small towel exactly the same width as the folded large towel.



Lay out flat, lengthwise with end seams facing up. Smooth out all wrinkles.



Fold each side in. Have edges meet in center.



Fold the right half of the towel over the left half to have the folds and edges even.



Fold the upper third down over the middle third of the towel.

Fold the lower third up and over the upper third of the towel and even up all edges and folds.



Roll sock tightly toward the toe until roll is even with tip of toe.



Fold back the remaining unrolled part from the inside to encase roll and hold it firmly in place.



Turn the opening back over the roll to have stenciled initials on both socks plainly visible.

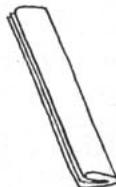
NECKERCHIEF



Lay the neckerchief out flat. Smooth out wrinkles.



Fold the right half over the left half, even up edges.



Fold the right half over the left half again and even up the edges and folds.



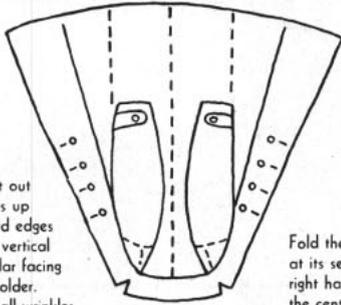
Tuck remaining top edge into fold to complete the triangle.

Fold in half again from left to right and fold from bottom to top in a series of triangles starting with the left lower corner to right edge.

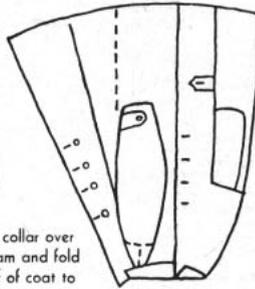
HOW TO FOLD YOUR NAVY UNIFORM continued

RAINCOAT

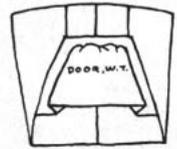
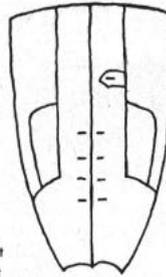
Lay the coat out flat. Sleeves up and outboard edges aligned with vertical seams. Collar facing toward the folder. Smooth out all wrinkles and remove the belt.



Fold the collar over at its seam and fold right half of coat to the center.



Fold the left half of coat to the center.



Fold collar end of coat over the opposite end to have same distance from collar to top edge as from bottom edge of flap (stenciled edge) to bottom edge of coat.

FLAT HAT



Flatten the hat by spreading the sides of the band and applying pressure on the folds to have the hat retain its flattened shape. Turn hat over (crown up) and stow in locker with lettering on the ribbon facing the door.

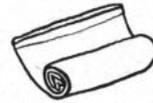
WATCH CAP AND GLOVES



Lay the watch cap out flat, name label and stencil inside, seam inside and along left edge of cap crown facing toward folder.



Lay out gloves palm to palm, fingers to the right, thumbs down, centered and even with crown.



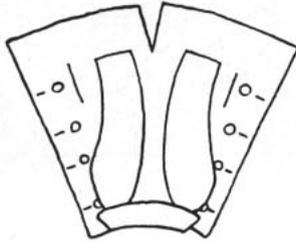
Roll the cap with the gloves tightly and evenly from the crown toward the opposite end, leaving approx. three inches.



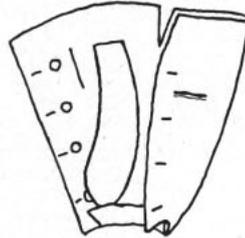
Fold back exposed edge to hold inside sufficiently.

PEACOCK

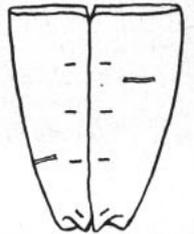
Spread out coat and straighten sleeves, then fold collar down as when worn.



Fold right side to center line.

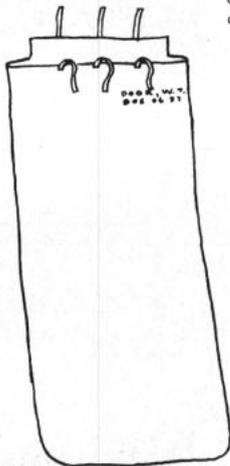


Fold left side to center line.

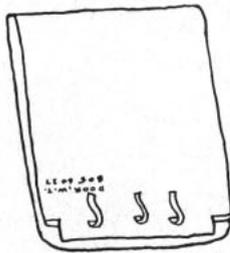


MATTRESS COVER

Lay the mattress cover out flat—open end away from yourself, flap down—smooth out all wrinkles.



Fold upper half down over lower half to have corners of flap even with curved edge of bottom at "A."



A.

Fold right half over left half.



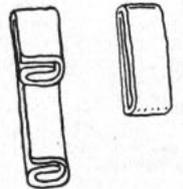
Fold the left third over the middle third.



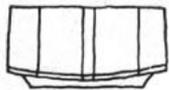
Fold right third over left third. Note: At this point, fold 5 should be adjusted to make the mattress cover the same width as the folded large towel.



Fold the top third down over the middle third.



Fold the bottom third up over the top third. Even up all edges. Note: The mattress cover must now be the same width as the folded large towel.



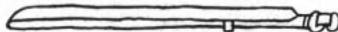
Fold top half over bottom half.



Fold both sides into center.



Fold left half over right half.



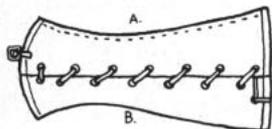
Lay belt out flat, undress side up, buckle to the right. Double the belt by folding the left half over the right half with tip of belt touching buckle.



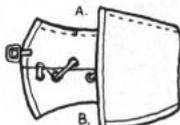
Secure folded raincoat by placing it about three inches to left of center of the belt. Wrap ends of belt around the center of coat and pass the doubled end of belt through the buckle and loop as shown.

Note: The raincoat is carried by passing the pistol belt through the center of folded coat. Secure to the small of the back. Raincoat buckle up and facing to the rear.

LEGGINGS (Organizational and recruits only)



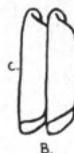
Lace the legging, turn foot strap and buckle inside, lay out flat with lace up and buckle to the left, seam "A" facing up.



Fold the right third (legging top) to the left over the middle third.



Tuck the left third (foot) inside of the right third (top) and smooth up all folds.

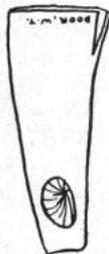


Leggings are stowed in locker side by side. Each legging folded separately, seam "B" down, single smooth fold facing locker door. Side "C" to the left.

WEB BELT



Turn inside out, pull end of belt through buckle to form small loop. Roll belt from metal end. Place inside loop. Tighten.



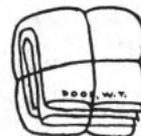
Fold again at the center, note position of sleeve hole.



Fold bottom one third up. Fold top one third down.



Tie with long clothes stops.



WHITE HAT



Lay the hat out flat with last name centered on the brim.



Fold the right third behind the middle third.



Fold the crown over.



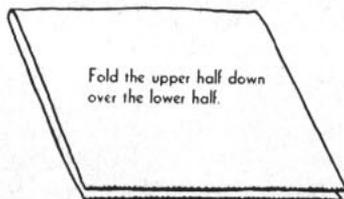
Fold the left third back over the right third and even up all edges and folds.

BLANKET

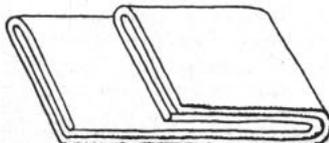
Lay the blanket out lengthwise with the reinforced edges at top and bottom, name in lower left hand corner facing down.



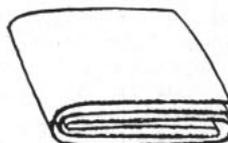
Fold the blanket in quarters by folding the upper half down over the lower half again.



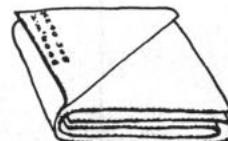
Fold the upper half down over the lower half.



Fold the right third over the middle third.

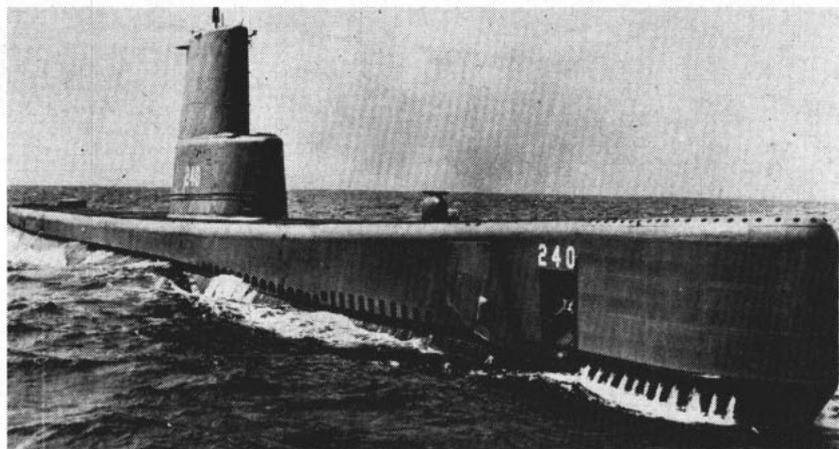


Fold left third over right third.



Fold upper corner back on all blankets for layout on bunks.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



OUTSTANDING SUB of the Atlantic Fleet is the distinction won by *uss Angler* (SSK 240) of Sub Squadron Ten. *Angler* also earned Navy 'E' for Excellence.

LantFleet's Outstanding Sub

The Navy "E" for Excellence was awarded to *USS Angler* (SSK 240) a unit of Submarine Squadron Ten based at New London, Conn.

The award was made after *Angler* had been recommended by Commander Submarine Division 102 and inspected by a board of officers from the Commander Submarine Force, U. S. Atlantic Fleet staff, and determined to be the outstanding submarine in the Atlantic Fleet. Skipper of the submarine is CDR Arthur W. Newlon, usn.

The excellent record was credited to *Angler's* hard-working crewmen—and especially the eight chief petty officers on board who have a total of 125 years' service and 55 war patrols among them.

The chiefs who have logged all this Navy time are: R. O. Brouillier, HMC (SS), usn, with 14 years and four war patrols; A. N. DuCharme,

ICC(SS), usn, with 13 years and five war patrols; W. P. Graef, FCC (SS), usn, with 16 years and eight war patrols; C. R. Staats, ENC(SS), usn, with 16 years and eight war patrols; P. Piazza, ENC(SS), usn, with 20 years and 10 war patrols; C. P. Dimpsey, ENC (SS), usn, with 14 years and six war patrols; G. T. Humphrey TMC (SS), usn, with 17 years and two war patrols and H. W. Calver EMC (SS), usn, with 15 year and 12 war patrols.

Angler won six WW II battle stars.

Fighting Falcons Hit Hard

A total of 18 individual "E" awards has given Fighter Squadron 43 both the high squadron average in ComAirLant's competitive gunnery exercises for fiscal 1955 and the ComFairJax individual score record.

Nine pilots won the 18 individual Es, with CDR John R. Dierker, usn, squadron CO, accounting for three.

News of Navy Ships

Carriers, old, new and redesignated, lead off a roundup of ship changes, with 53 CVEs being redesignated CVHEs and CVUs by a recent SecNav Notice.

With their new designations, the CVEs will also get new "job descriptions" or missions. The CVU—utility helicopter aircraft carriers—will be used to transport cargo and personnel. According to one expert, the CVU will be excellent for transporting packaged planes (not in flyable condition), troops, autos, wild animals, almost anything you care to name.

CHVEs, or escort helicopter aircraft carriers, will act as landing fields for anti-submarine helicopters.

• **CVHE** — The new escort copter flattops are: *uss Bogue* (CVHE 9), *Card* (CVHE 11), *Copahee* (CVHE 12), *Core* (CVHE 13), *Nassau* (CVHE 16), *Altamaha* (CVHE 18), *Barnes* (CVHE 20), *Breton* (CVHE 23), *Croatan* (CVHE 25), *Suwannee* (CVHE 27), *Chenango* (CVHE 28), *Santee* (CVHE 29), *Prince William* (CVHE 31), *Anzio* (CVHE 57), *Nasaan Bay* (CVHE 69), *Fanshaw Bay* (CVHE 70), *Hoggatt Bay* (CVHE 75), *Marcus Island* (CVHE 77), *Savo Island* (CVHE 78), *Saginaw Bay* (CVHE 82), *Shipley Bay* (CVHE 85), *Steamer Bay* (CVHE 87), *Matanikau* (CVHE 101), *Commencement Bay* (CVHE 105), *Cape Gloucester* (CVHE 109), *Vella Gulf* (CVHE 111), *Puget Sound* (CVHE 113), *Saidor* (CVHE 117), *Rabaul* (CVHE 121) and *Tinian* (CVHE 123).

• **CVU**—The new utility copter carriers are: *uss Corregidor* (CVU 58), *Mission Bay* (CVU 59), *Guadalcanal* (CVU 60), *Manila Bay* (CVU 61), *Natoma Bay* (CVU 62), *Tripoli* (CVU 64), *White Plains* (CVU 66), *Nehenta Bay* (CVU 74), *Kadashan Bay* (CVU 76), *Petrof Bay* (CVU 80), *Rudyard Bay* (CVU 81), *Sargent Bay* (CVU 83), *Shamrock Bay* (CVU 84), *Sitkoh Bay* (CVU 86), *Cape Esperance* (CVU 88), *Takanis Bay* (CVU 89), *Makassar Strait* (CVU 91), *Windham Bay* (CVU 92), *Lunga Point* (CVU 94), *Hollandia* (CVU 97), *Kwajalein*

YESTERDAY'S NAVY



On 13 Sep 1813 the Battle of Lake Erie was fought at Put-In-Bay on the west end of the lake. The American flagship *Lawrence* under Oliver H. Perry bore the brunt of the battle until disabled by enemy shells. Perry then transferred his command, going in an open boat, under enemy fire, to *Niagara* and later forced the surrender of British Captain Robert Barclay's flagship *Detroit* and three other vessels. Two others tried to escape but were captured. Perry then sent his famous dispatch to General Harrison: "We have met the enemy and they are ours — two ships, two brigs, one schooner and one sloop" — the entire British squadron.

(CVU 98), *Bougainville* (CVU 100) and *Munda* (CVU 104).

• **CVHA**—Earlier, *uss Thetis Bay* (CVE 90) was redesignated a CV-HA—an assault helicopter aircraft carrier. When her conversion is completed, she will be used by the Marines in amphibious operations.

• **CVA, CVS, and CVL**—Down in Norfolk, the attack carrier *uss Forrestal* (CVA 59) is being readied for commissioning ceremonies in late September or early October, following sea trials and acceptance trials. Most of the 3500-man crew has already been assembled in Norfolk, and much of her aviation supply material is ready to be put aboard.

Two other giant carriers are making rapid progress. CVA 60—*uss Saratoga*—has finally gotten her bottom wet, in Drydock Five at New York Naval Shipyard where she is under construction. The drydock was flooded to a depth of some 12 feet to allow testing of machinery. And a tentative launching date has been set for *uss Ranger* (CVA 61), now building at Newport News.

Three other carriers are in the news for one reason or another: 1) *uss Essex* (CVA 9) is scheduled to enter Puget Sound Naval Shipyard this month for installation of an angled flight deck and other modernization; 2) the "Terrible T" *uss Tarawa* (CVS 40)—an ASW support aircraft carrier—is spending her summer on a shakedown cruise which follows extensive overhaul in Boston's Naval Shipyard; 3) *uss Monterey* (CVL 26) has returned to Philadelphia for overhaul and inactivation.

Monterey, with 12 battle stars for WW II service and hundreds of enemy planes to her credit, also lays claim to a couple of records. *Item*: She was the first Navy carrier to reach the 100,000-landing mark. *Item*: She claims a record number of landings, with 799 planes hitting her deck in one day during April 1954, while the total for the week was 1632 planes.

There might also be a record of sorts in the fact that *Monterey* cruised more than 130,000 miles while training naval aviation cadets—and practically all of it was within 50 miles of Pensacola (although she did quit "going in circles" long enough to visit a few other Gulf ports and to carry aid to flood-stricken Honduras).

For a final note on the carrier

Columbus Chalks up Plenty of Mileage in 10 Years

uss Columbus (CA 74) celebrated the 10th anniversary of her commissioning while sailing toward Europe on Midshipman Cruise Able with 263 future officers on board.

Men on board *Columbus* observed holiday routine for the celebration. Festivities included a boxing smoker on the fantail against men from other ships of the cruise with the championship title of "Cruise Able" at stake.

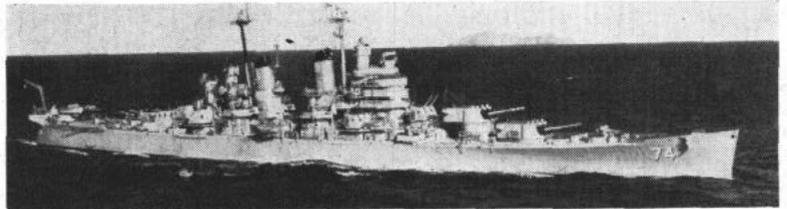
A happy Hour in the evening featured the crew and midshipmen in variety acts.

Upon returning from Europe the ship will steam to Cuba for gunnery exercises.

Since her commissioning in 1945 at Boston, *Columbus* has sailed to virtually every part of the world.



COLUMBUS sailors and guests count 10th anniversary of heavy cruiser's service in Fleet with show of fingers.



USS COLUMBUS (CA 74) makes passage through Atlantic on way to Europe. During cruise all hands commenced holiday routine honoring 10th birthday.

Navy, *uss Wright* (CVL 49) is scheduled for inactivation during the next 12 months.

Going on to other ship types, cruiser sailors will be interested in plans calling for the transfer of three LantFleet ships to the Pacific (replacing *Pittsburgh* and *Baltimore*, listed below among the ships scheduled for inactivation).

• *uss Roanoke* (CL 145), currently serving in the Mediterranean, is scheduled to turn up in the Pacific in September, with *uss Columbus* (CA 74) and *Worcester* (CL 144) following. As replacements for these three, the Atlantic Fleet will get the Navy's first announced guided missile heavy cruisers, *uss Boston* (CAG 1) and *Canberra* (CAG 2). No date has been set for them to join the Fleet, however.

• Decommissionings scheduled (in addition to *uss Wright* and *Monterey*) include: *uss Baltimore* (CA 68) and *Pittsburgh* (CA 72), the hospital ship *Consolation* (AH 15), and four "floating service stations," *uss Cacapon* (AO 26), *Chik-*

askia (AO 52), *Monongahela* (TAO 42) and *Rio Grande* (AOG 3).

Also to be inactivated are the attack cargo ship *uss Alshain* (AKA 55), the store ship *Merapi* (AF 38), the repair ship *Delta* (AR 9), landing craft repair ship *Gordius* (ARL 36), salvage lifting vessels *Gypsy* (ARSD 1) and *Mender* (ARSD 2), auxiliary submarine *Manta* (AG SS 299) and self-propelled barracks ships *Beneviah* (APB 35) and *Mercer* (APB 39).

Winding up the prospective list of "mothballers" are a number of LSTs and minecraft, including *uss Shannon* (DM 25), *Harry F. Bauer* (DM 26), *Fitch* (DMS 25), *Gherardi* (DMS 30), *Swift* (AM 133), *Grosbeak* (AMS 14), *Crossbill* (AMS 45) and *Swan* (AMS 37).

Looking to future building, launchings and conversions, here's a roundup of what's going on.

• Contracts have been awarded for six new LSTs, mates of the prototype *LST 1173* now being built in Boston. These will be the largest and most powerful LSTs ever built

Variety of Duty Marked Careers of Retiring CPOs

Three long-time chiefs have finally swapped their sea duty for permanent-type shore billets—after a combined total of some 72 years' service.

Saltiest of the retiring "old salts" is Garrett W. Wasson, TMC(SS), usn, who went out on "thirty." Wasson's career began with his enlistment at St. Louis, Mo., back in January 1925. Following recruit training and a tour in the old *uss California* (BB 44), he went into the submarine service. Wasson stayed in submarines until mid-1953 when he became a master-at-arms at the U. S. Naval Ordnance Missile Test Facility, White Sands, N. M. His "thirty," incidentally, includes 19 years of sea or overseas duty.

Chief boatswain's mate George A. Sharland, usn, is winding up his career after 22 years. His last duty was as boat captain of ML/MS 10, one of the 50-foot mine-sweeping launches operated by Mine Division 111 in the vicinity of Sasebo.

As a memento of his last tour of duty, Chief Sharland received Mine-Div 111's Boat Captain's Plaque from RADM Roland A. Smoot, usn, commander of Pacific Fleet's Mine Force.

Third man of the trio is James E. Irey, PIC, usn, who pulled his last tour of duty on the staff of the Commander, Destroyer Force, Atlantic. Chief Irey joined the Navy in 1934 and was serving in the submarine tender *USS Canopus* (TS 9) in Manila Bay when World

War II began. Early in WW II *Canopus* was scuttled to prevent her capture, while her crew headed for the beach to reinforce the beleaguered troops defending Corregidor.

When Corregidor fell, Irey found



CHIEF IREY will carry on his printers trade that he learned during his 21 years of Navy duty in civilian life.

himself taking part in the notorious Bataan death march. For the next three years and four months he was in prison camps in the Philippines, on Formosa, and in Mukden, Manchuria. He was released by the Japanese in August, 1945 and returned to the United States and duty.

Irey's plans for the future include settling down in Marin County, Calif., and carrying on with his Navy-taught printer's trade.



CHIEFS END SALTY careers. G. A. Sharland, BMGC, receives Plaque. Right: G. W. Wasson, TMC (SS), gets farewell from Capt. Levering Smith, usn.

for the Navy. Each has an over-all length of 442 feet, a beam of 62 feet and a displacement of only 3500 tons.

- If you heard someone mention plastic boats you'd probably think of toys, but there's nothing toylike about the nine 19-foot plastic rescue boats contracted for by the Navy. Plastic of a type more durable than wood will be used in building the flat-bottomed, blunt-nosed "gliders." The boats are designed for rescue work in shallow water, swamp land or wherever submerged logs or other obstacles might be. Each boat will use a single air propeller and aircraft-type engine mounted in the after section. The midsection will be equipped with stretchers to accommodate wounded personnel.

- Four LSDs now being built in Pascagoula, Miss., have been given names. The dock landing ships are *uss Spiegel Grove* (LSD 32), named for the home of President Rutherford B. Hayes; *Alamo* (LSD 3), and any young Lavy Crockett fan can tell you that's a fort in Texas, pardner; *Hermitage* (LSD 34), home of President Andrew Jackson; and *Monticello* (LSD 35) named after the Virginia mansion of Thomas Jefferson. Each of the 510-foot LSDs has a beam of 84 feet and 6880-ton displacement.

- A prototype refrigerated store ship, *uss Rigel* (AF 58), has been launched at Pascagoula. The 7590-ton ship has 351,000 cubic feet of storage space for frozen cargo, in addition to modern packaging and handling devices and electrohydraulic hatch covers to speed cargo transfers at sea. Task forces serviced by ships like *Rigel* will be able to stay at sea for as long as three months.

- The fleet's second nuclear-powered submarine *uss Seawolf* (SS N575), has been launched and christened at Groton, Conn. She will be fitted with an atomic power plant of a type known as the Submarine Thermal Reactor. *Seawolf's* plant uses liquid sodium as a coolant, while the plant in *Nautilus* is cooled by high pressure water.

- A new ocean-going mine sweeper, *uss Acme* (MSO 508), has been launched in Boothbay, Maine.

- Scheduled for conversion to a cable-repairing and cable-laying ship is *uss Vanadis* (AKA 49). When completed she will carry the designation ARC 4.

Navy's Hard-Working LSTs Are Proud of Their New Names

LST sailors who in the past have referred to their ships by nothing more than a batch of numbers are now happy.

As noted in the May 1955 issue of ALL HANDS (page 53), the naming of LSTs and other "dungaree Navy"

craft was being considered in a move to increase the Navyman's sense of identification with his ship, thereby adding to some extent to the dignity and satisfaction of a naval career.

That move has now been approved for LSTs. Names chosen for the tank

landing ships are those of United States counties. (Some AKs, APs, AKAs and APAs bear county names but without the word "County" or "Parish.")

Below are the LST numbers and their new names:

CLASSIFICATION	NAME	CLASSIFICATION	NAME	CLASSIFICATION	NAME
LST-31	ADDISON COUNTY	LST-825	HICKMAN COUNTY	LST-1096	ST. CLAIR COUNTY
LST-32	ALAMEDA COUNTY	LST-827	HILLSBOROUGH COUNTY	LST-1101	SALINE COUNTY
LST-57	ARMSTRONG COUNTY	LST-835	HILLSDALE COUNTY	LST-1110	SAN BERNARDINO COUNTY
LST-60	ATCHISON COUNTY	LST-836	HOLMES COUNTY	LST-1122	SAN JOAQUIN COUNTY
LST-209	BAMBERG COUNTY	LST-838	HUNTERDON COUNTY	LST-1123	SEDGWICK COUNTY
LST-263	BENTON COUNTY	LST-839	IREDELL COUNTY	LST-1126	SNOHOMISH COUNTY
LST-266	BENZIE COUNTY	LST-840	IRON COUNTY	LST-1128	SOLANO COUNTY
LST-279	BERKELEY COUNTY	LST-845	JEFFERSON COUNTY	LST-1129	SOMERVELL COUNTY
LST-288	BERKSHIRE COUNTY	LST-846	JENNINGS COUNTY	LST-1134	STARK COUNTY
LST-306	BERNALILLO COUNTY	LST-848	JEROME COUNTY	LST-1138	STEBEN COUNTY
LST-344	BLANCO COUNTY	LST-849	JOHNSON COUNTY	LST-1141	STONE COUNTY
LST-356	BLEDSOE COUNTY	LST-850	JUNIATA COUNTY	LST-1142	STRAFFORD COUNTY
LST-389	BOONE COUNTY	LST-853	KANE COUNTY	LST-1144	SUBLETTE COUNTY
LST-391	BOWMAN COUNTY	LST-854	KEMPER COUNTY	LST-1146	SUMMIT COUNTY
LST-400	BRADLEY COUNTY	LST-855	KENT COUNTY	LST-1148	SUMNER COUNTY
LST-482	BRANCH COUNTY	LST-857	KING COUNTY	LST-1150	SUTTER COUNTY
LST-483	BREWSTER COUNTY	LST-859	LAFAYETTE COUNTY	LST-1152	SWEETWATER COUNTY
LST-504	BUCHANAN COUNTY	LST-880	LAKE COUNTY	LST-1153	TALBOT COUNTY
LST-509	BULLOCH COUNTY	LST-883	LA MOURE COUNTY	LST-1154	TALLAHATCHIE COUNTY
LST-510	BUNCOMBE COUNTY	LST-887	LAWRENCE COUNTY	LST-1156	TERREBONNE PARISH
LST-512	BURNETT COUNTY	LST-888	LEE COUNTY	LST-1157	TERRELL COUNTY
LST-515	CADDO PARISH	LST-898	LINCOLN COUNTY	LST-1158	TIOGA COUNTY
LST-516	CALAVERAS COUNTY	LST-900	LINN COUNTY	LST-1159	TOM GREEN COUNTY
LST-519	CALHOUN COUNTY	LST-901	LITCHFIELD COUNTY	LST-1160	TRAVERSE COUNTY
LST-521	CAPE MAY COUNTY	LST-902	LUZERNE COUNTY	LST-1161	VERNON COUNTY
LST-525	CAROLINE COUNTY	LST-903	LYMAN COUNTY	LST-1162	WAHIAKUM COUNTY
LST-527	CASSIA COUNTY	LST-904	LYON COUNTY	LST-1163	WALDO COUNTY
LST-528	CATAHOULA PARISH	LST-905	MADERA COUNTY	LST-1164	WALWORTH COUNTY
LST-529	CAYUGA COUNTY	LST-912	MAHNOMEN COUNTY	LST-1165	WASHOE COUNTY
LST-532	CHASE COUNTY	LST-914	MAHONING COUNTY	LST-1166	WASHTENAW COUNTY
LST-533	CHEBOYGAN COUNTY	LST-938	MARICOPA COUNTY	LST-1167	WESTCHESTER COUNTY
LST-542	CHELAN COUNTY	LST-953	MARINETTE COUNTY	LST-1168	WEXFORD COUNTY
LST-551	CHESTERFIELD COUNTY	LST-975	MARION COUNTY	LST-1169	WHITFIELD COUNTY
LST-561	CHITTENDEN COUNTY	LST-980	MEEKER COUNTY	LST-1170	WINDHAM COUNTY
LST-583	CHURCHILL COUNTY	LST-983	MIDDLESEX COUNTY		
LST-601	CLARKE COUNTY	LST-987	MILLARD COUNTY		
LST-602	CLEARWATER COUNTY	LST-988	MINERAL COUNTY		
LST-603	COCONINO COUNTY	LST-1032	MONMOUTH COUNTY		
LST-611	CROOK COUNTY	LST-1038	MONROE COUNTY		
LST-685	CURRY COUNTY	LST-1041	MONTGOMERY COUNTY		
LST-689	DAGGETT COUNTY	LST-1048	MORGAN COUNTY		
LST-692	DAVISS COUNTY	LST-1064	NANSEMOND COUNTY		
LST-715	DE KALB COUNTY	LST-1066	NEW LONDON COUNTY		
LST-722	DODGE COUNTY	LST-1067	NYE COUNTY		
LST-731	DOUGLAS COUNTY	LST-1068	ORANGE COUNTY		
LST-735	DUKES COUNTY	LST-1069	ORLEANS PARISH		
LST-742	DUNN COUNTY	LST-1071	OUACHITA COUNTY		
LST-758	DUVAL COUNTY	LST-1073	OUTAGAMIE COUNTY		
LST-759	EDDY COUNTY	LST-1074	OVERTON COUNTY		
LST-761	ESMERALDA COUNTY	LST-1076	PAGE COUNTY		
LST-762	FLOYD COUNTY	LST-1077	PARK COUNTY		
LST-772	FORD COUNTY	LST-1079	PAYETTE COUNTY		
LST-784	GARFIELD COUNTY	LST-1080	PENDER COUNTY		
LST-786	GARRETT COUNTY	LST-1081	PIMA COUNTY		
LST-794	GIBSON COUNTY	LST-1082	PITKIN COUNTY		
LST-799	GREER COUNTY	LST-1083	PLUMAS COUNTY		
LST-802	HAMILTON COUNTY	LST-1084	POLK COUNTY		
LST-803	HAMPDEN COUNTY	LST-1086	POTTER COUNTY		
LST-819	HAMPSHIRE COUNTY	LST-1088	PULASKI COUNTY		
LST-821	HARNETT COUNTY	LST-1089	RICE COUNTY		
LST-822	HARRIS COUNTY	LST-1090	RUSSELL COUNTY		
LST-824	HENRY COUNTY	LST-1091	SAGADAHOC COUNTY		

SKIPPER of LST 883, LCDR K. H. Schmuckal, USN, inspects life ring with ship's new name while in Japan.





U NU, BURMA'S Prime Minister, inspects Honor Guard at NAAS El Centro, Cal., during recent tour of U. S.

Pint-Size Weather Station

A new aid to mariners is under development—a complete miniature weather station set which can be held in one hand aboard ship to record essential weather data automatically in total darkness and under severe weather conditions.

Developed for the Navy, the equipment is designed to supple-

Colorful Crew

The Antarctic Continent will take on color during the coming months as brilliant orange, blue, scarlet, green and even black splotches will be added to the predominantly white countryside.

The color will be supplied by Task Force 43 as the men of "Operation Deepfreeze" don outer garments of brilliant, contrasting colors for protective and psychological measures.

The bright clothing will cause the men to stand out against the frigid white of the Antarctic snow and ice, making it easier for planes and helicopters to spot men on the white surface.

The bright-colored clothing will be worn over standard Navy cold weather clothing and will consist of parka and ski-trouser sets.

ment standard permanent weather instruments under conditions which make it impractical or dangerous to use them.

The new weather recording set, now undergoing service evaluation tests at sea, weighs about six pounds. Its height is 23 inches.

When held at arm's length for a few moments the sensing elements of the set quickly position individual dials to measure surface atmospheric pressure, temperature, relative humidity, wind speed and direction. A lever locks all readings in place for subsequent noting and recording in a sheltered area.

Atmospheric pressure is measured over a wide range by an aneroid barometer mechanism. Temperature is measured over a range of -10°F to $+120^{\circ}\text{F}$ by a bi-metallic thermometer. Relative humidity is detected over a range of 15% to 95% by a multiple hair element. Wind speed may be recorded over a range of 3 to 60 knots by an eight-vane plastic propeller-driven magnetic drag tachometer, and wind direction is shown over the full 360° azimuth range by a double tailed vane. A sight is provided for obtaining a reference direction from some known fix.

The set, which can be packed into a small case, is also provided with a pintle mount in the handle so that it may be set in place on a pipe support when desirable.

Sailors Make Hit In Thailand

The high standards of conduct and courtesy shown by Navymen who have visited Bangkok, Thailand, this year have drawn high praise from Thailand officials.

"I want to express my regard for the exemplary standards of conduct and courtesy shown by the officers and men of the fleet units who have visited Bangkok recently," Thailand's Police Chief said.

"These young men of all races representing the United States are good will ambassadors of first rank. Their efforts on behalf of the blind and orphan children are greatly appreciated.

"I hope the parents of these fine young men know that Thailand receives their sons with warmth and friendship."

No derogatory reports were submitted on any of the 8500 visiting U. S. Navy personnel.

Eskimos Will Like This Igloo

Eskimos in the frozen north spend their winters in ice-block igloos, but they live in tents during the summer because their igloos melt. This summer Marine Aviation units will adopt igloo-like structures for all weather use as replacements for tents.

Called "geodesic domes," the new igloos consist of a light-weight metal structural frame, from which is suspended a weatherproof insulated cover of neoprene-coated synthetic material.

The domes combine the mobility of tents with the strength of the native ice houses, are cooler in summer and warmer in winter, and can withstand wind blasts up to 150 miles per hour.

Four basic domes (with diameters of 36 feet, 42 feet, 55 feet and 117 feet) are expected to replace more than 40 types of shelters now used by the Marine Corps, with the latter two sizes being used as front line aviation hangars.

Geodesic domes will be phased into aviation units as present shelters become unserviceable, and the Corps is currently evaluating their use by ground troops.

Worcester Honors Plank Owners

A birthday celebration was held aboard *USS Worcester* (CL 144) as the officers and men celebrated the cruiser's seventh anniversary and honored six men who have been on board *Worcester* since she was commissioned.

Highlights of the birthday celebration were a 65-pound cake, stirring march music and the harmonious singing of "Happy Birthday" by the crew.

Rear Admiral Henry C. Daniel, USN, Commander Cruiser Division Four, joined the festivities and after congratulating the six plank owners, presented them with cigarette lighters engraved with a silhouette of *Worcester*.

The six plank owners who shared the seventh anniversary of the cruiser are: Henry F. Coffey, EN2, USN; George Shepter, MM1, USN; Richard F. Fuller, BT1, USN; Joseph E. Shaw, BT2, USN; Ralph S. Archer, GM1, USN; and John E. Comeau, FT1, USN.

Worcester is operating in the Mediterranean as a unit of the U. S. Sixth Fleet and has made good-will visits to Lisbon, Portugal; Naples, Italy; and Cannes, France.

Clubs for EMs and Waves

Down in the land of Mardi Gras and shrimp boats, over 400 Navy-men and their guests celebrated the opening of a newly remodeled and redecorated Enlisted Men's Club at U. S. Naval Station, New Orleans.

Music highlighted the opening of the remodeled Club with a Dixie-land Band playing low-down jazz for three hours before it was relieved by a dance band that played music for dancing until midnight.

The gala opening of the Club climaxed a year of detailed planning and more than two months' remodeling, painting and over-all repairing of the building. The new club features a mahogany-finished beverage bar and new furniture.

Not to be outdone by their "Bayou Brothers" the Navy Waves at Norfolk, Va., opened up a new club that is strictly for Waves and their guests. Called the "Ebbtide Club" the Wave's club has all the features of any Enlisted Man's Club and gives the gals a place to take their guys that is "just like home."

Seaman in Charge of Apes

It is not unusual to find the Navy engaged in unusual activities but the general stores issue ship *USS Mercury* (AKS 20) really outdid herself in one of her assignments.

In the process, an enlisted man was awarded a title—old to Gibraltar but novel in the United States Navy. He is Charles Lanzon, SN, and on the voyage from Gibraltar to Norfolk, he was "Seaman in Charge of Apes"—six of them.

The rock apes were sent as a present from the Governor of Gibraltar

to Oklahoma City, Okla.; Milwaukee, Wis., and Calgary, Canada.

Mercury crewmen became quite fond of their simian passengers and the apes seldom lacked food. During the first two days at sea, however, the sailors reported that the passengers exhibited little interest in eating. It might have been their new environment, but suspicion had it that the animals had a case of just plain old fashioned seasickness.

Nuclear Power For Navy Ships

A statement concerning Navy Department policy on the development and application of nuclear power to ships and aircraft has been announced by Secretary of the Navy Charles S. Thomas.

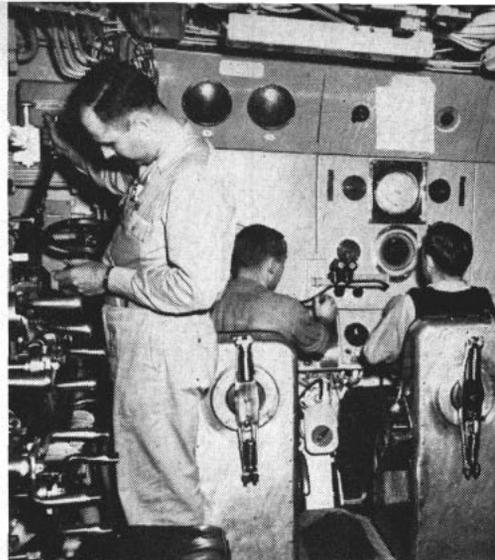
"The unique advantage of *USS Nautilus* (SSN 571) has emphasized the enormous advantage of nuclear power in prolonged submerged endurance at high speed," stated SecNav. "The application of nuclear energy to naval ship and aircraft propulsion requirements is of unprecedented significance.

"The feasibility of utilizing controlled nuclear fission as a heat source for a marine propulsion plant has been established in *Nautilus*. There are manifest advantages in the application of nuclear power to other types of ships and to aircraft."

As a result, it will be Navy Department policy that:

- Maximum effort will be exerted to develop a group of nuclear power plants for the propulsion of naval vessels in a range of power ratings covering all feasible applications.

- A vigorous program shall be developed and pursued for nuclear

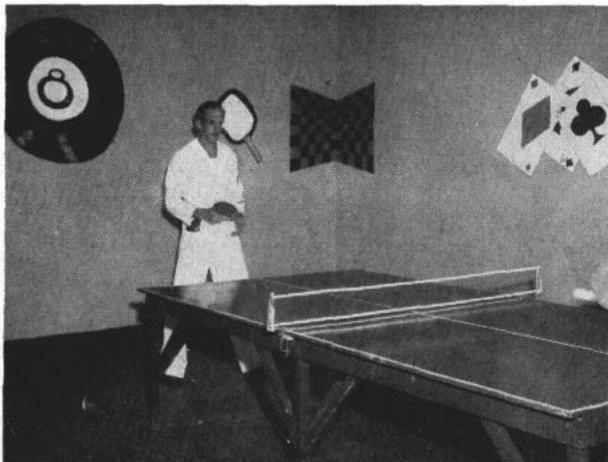


NEW AIRPLANE-TYPE stick controls for subs like *USS Nautilus* shown here will be simulated in a training device.

propulsion of naval aircraft.

- While there is to be no major compromise of other military characteristics in ship construction, the application of nuclear propulsion to all types of surface ships shall be advanced with an appropriate sense of urgency. It is appreciated that higher unit costs and greater unit tonnages may be incurred initially to adapt new construction ships for nuclear propulsion.

- The nuclear powered submarine program shall be expedited. Consistent with industry's ability to support the program, nuclear propulsion shall be provided in all types of new construction submarines for which nuclear power offers distinct over-all military advantages and where there is reasonable assurance that the ships will be useful throughout their normal life expectancy.



US NAVAL STATION, New Orleans has remodeled EM club. Norfolk Waves have a club, too, (right), named 'Ebbtide.'

THE BULLETIN BOARD

For the 200 Top Winners—A College Education and Commissions

IF YOU'RE AN ENLISTED Navyman under 21 years of age, you may be overlooking the opportunity of a lifetime if you don't investigate the possibilities of qualifying for NROTC.

The Regular Naval Reserve Officers Training Corps offers financial help to enlisted Navy men, as well as civilians and inactive duty Reservists who can show they want to become career officers of the Regular Navy or Marine Corps. It provides up to four years of Navy-subsidized education in one of the 52 colleges listed below.

Of the approximately 2000 candidates selected each year, a quota of 10 per cent — or 200 men — are enlisted Navy men. There's no reason why you shouldn't be among these 200 if you can qualify.

You will be appointed as midshipman in the Naval Reserve upon enrollment in the college of your choice, and will receive retainer pay at the rate of \$50 per month to help you pay your board and room.

The government pays tuition, the cost of textbooks, and other instructional fees. During drill periods and summer cruises, you will wear government-furnished uniforms.

Experience has shown that the retainer pay is, as a rule, not enough to make you financially independent while in college, and that usually an additional \$100 to \$600 per year, depending on you and the college, is necessary to meet all expenses. You may, if you wish, take a job which does not conflict with your NROTC and academic activities.

While in college you may take any course leading to a baccalaureate or higher degree with the exception of the following: Premedicine, medicine, premedical, dentistry, preveterinary, veterinary medicine, pretheological, theology, pharmacy, music or art.

You must include 24 semester or equivalent quarter hours of naval science, and must complete mathematics through trigonometry and one year of college physics by the end of the sophomore year, and you must show proficiency in English.

It is the present policy of the Navy

to grant one year's leave of absence to NROTC students who undertake engineering or other 5-year courses, provided they will not pass the 25th anniversary of their birth on 1 July of the year in which the requirements for a degree are completed, and they become eligible for appointment to commissioned grade. During this period of leave, they do not receive a subsidy from the government.

You will be required to participate in two summer cruises and one summer period of amphibious and aviation indoctrination, each of approximately 8 weeks' duration.

Enlisted personnel on active duty undergoing instruction in an officer candidate program such as the Naval Aviation Cadet Program, except students enrolled in the Naval Preparatory School, are ineligible to apply for the NROTC while retaining their officer candidate status.

Upon graduation, you are commissioned either as ensign, USN, or as second lieutenant, U. S. Marine Corps, and are ordered to active duty for three years. If you apply for, and are qualified, you may receive immediate assignment to flight training which will open to you a career in naval aviation. Again, you may be commissioned in one of the staff corps of the Navy.

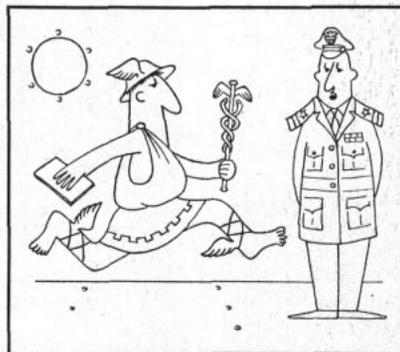
During the third year of active duty, you may request retention. Those who apply will be screened, and if selected within the authorized strength established at the time, will continue their careers in the Regular

Navy or Marine Corps. Otherwise, at the expiration of your three years of active duty you will be transferred to the Naval or Marine Corps Reserve and will be ordered to inactive duty to fulfill the remainder of your eight-year obligation.

If this brief description of the program convinces you, here's the information you will need.

Eligibility requirements are described in Articles C-1202 and C-1204 of the *BuPers Manual*. Briefly, they state that:

- You must have reached your 17th but not your 21st birthday on 1 July of the calendar year in which you enter the program. As you are a member of the naval service, the upper age limit will be waived if you have previous college credits, provided you will not have reached your 25th birthday by 1 July of the year in which you complete four years of college. To establish this waiver, you will have to submit a college transcript.
 - You must be on an enlistment or extension of an enlistment which will not expire before 1 September of the year in which you will enter college.
 - You must be a high school graduate or possess the equivalent educational background or high school certificate which is acceptable for admission to an NROTC college or university.
 - You must be a male citizen of the United States.
 - You must be unmarried and agree to remain unmarried until commissioned.
 - You must be of good moral character, must have potentialities for leadership and must be recommended by your commanding officer.
 - You must be physically qualified. (More about this below.)
- If you don't have a high school diploma, and are able to pass the USAFI General Education Development Test battery, high-school level, with a minimum average standard score of 45 on the five GED tests, and no score below 35 on any one of



"Er, Peters . . . aren't you carrying this courier duty a little too far?"

the five tests, this will be considered as the full equivalent of high school graduation.

Bear in mind that if you will have reached the 21st anniversary of your birth on 1 July of the year in which you are enrolled in the program you will be ineligible to apply, unless you have previous college experience. You must be able to establish one year of acceptable college credit for each year over 21. In general, 30 semester hours (or 45 quarter hours) of college credit are necessary for each year.

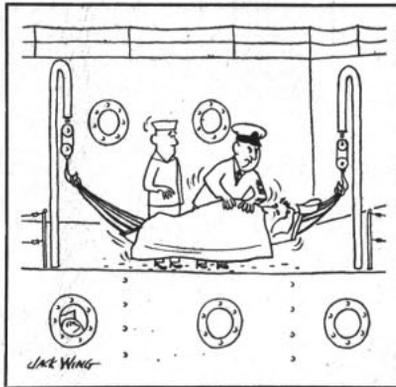
BuPers Inst. 1111.4B establishes the procedures to be used in nominating qualified enlisted personnel on active duty, for participation in the Navy College Aptitude Test. This servicewide examination, which is conducted annually in December, plus your physical examination, is the controlling factor in determining whether or not your application will be given further consideration. Much of the material in the instruction is administrative in nature. Nevertheless, it contains considerable matter of direct interest to you.

It provides that a preliminary screening be held to insure that only those persons motivated with a sincere desire for a career as an officer in the Regular service be considered for an NROTC appointment. In determining your leadership qualities and suitability, your maturity will be considered in comparison with other NROTC candidates in your age group for a potential as a commissioned officer after completion of a four-year naval college training program.

It is emphasized that separation from the Regular NROTC for most reasons will mean a concurrent transfer to a Reserve component in your previous enlisted rating until you fulfill the additional service obligations for which you are liable under the provisions of the Universal Military Training and Service Act.

You will be given a physical examination conducted by two medical officers. The final determination of your physical qualifications is subject to a review and decision by the Chief, Bureau of Medicine and Surgery and the approval of the Chief of Naval Personnel.

Nominations are received from all commands annually, commencing 1



August. The final deadline date this year for receipt of all nominations in the Bureau of Naval Personnel will be 19 October.

Applicants for the program this year should take immediate steps to complete requirements before the deadline.

If you are considered qualified, your commanding officer will receive a copy of your Navy College Aptitude Test before the national test date in December.

If you make a passing score in the examination, it will be published in March. Individual notification will not be sent to those who were unsuccessful in the examination.

Briefly, that's the information available at this time. If you haven't had the official word at your ship or station, ask your personnel officer about it. You'll find him interested and eager to help you. Meanwhile, good luck.

Here's a list of the universities and colleges where NROTC units are established:

Alabama Polytechnic Institute
Brown University
California, University of
California at Los Angeles, University of
Colorado, University of
Columbia University
Cornell University
Dartmouth College
Duke University
Georgia Institute of Technology
Harvard University
Holy Cross, College of the
Idaho, University of
Illinois Institute of Technology
Illinois, University of
Iowa State College of A. & M. Arts
Kansas, University of
Louisville University of
Marquette University
Miami University
Michigan, University of
Minnesota, University of

Mississippi, University of
Missouri, University of
Nebraska, University of
New Mexico, University of
North Carolina, University of
Northwestern University
Notre Dame, University of
Ohio State University
Oklahoma, University of
Oregon State College
Pennsylvania State University
Pennsylvania, University of
Princeton University
Purdue University
Rensselaer Polytechnic Institute
Rice Institute
Rochester, University of
South Carolina, University of
Southern California, University of
Stanford, University of
Texas, University of
Tufts College
Tulane University
Utah, University of
Vanderbilt University
Villanova University
Virginia, University of
Washington, University of
Wisconsin, University of
Yale University

Boards To Meet On Accelerated Promotion Program For LTJGs

Lieutenants (junior grade) with four years of commissioned service will be considered for promotion to the grade of lieutenant by line and staff corps selection boards scheduled to meet in October and November. Previously, the minimum of commissioned service was five years.

This policy, approved by the Secretary of the Navy in July, enables officers with dates of rank of 30 Dec 1953 or earlier to be included in the promotion zone. This will mean a minimum of 2½ years in grade for promotion to lieutenant. However, promotions will still be made on a vacancy basis.

It is anticipated that this move will reduce to some extent the present shortage of senior grade lieutenants by promotion of those officers who, in practice, have already assumed greater responsibilities.

Women Officers Selected For Promotion To LCDR

The President has approved selection board reports recommending four Regular Navy women officers for promotion to the grade of lieutenant commander. Two of the selectees are Supply Corps officers, and two are in Medical Service Corps.

Latest List of Motion Pictures Ready for Distribution to Ships and Overseas Stations

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in June.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

You Know What Sailors Are (300) (T): British Comedy Satire; Akim Tamiroff, Donald Sinden, Sarah Lawson.

It Came From Beneath The Sea (301): Science Fiction; Faith Dom-



"So I figures, who am I to say no?"

ergue, Kenneth Tobey.

The Violent Men (302) (T): Western; Barbara Stanwyck, Glenn Ford, Edward G. Robinson, Dianne Foster, Brian Keith, May Wynn.

Blackboard Jungle (303): Drama; Glenn Ford, Anne Francis, Louis Calhern, Margaret Hayes.

Captain Lightfoot (304) (T): Adventure Drama; Rock Hudson, Barbara Rush, Jeff Morrow.

The Silver Chalice (305) (T): Biblical Drama; Virginia Mayo, Pier Angeli, Jack Palance.

Mad At The World (306):

Drama; Frank Lovejoy, Keefe Bras-selle, Cathy O'Donnell.

Jump Into Hell (307): Story of Dien Bien Phu; Jack Sernas, Kurt Kasznar.

Night At The Opera (308) (Re-issue): Comedy; Marx Brothers.

Marty (309): Drama; Ernest Borgnine, Betsy Blair, Esther Min-ciotti.

Canyon Crossroads (310): West-ern; Richard Basehart, Phyllis Kirk.

Wyoming Renegades (311) (T): Western; Phil Carey, Martha Hyer, Gene Evans.

The Eternal Sea (312): Bio-graphical story of Rear Admiral John M. Hoskins, usn; Sterling Hay-den, Alexis Smith, Dean Jagger, Ben Cooper, Virginia Grey.

End Of The Affair (313): De-borah Kerr, Van Johnson, John Mills.

Five Against The House (314): Melodrama; Guy Madison, Kim Novak, Brian Keith.

I Cover The Underworld (315): Melodrama; Sean McClory, Joanne Jordan.

Chief Crazy Horse (316) (T): Western; Victor Mature, Suzan Ball, John Lund.

A Star Is Born (317) (T): Musi-cal Drama; Judy Garland, James Mason, Jack Carson, Charles Bick-ford.

White Christmas (318) (T): Musical; Bing Crosby, Danny Kaye, Rosemary Clooney, Vera Ellen.

Santa Fe Passage (319) (T): Western; John Payne, Faith Dom-ergue, Rod Cameron.

Bringing Up Baby (320) (Re-issue): Comedy; Katherine Hep-burn, Cary Grant.

The White Orchid (321) (T): Adventure Drama; William Lundi-gan, Peggie Castle.

Chicago Syndicate (322): Gang-ster Melodrama; Dennis O'Keefe, Abbe Lane.

Shotgun (323) (T): Western; Sterling Hayden, Yvonne DeCarlo, Zachary Scott.

Top Of The World (324): Alas-kan Adventure Drama; Dale Robert-son, Evelyn Keyes, Frank Lovejoy.

Three For The Show (325) (T): Musical; Betty Grable, Jack Lem-mon, Marge and Gower Champion.

Rage At Dawn (326) (T): West-ern; Randolph Scott, Forrest Tucker, Mala Powers.

From CPO to WO, via Gunnery Electronics and Guided Missiles

"There's gold in them thar schools and special programs," says Warrant Officer Kenneth R. French, usn. In his studies during the last five years as an enlisted man, he received expert training in two highly important fields, changing his rate twice while doing so. Then his rate was changed for a third time—he discovered his name on one of the latest lists of CPOs who were promoted to war-rant status.

Gunner French started looking into the Navy's special programs back in 1949 when he decided to branch out into the electronics school. As a chief gunner's mate he attended a 42-week ET school in preparation for a change of rate into the ever-widening field of electronics.

In 1952 he attended a Class B electronics school and emerged as an ETC, with an intense interest

in the field. About that time the announcement of the guided mis-sileman rating was released and the chief's ears picked up the rumor that men were needed to apply for duty in this new rate.

Accordingly in 1953 he applied for and was assigned to a five months' school at the U. S. Naval Guided Missile Training Center at Point Mugu, Calif. Upon gradua-tion from that school he became a GSC.

His well rounded background and schooling paid big dividends recently when he was notified of his selection to warrant officer. At that time he was stationed with U. S. Naval Guided Missile Unit 52 in Chula Vista, Calif. He has since been transferred to uss *Pitts-burgh* (CA 72) as an interim as-signment pending commissioning of a ship in which his special training can be put to full use.

Virginia City (327) (Re-issue): Western; Errol Flynn, Miriam Hopkins.

East of Eden (328) (T): Drama; James Dean, Julie Harris, Raymond Massey, Richard Davalos.

Geronimo (329) (Re-issue): Indian Adventure; Preston Foster, Ellen Drew.

Mildred Pierce (330) (Re-issue): Drama; Joan Crawford, Jack Carson, Ann Blythe, Zachary Scott.

City of Shadows (331): Drama; Victor McLaglen.

This Island Earth (332) (T): Science-Fiction; Rex Reason, Faith Domergue, Jeff Morrow.

Change to Qualls Manual Affects Many Ratings

Change 4 of the *Manual of Qualifications for advancement in Rating*, (NavPers 18068 Revised), has been distributed to all ships and stations. This *Manual* is now entirely unclassified and even "For Official Use Only" has been removed from the title page. Important changes are:

- In the Deck Group, qualifications have been added to the Radarman (RD) rating to increase responsibility for electronic maintenance and to include responsibility for electronic countermeasures equipment.

- In the Ordnance Group, qualifications have been added to the Mine-man (MN) rating to assign responsibility for mine firing mechanisms. In addition, qualifications are published for the first time for the new emergency service rating of Fire Control Technician G (FTG).

- In the Administrative and Clerical Group, qualifications have been added to the Radioman (RM) rating to increase responsibility for electronic maintenance and to include responsibility for electronic countermeasures equipment.

- In the Engineering and Hull Group, qualifications for the Damage Controlman P (DCP) emergency service rating have been deleted since the DCP rating has been eliminated and the painting qualifications were added to the BM rating in a previous manual change.

- In the Aviation Group, the exclusive emergency service rating of Airship Riggers (ESA) has been eliminated and qualifications for the new emergency service rating of Aviation Boatswain's Mate A (ABA)

Broadway Show—Paris Models Visit Navy Ships in Med

Showtime on shipboard has hit a new cultural level — or at least a different one — for the attack transports *uss Monrovia* (APA 31) and *Sanborn* (APA 193). While moored in Marseille, France, recently, their crews were treated to: 1) music by members of the "Porgy and Bess" operetta cast; and 2) a showing of the latest feminine fashions by Paris fashion salons.

Operetta on a hatch cover may sound odd, and it's certainly different from the usual Happy Hour fare, but "SRO" was the order of the day, with APA sailors and embarked Marine passengers covering every available bit of space from the signal bridge to the hatch coaming. Some 25 members of the all-Negro Stateside troupe drew storms of applause with a combination of group singing and individual numbers (including solos from the Gershwin-Ferber operetta).

The Navy men were entertained just before the troupe left Marseille for appearances in Rome and

Turin, Italy. The U. S. government-sponsored group already had won critical acclaim in Egypt, Israel, Germany, Italy, England, Spain and Yugoslavia before the sailors added their seal of approval.

The sight of attractive mademoiselles sporting the latest Paris fashions is perhaps even more odd than operetta aboard a Navy ship. But the fashion show, under sunny Marseille skies, drew another capacity audience. And, according to the young lady who described the fashions, there was only one hitch.

It seems that dress buyers rarely pay attention to anything more than the dresses being shown. The models naturally expected somewhat more personal attention aboard a U. S. Navy ship—and all they were getting was applause as polite as any to be heard in the Paris salons.

At least, that's all they got until word went around that the French misses were really angling for a few American-style wolf whistles.

(Airship Riggers) have been added.

In addition, these changes have been made: 1) qualifications for the emergency service rating of Aviation Ordnanceman F (AOF) have been eliminated since AOF was removed from the rating structure; 2) visual standards for the Air Controlman (AC) rating have been modified; 3) certain transport airman duties have been added to the qualifications for the Aviation Storekeeper (AK) rating and to the qualifications for Airman along with the disestablishment of

the exclusive emergency service rating of Transport Airman (EST).

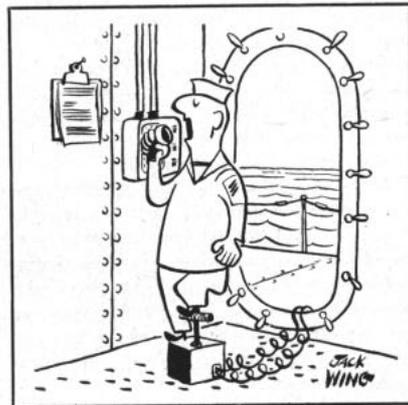
Special Services Personnel Keep Informed Via Newsletter

The "Special Services Newsletter" is now being sent to all ships and stations. The Newsletter contains information on sports and recreation of Navy-wide application.

A recent issue, for example, had articles on Olympic tryouts for Navy men and results of Navy competition in Pan-American games. Other issues have material on the All-Navy Talent Contest, All-Navy Comic Cartoon Contest, supplemental information on latest Bureau notices and directives, and so on.

The Newsletter is intended to reach not only commanding and executive officers, but athletic officers, members of the Enlisted Recreation Committee and the Recreation Council, as well as the Special Services officer.

Official correspondence concerning items appearing in the Newsletter, or about non-receipt of issues, should be addressed to Chief of Naval Personnel (Attn: Pers G-11).



"Now here this! . . . Now hear this!"

Broken-Service Versus Continuous-Service Reenlistments

AS AN ENLISTMENT DRAWS to an end there are always questions to be answered. "Ship over or leave the Navy?"—that's the basic one. The man considering the first alternative has another question to decide. "Ship over without much delay or wait a while?" is about the sum of it.

At the base of this question is the old argument of broken-service reenlistments versus continuous-service reenlistments. The selection can make a considerable difference: (1) during the *days* right after discharge, and (2) during the *years* of the next enlistment.

Continuous service reenlistments are those made within three months after discharge. Broken service reenlistments are those made later than three months after discharge.

In practically all cases a continuous service type is the more advan-

tageous. The main reason lies in the benefits that go with it. Among them: Reenlistment bonus (payable only when member reenlists within 90 days), retention of rate, duty-assignment options, reenlistment leave and lack of restrictions on number of dependents, for personnel in lower pay grades. Not all of these benefits apply to broken service reenlistments.

Each of the above-named benefits is "spelled out in the book." One particular benefit is not spelled out in the books, but it has a value as great as any of these—a value based on time.

Young Retirement — One of the most highly valued rewards of a full naval career is "young retirement." Under the present system a man can retire from active duty and enter the Fleet Reserve after 19 years and six months of active naval service.

The man who reenlists within a minimum period—in other words, who ships over within 24 hours of discharge—can phase in his "19 and six," starting the day he first joined the Navy. This same method works for retirement after 30 years' service.

Retention of Rate — Reenlistment under continuous service means returning with the rate held at discharge. Regardless of whether a man held his rate for two weeks or two years he'll have the same rate after sewing on his hashmark.

Except for those petty officers in the open rates, however, a broken service reenlistment means returning in a lower pay grade. Men in open rates have up to a year. Another exception: E3s and below return in their previous grade under either type reenlistment.

But for petty officers in rates not "open," a broken service reenlistment means coming back in with a lower grade. Here is a breakdown on such rates in two petty officer grades. PO-3s (E-4s) shipping in more than three months after discharge return as E-3s. After three months and up to two years PO2s return as PO3s. (And all PO2s—ones with open rates, too—reenlisting more than two years after discharge also return as E-3s.)

Aside from the obvious loss in basic pay and allowances, returning in a lower pay grade often involves other losses—losses not always readily apparent. Hit by these losses are married men who *had held* petty officer grade. Eligibility for dependents' transportation and for shipment of household effects is lost by the former PO3—now an E-3—who reenlists after three months. It is also lost by the former PO2 who waits more than two years. In the case of ex-PO3s with a four-year cruise behind them, it is a matter of "just missing the boat." By shipping over sooner they would, for the first time, have become eligible for these benefits. Reason: they *had held* the necessary pay grade and had just completed these required service.

Dependents — "No dependency restriction" is another feature of continuous service reenlistment. In other words, in no case does there enter into the picture the subject of how many dependents a continuous serv-

WAY BACK WHEN

The Rockets of Hero and Wan Hah

Jet aircraft roaring across the sky still cause people to stop, stare and marvel at "this new invention." But is it? A little investigation into the subject of jet power will disclose that while the frame that surrounds the jet engine is something new, the idea behind jet power is very old.

An early reference to the theory behind jet propulsion can be found in "Pneumatics", written by Hero, (Heron of Alexandria) who lived sometime between the second century B.C. and the third century A.D. The written works of Hero list many inventions and among them was one called an "Aelophile," which used escaping steam to create motion. While Hero lacked modern day fuels, his whole principle is much the same as that in use in today's jet engines.

It was a long time after Hero's day before man got up the courage to attempt use of jet power in controlled flight. Yet it wasn't so long as you might think. Some time in the 13th century a Chinese named Wan Hah made what is generally recognized by the experts as the first attempt. Using gunpowder, Wan Hah constructed a device he thought would be able to fly.

His contraption consisted of a frame on which he mounted several highly charged gunpowder rockets. He then attached a kite to each arm. The kites were to keep him aloft once the rockets had shot him off the ground.

Complete details on what happened are vague, for Wan Hah never got to write his account of the experiment. Before a large



crowd, he assembled his apparatus and prepared to depart. The rockets were fired and Wan Hah, along with his flying machine, rockets and kites, disappeared in a blinding mass of smoke and flame.

Sad to relate, Wan Hah didn't go up, but when the smoke cleared he was gone. He might be considered to be the first martyr in the attempt of man to probe the sky in a piloted, rocket-powered aircraft.

In the years since Wan Hah's demise, man has used rocket power in various ways, but it wasn't until World War II that it was developed to a point where he could control it for use in power flight. While those who marvel at the new jet's have reason for amazement, it isn't because of the newness of the idea, but at man's ability to harness such a power.

ice reenlistee may have. This holds whether a man reenlists as an E-3 or CPO. However, those shipped in as E-3s or below under broken service are ordinarily limited to one dependent. To reenlist with two or more dependents a waiver must first be obtained from the Chief of Naval Personnel.

Duty Assignment Options — The new program in which reenlistees may indicate duty preferences now forms one of the major differences between a broken service and a continuous service reenlistment. This program—entitled “Reenlistment options and assignment to duty of enlisted personnel”—indicates the value the Navy places on continuous service.

In general, the great majority of those who reenlist for three or more years under continuous service have at their disposal one, and in some cases two, of a total of three options in selecting a future duty assignment. Certain guarantees go with these choices. On the other hand, those who re-up under broken service are “transferred to an activity for general detail” from the recruiting station where they reenlisted. They receive no guarantees as to duty assignment.

Continuous service reenlistees also have some selection in their place of reenlistments. The man who ships over within 24 hours does so on board his permanent ship or station or at the separation center. After 24 hours he ships over at a recruiting station.

Regardless of where he ships over, he is entitled to select a duty assignment option. A total of three options are on hand for enlisted men; one option is available for enlisted women. The first two options are best for those men who desire to continue on in their present units. The third is best for those men who want a change of duty—and a hand in picking that new duty.

• **Option One** provides “assurance of at least 12 months on board the Fleet unit in which serving.” This option is not available for men in *non-rotated* ships, craft, staffs and aviation squadrons. What it does take in are the far greater number of men in the far more numerous *rotated* ships, staffs and aviation squadrons.

• **Option Two** provides “assur-



“Hey, wanna see something funny?”

ance of a normal tour of duty.” The man to whom this applies is the one serving in an activity or command which has an allowance for his rating and for which a normal tour has been prescribed. The great majority of men serving in a tour of Bureau and Fleet shore duty are covered in this option.

• **Option Three** is somewhat more detailed. It involves the assurance of at least 12 months’ duty in a Fleet command having a home port in the continental U. S.—either Atlantic Fleet or Pacific Fleet. While choice of Fleet is guaranteed, assignment to a particular unit, activity or locality is not. However, the reenlistee further indicates four duty preferences within the Fleet. He does this by listing any combination of ship type, home port and geographical area. Are these preferences honored? The record says “yes.” A recent survey of assignments under this option showed that more than 90 per cent were granted their first preference; that eight out of 10 of the remainder got their second preference. Everyone was assigned the Fleet chosen since this had been guaranteed.

Reenlistment Bonus—Most clear-cut of the monetary differences between the two type reenlistments is the bonus. Those who ship over within 90 days receive it. Those who ship over after 90 days do not. These bonuses can amount to a sizable sum. The PO3 ending his “first four” enlistment who ships for six receives \$842.40. Under the same conditions, a man in pay grade E-3 receives \$702; a PO2 receives \$982.80.

Counting Service—Advancement in rating calls for certain “service re-

quirements in next lower pay grade.” For example: E-3 to E-4, six months; E-4 to E-5, 12 months; E-6 to E-7, 36 months. This service must be continuous. If a man ships over under continuous service conditions he may count his past service in the “next lower pay grade.” Shipping over under broken service conditions, however, he must start from scratch.

Pretty much the same system works for the sea/shore rotation programs—whether Bureau Shore Duty or Fleet shore duty. Amount of sea duty is the major factor in fixing the relative standing on the shore duty waiting lists. And too, there are certain sea-service requirements which must be met before a name can even be placed on the list. In both cases it is a matter of starting from scratch with a broken service reenlistment or of counting the last enlistment’s sea duty time with a continuous service reenlistment.

Leave and Lump Sum Payment —

There is a certain variable time-and-money aspect bearing upon the subject under discussion. Not strictly a matter of continuous service versus broken service, it is more on the order of quick reenlistments versus delayed reenlistments. Involved are the periods of time at, or shortly after, the end of an enlistment.

When it gets down to brass tacks, a man thinking about reenlistment has only certain choices at, or after, the end of his cruise. First are the time periods. He may reenlist immediately—within 24 hours. He may reenlist within 30 days (maximum number of days in which to obtain reenlistment leave). He may reenlist within three months — continuous service or after three months — broken service.

The second group of choices involves leave and payments. If he has leave on the books at the end of his enlistment, he may, (1) take a lump sum payment for unused leave not to exceed 60 days, or (2) receive it as reenlistment leave. With enough leave on the books and by shipping over within 24 hours he is eligible to receive up to 60 days’ leave. With 30 days’ advance leave added, the possibility of receiving up to 90 days’ leave exists. With no leave on the books he may still take leave—advance leave of up to 30 days.

Those, in brief form, are the possible alternatives. Despite the fact

that all these alternatives are at work there is a common tendency to accept what is probably the most obvious one. This, of course, is to take a cash payment for unused leave and to "take a break" of a few weeks or months in order to look around on the outside. A closer look at this procedure raises some interesting points. True, the cash payment can amount to a pretty good amount. But in essence it's a matter of selling time for money—of swapping off up to 60 days' leave for up to 60 days' basic pay.

On the other hand, by reenlisting first and then taking the leave the benefits are greater. During each day of the leave both basic pay and allowances are accumulating on the pay record. What's more, the days of leave are counting toward the new enlistment, toward both time-in-grade requirements needed for advancement multiples, and toward the total active service needed for retirement.

Reenlistment time traditionally is leave time. But if money is the prime factor there is a combination of the above alternatives that offers a form

of double-time pay. This is done by reenlisting immediately and by taking payment for unused leave.

Time and money are not the only factors involved during the end-of-enlistment period. Protection enters the picture, too. The fact that a man is on leave in no way denies him the same various forms of protection for self and dependents he would be entitled to in a day-for-day duty status. Included here are such items as: hospitalization, legal assistance, medical care, compensation for service connected disability and Serviceman's Indemnity. It is true that "between enlistments" a man would have some protection as a veteran, but this protection does not begin to compare with that held by the man on active duty.

"Early Reenlistments"

Up to this point the reenlistments discussed have been those occurring at, or after, the normal expiration of enlistment. "Early reenlistment" is a term that arises now and then when the subject of shipping over is at hand. For several years this term meant reenlisting up to three months early under somewhat specialized conditions.

On 19 Jan 1955, the term was given a new and broader meaning. (see also BuPers Inst. 1133.4) Alnav Two authorized discharges up to one year "prior to normal expiration of enlistment FOR PURPOSE OF IMMEDIATE REENLISTMENT."

As the capitalized words indicate, broken service is not part of the question here. This definition makes early reenlistment a form of continuous service reenlistment. As with so many other parts of the whole reenlistment picture, time is the main theme.

There are two types of early reenlistment. Type A takes in those who reenlist up to three months "early." Type B takes in those who reenlist from three months to one year "early." Among the earlier listed benefits that both types of early reenlistment have in common with the regular form of reenlistment are: reenlistment bonus, reenlistment leave, and, to a certain degree, duty assignment options. Here the similarity ends.

Early reenlistments in all cases are for four or six years only. Whereas under other types, men shipping

over for the first time have the choice of four-year, six-year and two-year and three-year periods. In addition, early reenlistments may be made only at duty station where paid off.

But there are also certain differences between Type A and Type B. Only Type A (up to three months early) features the mileage allowance. (Six cents a mile from the place where paid off to home of record or place where enlistment began, either choice . . . and actual travel need not be performed.) Then too, only Type A features all three duty assignment options — Type B having options One and Two but not Option Three. The final feature of Type A reenlistment not held by Type B is the lump sum payment for unused leave.

On the face of it, there is more to be gained by waiting until the normal expiration of enlistment. To put the question another way: "What's the advantage of an early reenlistment?"

The big answer is convenience. And not just the convenience of having a couple hundred extra days to choose from for shipping over purposes.

Early reenlistments offer the convenience of being able to fulfill obligated service requirements. There are three major cases in which this would be applicable. First is service required to attend a Navy school or course. Second is service required for a tour of Stateside or overseas shore duty. Third is service required in order to make a desired cruise.

Then too, there is the convenience, under an early reenlistment, of being able to collect a fistful of money at an earlier date.

Energy Generates Century of Good Conduct

A century of 4.0 conduct was honored at ceremonies on board USS *Energy* (MSO 436) at the Long Beach Naval Shipyard.

Twenty men, representing one-third of *Energy's* crew, were presented with Good Conduct Medals or bronze stars in lieu of second, third and fourth awards. Two CPOs, Louis H. Fraley, EMC, and Henry L. Withers, BMC, were recipients of their fourth good conduct award.

Others who brought good conduct awards up to the century mark were: Paul H. Drake, IC2; Lewis E. Clanton, BM1; Robert J. Sloan, RM1; Ralph J. Sage, DC2; Billy R. Randolph, EM1; Emmett E. Burgess, CS1; William H. Chappell, RM1; Ralph J. Wagner, RD1; Donald R. Lehman, HM1; Chris Lemen, QM2; Richard E. Boynton, EN2; Eugene D. Brown, EM2; Victor H. Longmore, FP2; Denver Alday, YN2; Walter L. Kurtz, SK2; Anthony J. Grecco, GM3; Emmett D. Miller, ET3 and Henry J. Godbehere, SN,

One-Quarter Million Hours Instruction Sets Record

During fiscal 1955 all previous station flight records were broken at NAAS Whiting Field Pensacola, Fla., when 2,729 student pilots completed the primary phase of their flight training.

To qualify, the students completed 255,082 instructional flight hours in SNJs. Whiting flight instructors flew 130,987 flights with their students and were aloft 180,432 hours.

Training was accomplished during 160 flying days in the year.

TAR Reservists May Enlist or Reenlist in Regular Navy, Open Rates Keep Same Pay Grade

Reserve Navymen on active duty with the Regular Naval Establishment or on active duty in billets assigned to the Training and Administration of Reserves (TAR) may enlist or reenlist in the Regular Navy under conditions outlined in BuPers Inst. 1130.4B.

Naval Reservists serving in rates which are considered to be "open" are, if otherwise eligible, permitted to enlist or reenlist in the Regular Navy in the pay grade they now hold, provided they are recommended by their commanding officer and their application is approved by the Chief of Naval Personnel.

"Open" rates are those rates in which the number of personnel on board, (on a servicewide basis) is short of the allowance requirements and normal advancement in rating may not supply the necessary personnel in these rates. Naval Reservists serving in one of the following open rates (or in a related emergency service rate) may submit applications via their commanding officers to the Chief of Naval Personnel (Attn: Pers B234) for enlistment or reenlistment in their present pay grade:

- *Chiefs, first, second and third class petty officers* in the following ratings: Radarman, sonarman, guided missileman, mineman, teleman, radioman, communications technician, aviation fire control technician, and aviation guided missileman.

- *First, second and third class petty officers* in the following ratings: Quartermaster, fire control technician, electronics technician, journalist, draftsman, musician, machinist's mate, boilerman, electrician's mate, I. C. electrician, patternmaker, surveyor, construction electrician's mate, driver, mechanic, builder, steelworker, utilities man, aviation electronics technician, aviation electrician's mate.

- *Second and third class petty officers* in the following ratings: Torpedoman's mate, gunner's mate, instrumentman, opticalman, yeoman, personnel man, machine accountant, storekeeper, disbursing clerk, commissaryman, ship's serviceman, lithographer, engineman, machinery repairman, metalsmith, pipefitter, damage controlman, molder, aviation ma-

WHAT'S IN A NAME

Sea-Going David, Giant Killer

The Confederate torpedo-boat *David* first appeared on the scene of naval history on 5 Oct 1863, when it torpedoed the Federal Ship *New Ironsides* off the coast of Charleston, S. C. A few months later, *Housatonic* was sunk from a similar attack by a submarine boat that was also referred to as a "David." These two incidents pioneered the success of a new type of warfare that became highly developed in later years. They also serve to illustrate the remarkable resourcefulness of the Confederate Navy under severe handicaps.

The original *David*, from which subsequent Confederate torpedo-carrying craft derived the name, was a cigar-shaped boat of about seven feet in diameter and 50 in length, propelled at about seven knots by a steam engine driving a screw propeller. Most of the boat was submerged, the part above water including little more than the central cockpit surrounded by a vertical bulwark rising about two feet above the hull. Just forward of this little superstructure the short smokestack also rose through and above the hull.

The copper torpedo containing 65 pounds of powder, designed to explode on impact with a hostile ship, was carried at the end of a long pole extending under water beyond the bow.

In her first engagement *David* got within 300 yards of the Federal ship *New Ironsides* before being discovered. Then with Lieutenant W. T. Glassell in command, *David* continued ahead at full speed into the great ironclad, the torpedo exploding near the stern on contact with her hull. A column of water was instantly thrown up by the concussion and, falling on *David*, entered through her smoke-pipe and hatch and drenched the fires. The boat itself was badly



shaken by the collision and the engine stalled by a piece of iron ballast flying between two moving parts. Thus disabled and endangered by a hail of rifle fire, Glassell ordered the craft abandoned, and all hands jumped overboard.

The captain and fireman were afterwards taken from the water by Federal boats and made prisoners. However, the engineer, J. H. Tomb, decided to swim back to *David* as she drifted away from *New Ironsides* in the midst of wild fire from nearby vessels. He found the pilot, who could not swim, still clinging to *David's* side and the two together then climbed aboard, hastily got the machinery in order. They proceeded in safety back toward Charleston unobserved, although passing within a few feet of the monitor. At first *New Ironsides* seemed little damaged and there was a tendency of the Federal fleet to ridicule the attack. However, the danger of the new menace became apparent to everyone when further examination revealed extensive underwater leaks in the monitor that could only be repaired at a Navy yard.

chinist's mate, aviation ordnanceman, air controlman, aviation boatswain's mate, aviation structural mechanic, parachute rigger, aerographer's mate, tradevman, aviation storekeeper, photographer's mate, hospital corpsman, and dental technician.

Naval Reservists NOT serving in "open" rates may, if otherwise eligible, enlist or reenlist in the pay grade listed in the following table. In the case of petty officers this pay grade is lower than that in which they are serving in the Naval Reserve:

Pay Grade in which currently serving
Pay Grades E-7 and E-6

Pay Grade E-5

Pay Grade E-4

Pay Grades E-3, E-2 and E-1

Rate in which enlistment or reenlistments in USN may be effected

The pay grade E-5 rate of the related general service rating.

The pay grade E-4 rate of the related general service rating.

The pay grade E-3 rate of the general apprenticeship that forms the path of advancement to the rating held in the Naval Reserve.

The rate held at time of discharge from the Naval Reserve.

Roundup of New Legislation of Interest to Naval Personnel

HERE ARE THE HIGHLIGHTS of the legislative action taken by the 84th Congress during the past few months which is of interest to naval personnel.

This summary includes those bills which have become Public Law since the last round-up in ALL HANDS June 1955, p. 57. Bills which were listed as introduced in that and previous issues and on which no further action has been taken, are not listed.

Reserve Officer Personnel Act Amendments—Public Law 115 (formerly S 1718): Clarifies and makes technical amendments to the Reserve Officer Personnel Act of 1954 (ROPA).

Draft Law—Public Law 118 (formerly HR 3005): Amends the Universal Military Training and Service Act. Extends the general induction authority to 1 Jul 1959; extends the Dependents Assistance Act to the

same date; extends the doctors draft authority to 1 Jul 1957 but reduces liability to age 45. It also amends the Career Compensation Act to extend the special pay for doctors and dentists to those entering on active duty prior to 1 Jul 1959.

Missing Persons Act—Public Law 122 (formerly S 2266): Extends the provisions of the Missing Persons Act for one year until 1 Jul 1956.

Free Importation—Public Law 126 (formerly HR 5560): Extends for three years the exemption from customs duties on household and personal effects brought into the U.S. under government orders. The Act provides for issuance of regulations by the Secretary of the Treasury.

Payment in Advance—Public Law 144 (formerly S 804): Amends the Career Compensation Act to permit the payment in advance of pay

which will accrue to members for the period of travel from last duty station to home, when released from active duty.

Filing for Pay—Public Law 145 (formerly S 800): Repeals the law which established a three-year statute of limitations on the filing with the General Accounting Office of certain claims by members of the Naval Reserve and Marine Corps Reserve. As a result of this repeal, claims now become subject to the general ten-year statute of limitations. Particularly affected are claims for uniform gratuities, several of which have, in the past, been denied solely on the ground that they had not reached GAO within the three-year period.

Physical Requirements—Public Law 146 (formerly S 802): Amends the Universal Military Training and Service Act to provide for the waiver of the final physical examination of an inductee who remains on active duty after completing his induction period.

Designation of Beneficiary—Public Law 147 (formerly S 933): Establishes a uniform procedure for settling of the accounts of a deceased member of the Armed Forces. Authorizes service personnel to designate a beneficiary or beneficiaries to receive the final amount due him him upon death.

Extension of Enlistment—Public Law 153 (formerly S 1571): Permits voluntary extension of enlistment in the Army, Navy or Air Force for a period of less than one year in order to participate in a particular cruise or maneuver.

Waiver of Benefits—Public Law 156 (formerly S 2135): Makes permanent the present temporary law which permits Reserves, who are entitled to receive pensions or other compensation as a result of prior military service, to elect to waive such payments and receive active duty pay when ordered to active duty.

Insurance—Public Law 194 (formerly HR 1619): Amends Servicemens Indemnity Act to provide for the issuance of a five year level term policy to a person whose Government insurance expires while on active duty or within 120 days after separation.

HOW DID IT START

The Flying Dutchman

The *Flying Dutchman* is a legendary phantom ship that was believed to haunt the seas around the Cape of Good Hope. In the days of sailing ships, seamen used to regard the sight of this specter ship as a very bad omen, bringing with it sudden squalls, shipwrecks, illnesses and other disasters.

There are many legends about the *Flying Dutchman* that have furnished literature, music and motion pictures with much material. Wagner's opera *Der Fliegende Holländer* is based on the story of the *Flying Dutchman*, and it was also the theme of a recent motion picture.

In the most common English version of the *Flying Dutchman* it was believed to be a Dutch ship commanded by a Captain Vanderdecken. He was taking his ship around the Cape when he ran into one of the terrific storms that frequent that region. The crew pleaded with him to turn back and wait out the storm but Vanderdecken was determined to go on. Suddenly a ghost appeared on the masthead and warned him to go back. But the captain vowed that he would continue around the Cape against the wind if it took him until Judgment Day. Evidently Providence took him at his word, for to this day it is said that the phantom ship can be seen sailing against a head wind with all sails set and Vanderdecken and crew now reduced to little more than shadows.

In another legend the *Flying Dutchman* was believed to be a ship carrying a precious cargo from the Indies to Europe when a plague broke out among the crew. Because of the plague, no port would allow the vessel to enter and it was condemned to stay at sea forever.

Because of the unequal refraction of light in the lower strata of atmosphere in the region around the Cape of Good Hope, ships that are actually out of the range of vision sometimes appear to the observer to loom in the distance as if they were just hanging in mid-air. This phenomenon called a "mirage ship" is the *Flying Dutchman* "seen" by Navy men rounding the Cape today.



Family Housing — Public Law 161 (formerly HR 6829): Authorizes money for military public works program, and includes \$250 million for family on-station housing.

Tax Free Gifts — Public Law 190 (formerly HR 5559): Extends the exemption of customs taxes on gifts of a value of up to \$50, sent from overseas by Armed Services Personnel.

Premium Waiver — Public Law 193 (formerly HR 1617): Provides for automatic waiver of premiums for holders of five-year level term policies of National Service Life Insurance who were missing in action, prisoners of war etc., and who had no opportunity to execute the waiver. Gives similar relief to holders of permanent type policies.

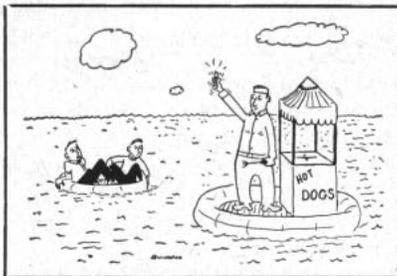
Alaskan Claims — Public Law 197 (formerly HR 3560): Upholds payments of per diem to certain Army, Navy and Air Force personnel previously stationed in Alaska.

On Station Schools — Public Law 204 (formerly HR 3253): Requires that agreement be reached between the Commissioner of Education and the Secretary of the Department concerned, that a local educational agency is able to provide suitable free public education before any on-post school is closed.

Enlisted Subsistence — Public Law 253 (formerly HR 7194): Amends section 301 of the Career Compensation Act to authorize enlisted men who live at home and are entitled to commuted rations to receive an additional 50 cents for each meal they must eat in commercial facilities. This law is retroactive to 15 Apr 1955.

Augmentation — Public Law 308 (formerly HR 2109): Extends authority to augment into the Regular service officers up to the grade of lieutenant in the Navy and captain in the Marine Corps.

Election of Home on Retirement — Public Law 368 (formerly HR 6600): Amends the Career Compensation Act to authorize the transportation of dependents and household and personal effects to a home of selection for any person who is retired for physical disability or placed upon the temporary disability retired list or who, immediately following at least eight years of continuous active duty, is retired for other rea-



"Jones always was a hustler."
—C. W. Keiningham, SK3, USN

sons or separated with severance pay.

Temporary Officer Retirement — Public Law 318 (formerly HR 2112): Authorizes the retirement of temporary officers who complete 20 years of active duty, ten of which is active commissioned service. Its benefits would also extend to those temporary officers who have been transferred to the Fleet Reserve and Fleet Marine Corps Reserve.

Housing — Public Law 345 (formerly S 2126): Gives authorization for a new \$1,363, 500,000 military housing program of 100,000 units for servicemen's families.

Household Effects Storage — Public Law 245 (formerly HR 6277): Authorizes the non-temporary storage of baggage and household effects in commercial facilities whenever such storage is considered to be more economical to the Government.

Sale of Homes — Public Law 384 (formerly HR 2557): Provides that in certain cases of the sale or exchange of a home, military personnel on active duty shall be exempt from certain limiting dates according to the International Revenue Code.

Male Nurses — Public Law 294 (formerly HR 2559): Authorizes the appointment of male nurses and medical specialists as Reserve officers.

Disbursing Officers — Public Law 365 (formerly HR 7043): Provides a permanent and uniform method for relieving disbursing officers of the effect of errors which were not the result of bad faith or lack of due care on the part of such officers.

Dual Compensation — Public Law 239 (formerly HR 5893): Includes Korean veterans under provisions of Veterans Administration Regulation 1(a), which exempts any such veterans retired for physical disability as a result of combat with the enemy or the explosion of an instrument

of war from the limitations on dual compensation. Section 2 of the Act raises the limit from \$3000 to \$10,000 for all retired officers.

Reserve Training — Public Law 305 (formerly HR 7000): Reduces total obligated service of persons entering the service, after the date of enactment, to six years and provides machinery for compelling active participation in the Ready Reserve.

This Act also increases the authorized size of the Ready Reserve from 1,500,000 to 2,900,000 and authorizes the President to order to active duty up to 1,000,000 members of the Ready Reserve without specific Congressional permission.

Aviation Officer Candidate Program Gets Under Way

Twenty-two young college graduates from over the nation began the first class of the newly established Aviation Officer Candidate program, at Pensacola, Fla., this summer.

Their preliminary training is four months' pre-flight and general indoctrination at Pensacola.

Upon successful completion of this four-month period they will be commissioned ensigns in the United States Naval Reserve and will then begin about 14 months of flight training. Their period of obligated active Naval service after flight training is two years.

Here's a Father-Son Combo That Will Be Hard to Beat

There have been many famous Navy families since the U.S. Navy first became a reality, but now for the first time in history the U.S. Navy boasts a father-son combination with both men on active duty and both wearing the stars of an admiral.

The senior half of the team is Fleet Admiral William D. Leahy, Sr., USN. His son, William D. Leahy, Jr., USN, was one of the 39 captains selected recently for rear admiral.

FADM Leahy is at present serving in Washington, D.C., in an advisory capacity in the office of SecNav. Rear Admiral Leahy was serving as commanding officer and director of the David Taylor Model Basin when upped to two stars.

Sailors Bring 'Em Back Alive — But Bearly

Crewmen of the auxiliary ocean tug *USS Mahopac* (ATA 196) which operates out of the Kodiak Naval Station, have decided the life of a zoo keeper is not for them. Especially after their recent encounter with a Kodiak Bear—even though it was only a 25-pound specimen.

The cub, which will grow into a representative of the world's largest carnivorous animal, was captured at the campsite of the Kodiak Conservation Club's Karluk

decided that it would be in the best interests of the little tyke if he were captured and put into captivity.

Under ordinary circumstances, this plan of action would have been foolhardy. But there was ample evidence that mama bear had been killed and Kody Cub had been left alone to forage for himself. And he was beginning to look rather gaunt.

After a furious rough and tumble chase, the cub was caught and put



River recreation camp. And though the little "Kody" won't become a meat-eater for several years, *Mahopac's* crewmen, after having the animal aboard for a day, were of the opinion it was well versed in its potentialities.

"Little Monster"—as he was tabbed by the men—was first sighted by members of a KCC week-end recreation party at Karluk. The following weekend, recreation parties from *Mahopac* were again at Karluk and caught sight of the little bear again. Only this time, the cub was a little hungrier—and braver.

Three members of *Mahopac's* crew and two shore-based sailors

aboard *Mahopac* for the trip back to the Kodiak Naval Station. Quite put out at the entire goings-on, the cub attempted to frighten anyone coming near his cage. After an eventful half-day trip, the crewmen of *Mahopac* turned the cub over to the Kodiak Fish and Wildlife Service which will find a foster home for the young bear in a state-side zoo.

The five amateur "Frank Bucks" were: Charles D. Hart, EN3, Herman C. Stomer, EN1, and Clyd N. Rudd, FN, all crewmen on board *Mahopac*, and Raymond L. Latraverse, CS3, and K. E. Williams, SK3, based at the Kodiak Naval Station.

Shipment of Household Effects Authorized on Retirement Or Release from Active Duty

Navymen being released from active duty are entitled to ship their household effects at government expense from their last duty station to their new home.

The entitlement varies according to the type of release. For example, upon separation from the service, release from active duty or placement on the temporary disability retired list, Navymen are entitled to shipment of household goods from the last or any previous permanent duty station (or place of storage in connection therewith) to their home. Six months' temporary storage may be authorized when necessary due to conditions beyond the control of the owner that prevent the immediate shipment of his household effects to the (home) he has designated.

Upon retirement (other than temporary disability retirement), or on transfer to the Fleet Reserve or to the Fleet Marine Corps Reserve, Regular Navymen and Marines are entitled to shipment of their household effects to the place which they select as their home.

If necessary, they may request six months' temporary storage, or their goods may be placed in nontemporary storage for one year from the date of retirement. Current regulations provide that only one shipment of the same lot of household goods is authorized, even though the owner has one year in which to select a home. Therefore, Navymen will be able to take advantage of the one-year nontemporary storage privilege only if it is available at their last duty station or the place where the goods are located because shipment to another nontemporary storage activity or any other point will prevent further shipment at government expense to their selected home.

Household goods or personal effects must be turned over to the transportation officer or to a carrier for shipment at Government expense within one year from date of separation from service, release from active duty, retirement, transfer to Fleet Reserve or to Fleet Marine Corps Reserve or placement on temporary disability retired list.

Revised Officer Correspondence In Seamanship Is Ready

The officer correspondence course, *Seamanship* (NavPers 10923-A), has been revised and applications for enrollment are now being accepted.

The new course, based on the texts, *Seamanship* (NavPers 16118-B) and Knight's *Modern Seamanship*, 12th edition, consists of 10 assignments and is evaluated at 20 points.

This course supersedes earlier course (NavPers 10923) USNR officers who completed the earlier course will receive additional credit if they take the revised course.

Application should be made on form NavPers 992 forwarded through channels to the Naval Correspondence Course Center, Building RF, U.S. Naval Base, Brooklyn 1, N. Y.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9

1. (b) Assault Boat Coxswain
2. (c) On the right sleeve, between the shoulder and elbow
3. (b) P5M-2 Marlin
4. (c) Anti-submarine patrol
5. (b) LST
6. (c) Counties

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 current BuPers Instructions, BuPers Notices, and SecNav 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. 39—Stated that certain accounting and disbursing procedures will be transferred from the Bureau of Supplies and Accounts to the Navy Comptrollers Office.

No. 40—Described certain changes to prices of clothing for enlisted personnel.

No. 41—Announced the convening of line selection boards to consider men USN and USNR officers for promotion to grade of captain and commanders and women line officers to the grade of commander.

No. 42—Stated that the present law concerning free entry of personal and household effects of military personnel will, with few changes, be extended for three years.

No. 43—Outlined certain recommendations to line selection board considering promotion of captains to temporary rank of rear admiral.

No. 44—Stated that, pending signing of appropriation bill, obligations should be incurred only within amount of authorized allotments.

No. 45—Announced that certain personnel scheduled for advancement 16 Sep 1955 may be advanced in rating on 16 July.

No. 46—Provided instructions concerning the payments of hazardous duty pay for officers and enlisted personnel.

No. 47—Stated that appropriation act had been approved.

No. 48—Provided for an advance of pay not to exceed three months upon authorized change of home yard or home port.

No. 49—Concerned with the

weight limitation of shipping household effects of rear admirals and above.

No. 50—Required that all ships and stations display colors at half mast as mark of respect to the late former Secretary of State Cordell Hull.

No. 51—Announced the approval by the President of the report of a selection board which recommended USN line officers for temporary promotion to the grade of rear admiral.

BuPers Notices

No. 1210 (24 June)—Announced a change to the designator code system made necessary by the establishment of a new officer procurement program for flight trainees.

No. 1700 (24 June)—Announced the second All-Navy Talent Contest and provided certain details concerning the competition.

No. 1120 (28 June)—Announced change No. 1 to BuPers Inst. 1120.14A to provide for the submission of current copy of the Statement of Personal History (DD 398) with application file.

No. 1020 (6 July)—Summarized recently approved changes in naval uniforms.

No. 1301 (13 July)—Announced change No. 1 to BuPers Inst. 1301.10B concerning an addendum to active duty letter orders for Reserve Officers.

No. 1813 (18 July)—Announced change No. 1 to BuPers Inst. 1813.1, which provides information concerning retainer pay for members of the Fleet Reserve.

No. 1120 (20 July)—Invited applications from permanently commissioned USN line officers for Special Duty (Law) billets.

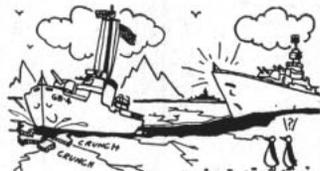
New Postal Service for 'Certified Mail' Is in Effect

Important letters having no monetary value may now be sent through the mail as "Certified Mail" for 15 cents in addition to postage.

The service is limited to letter mail. A return receipt showing proof of delivery may be obtained by payment of an additional seven cents.

It is anticipated that this new service, cheaper than registered mail, will be used in sending important documents and papers which in the past were registered. Classified matter may not be sent under new service.

The Navy's newest and largest icebreaker, *uss Glacier* (AGB 4,) will be making her maiden voyage into the climate and area in which she was designed to operate, during the coming exploration of Antarctica by Task Force 43. A prototype in icebreaker construction, she will be one of the most important ships in the task force with her powerful engines, which can



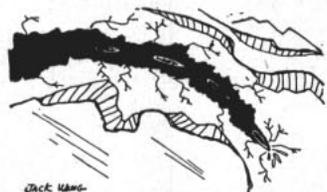
deliver up to 20,000 horsepower, and her thick hull and reinforced bow which can plow into the dense ice packs picking out a route for other ships to follow.

In the open seas *Glacier* is anything but a picture of a sleek and speedy Navy ship. Her beam, 74 feet, and round bottom combine to give her a tendency to rock and roll in the same manner as a barrel in rough water.



However, once she reaches the area of pack ice and icebergs she will become a shining star. There, her rounded bottom and reinforced bow will prove their worth a hundred times over, as they make it possible for the Navy to go places otherwise impassable.

The 310-foot vessel will have living quarters as modern as those in any ship in the Navy today. The very latest in habitability know-how has been built into *Glacier*, not only in the berthing spaces but throughout the ship. She boasts a gleaming recreation



Jack Wang

room, a spacious ship's store, barber shop and many other features. Above all, though, she is a working ship and during the next few months she will be tackling one of the toughest jobs facing a Navy vessel — fighting the elements in the frozen wastes of Antarctica.

How to Track Down Your Serviceman's Hunting, Fishing License

JUST ABOUT EVERY MAN has the hunter and/or fisherman instincts from the day he's born. To underline that fact in the Navy, you'll find that many special services divisions stock, among their multitude of gear, many of the items you'll need: rifles, shotguns, fishing tackle, and camping equipment.

If you have the urge, you've probably got plenty of gear available already. But what about your license? What will it cost? Are you eligible for a resident license? What types of licenses and fees do the various states require?

These and many other questions have been answered for you in "The Directory for the Armed Forces of State Fish and Game Authorities." The pamphlet also contains important information concerning residence requirements, license fees and archery hunting regulations. The directory was prepared by the National Recreation Association and copies will soon be available at the various District Special Services offices.

Here is a state-by-state rundown. The addresses of the states' fish and game headquarters are listed to make it possible for you to get the latest information on the different seasons, areas opened and closed, limits, and such other dope. Because these items vary from season to season, you should make it a point to write for this information, as indicated in the section for each state.

In addition, many states publish informational maps, which show locations of open areas and where good fishing and hunting may usually be found. This would probably be extremely helpful to you in planning your trip.

Because the types of licenses and fees vary according to the state, they are not published here. Usually, however, resident license fees run from one to five dollars while the non-resident fees can range anywhere from one to 50 dollars. Most sporting goods stores have hunting and fishing licenses for sale.

Here's the dope on residency requirements and the addresses of the states' fish and game commissions:

ALABAMA—Service personnel stationed in or who are residents of Alabama (but



"Fishing must be good. Jonesy sure is in a hurry to get ashore, Chief!"

stationed elsewhere), may purchase resident licenses. If stationed outside the state you must purchase a non-resident license. Archery hunting is permitted in some counties under special regulations. Write to: Department of Conservation, Division of Game and Fish, Montgomery, Ala.

ARIZONA—Service personnel stationed in Arizona may procure a special warm water fishing and small game license for the same price as the resident rates. All other licenses for service personnel are the same as for non-residents. You must be stationed in Arizona for one year before being eligible to purchase a resident license. Archery hunting is permitted for big game under special regulations. Write to: Arizona Game and Fish Department, Phoenix, Arizona.

ARKANSAS—Service personnel who are residents of Arkansas but stationed elsewhere may purchase resident licenses. If permanently stationed in Arkansas you may purchase a resident license beginning the date such permanent station is established. If you are not permanently stationed in Arkansas you must obtain a non-resident license. Archery hunting is permitted on resident hunting licenses and by non-residents, both under special regulations. Write to: Game and Fish Commission, Executive Secretary, Game and Fish Bldg., Little Rock, Ark.

CALIFORNIA—If you are on active duty in California and hold suitable identification you are not required to hold a fishing license. There is no special consideration of length of residence by service men for fishing licenses and six months' continuous period establishes residency for other licenses. Archery hunting is permitted under certain regulations. Write to: Department of Fish and Game, 926 J Street, Sacramento, Calif.

COLORADO—If stationed or headquartered in Colorado you may qualify for

a resident hunting and fishing license, from the time you reach the state. If not stationed in Colorado, but you have entered the service from Colorado and have not voluntarily changed your residence to another state, you will retain your residence privileges. If not stationed in Colorado, and you did not enter the service from Colorado, you must establish your residency for at least 90 days before applying for resident licenses. Civilian residency requirement is also 90 days. Archery hunting is a state-wide pre-season period and has been established under special regulations. Write to: Game and Fish Commission, Denver, Colorado.

CONNECTICUT—Service Personnel may procure a combination license to hunt and fish in Connecticut. When applying for and using such license, you must carry credentials indicating full-time membership in the armed forces of the United States. Civilians must have residency within the state recorded with the town clerk to obtain resident licenses. There are no published regulations permitting archery hunting. Write to: Board of Fisheries and Game, 2 Wethersfield, Hartford, Conn.

DELAWARE—If you are stationed in Delaware you may purchase resident licenses. Residency requirement for civilians is one year. There is no special law or season for archery hunting, but bow and arrow may be used for deer hunting during regular season. Write to: Board of Game and Fish Commissioners, Dover, Delaware.

FLORIDA—When stationed in Florida you are considered a resident. Archery hunting is permitted under special provisions. Write to: Game and Fresh Water Fish Commission, Tallahassee, Florida.

GEORGIA—If stationed in Georgia you may purchase a resident license, but if stationed in a state other than Georgia and not a resident of Georgia, you are required to purchase a non-resident license. There are no published regulations permitting archery hunting. Write to: State Game and Fish Commission, 412 State Capitol, Atlanta, Ga.

IDAHO—When ordered to a duty station in Idaho you are permitted to purchase resident hunting and fishing licenses. Your wife must reside in the state at least six months before becoming eligible for a resident license. Archery hunting is permitted under special provisions. Write to: Idaho Fish and Game Commission, 518 Front Street, Boise, Idaho.

ILLINOIS—You may fish with hook and line without a license. Regardless of where you are stationed, you may hunt on a resident license. However,

you must hold credentials as to an active duty assignment to obtain such a privilege. Civilian residency requirement is six months. Archery hunting is permitted on some species and under definite regulations. Write to: Department of Conservation, Springfield, Ill.

INDIANA—Here, you hold the same status as a civilian and a residency of six months in the state is required to obtain a resident license. There are no published regulations permitting archery hunting but it is apparently permitted, since the Director may issue non-resident archery licenses. Write to: Department of Conservation, Division of Game and Fish, Indianapolis, Ind.

IOWA—Service personnel are not required to have a hunting or fishing license during time of war and this concession has been continued, pending decision by the Iowa Attorney General to the contrary. There are no special provisions published for archery hunting. Write to: Iowa Conservation Commission, East Seventh & Court, Des Moines, Iowa.

KANSAS—If stationed in Kansas you are permitted to purchase a resident license, even though this privilege is not a part of the Fish and Game Code. Civilian residency requirement is 60 days. There are no published regulations permitting archery hunting. Write to: Forestry, Fish and Game Commission, Pratt, Kansas.

KENTUCKY—Service personnel on active duty, stationed in Kentucky, may hunt and fish on a resident license, applicable as soon as they are stationed within the state. Civilian residency requirement is one year. Archery hunting is permitted but under special provisions. Write to: Department of Fish and Wildlife Resources, Frankfort, Kentucky.

LOUISIANA—Here, you need no hunting and fishing license if a member of the armed forces. Civilian residency requirement is six months. Archery hunting is permitted under special provisions for certain species of game. Write to: Wildlife and Fisheries Commission, 126 Civil Courts Bldg., New Orleans 16, La.

MAINE—Service personnel stationed at bases in Maine, their wives and children, enjoy resident status. Residency requirement is 3 months for civilians. Archery hunting is permitted for deer and other game in open season. Crossbows are prohibited. Write to: Department of Inland Fisheries and Game, Augusta, Maine.

MARYLAND—A permanent resident of a government reservation is entitled to a resident hunting license. This provision, however, does not apply to a fishing license. A resident is a person who

has resided in Maryland permanently for at least six months during the preceding 12 months. Archery hunting is permitted for hunting deer, but under special regulations. Write to: Game and Inland Fish Commission, 516 Munsey Bldg., Baltimore 2, Md.

MASSACHUSETTS—If stationed within Massachusetts you can qualify for a resident license. Civilian residency requirement is six consecutive months. Archery hunting is permitted under special regulations and conditions. Write to: Division of Fisheries and Game, 73 Tremont St., Boston 8, Mass.

MICHIGAN—If on active duty and officially stationed within Michigan you may buy a resident hunting and fishing license. If you were a resident of Michigan at the time of your entrance into the armed forces you continue to be eligible to buy a resident license so long as you remain on active duty, even though assigned outside the state. Civilian residency requirement is six consecutive months immediately before application. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Conservation, Lansing 26, Michigan.

MINNESOTA—You are permitted to apply for a resident license upon proof you are stationed in the state. A resident of Minnesota stationed outside the state and returning to Minnesota on a furlough or leave does not need a license but must carry with him his leave papers. If not a resident of Minnesota and not stationed in the state you must buy a non-resident license to hunt

or fish. Civilian residency requirement is six consecutive months before application. Archery hunting is permitted under certain conditions and regulations. Write to: Division of Game and Fish, 325 State Office Bldg., St. Paul 1, Minn.

MISSISSIPPI—Service personnel must be residents of the state for six months preceding the date of application for resident fishing or hunting licenses. All provisions of the game and fish laws apply to armed forces and civilians alike. Civilian residency requirement is six months preceding date of application. Archery hunting is permitted with longbows and under special conditions. Write to: Game and Fish Commission, P. O. Box 451, Jackson, Miss.

MISSOURI—Service personnel stationed and residing in Missouri are considered to be "residents" of the state for the purpose of purchasing hunting and fishing permits. If a resident and stationed outside the state, you may, on your return to Missouri, obtain a resident permit. Non-resident service personnel must obtain non-resident permits. Civilian residency requirement is six months before application. Archery hunting is permitted under certain conditions and regulations. Write to: Missouri Conservation Commission, Monroe Bldg., Jefferson City, Mo.

MONTANA—When assigned to duty in Montana, you may, after 30 days of residence within the state, and upon presentation of proper papers from your commanding officer, apply for a resident license. The 30-day requirement

Cowboy Fisherman

What happens when a fisherman who has a sailor's ability with a line and a cowboy's know-how with a rope, goes fishing *without* a rod and reel? He makes his catch with a lasso, of course. If this sounds fishy, take the following case:

J. J. Kneller, BMC, usn, of Sub-Group One at Charleston, S. C., was on Pier Two at the Naval Base when he spotted a huge fish in the water below. Not having a rod and reel handy, or even a spear, "Boats" threw a lead line down, trying to lasso the big fish. After several near-misses, the BMC's training paid off and the lead line encircled the fish, and as luck would have it, caught in the fish's gills.

The fish immediately began frantic evasive tactics, little knowing that he was soon to be the entree at Friday evening's meal at the Kneller household. Another thing

the fish didn't realize—when a Navy man needs a hand, any sailor in the vicinity will be there to help.

J. F. Simpson, FPFN, usn, and F. D. Faulis, DC3, usn, saw the chief's plight and joined the battle. The two men, in keeping with the highest traditions known only to fishermen, jumped into the river to land the fish. After a struggle of a quarter hour, the three men succeeded in landing what proved to be a huge channel bass.

"If this isn't one of the biggest bass ever landed in Charleston," claimed the chief, "it surely must be the biggest bass ever 'lassoed' in Charlestons' Cooper River." The spot-tailed beauty weighed an even 22 pounds and measured 37 inches

The three cowboy-fishermen reported the bass tasted as good as it fought. And it put up a whale of a fight.

is waived in time of war. Civilian residency requirement is six months. Archery hunting is permitted for deer during special season and under certain regulations. Write to: Department of Fish and Game, State Capitol, Helena, Montana.

NEBRASKA—When stationed in Nebraska you may hunt and fish on a resident license, upon proof of military service and assignment. Civilian residency requirement is 60 days before application. There are no published regulations permitting archery hunting. Write to: Game, Forestation and Parks Commission, State Capitol, Lincoln 9, Nebraska.

NEVADA—If permanently stationed in Nevada you can obtain the same *hunting* licenses as bona fide residents of the state. Applications, however, must be made through the commanding officers of the various military installations in the state. A six month's residency is required for a resident fishing license, which is the same requirement as for civilians. Service personnel of original Nevada residence stationed outside the state may obtain free hunting and fishing licenses for use when home on leave. There are no published regulations permitting archery hunting. Write to: Fish and Game Commission, 51 Grove Street, Reno, Nevada.

NEW HAMPSHIRE—When quartered in the state or when the guest of a resident you may apply for a special "Non-Resident Servicemen's License" at the same fee as a regular resident combination hunting and fishing license. Any resident of the state on regular active duty in the armed forces may obtain a "Resident Serviceman's License" without fee. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Fish and Game Department, Concord, New Hampshire.

NEW JERSEY—A resident of New Jersey who is in active military service may hunt and fish in that state without a license. If a non-resident, but in active service, you may obtain a resident license. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Conservation and Economic Development, Division of Fish and Game, 1035 Parkway Avenue, Trenton, N. J.

NEW MEXICO—If permanently assigned to installations within the state, you may obtain resident hunting and fishing licenses upon certification by your commanding officer. Civilian residency requirement is six months. There are no published regulations permitting archery hunting. Write to: Department of Game and Fish, Sante Fe, New Mexico.

NEW YORK—No license required if you are on leave — but be sure to carry

your papers with you. Your ID card takes the place of a license. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Department, Division of Fish and Game, Albany 1, New York.

NORTH CAROLINA—If you are permanently stationed at a base in North Carolina, you are considered a resident and are eligible to buy resident hunting and fishing licenses. If you entered the Navy from North Carolina, you too are eligible to buy a resident license. Write to: Fish and Game Commission, Raleigh, N. C.

NORTH DAKOTA—Here, you must have been assigned to active duty within the state for at least six months before becoming eligible to hunt small game or fish on a resident license. Civilian residency requirement is six months. There are no published regulations permitting archery hunting. Write to: State Game and Fish Department, Bismarck, N. D.

OHIO—You are permitted to hunt and fish in Ohio without a license, provided you carry proper identification. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Natural Resources, Division of Wildlife, 1500 Dublin Road, Columbus 12, Ohio.

OKLAHOMA—When stationed in Oklahoma you are allowed resident fishing and hunting privileges only after you have been continuously residing in the state for 60 days or more. Citizens of Oklahoma serving in the armed forces on properly authorized 10-day leave of absence from military duty and serving outside the state of Oklahoma are exempt from license requirements. Civilian residency requirement is 60 days. Archery hunting is permitted under certain regulations and restrictions. Write to: Game and Fish Department, 1018 State Capitol Bldg., Oklahoma City 5, Okla.

OREGON—Members of the armed forces may buy licenses at resident

rates. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: State Game Commission, 1634 S. W. Alder St., Portland 8, Ore.

PENNSYLVANIA—Service personnel must be permanently stationed within the state 60 days before applying for resident licenses. Civilian requirements are the same. Archery hunting is permitted under certain conditions and regulations. Write to: Pennsylvania Fish and Game Commission, Harrisburg, Pa.

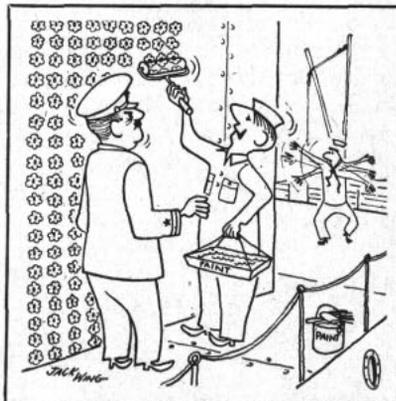
RHODE ISLAND—You may purchase resident licenses regardless of place of station. If you are a resident, you may fish and hunt without a license, providing proper identification papers are carried and you wear your authorized military uniform. Residency requirement for civilians is six months. Write to: Department of Agriculture and Conservation, Division of Fish and Game, 83 Park St., Providence 2, R. I.

SOUTH CAROLINA—Whether resident or non-resident, you are entitled to hunt and fish in the state without license, upon presentation of official furlough or leave papers. Military personnel stationed in South Carolina are considered residents, as long as they are stationed in the state, and may fish and hunt on resident licenses. There are no published regulations permitting archery hunting. Write to: Wildlife Resources Department, Division of Game, Columbia, S. C.

SOUTH DAKOTA—You must be stationed in South Dakota on active duty for six months preceding application for resident license. If stationed outside the state, you are required to buy a non-resident license. Bona fide residents of the state in military service may purchase resident licenses when home on leave. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Game, Fish and Parks, Pierre, South Dakota.

TENNESSEE—If stationed in Tennessee, regardless of your legal domicile, you may buy a resident fishing and hunting license. If on leave or furlough, you may fish or hunt in Tennessee without a license, but be sure you carry your leave papers with you. Civilian residency requirement is 90 days. There are no published regulations permitting archery hunting. Write to: Game and Fish Commission, Cordell Hull Bldg., Nashville 3, Tenn.

TEXAS—Here you are accepted as a resident when entering the state upon official assignment, and, as such, you may purchase fishing and hunting licenses. Civilian residency requirement is six months. There are no published regulations permitting archery hunting.



"—and I just couldn't see using a brush when I had a do-it-yourself roller available."

SIDELINE STRATEGY

Write to: Game and Fish Commission, Austin, Texas.

UTAH—When stationed in Utah you may purchase a fishing and hunting license at the regular license fee. Residency period for civilians is one year. Archery hunting is permitted under certain conditions and regulations. Write: Department of Fish and Game, 1596 W. North Temple, Salt Lake City, Utah.

VERMONT—You are permitted to obtain resident licenses if you have a certificate from your commanding officer stating that you are stationed in the state. Residency period for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Fish and Game Service, Montpelier, Vermont.

VIRGINIA—If regularly located or stationed in Virginia you may buy a resident license. Residency requirements for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Commission of Game and Inland Fisheries, 7 N. Second St., Richmond, Va.

WASHINGTON—If assigned to a military installation for a tour of duty you are permitted to purchase a resident license. Residency period for civilians is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Department of Game, 509 Fairview Avenue No., Seattle 9, Wash.

WEST VIRGINIA—If you are assigned to a station in the state and move your family there with the expectation of being there for some time, you are considered a resident of the state. Otherwise, residency period requirement is six months. Residents of West Virginia on active duty in the armed forces while on leave or furlough may fish and hunt in the state, and leave or furlough papers shall serve in lieu of licenses. Civilian residency requirement is six months. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Commission, New State Office Bldg., Charleston, W. Va.

WISCONSIN—If you enter the service from Wisconsin or are stationed in the state you will be issued, free of charge, a license for fishing and small game hunting, and will be eligible to apply for a resident deer hunting license. Civilian residency requirement is one year. Archery hunting is permitted under certain conditions and regulations. Write to: Conservation Department, State Office Bldg., Madison, Wisconsin.

WYOMING—As is the case with civilians, you must be stationed in the state a full year before becoming eligible for a resident license. There are no published regulations permitting archery hunting. Write to: Game and Fish Commission, Cheyenne, Wyoming.

THE NUMBER of armed forces personnel on the United States team in the 1956 Olympic Games is expected to be much greater than in previous years. Many college athletes will not be able to make the trip to Melbourne, Australia, since next year's Olympiad will be held in the autumn.

Navymen — and women — are encouraged to submit their applications to try out for a place on the American team. If you think your athletic ability is of Olympic caliber, you may apply.

Let's face it. You've got to be a top notch athlete in your specialty. Whether it's running, walking, rowing, swimming or yachting, you must be a potential world's champion. Another very important item is that you must be an amateur.

Special Services officers are encouraging athletes, who they think can help the U.S. team, to submit their requests through channels to the Chief of Naval Personnel. Information on submission of requests can be found in BuPers Inst. 1710.2 Waves are eligible to submit requests for tryouts in women's sports, such as swimming, gymnastics, track and field, and basketball.

If you're a coach, you might possibly qualify for the U.S. Olympic team in this category. There again, you must have better than average skill.

The Olympics are the big leagues of amateur athletics. Out of the Navy's half a million men, only a few will have the



qualities necessary to make the team. Even if you do have the physical prowess, the coordination and the heart, a long hard training grind lies ahead. But the goal is worth the effort.

If you happen to be in San Diego on the 13th of this month, you'll have a chance to see four of the top powers in Eleventh Naval District football. On that night, at San Diego's Balboa Stadium, NAS San Diego, NTC San Diego, Marine Corps Recruit Depot and Camp Pendleton football teams will clash in a Grid Carnival.

In the first quarter, it'll be Camp Pendleton against the Naval Training Center, followed by MCRD against San Diego Naval Air. In the third quarter, Camp Pendleton will tangle with Naval Air and MCRD will battle NTC in the finale.

The scores of the two Navy teams will be tallied against the combined scores of the two Leatherneck teams to determine the winner. The real winner, though, will be the Navy Relief Fund, which will reap the proceeds of the carnival.

When little Ben Sobieraj won the 1955 Atlantic Fleet singles Tennis Championship, it marked the third consecutive year that he's won that title. A member of the NAS Jax tennis team, Sobieraj has won some 100 trophies through his tennis playing.

Sobieraj began playing tennis at the age of ten. At that tender age, he began winning trophies. In high school, he lost only two out of 28 matches and in the 70 team matches in which he participated during his college days, he was undefeated.

—Rudy C. Garcia, JO1, USN.

BOOKS: RICH READING FARE MAY BE FOUND IN WIDE RANGE OF FACT, FICTION

IT HAS BEEN SAID that approximately 10,000 books are published each year. Only a small portion are of any lasting significance. For many Navymen, a happy exception to the rule are the professional volumes selected by the Bureau library staff.

One book that has recently been added to Navy libraries is **The United States and World Sea Power**, edited by E. B. Potter; chairman of the Naval History Committee at the Naval Academy. This is a comprehensive, documented naval history which shows how American naval tactics developed from, and contributed to, the naval practices

used by the other great naval powers of history.

The authors present the *whys* of naval warfare, dealing with the evolution of tactics, strategy, logistics and technology. They show why Greece, Rome, Spain, Holland, England and the United States have emerged successively as supreme naval powers.

The history of naval warfare is traced from 500 B.C. to the present through more than 50 chapters that are packed with facts about British supremacy to 1763, the American Revolution, the age of Nelson and the heyday of sailing ship warfare, the impact of the industrial revolution on the world's navies, and the emergence of the United States as a first-rate naval power. The second half of the book deals with the wars of the 20th century, containing 16 chapters dealing with World War II.

As an entity, the book deals with: the evolution of modern naval tactics in response to changing weapons and developing technologies; the evolution of modern amphibious doctrine; the bases of strategic decisions; the influence of sea power upon history; and the qualities of the great naval leader.

Alexander Laing is always at his best in writing of the sea and the men that have mastered it. In **Jonathan Eagle**, Laing has told of an infant Navy and merchant marine in the buiding, while the new nation struggles to sustain or, perhaps, destroy, the rights for which the American Revolution had been fought. Against this conflict of opinion, Jonathan Eagle sails the seas that suffer every kind of marauding from Barbary pirates to revoution in France and Santo Domingo. He portrays how he became the object of a battle for justice, in a trial for piracy, and then a force in the cause of securing freedom, in his efforts to prove for once and for all what makes an American.

The Naval Officer's Manual by Rear Admiral Harley Cope, usn, (Ret) has valuable information for every naval officer or anyone who has hopes of becoming an officer. From start to finish it is an excellent guide on matters of naval interest

and the chapters on administration and organization will prove to be very helpful to those who might have to take a professional examination. This revision has an added 150 pages.

There is something in the book for every officer or potential officer including NROTC midshipmen and men at OCS. Aviation comes in for its share of attention as does a piercing bit of timely reminder on the importance of "Discipline in the U.S. Navy." This last mentioned article will be of interest to all since it was written some years ago by Admiral Arleigh Burke, usn, the new Chief of Naval Operations.

For something relatively relaxing, two items of fiction are worthy of special mention. In **The Man in the Gray Flannel Suit**, Sloan Wilson categorizes the World War II returnees to civilian life in what looks like a "frantic parade to nowhere." The protagonist, Thomas R. Rath, former paratrooper, trained and willing to kill during the war, learns that the business of earning a living as a civilian can be as desperate and vicious as hand-to-hand combat. Has been compared in spirit to *Executive Suite* and *The Hucksters*.

The Way to the Gold by Wilbur Daniel Steele, is a dramatic novel by an accomplished storyteller. An ancient train robbery has remained unsolved for a generation, while the sole survivor holds the secret of the cache through many years of imprisonment. He tells the secret to his cell-mate just before he dies. The cell-mate is pardoned because, after all, he really didn't commit the crime of which he was accused and, on the way to the cache, finds romance. You take it from there.

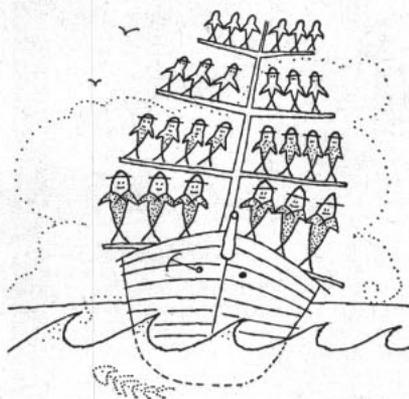
Thirst Quenchers

St. Thomas in the Virgin Islands was the scene of "Operation Watercup," the Navy's relief mission in the Caribbean.

The 10th ND provided the people of the island with a million and a half gallons of fresh water a week during the summer drought period. The operation was the Navy's response to a plea for help for the people of St. Thomas who had been without sufficient rain.

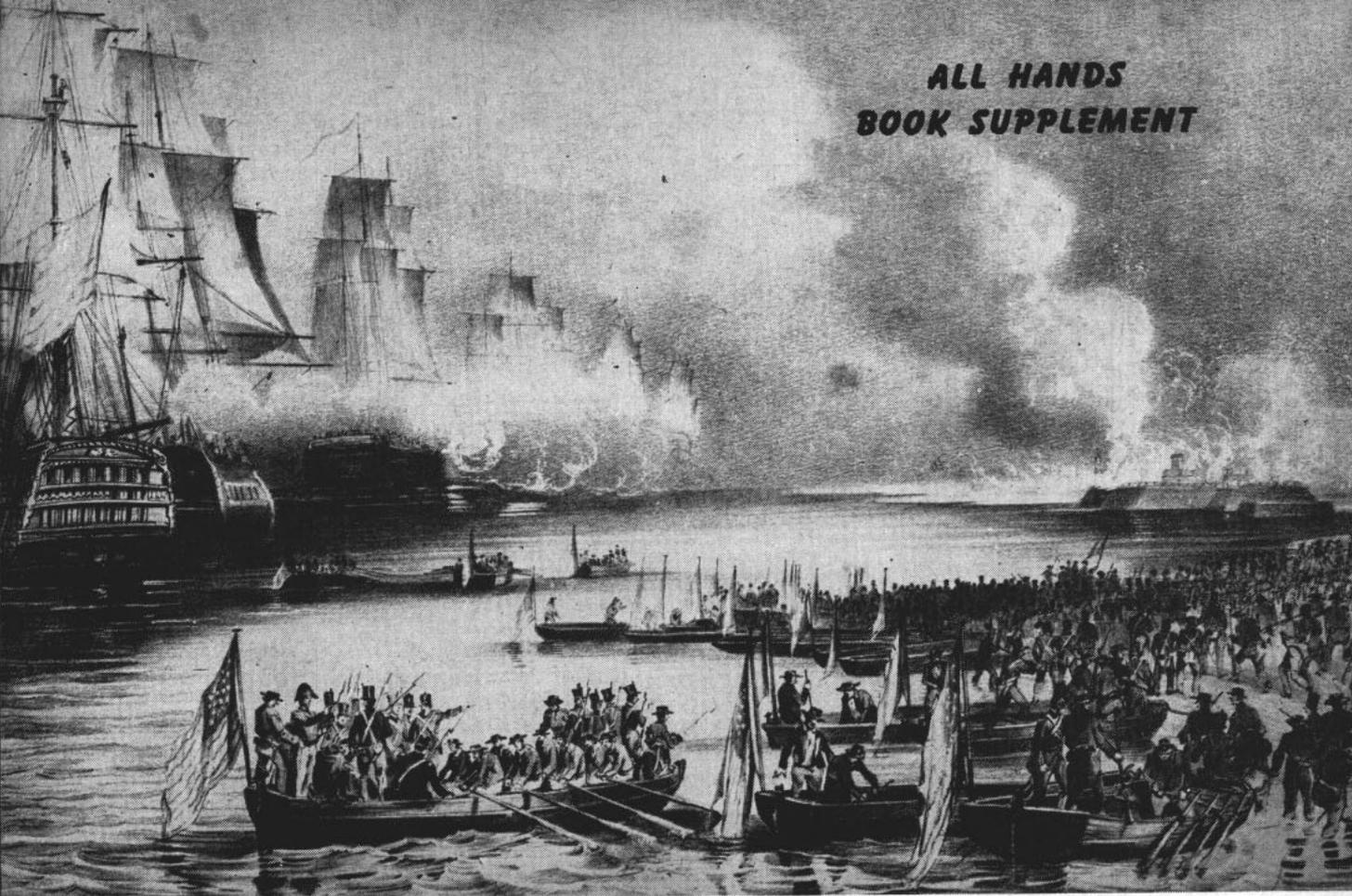
Two water tenders and a barge maintained a continuous flow of water from the Naval Station at Roosevelt Roads, P. R., to St. Thomas.

SONGS OF THE SEA



The Sailor-Fishes

Come all ye bold fishermen, listen to me —
While I sing to you a song of the sea;
Chorus:
Then blow ye winds westerly, westerly blow,
We're bound to the south'ard, so steady we go.
First came the bluefish, a-waggin his tail,
He came up on deck and yells, "All hands make sail."
Next came the eels with their nimble tails,
They jumped up aloft and loosed all the sails.
Next came the herrings with their little tails,
They manned sheets and halliards and set all the sails.
Next came the porpoise, with his short snout,
He jumped on the bridge and yells, "Ready about."
Next came the swordfish, the scourge of the sea,
The order that he gave is "hellum's a-lee."



Amphibious Attack-1847

Close cooperation between the Army and Navy was necessary to make the attack on Vera Cruz, during the Mexican War, a success. LT Raphael Semmes, USN, describes in detail one of the earliest amphibious operations of the U. S. Navy.

The War with Mexico, although small in comparison with later wars in which the United States became involved, came during a period of territorial conflict, involving the remote regions of the Southwest. There were recurring disorders in the area and the political and territorial confusion was reflected in increasing friction between Mexico and the United States, with repercussions felt as far away as Europe.

In this small but important war in the mid-nineteenth century, the U. S. Navy played its traditional role of blockading, of capturing seaports and of providing protection to vital American commerce in spite of the violent "northers" or gales which beset the Mexican Coast in winter.

The amphibious attack on Vera Cruz, in which the Navy played a large role both on the sea and ashore,

was one of the factors enabling the U. S. to bring the war to a quick close. The story of this attack is graphically told by Lieutenant Raphael Semmes, USN, flag lieutenant of the Home-Squadron, in his book "Service Afloat and Ashore during the Mexican War." Semmes went on to become a great hero of the Confederate Navy during the War between the States. For another report of "The Navy at Vera Cruz"—as seen from the point of view of a gunner's mate in one of the fighting ships—see the September 1948 ALL HANDS, p. 59.

The territory that was annexed to the United States after the war included land that was later to make up the whole or part of several south-east states.



Semmes

From *Service Afloat and Ashore*, by LT Raphael Semmes, USN. Published by Wm. H. Moore and Co., Cincinnati, 1851.

Amphibious Attack-1847

ON THE 1ST OF JANUARY, 1847, General Scott arrived at the Brazos, and began to collect his troops for the invasion. He had orders to withdraw from General Taylor's column, four thousand regulars; and the ten new regiments, which had been recently voted by Congress, were to be raised and sent forward to him with all dispatch.

Toward the middle of February, [he] informed Commodore Conner by letter that he had directed his transports to rendezvous at the small island of Lobos, about 120 miles N. W. of Vera Cruz. The commodore dispatched the sloop-of-war, *St. Mary's*, Commander Saunders, to this point, to show the various transports—as they should arrive—the way into a secure anchorage, and when they were all assembled, to conduct them to Anton Lizardo.

In the meantime, other ships, laden with surf-boats for the landing of troops, provisions, artillery, means of transportation, etc., began to arrive daily, direct from New York and other ports. Officers were detailed to pilot these vessels in, in like manner, regulate their anchoring, concert signals with them, etc. The surf-boats were launched and moored near us, fitted with oars, cables and anchors, and other preliminary arrangements were made to forward the contemplated descent, immediately upon the arrival of the general-in-chief. Our hitherto quiet headquarters, in which we had stagnated all winter, became daily more animated, until Anton Lizardo was crowded with a magnificent fleet of steamers and sail-vessels.

THE ANCHORAGE at Sacrificios being small, it would have been impossible to crowd all the transports that were loaded with troops, into it, at one time. Therefore, it was resolved, on consultation between the two chiefs, to throw most of the troops on board the larger ships of war, and make them the transports.

All preliminary arrangements having been made, this was done on the morning of the 9th. Between eleven and twelve o'clock, the fleet—Commodore Conner leading, in the flag-ship *Raritan* (Captain Forrest), General Scott following at a short distance, in the steamer *Massachusetts*—got underway, in gallant style, and filed, one by one, out of the narrow pass leading from the anchorage. *Raritan's* decks, like those of the other ships, were crowded with troops.

As the ships approached their allotted anchoring ground, they came to, in the most harmonious and exact order. Each one dropped her anchor and swung into her appropriate place without the least confusion, and with the most admirable precision. Indeed, so thoroughly and ably had Commodore Conner organized the whole movement—from the transfer of the troops from the vessels in which they had arrived to the ships of war; to placing them with haversack and musket on the enemy's beach—that it was next to impossible that anything could go wrong.

The surf-boats, 67 in number, and each one manned by experienced seamen of the Navy, were hauled alongside of the ships. The soldiers, with their arms and accoutrements, were passed into them. As each boat received her complement, she shoved off, and laid on her oars, until the others should be ready.

COMMODORE CONNER had previously directed the

two steamers, *Spitfire* (Commander Tattnell) and *Vixen* (Commander Sands) with five gun-schooners, to anchor in line, abreast of the beach, to cover the landing, in case any opposition should be made. This part of the movement had already been handsomely executed.

The boats reached the shore, in fine style. The troops debarked in good order and a few minutes afterward a detachment, which had wound its way up one of the sand-hills, unfurled the American flag, and waving it proudly over their heads, planted it in the land. As if by common consent, a shout, such as seamen only can give, arose at this moment from the decks of all the ships-of-war present, which was joined in, and prolonged, by such portions of the army as had not yet landed.

The debarkation now went briskly forward, and before ten o'clock, P. M., the whole force present, consisting of about twelve thousand men, was safely landed, without the occurrence of a single mistake or accident; an event unparalleled in the history of similar operations, and of which any naval commander might well be proud.

A few days after this event, Commodore Conner was relieved from his command by Commodore Perry, and returned to the United States.

On the night of the landing, our troops, having thrown forward proper advanced guards, bivouacked on the sands, without tents, or other shelter than that afforded by their blankets, beneath the open sky. The next morning, they drove in the enemy's pickets, and began to extend the line of investment around the city. This was a most difficult and laborious work to perform, as it was necessary to transport almost everything by hand, for the want of proper draught animals, but few of which had as yet arrived.

The ground to be occupied was remarkably difficult, being composed of arid sand-hills, whose slopes were covered with a stunted growth of the thorny mimosa, prickly pear, and other plants. They formed impassable chaparrals, which it was frequently necessary to cut through with the axe. As before remarked, when speaking of the topography of Vera Cruz, there were frequent pools of water, too, between these hills, which it was necessary either to traverse, or make lengthy detours to avoid. But the officers and men were animated by the utmost enthusiasm, and betaking themselves manfully to their tasks, they drew their line around the city on the evening of the third day; the line being five miles in extent. Some skirmishing with parties of the enemy's cavalry ensued, while these operations were going forward, but nothing of moment occurred.

BEFORE ARRANGEMENTS were completed, a norther set in, and greatly incommoded the troops, sweeping the frail foundation of sand from beneath their feet, as they traversed the arid and ever-shifting desert, and almost stifling them in their progress. The blow suspended all communication with the shipping; and no progress could be made in landing necessary provisions and stores, until the 13th, when, the gale having abated, the officers and seamen of the Navy threw rapidly on shore such articles as were most urgently required, and began landing the mortars and artillery.

A number of cavalry and draught horses having arrived, they were also landed, to the great relief of the more distant parts of the line. By dint of great exertions, all the necessary intrenching tools, carts, pack-saddles,

etc., and twelve or fourteen mortars, with a greater or less supply of shells, were landed, by the 17th.

During all this time, there had been a random fire kept up, by the city batteries, and the castle, and a number of shells had been thrown into the lines, but with little effect.

On the night of the 18th, the trenches were opened and taken possession of, by the troops. On the 22nd, the engineers and ordnance officers, having succeeded in placing in battery seven mortars, and preparations being well advanced for receiving others, General Scott formally summoned the city to surrender. To his summons a polite reply was returned, by General Morales, the commandant of both city and castle, to the effect that he meant to defend himself to the last extremity.

Upon the return of the flag, all communication with the town, by the neutral men-of-war (which up to this time had been unrestricted), was prohibited by Commodore Perry. General Scott, at a quarter past four in the afternoon, ordered the mortar batteries to open upon the city; which was done with much spirit and effect. After a few rounds, the officers got the exact range of their shells, and threw them with wonderful precision into those parts of the city, which they selected as their targets.

AS SOON AS COMMODORE PERRY had observed that the mortars had opened, he directed Commander Tatt-nall, in the *Spitfire*; with the *Vixen*, Commander Sands; and gun-schooners *Bonita*, Lieutenant Benham; *Reefer*, Lieutenant Sterrett; *Petrel*, Lieutenant Shaw; *Falcon*, Lieutenant Glasson; and *Tampico*, Lieutenant Griffin, to take up a position within effective range of the city, and pour in their fire, also.

This movement was handsomely executed; the little fleet anchoring in line, in a small bend formed by Point Hornos, about a mile from the city walls, and opening a well-directed and destructive fire. These vessels, though small, were all heavily armed with thirty-two-pounders, and eight-inch Paixhan guns; and, consequently, at the distance of a mile, which was the nearest they could approach, without bringing themselves within point-

blank range of two hundred pieces of artillery, on the castle and city walls, their fire was very effective.

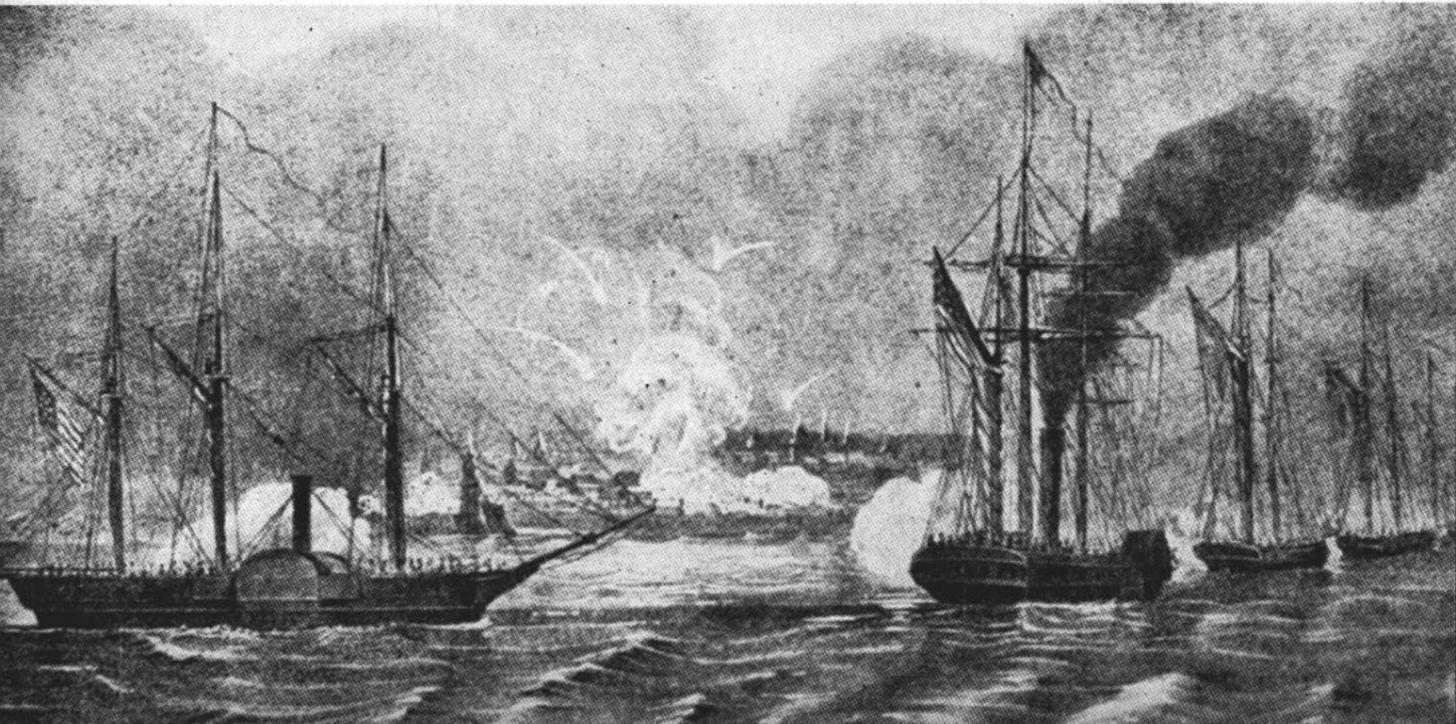
The enemy, who had been firing at intervals only, since the landing, and throwing an occasional shell from city and castle, when he perceived that the attack had commenced in earnest, opened upon us with all his batteries, that would bear upon the attacking part of the line and the fleet, and began to throw back at us, at least, shell for shell.

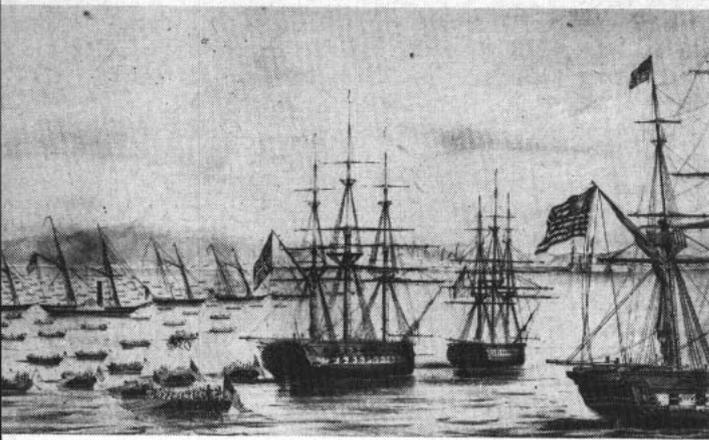
The castle was armed with some very heavy mortars, and now and then threw a shell of immense size, and destructive force. As these mammoth engines of war would bury themselves in the sand, and explode with the detonation of a thunder-bolt, the ground would be shaken for yards around, as though there had been a miniature earthquake.

AT DARK, both parties ceased the fire of their artillery, and the "mosquito" fleet, as Tatt-nall's small vessels were appropriately called, drew off for the night. The mortars, on both sides, continued to illumine the darkness by the rapid and beautiful passage of their shells through the air. The terrific explosions of these occasionally broke in upon our slumbers, on board the fleet, to remind us that the work of destruction was going on. At day-light on the 23d, Commander Tatt-nall, by the order of Commodore Perry, advanced boldly to attack the castle; not with the expectation of making any serious impression upon it, but to divert its fire, for the moment, from the land-forces. He took up his position, within about eight hundred yards, and to the astonishment and admiration of both sailors and soldiers, maintained it for half an hour or more, until he was recalled by signal, retiring without having sustained any serious loss.

A norther soon afterward sprung up, and continued to blow furiously through the day, cutting off again, all intercourse between the shipping and the shore and thus seriously retarding the progress of the siege. The fire of the mortars was slackened for the want of shells (which could not be landed), there being but one shell thrown in every five minutes. The further inconvenience was felt of having the trenches and mortar batteries filled

NAVAL BOMBARDMENT of Vera Cruz, during March 1847, is depicted in a lithograph of the period by N. Currier.





MANAGEMENT OF SURF BOATS carrying U.S. Army ashore from Gulf Squadron was responsibility of Semmes.

up with sand, almost as fast as it could be removed. Three more mortars, which had been previously landed, were placed in battery to-day, and the engineers, and sappers, and miners were employed in constructing two batteries for siege pieces.

GENERAL SCOTT FINDING THAT his battering train, which was a very heavy and well appointed one, did not arrive in time, was compelled to ask for assistance from Commodore Perry. The Navy had, from the first, hoped that it would be allowed to participate in the operations on shore, and had volunteered for this purpose; but it was generally understood in the squadron, that its services had been declined.

General Scott's heaviest battering guns were twenty-four-pounders, entirely too light for breaching purposes; it was not known how long the enemy might hold out, unless the city could be carried by assault; the season of the *vomito* was approaching, and there was no alternative, but to have recourse to the Navy for heavier metal, wherewith to breach the walls. General Scott, accordingly, in a conversation with Commodore Perry, made known to this officer his wants, and required of him a portion of his guns.

The commodore's courteous and gallant reply, couched in Lacedemonian brevity, was, "Certainly, General, but I must fight them." And he did fight them, [the guns], as the reader will see. The officers and seamen of the Navy, who had hitherto borne the brunt of all the labor in landing the arms and other munitions belonging to the army, without a murmur, and had even extorted commendations from the general-in-chief, himself, for the energy with which they had addressed themselves to this more ignoble task, received with delight the intelligence that they were, at last, to participate in the *honors* of the siege.

Six heavy pieces of ordnance were landed, and about two hundred seamen and volunteers being attached each piece, with incredible toil and perseverance, they dragged them by main strength, a distance of three miles, to the point where they were to be put in battery; most of the way, through loose sand, knee deep, and fording, in their passage, a lagoon two feet deep and seventy yards wide. With the able assistance of the engineers, and sappers and miners, who were equally unremitting and zealous in their labors, the officers were enabled to place their pieces in battery, during the night of the 23d. The mask of this battery, which was within seven

hundred yards of the city walls, had been well preserved, and the engineers and seamen had worked without being observed or molested by the enemy.

THE SIX GUNS, of which the battery was composed, were of the following description and weight of metal; the heaviest, perhaps, that had ever before been mounted in siege:

- Three 68-pounder shell-guns, weighing 63 cwt. each.
- Three 32-pounder solid-shot guns, of the same weight.

On the same evening on which this battery was completed, Colonel Bankhead, the chief of artillery, had caused to be placed in battery, three twenty-four-pounders; to this battery, there were subsequently added another twenty-four pounder, and two eight-inch howitzers.

If Vera Cruz had been well supplied with provisions, and garrisoned by resolute men, it might have held out for six months, against all the shells that we could have thrown into it. It was, therefore, both a judicious and a humane move, on the part of General Scott, to call in the Navy to his aid, to breach the walls for him, in order that he might carry the place by assault; as it was his intention to do, had the enemy held out twenty-four hours longer.

Early on the morning of the 24th, Capt. Aulick—the second in command of the squadron—with a party of officers and seamen, took possession of battery No. 5; and clearing away the masking of brush, etc., by which it had been hid from the enemy, opened a rapid and heavy fire from the whole of his six pieces.

The enemy was astonished at the vigor and power of this new assailant. Hitherto, the walls and forts had not been touched, but now our heavy solid-shot, thrown from thirty-two-pounders, at the short distance of seven hundred yards, came plunging, at the first blow, through the walls (which had been constructed of the soft and brittle coral rock, and were a good deal dilapidated by age, and the elements), killing his artillerists, and dismounting his guns. While the thirty-two-pounders were doing this execution, the hollow-shot guns, firing with nearly the same accuracy, exploded their terrible missiles, precisely where the officers chose to put them—in the casemates and barracks of the soldiers.

THE MEXICANS, becoming thus aware that Commodore Perry was "fighting his guns," concentrated upon the gallant little battery, the fire of three forts, Santiago, and two others farther west; one of the latter being precisely in our front. Captain Aulick maintained his fire until four o'clock, P.M., when his ammunition being exhausted, and his defenses a good deal injured, he ceased for the night.

In this, our first day's work, we had four men killed, and six wounded; Lieutenant Baldwin being among the latter. The mortars continued to throw their shells as usual, but somewhat more languidly, on account of a short supply of ammunition, which the norther of the previous day had prevented us from landing.

The night of the 24th was a beautiful star-light night. As well as I remember, there was no moon—and the relief party for the Navy battery reached its station—after running the gauntlet of the enemy's fire on a portion of the route—a little before sunset.

We bivouacked our men in a clump of bushes on the southern, or off-slope, of the sand-hill, on the brow of

which the battery was placed; cooked an excellent supper, with plenty of hot coffee; smoked a cigar, and went to bed; that is to say, each one of us made a hole in the sand, to conform to the angularity of his figure, and pulled a blanket over his head. Meanwhile the engineers, with relief working parties, were busy with the repair of our defenses, which had been rendered almost untenable, and a detachment of volunteers kept guard while we slept.

Although our position sheltered us from the direct fire of the enemy, which indeed had ceased since night set in, yet an occasional shell, thrown at random in our direction, exploded in fearful proximity to us.

A LITTLE SENSATION of nervousness, perhaps, occasioned by the thought of being set up, on the morrow, to be shot at by three batteries, had more to do with my wakefulness, than at the time I was willing to confess to myself. In the early part of the night, the walls of the city abreast of us, and on our right, were brilliantly illuminated by the burning of some sheds and other buildings in the suburbs; no doubt fired by the Mexicans themselves, to unmask new pieces, which they were placing in position, to oppose us.

About this time, an accident occurred, which had well-nigh put an end to our breaching operations, in the Navy battery. The castle, which, as I have remarked, had been shelling us at intervals, threw one of its thirteen-inch bombs with such precision that it lighted on the sand, not more than five paces in the rear of one of the guns.

At about this distance in the rear of each piece, we had stationed a quarter-gunner, with a small copper tank, capable of holding eight or ten charges of powder—each charge weighing about ten pounds. The shell falling near one of these petty officers, he turned, upon hearing a noise behind him—he had not seen the shell fall—and finding a monstrous cannon ball there, as he thought, mechanically put his hand upon it.

Finding it hot, it at once occurred to him what it was.

It was too late to run, and in the consternation of the

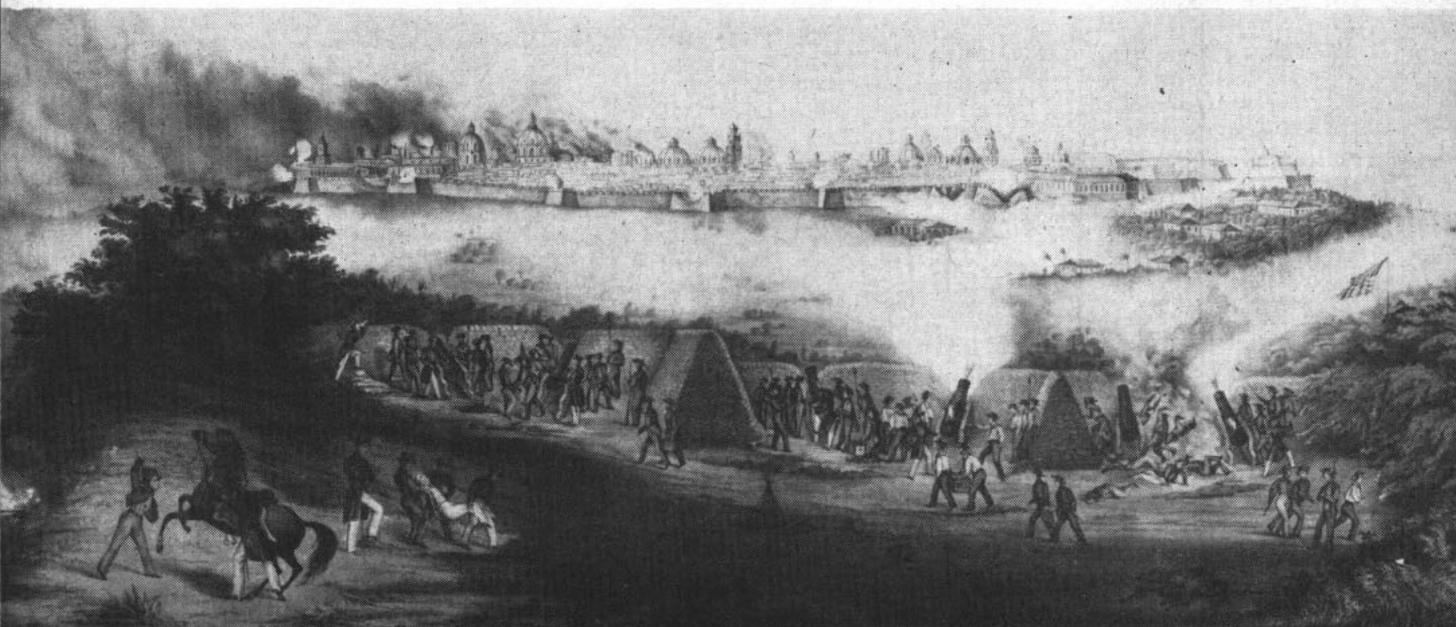
moment, like a drowning man who will grasp at a straw, he doubled himself up in a heap, and attempted to burrow himself, head foremost, in the sand, like an ostrich.

All this occurred in the space of a second. In a moment more, the shell exploded, with the noise of a thousand pieces of artillery, shaking the battery like an earth-quake, and covering the officers and seamen with clouds of dust and sand. Our fire was suspended for a moment, and when the smoke had cleared off sufficiently to enable us to distinguish objects, every officer looked around him in breathless anxiety, expecting to behold the blackened corpses, and mutilated limbs of half his comrades at least. Strange to say, not a soul was hurt. Lieutenant Frailey had his hat badly wounded by a fragment of the shell, which carried away one-half of its rim.

WE CONTINUED OUR FIRE until two o'clock, P.M., when the enemy's batteries all ceased, except now and then a random shot. The city was beaten; and on the same afternoon, we had the satisfaction of seeing a white flag pass into General Scott's camp—Washington. The Navy battery, in the last two days, had thrown one thousand Paixhan shells, and eight hundred round shot into the enemy's walls and forts. Colonel Bankhead, the chief of ordnance, estimated the whole number of shot and shells, thrown by the Army, at two thousand five hundred. In the engagement just ended, we had lost five men killed.

The enemy no longer molesting us, we collected in groups, on the tops of our sand-bags, to examine the damage we had done. By the aid of our glasses, we could see that both the forts abreast of us, and with which we had had such hot work, were completely demolished; the guns dismantled, and the walls knocked into a heap of ruins; and that our efforts at breaching the city walls had been successful beyond our expectations. These no longer presented any obstacle to an assaulting army; as at the points at which we had directed our aim, scarce one stone remained upon another.

'FIGHTING HIS GUNS'—Commodore Perry sent naval battery ashore to attack major defense points of Vera Cruz.



TAFFRAIL TALK

Shore duty for some means sea duty—sometimes—for others. Joseph A. Eagen, SN, and Leroy Reitz, YN3, have reported on board as new ALL HANDS staff members. A resident of Gering, Neb., Reitz is fresh from Long Beach, Calif., where he served on board USS YR 63. A Naval Reservist, Eagen has just received his BA in Business Administration from Georgetown University and is serving in his first active duty assignment. They replace John Stiller, and Chan Tom, both YN3s, who have been assigned to USS *Boston* (CAG 1), and NAS Patuxent, respectively.

★ ★ ★

The submarine service as a whole caims to be the best fed in the Navy, but the men of USS *Cutlass* (SS 478) are convinced that they are the best fed among the submariners—so



convinced, in fact, that they have awarded to Eugene G. Meyer, CS1, a letter of commendation for "making this boat the best fed in the whole Navy."

★ ★ ★

Here's a record we recently heard about — one that would be hard to match. Robert D. Stalnaker, JO2, holds an unofficial "record" of making two complete world cruises in one year, to the day.

While attached to the Commander Destroyer Force, U. S. Atlantic Fleet, at Newport, R. I., Stalnaker was assigned as a Navy reporter to a group of destroyers which departed 10 Aug 1953 on a round-the-world cruise. He returned on 10 Mar 1954 and left again on 19 Apr 1954. On 10 Aug 1954, exactly one year later, he returned to the United States. During his world travels, Stalnaker has set foot on six of the seven continents. Only Antarctica is missing from his travel diary.

During his record year, Stalnaker was assigned to 13 destroyers: *uss Ammen* (DD 527), *Cogswell* (DD 651), *Ingersoll* (DD 652), *Knapp* (DD 653), *Rowe* (DD 564), *Ross* (DD 563), *Bearss* (DD 654), *Fechtelor* (DDR 870), *Barton* (DD 722), *Soley* (DD 707), *Strong* (DD 758), and *Stickell* (DDR 888). The latter part of Stalnaker's duty was on *uss Yosemite* (AD 19), flagship of Commander Destroyer Force, U. S. Atlantic Fleet.

★ ★ ★

As it must to every journalist, a certain amount of irony comes to ALL HANDS staff writers. Bob Ohl, JOC, who tells you what the Navy is doing in areas of the world's coldest weather, plodded the streets of Washington gathering material during the hottest weather the nation's capitol has gasped through since 1872.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 23 Jun 1955, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities, may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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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.

● AT RIGHT: CPO'S LAST RIDE—R.C. Tureman, MMC, USN, salutes his ship, USS *Mount McKinley* (AGC 7) as he leaves in the captain's gig after being piped ashore ending a 20-year Navy career.



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