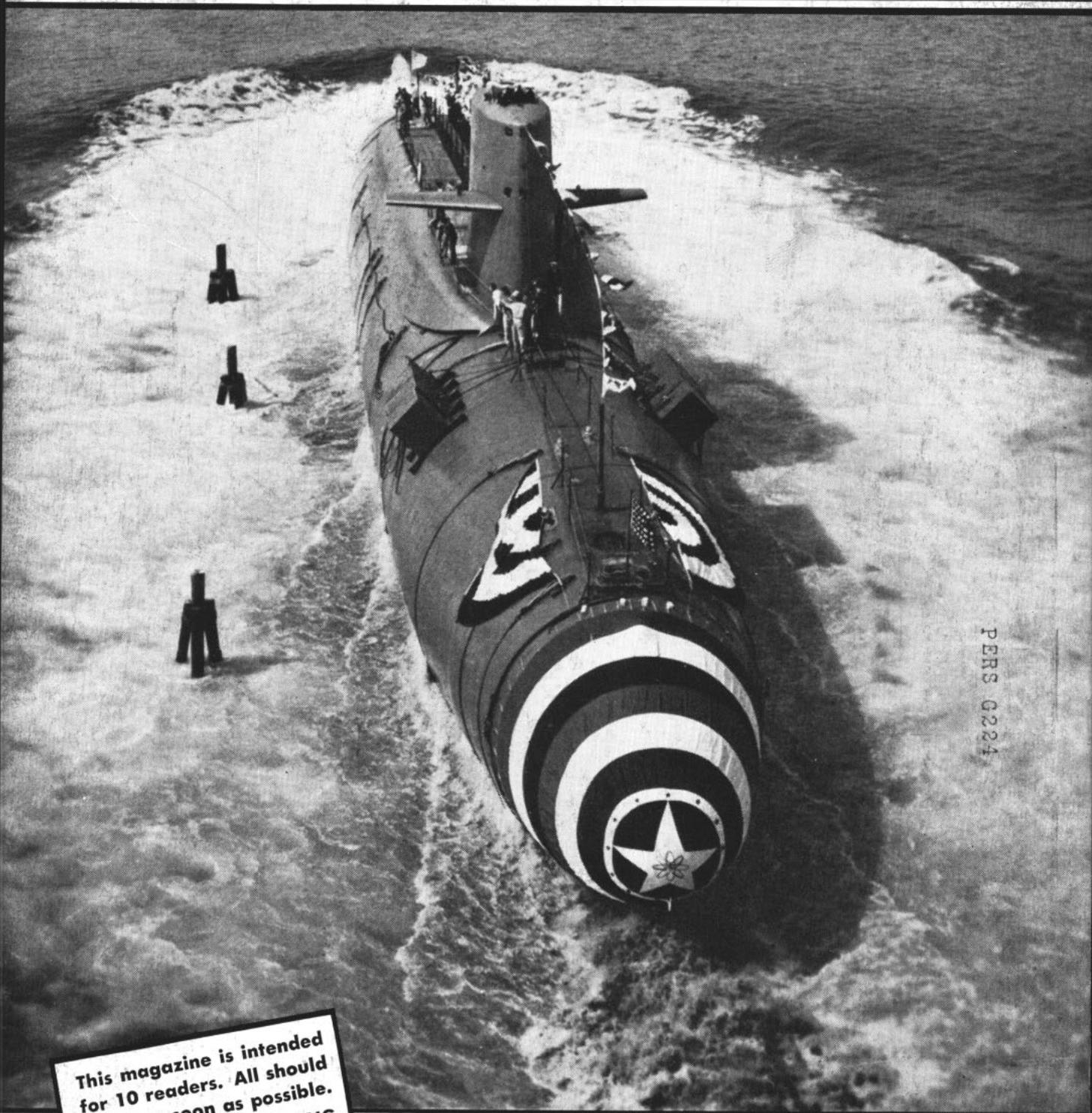


ALL HANDS



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NOVEMBER 1959



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1959 Nav-Pers-O NUMBER 514

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● AT LEFT: NECK AND NECK—Frisky high-jumping porpoise seems to be having a ball as it races through the water alongside USS William M. Wood (DD 715). Sharp-eyed photographer snapped photo from USS Canberra (CAG 2) in the Med.

● FRONT COVER: SECOND Polaris-firing, atomic-powered sub, USS Patrick Henry, SSB(N) 599, slides into the water. Patrick Henry can fire Polaris while remaining submerged. The sleek sub is scheduled to join the Fleet next year.

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



MOVING DAY FOR

LET'S SEE NOW. All the packing's done. Tires, battery and radiator on the car all okay. The neighbors have agreed to take care of Fido. Notes for the milkman and the paperboy. Did anyone turn off the gas?

Most of us, at one time or another, have sweated through a similar check-list while preparing for a business or vacation trip. We've all learned that advance planning plays a big part in making such a jaunt a success.

Just multiply such details by about a million and one, decrease the allowable margin for error by at least that much, and you get some idea of the effort involved in getting a U. S. Navy ship ready for an overseas assignment.

Obviously the Navy doesn't just pick a ship at random and order her to get underway the next day to relieve *uss Umpty-ump* half-way around the world.

The bulk of our naval forces are, in general, arrayed in three different stages of operation. The largest numbers are operating in the forward areas, with the Sixth Fleet in the Mediterranean and the Seventh Fleet

in the Far East; another group is on the east coast, while the third is serving on the west coast. Some are undergoing repair and refurbishment, either a major shipyard overhaul or, where less extensive repairs are required, in a yard or tender availability period.

Others, having completed their overhaul, are in various stages of their training cycle, readying themselves for their next deployment to the forward areas.

It's the over-all responsibility of the Atlantic and Pacific Fleet commanders to insure that—brush fires, crises, or what-have-you notwithstanding—this cycle continues to supply fresh, fit ships and crews to our overseas Fleet commands.

LET'S TAKE THE CASE of the attack carrier *uss Saratoga* (CVA 60) to illustrate what we mean. *Saratoga's* experience in preparing for her current cruise with the Sixth Fleet is typical on a large scale of those of most ships readying for similar tours to any part of the globe.

Commander Naval Air Atlantic's operating schedule, as approved by CINCLANTFLT, called for *Sara* to re-

lieve *uss Franklin D. Roosevelt* (CVA 42) in August, 1959.

Sara had returned to her home port, Mayport, Fla., last fall after being relieved as Task Force 60 flagship by *uss Forrestal* (CVA 59). During an eight-month deployment with the Sixth Fleet she had steamed more than 55,000 miles and logged some 12,000 carrier landings. Operating schedules had kept her on the go almost around the clock, and wear and tear on equipment, aircraft and the ship itself had been extensive.

First order of business, then, in preparing *Sara* for her 1959 commitment, was a four-month overhaul period at the U. S. Naval Shipyard, Norfolk, Va.

All of the repair and renovation work requests and job orders that had been piling up for months were broken out and turned over to the Yard craftsmen who would set to work to make the large carrier good as new again.

Sara left the shipyard in March, and spent about two weeks conducting a post-overhaul shakedown. This included sea trials designed to test all equipment thoroughly, and make

absolutely sure that *Sara* was in tip-top operating condition. All the repair work that had been accomplished was checked out.

NEXT ITEM on the agenda was a grueling refresher training period at Guantanamo Bay, Cuba. *Sara* spent more than three weeks in intensive training under the wing of the Fleet Training Group. Both the ship and her crew were literally put through the wringer by the FTG.

Almost one-fourth of *Sara's* crew were new men, having reported aboard during the turnover in personnel normally experienced while a ship is in overhaul. These men had to be taught their new jobs, and taught them well. So far as the veteran hands were concerned, old skills grown rusty with disuse had to be dusted off, practiced and re-practiced, until the entire crew had been whipped into a smoothly functioning team.

Underway battle problems were constantly thrown at *Sara* and her men, simulating almost every situa-

SARA

tion a ship could encounter. She was hit by torpedoes, shells, missiles, atomic fallout and gas, and there was a mock collision or two thrown in for good measure. She was attacked from the air, from the surface and from undersea. Engines failed and electrical systems went out. Key officers and petty officers were theoretically put out of action, and subordinates were required to take over. There were endless drills.

While all this was going on, the Simon Legrees from the FTG were peering over shoulders and constantly checking stop-watches. From their observations and notes came *Sara's* final grading as to her capability of performing a warship's two main functions—fighting and defending herself.

WHILE MOST OF THE BATTLE problems, as mentioned earlier, had been merely simulated, this refresher training was taken very seriously both by *Sara's* crew and by the FTG team. Although the up-coming Med cruise was to be a peacetime one, every man aboard knew that in these troubled times anything could happen, and that it was vitally important to be prepared.



WARM UP—Although previously air squadrons might have served on the same carrier, turn-over while at home fields makes pilot training necessary.

(If anyone had been inclined to take things too lightly, he had only to hearken back to the example of *Sara's* last Med tour to point up the need for readiness. *Sara* had been riding at anchor in a Spanish port in the late summer of 1958 when the Lebanon crisis erupted. Within 12 hours her aircraft were flying close air support to the Marine

landings in that country. Planes were shot at with real bullets, too.)

Pronounced fit and ready by the FTG, *Sara* returned to Mayport for replenishment and a well deserved rest. Then came more daily underway training, and preparation for participation in Fleet exercises.

Sara's stint in Gitmo had turned her into a sharp ship. Now the em-

SUPER MARKET—To feed 2500-man crew, a 90-day supply of dry stores, as well as fresh and frozen food for 30 days, has to be loaded before leaving.



phasis would shift to concentration on becoming a member of a team.

Fleet exercises—all kinds and sizes—are constantly being conducted. Most of them serve as a sort of graduation exercise for ships slated to join the forward operating forces.

They may be air defense, strike, antisubmarine or other types of exercises, but essentially they are all aimed at the same objective—instructing our various naval units and those of our NATO allies in the techniques and value of teamwork.

SARA WAS INVOLVED in two of these exercises before her departure. She spent some 10 days late in May in joint maneuvers called INTEX 1-59. Later, from mid-June till late July, she joined LANTFLEX 2-59, an exercise involving most of the different types of drills and maneuvers which had been in progress off the east coast since late spring.

Sara returned once again to Mayport late in July. She had less than two weeks to make final preparations for departure. There was still much to be done—loading stores, fuel and ammunition, and, of course, final embarkation of her air group.

Air Group Three, which was to supply *Sara's* aerial punch in the Med, was no stranger to her deck.

Navy policy now is to assign an

air group to a specific carrier whenever possible. In line with that policy, Air Group Three was making a second successive forward deployment on board *Sara*.

Five squadrons, detachments of three other squadrons and a helicopter make up the Air Group. In all they fly more than 70 planes.

Included are Fighter Squadrons 31 and 32, Attack Squadrons 34 and 35, and Detachment 43 of Photographic Squadron 62, all from NAS Cecil Field, Jacksonville, Fla.; Detachment 43 of Carrier Airborne Early Warning Squadron 12 and Detachment 43 of All Weather Attack Squadron 33, both from NAS Quonset Point, R. I.; Heavy Attack Squadron 9 from NAS Sanford, Fla., and an HUP from Helicopter Utility Squadron Two, NAS Lakehurst, N. J.

THESE SQUADRONS had returned to their home fields after leaving *Sara* last fall. Since that time they had been busily training new pilots. The turnover was terrific—nearly half of the pilots making this year's tour were new to their squadrons—and a large percentage of them had no previous carrier duty.

The entire air group was aboard for the trip to Gitmo—in fact, a very important part of the training there was concerned with carrier qualification work for the pilots.

They were also aboard during *Sara's* participation in the Fleet exercises, practicing the kind of missions they would perform as a part of the Sixth Fleet.

Nearly 1000 men, including pilots, air crews and supporting elements, are attached to Air Group Three.

Much of the intensive planning for *Sara's* return to the Med was concerned with the ever knotty problem of personnel. An overhaul period always causes a major turnover in a crew. Some leave for discharge from the service, others are transferred to other duty. A large number of men do not have the necessary obligated service time remaining to make the next cruise. Some of these will ship over, and some will extend their enlistments in order to make the trip, but many do not. It was up to the personnel officer and his staff to come up with replacements.

A large percentage of the losses had been first enlistees—non-rated and lower rated men leaving the Navy after one hitch. Most of their replacements would be men fresh out of recruit training or service schools. It was important to get these pea-green sailors aboard as far in advance of the cruise as possible, so that their on-the-job training could begin.

Other *Saratoga* crew members scattered far and wide across the country to attend various service

DESTINATION—USS *Saratoga* (CVA 60), shown at Piraeus, Greece, takes her place with ships of the Sixth Fleet.



schools. Some were men who had come to the ship months earlier direct from recruit training, and through hard work and study had demonstrated aptness in a certain specialty. Now they were being sent to a Class A school under the Fleet quota. They would return to *Sara* as designated strikers in their ratings, armed with more knowledge of the tools of their trade, and ready to move up the petty officer ladder.

Others were veteran petty officers sent to Class B and C advanced courses to increase their skills and fit them for jobs of more importance and responsibility.

TAKE Doakes, ET1, for example. He was a fine technician, but he had no previous training in the operation and maintenance of CCA (carrier controlled approach) gear. Door, ET1, who had filled that billet for the past three years, had gone to shore duty. Doakes was sent to the Naval Technical Training Unit, Olathe, Kans., for an 18-week course of instruction in CCA maintenance. When he returned to the ship he would be well equipped to step into Door's shoes.

In a crew of more than 2500 officers and men the manpower situation can be a headache to the personnel office. There were only two facts, actually, that *Sara's* personnel officer could feel entirely sure of.

One, of course, was that when *Sara* departed for the Med she would have the best and the biggest crew aboard he could give her.

The other was that something was almost sure to happen at the last moment to upset a part of his plans. Far too late, probably, to be able to do much about it, a key CPO in the CIC would be taken seriously ill and transferred to a naval hospital on the beach. Or, the assistant communications officer would suddenly get his orders to nuclear power school, and a young, inexperienced ensign would be sent as his relief.

All of these things can and do happen, but, while threatening to grow gray in the process, *Sara's* personnel officer managed to solve most of his problems by sailing time.

WITH THE MONTHS of training and exercises behind them, *Sara's* crew pitched in to the task of provisioning the ship.

Cranes and working parties were moving at top speed as thousands upon thousands of crates, boxes,



ON DUTY—When a ship finally leaves to join the Fleet she is shipshape and her crew members are ready to handle any emergency that might arise.

barrels, bales and cartons of all sizes and descriptions were hoisted aboard and packed away in the vast compartments below.

There were spare parts, for both the ship and her aircraft. There were dry stores—a 90-day supply of them. At the last possible moment the frozen and fresh foods would go aboard, enough to last the carrier-men for 30 days.

At the fuel dock all of *Sara's* giant tanks were topped off—diesel fuel and oil for *Sara*; avgas, oil and jet fuel for the planes.

The disbursing officer took care of a highly important item—stowing money, and lots of it, in his big vault. There was plenty of that good Med liberty ahead, and the men would be looking forward to pay-days.

Then came the hard part—saying goodbye.

Tough, you bet it's tough, no matter if it's the first or only the latest in a long series of partings for a wife and her sailor husband. She fights against it, but the tears are very near the surface, and some spill over. It's not all one-sided either—more than one Navyman works on a lump too big to be swallowed.

There are hugs and squeezes for the kids, and the fond admonitions, "Be good, now, and make sure you mind Mommy." The smaller ones show wide-eyed incomprehension of the situation, "How come you're going away Dad?"

Tough—you bet it's tough.

For the single men, too, there are many old friends to be told, "So long, for a while," and one last visit to some favorite liberty spot.

THEN, PRACTICALLY at the last minute, the unexpected cropped up. The best laid plans, as the poet says, gang aft agley, and this was one of those times. One of *Sara's* shafts wasn't running true, and a visit to a shipyard for emergency repairs was indicated.

Far away in the Med, the men of *FDR*, anxious to get home, gnashed their teeth at the news. There was no help for it though, so lines were cast off, and *Sara* steamed up the east coast and into New York Naval Shipyard.

There was a shift in plans for the Air Group too. Instead of embarking in Florida, they were ordered to fly to Norfolk, where *Sara* would pick them up after her repair work was completed.

It was from Norfolk, then, that *Sara* departed in mid-August, setting a course for Gibraltar and a rendezvous with *FDR*.

It had been simple, really. None of the headaches, none of the sweat, toil and tears of the previous months, was revealed in the Navy communique marking the event.

"A number of routine shifts in our Sixth Fleet operating forces were made today," it read.

—Jerry McConnell, JO1, USN.

From Soup to Nuts

NAPOLEON is generally credited with making the statement that an army travels on its stomach. He might have added that Navymen sail on theirs.

To give an example, the amount of foodstuffs consumed daily aboard the attack aircraft carrier *USS Saratoga* (CVA 60)—see page 2—would be enough to supply the customers of the average corner supermarket.

All of this good food would be useless without the cooks, bakers and meat cutters that prepare it for the crew. *Saratoga's* S-2 Division is composed of 73 cooks, bakers and butchers and their trained assistants. In addition, its ranks are swelled by more than 120 messmen coming from the various divisions of the attack carrier.

In a mobile, floating air station as large as *Saratoga*, the actual food consumption figures per day of the 4000-man crew can only be appreciated by an itemized breakdown. This would include: 1100 loaves of bread; 9400 pounds of vegetables, 1000 pounds of dairy products; 4600 pounds (over two tons) of meat; 4000 pounds of potatoes; and 12,000 pounds of assorted dry provisions (such as cereals and flour).

During *Saratoga's* last eight-month deployment with the Sixth Fleet in the Med almost eight million pounds of food provisions were prepared for the consumption of the ship's crew. (That's an accurate figure!)

Besides preparing the food, there's the problem of serving it in as attractive a manner as possible.

For example, just to cook 4000 steaks and let them stand isn't exactly as appetizing a situation as one might desire. Thus, certain foods must be prepared as needed for immediate consumption. Generally, however, food is prepared in large quantities—without sacrificing taste.

Hundreds of pounds of steak for a noon meal; 400 lemon meringue pies; a thousand quarts of milk: these figures, when added together, begin to form the gigantic image of what it takes to feed the crew of a modern warship.

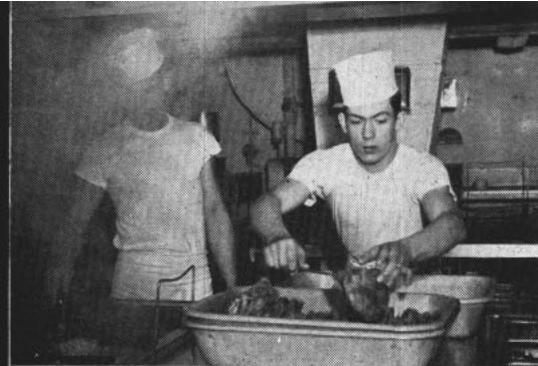
The preparation of salads alone is a full-time job for a number of men. Aside from merely looking and tasting good, the food used must be properly selected in order to compose a well balanced diet—one that will keep the men as physically fit as possible. Needless to say, the taste of individuals differ, and the food is therefore prepared in such a manner as to please the greatest number possible. Admittedly, eating aboard *Saratoga*, or any other combatant ship for that matter, is not like dining in a plush restaurant ashore, but neither is the attack carrier a luxury liner.

Saratoga has four mess halls, two galleys, two bake shops and two meat-cutting shops. It is in these places that the men of S-2 division apply their trades. If some of the figures quoted above seem rather staggering and a little difficult to believe, then toss these around too: During a normal operating day at sea approximately 12,000 full meals are served aboard *Saratoga*. In addition there are countless box lunches prepared for pilots and flight crews, and the popular night rations for the night owls or watchstanders.

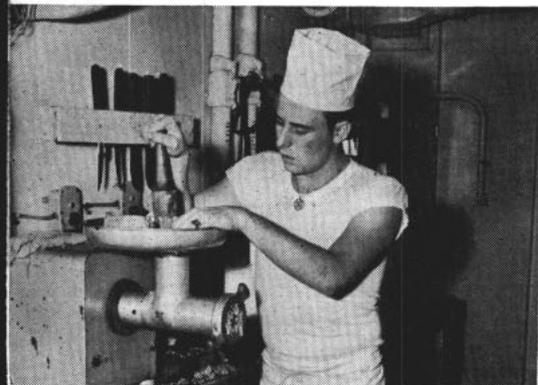
Speaking of working hours, you may wonder when all this food is prepared. While most people are still in the rack, the cooks and bakers begin their daily chores. The preparation of meals begins about 0400 each day—about two hours before the crew begins eating breakfast.

Gone are the days of salt pork and sea biscuits. Today's Navy calls for a balanced diet of well prepared food. And that is just what the S-2 Division aboard *Saratoga* is famous for. They not only prepare food in quantity but stress quality as well.

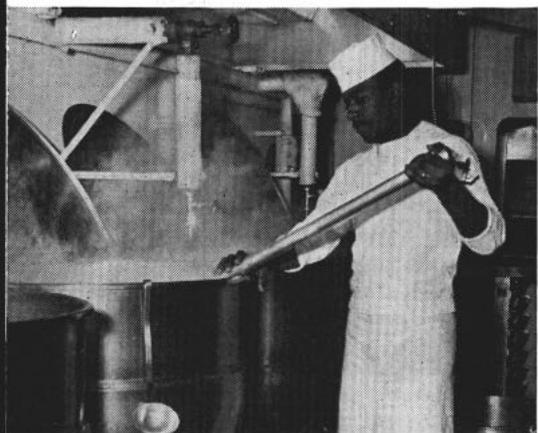
—M. Z. Passman, SN, USN.



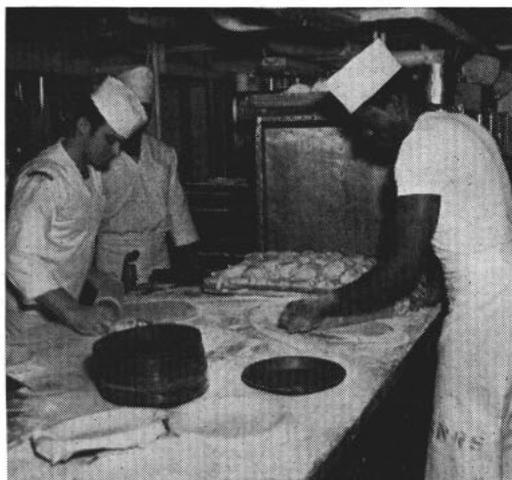
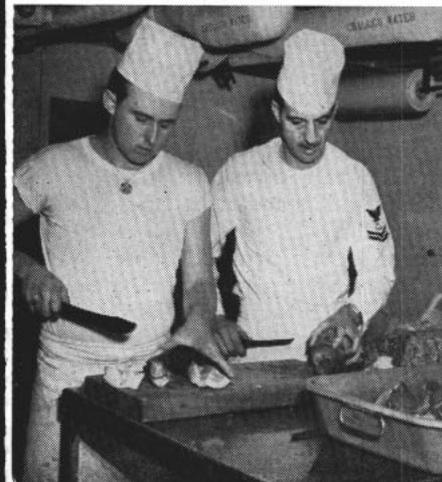
STEAKS are made in *Saratoga's* galley.



MEAT BALLS are made for spaghetti dinner. Below: Noon soup is brewed.



TASTY MESS—Men of S-2 Division of *Saratoga* have big job preparing food.



Come and Get It!

THE MEN OF USS *Los Angeles* (CA 135) have some pretty good reasons for thinking their general mess is one of the best in the Pacific. Among those reasons are such treats as steak for breakfast, broiled lobster, pizza, birthday dinners every week, hamburger snacks after the evening movies and occasional barbecues on the ship's fantail. In addition, between-meal snacks of sandwiches, cookies, ice cream, milk and coffee add up to good living.

As L. R. Long, CSC, says, "Menus are a big improvement now. You used to be able to tell what day it was by what you were eating. During World War II Wednesdays and Fridays were always bean days, and Sunday was always chicken day. Eggs were served about twice a week for breakfast. Milk was almost unheard of, and Navy cookbooks were about one-fifth present size."

Chief Long's formula for success is simple. "The general mess must try to satisfy the tastes of the men. When they throw food away, they don't like it. So, when we see too much of one item thrown out, we don't serve it so often."

The favorite dishes in *Los Angeles* are steak, hamburgers, chili dogs, lobster and Navy beans. According to Chief Warrant Officer W. W. Wright, usn, who heads the Commissary Department, the crew can eat 200 pounds of beans per day. On Friday, *Los Angeles* serves five varieties of seafood, plus meat.

It takes a lot of work to prepare meals the way *Los Angeles* does.

At 0345 the duty commissarymen are awakened. Fifteen minutes later they are in the galley, lighting off the ranges and ovens and starting to prepare breakfast. All their provisions are laid out the night before.

At 0430 the mess cooks—"front room people"—are up, and after they set up the utensils, salts and peppers and trays, they are fed. The crew's mess line forms at 0600, and the crew is fed breakfast until 0730.

While the crew is having breakfast, the commissarymen are already preparing lunch.

At 1100 the mess cooks are fed again. Half an hour later the crew's mess line moves through. The noon meal is served until 1230.

At 1600 the mess cooks are fed dinner, and again, half an hour later, the crew's mess line starts moving through. After dinner, hamburgers are prepared—so that the crew won't have to go hungry after the evening movies.

Naturally, all this makes a very favorable impression on the crew, some of whom call *Los Angeles* "the Waldorf of the Pacific."

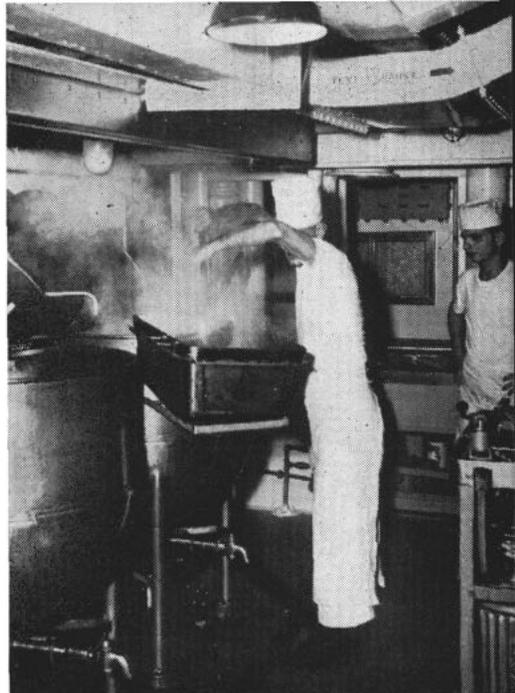
It is even claimed that this conversation actually took place between two *Los Angeles* Navymen when they heard "Payday" piped over the 1 MC.

"That's the second-best call in the Navy," said the first man.

"What's the best—liberty call?" asked the other.

"Nope," said the first, "Mess call."

A ship just has to be a good feeder to rate that unsolicited testimonial.



IN ACTION—Cooks apply the art of their trade in cruiser's galley.



GOOD FEEDER—Satisfied customers get both quantity and quality when they go through chow line of "LA."

MESS MEN—Crew behind cruiser's meals pose for picture. *Right*: Chow time.



Riding on a Torpedo

NOT AN UNUSUAL SIGHT off the coast of Hawaii almost every day of the week is the Navy at work, boning up on its antisubmarine warfare techniques. An unusual Naval vessel on the scene, however, is an orange and grey 63-foot boat—and you wonder where it fits into this seriously complex phase of modern warfare.

In the air, buzzing helicopters flit to and fro, pausing here and there to drop a sonar buoy beneath the water to listen for a possible submarine.

Under the ocean's surface is a submarine. Representing an enemy, it slips silently into position to torpedo a surface ship.

On the surface a destroyer speeds by, its sonar reaching down into the depths in search of the elusive prey.

When either ship gets a direct

bearing on the other, its commanding officer may order the attack.

Aboard the sub the order "Fire torpedo number one!" is followed by a loud "swoosh" as hydraulically compressed air shoots a torpedo from its tube.

On the destroyer a mechanical arm flips a metal fish over the side quicker than you can repeat the phrase, "Damn the torpedoes, full speed ahead!"

Whether it's the sub or the destroyer that fires a torpedo, it's a costly business.

The torpedo, an extremely intricate weapon of naval warfare, costs upwards of \$10,000.

The Navy, to offset the loss of these expensive mechanical marvels, has placed the 63-foot boat on the scene of its local antisubmarine operations.

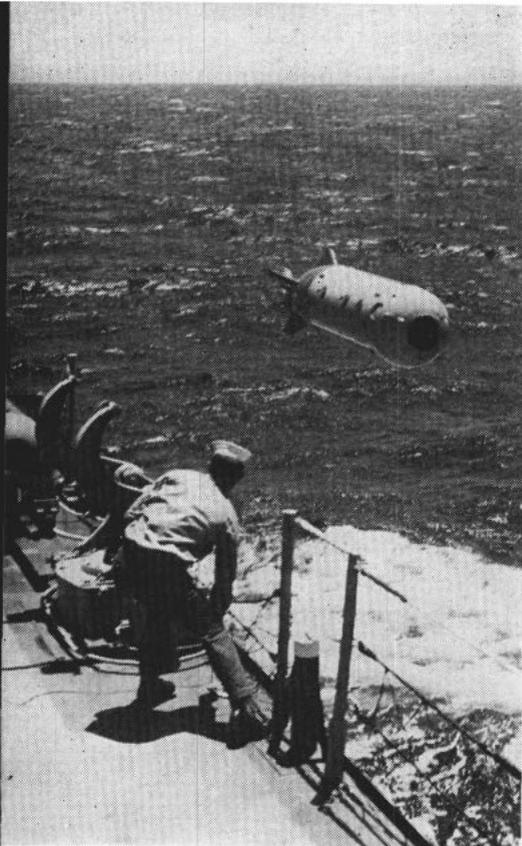
Its job is to retrieve torpedoes fired in practice so that they may be used over and over again.

It is estimated that the three torpedo retriever boats assigned to Pearl Harbor saved the U.S. taxpayer at least four million dollars in the past year alone by retrieving more than 300 torpedoes.

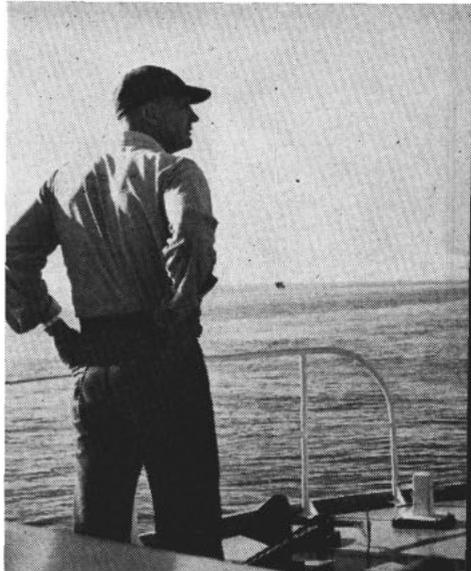
The retriever boats are under the operational control of Commander Submarine Group, Pearl Harbor. Originally constructed as crash boats, they were converted into retrievers by the Navy. They are now equipped with heavy-duty winches and a special sea ramp in their after end to permit the recovery of torpedoes at sea.

At Pearl Harbor 20 men are as-

READY—Skipper stands by for action.



'TIN FISHING'—Torpedo is launched (above) and retrieving winch is checked.



Retriever

signed to look after the boats and conduct torpedo recovery operations in the waters off Hawaii.

"A typical day for a retriever and her crew of four starts about six in the morning and ends around six in the evening," says Paul R. Danner. Danner, a boatswain's mate first class, often skips one of the retrievers. Accompanying him on a day's patrol are an engineer and two deckhands.

Throughout the day the crew is kept abreast of developments by radio communications. Following a torpedo firing they swing into action. To aid them in locating torpedoes, packages of dye are attached to the torpedo's hull. This dye dissolves quickly on contact with water and acts as a valuable marker during recovery operations.

After a grueling 10- to 12-hour day at sea the boat and crew return to Pearl Harbor to off-load their day's catch.

How do the men like their job?

"We all feel that what we're doing is an important thing," says boatswain's mate Danner.

"Once in a while," adds Danner, "the crew finds that the days get long and tiring. When this happens we take along our fishing gear—a rod and reel, that is. Several times some of our boys have brought back some whopping big fish—not only metal ones—but those that would do credit to any man's den."

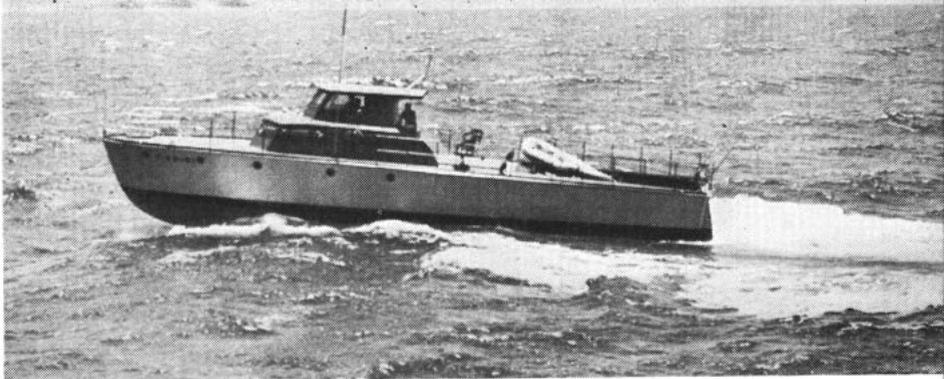
—Story by W. L. Leslie, JO1, USN

—Photos by:

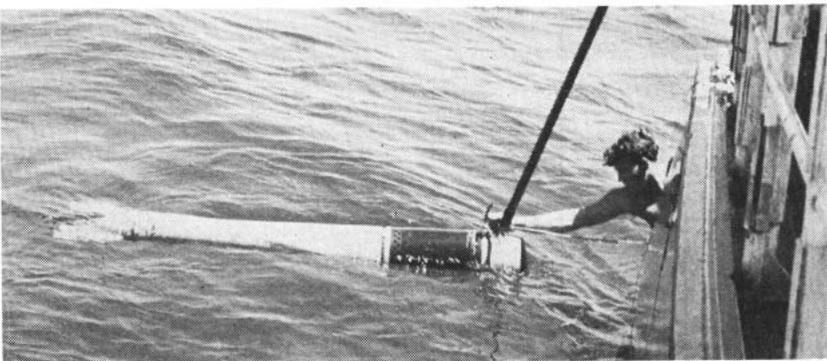
Harold Wise, PHC, USN

and Earl Millham, PH3, USN

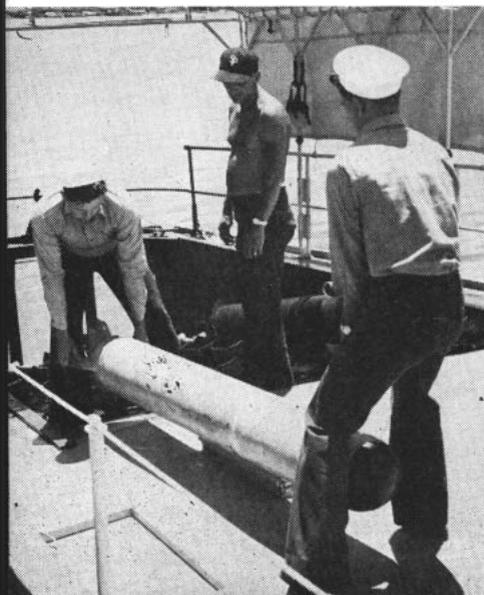
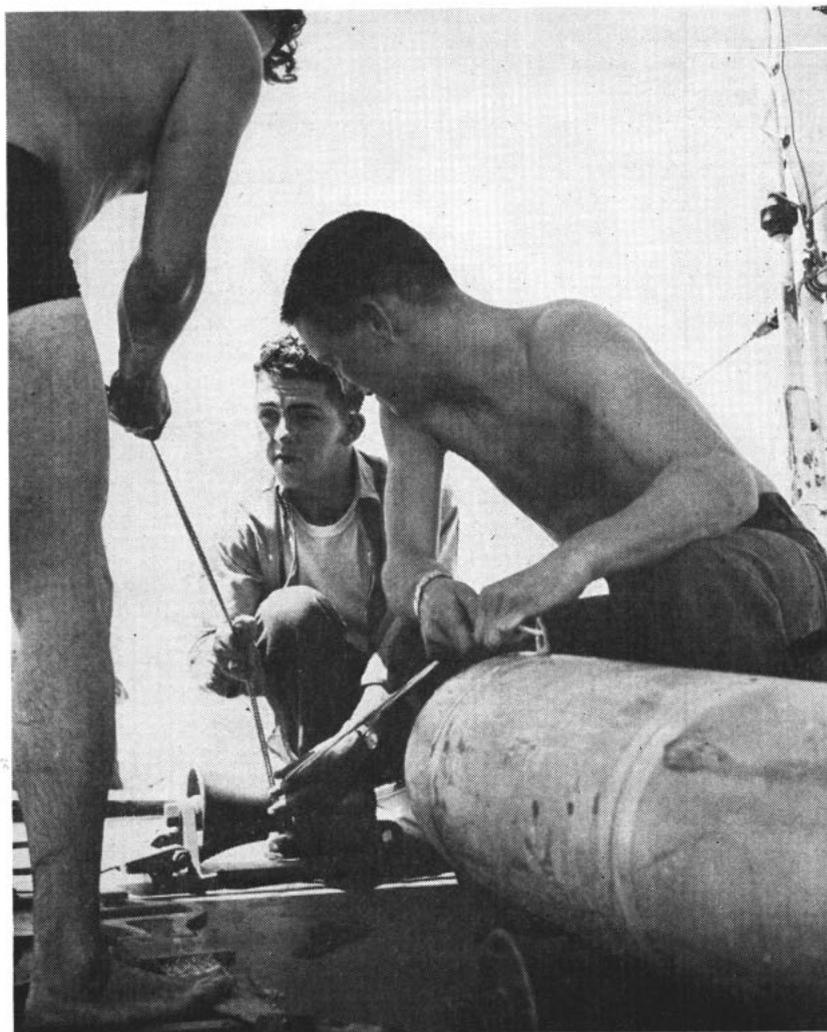
THIS TORPEDO will be used again.



TRACK DOWN—Torpedo retriever boat goes after a 'fish' in an ASW drill.



ALL ABOARD—Torpedo is hooked (above) and pulled up ramp at after end.



Face-Lifting for a

WHEN A SHIP comes out of conversion, the news usually rates a line or two—or maybe a couple of paragraphs—in the newspapers. But to the crew members who have been sailing in that ship, the conversion means a lot—in fighting capabilities, power, safety, habitability and comfort.

Take *uss Oriskany* (CVA 34) for example, now back in full operation after leaving her drydock renovation parlor. From crew members of *Oriskany*, we heard this story:

It took two years, two months and 53 million dollars to convert *Oriskany* from a World War II flattop into a modern attack aircraft carrier. The conversion was done to enable her to operate heavier and faster aircraft more safely and efficiently.

To appreciate many of the changes, you'd have to be a pilot. As you wait on one of the steam catapults, open the throttle of your plane, and give the go-ahead salute, you can feel confident of a safer launching than possible with the old hydraulic catapults. And instead of

the swift kick-in-the-pants treatment the old system gave, you receive a steadily accelerating ride off the bow.

Even as a pilot approaches the carrier for landing, he notes several improvements. Flying into the groove—the approach path—he will see his reflection in one of the new landing mirrors. The mirrors do little for a pilot's vanity, for the concave mirror focuses his image into an unflattering meatball. When he gets his image centered with respect to lights surrounding the mirror, he can expect to land on the dry, aluminum-alloy-plated landing strip of the flight deck.

About this time over the noise of his engine he can hear the "whump" of his plane as it touches down on the carrier's new, 520-foot angled flight deck.

If it's a good "whump" he feels a rude but healthy pull as the tail hook on his plane engages one of the five newer, tougher and "pullier" arresting wires—and he is home. If he goes sailing down the deck with-

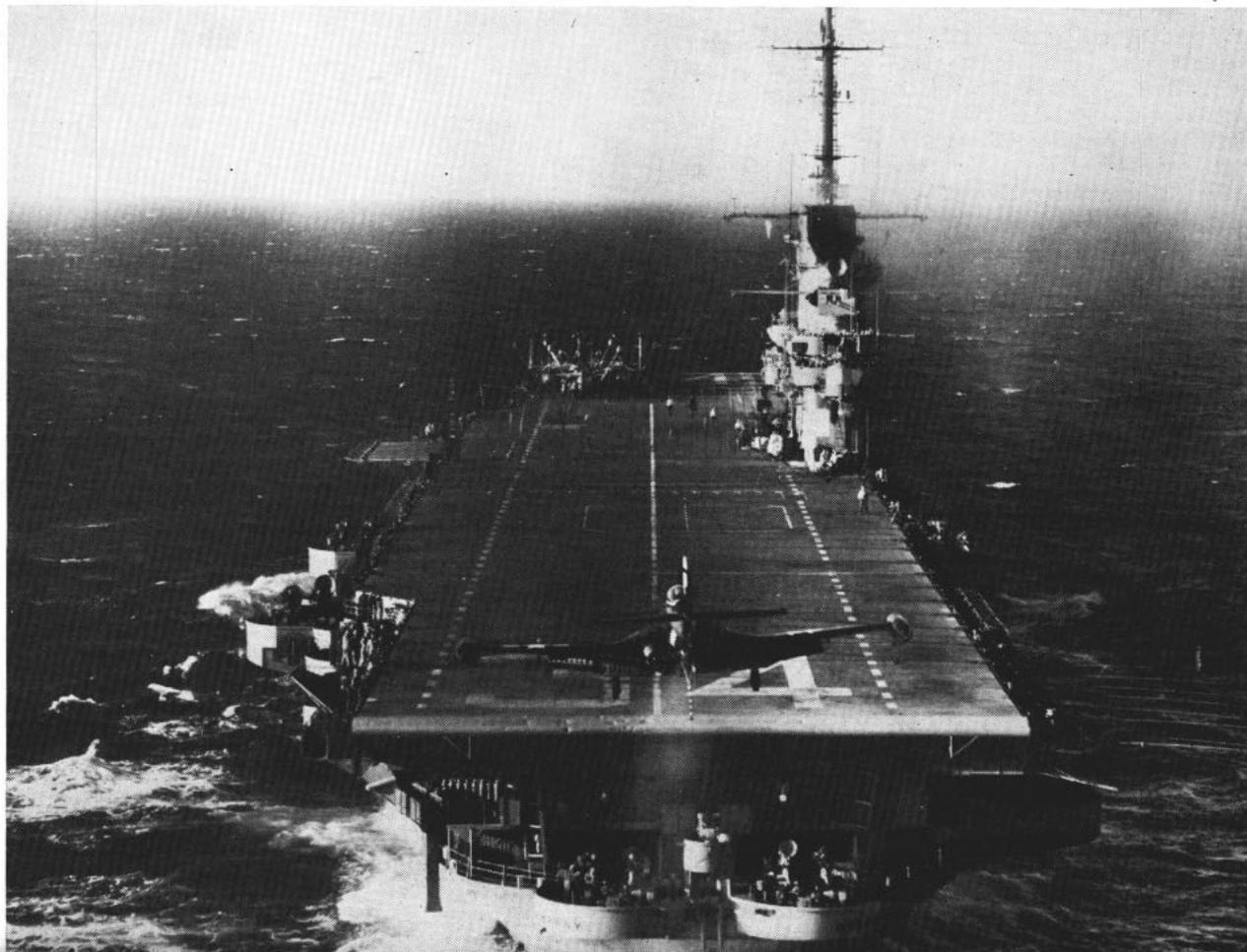
out feeling this pull it has definitely been a bad "whump."

But all is not lost—thanks to that angled deck. As he approaches the deck's end, he can be thankful that he isn't on the old straight flight deck heading for parked aircraft, good friends and newspaper headlines. He grabs the throttle—so doing, he hears a "Roarr" and knows he is on his way around for another try at the wires.

One of the most noticeable changes in the ship is its streamlined bow. The old carrier bows were open, much the same as the fantail is today. This meant that when the ship plunged into a heavy sea, salt water came rolling down the hangar decks pouring into hatches, carrying with it various forms of sea animals. The new bow provides a closed fore-castle, a greater seaworthiness, increased support for the flight deck—and fewer soakings.

Oriskany's main battery is her planes. In addition, she has a wide range of ordnance and conventional bombs. Her planes will carry two

BEFORE CONVERSION *USS Oriskany* (CVA 34) looked like this. Her straight deck could not handle latest jets.



Flattop

kinds of air-to-air missiles—the *Sparrow* and the *Sidewinder*—and one air-to-surface missile—the *Bullpup*. *Oriskany* can also claim that she has nuclear weapons capability, including a new nuclear depth charge which can be dropped from the air.

Since *Oriskany* came out of conversion, many old salts have been attracted by the additions on the bridge. One new fangled contraption they can puzzle over is the ship's automatic steering system.

The ship can still be controlled in the former electric-hydraulic fashion. But the new equipment has the advantage of several portable remote steering units, whereby the conning officer can steer by knobs from any place on the bridge. The steersman and lee steersman can also control the ship simply by matching the conning officer's pointers, a system which eliminates all voice commands.

The ship is propelled by four screws driven by four steam turbines. Together they generate 150,000



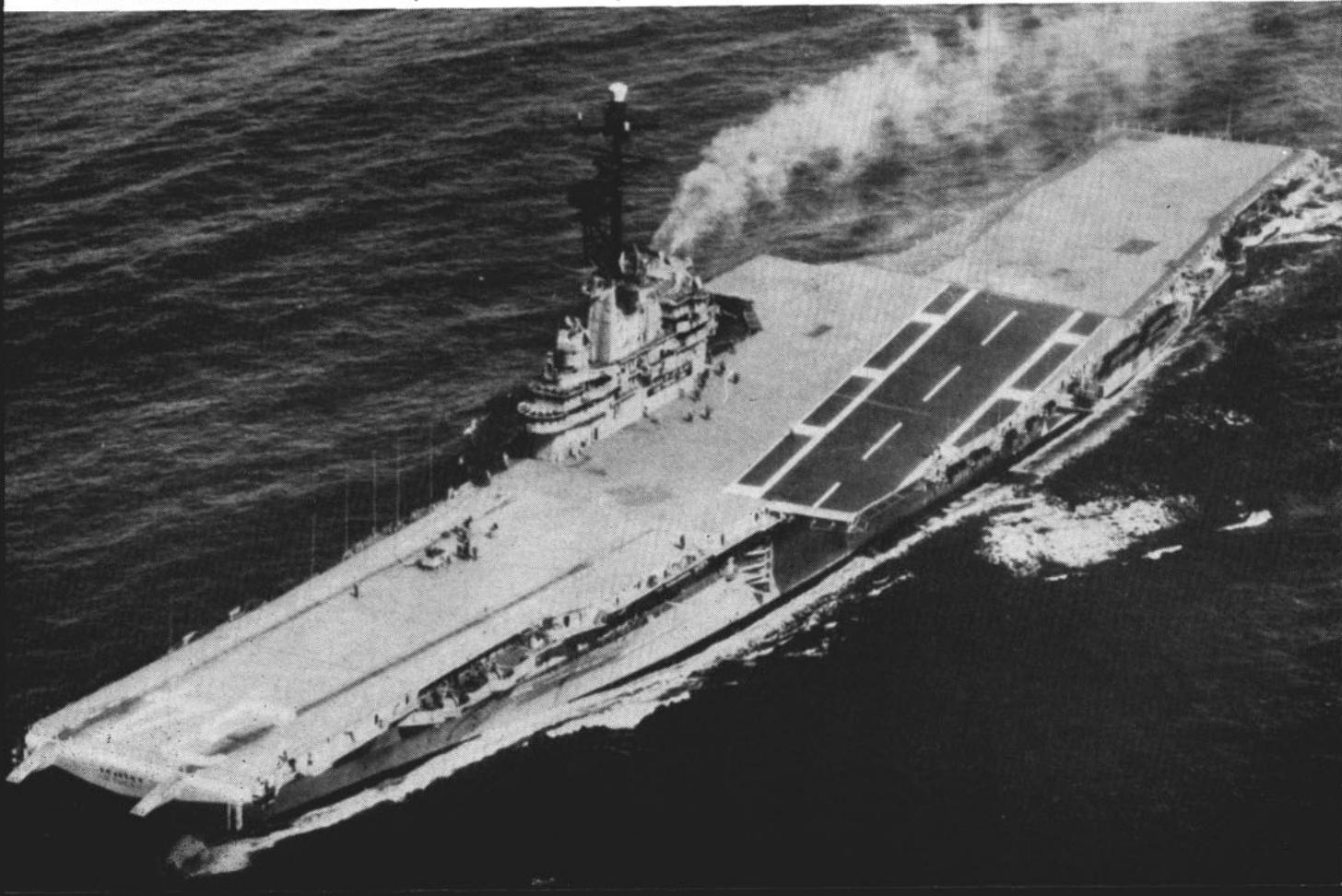
LATEST FACILITIES to handle today's fast flying jets have been built into the carrier. Here, pilot climbs out of his F3H Demon after landing.

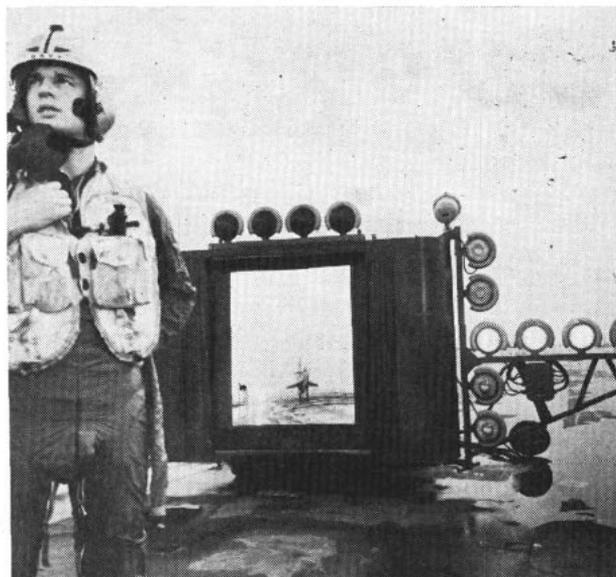
horsepower. The eight boilers pipe steam into high-pressure and low-pressure turbines, which in turn drive each shaft through double reduction gears.

Auxiliary steam drives four turbo-

generators which provide an electrical supply of 50,000 kilowatts. Two diesel generators for emergency use can generate 1700 kilowatts. Altogether *Oriskany* can supply the power needs of a city the size of San

AFTER CONVERSION USS *Oriskany* looked like this, sporting larger angled flight deck and sleek closed-in bow.





UP AND DOWN—Jets like this F8U Crusader blast off new cats and land by mirror system like one on right.

Diego, give or take a short circuit or two. The ship also has its own distilling plant, brewing fresh water out of the sea at the rate of 112,000 gallons per day.

Oriskany now accommodates 340 officers and 2952 enlisted men. There are five lounges, a library, and 78 washrooms. A closed-circuit television system is also installed. Parts of the ship are cooled by 375 tons of air-conditioning.

The ship carries 200 inflatable liferafts with a total listed capacity of 105 per cent of the crew. In addition there are two motor whale

boats for rescues at sea, the gig, two 40-foot personnel boats, two 40-foot utility boats and two 50-foot utility boats.

Sick bay has 60 beds, an operating room and a complete X-ray laboratory. Separate dental offices include three dental chairs and a fully equipped prosthetic laboratory. For combat conditions there are three battle dressing stations and 165 first-aid boxes at points throughout the carrier.

At the three ship's stores, confections, toilet articles, stationery, watches and, when overseas, silks

and jewelry can be bought. Two soda fountains and numerous vending machines round out the supply facilities.

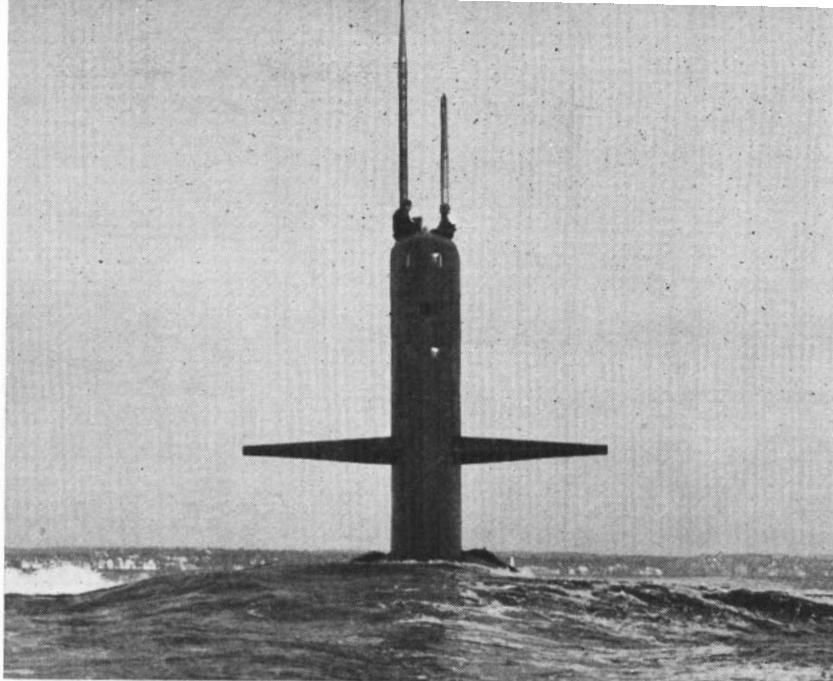
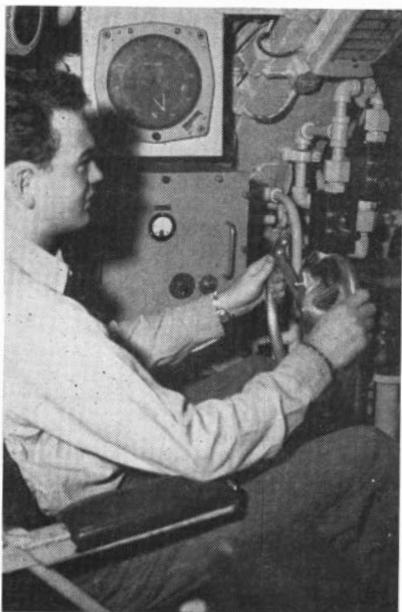
An eight-chair barber shop serves the crew and another two-chair shop, the officers. To keep uniforms ship shape the carrier has its own laundry, cobbler shop, tailor shop and a small clothing shop.

That pretty well covers the statistics of *Oriskany*.

She is now back at sea with the Fleet as a modern attack aircraft carrier showing off her stuff while she cruises through Pacific waters.

WHOA BOY—New aluminum-alloy-plated deck with stronger arresting gear helps high-powered jets land safely.

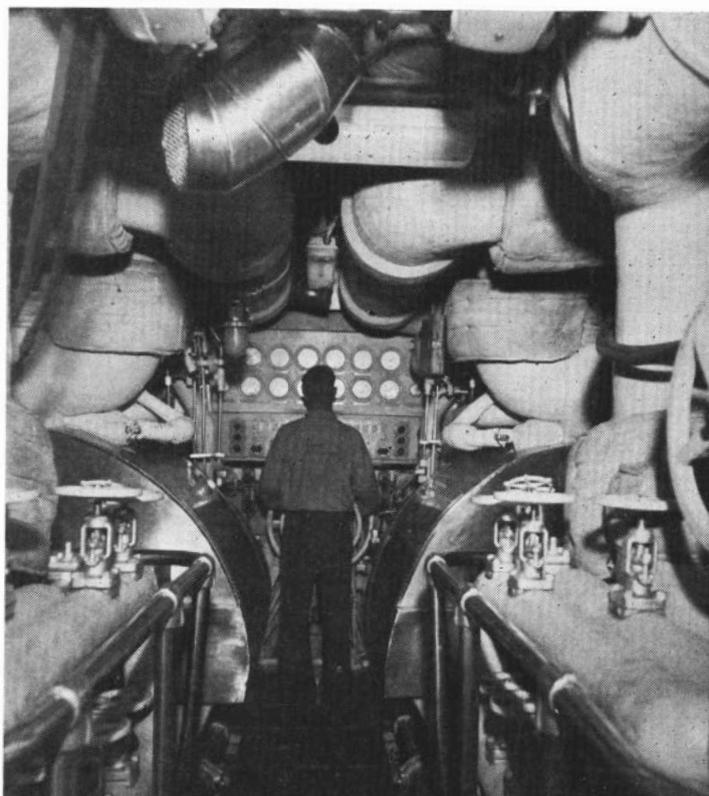


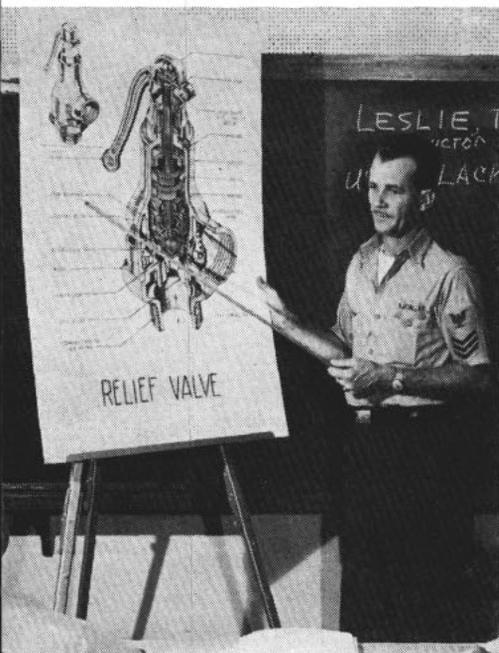


Skipjackers

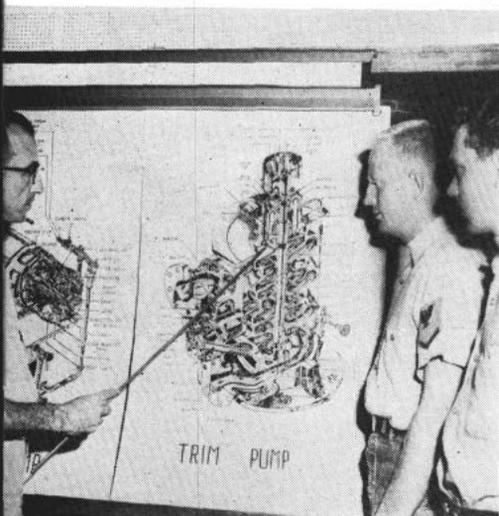
THE APPEARANCE of Navy's new nuclear sub, *USS Skipjack*, SS(N) 585, is unusual. The crew that has taken this cigar-shaped ship down into the sea will attest to the fact that her performance is also unusual as *Skipjack* shattered all existing sub speed records on her builder's trials. Here's a look inside this fantastic submarine.

Top Left: T. S. Waites, YN3, mans *Skipjack's* master wheel. *Top Right:* *Skipjack's* new radical design makes a weird appearance as she cruises on builder's trials. *Right:* Crew is served man-sized meal on board *Skipjack*. *Bottom Right:* Engineman J. B. Thomas stands watch at the throttle control wheel. *Bottom Left:* J. B. Thomas, EM2 (SS), takes reactor fresh water temperature and generator level readings in "tunnel."

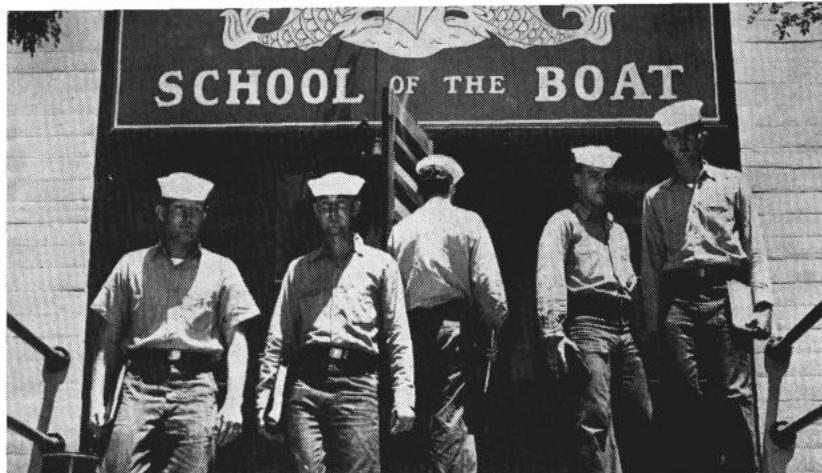
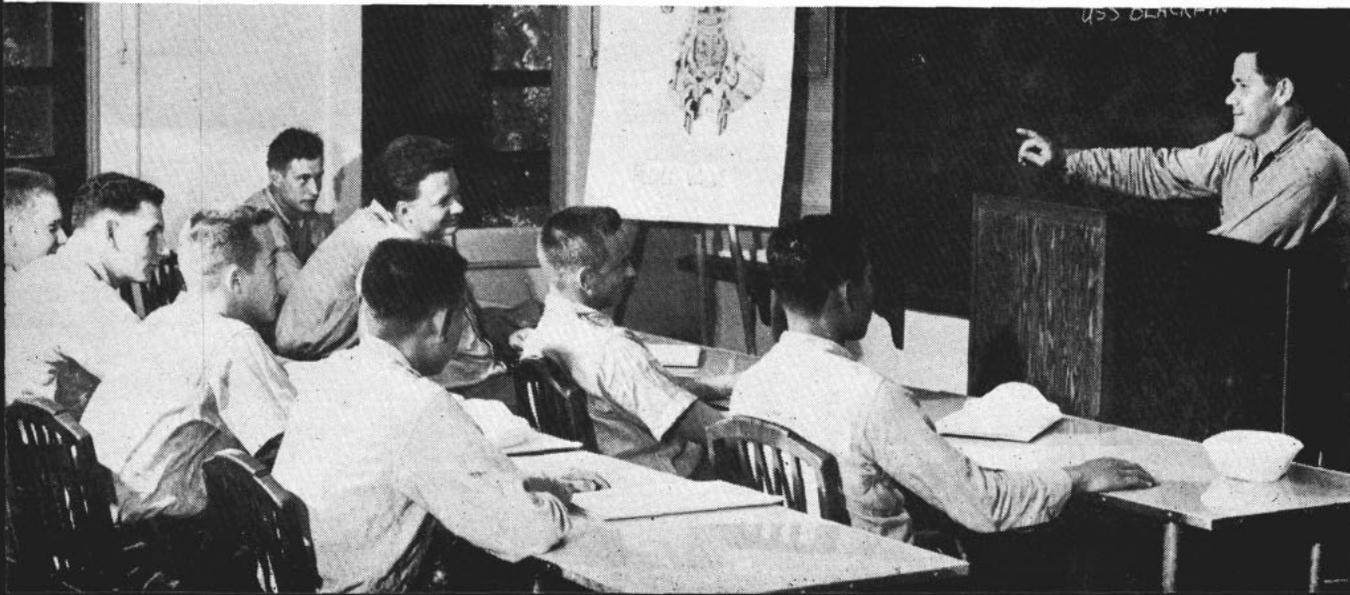




VALVE JOB—D. C. Leslie, TM1 (SS) explains valve. Below: D. E. Wright, ENC (SS) teaches men of USS *Tunny*.



SUB STUDENTS—Class from USS *Blackfin* (SS 322) is given the word on their ship by R. Johnson, TM2 (SS), USN.



School of the Boat

IF YOU HAVE UPPEDED SCOPE around Pearl Harbor lately you probably noticed many submariners busily studying the latest word on their underseas ships.

This is the result of the sub base's newly organized "School of the Boat," set up to accelerate instruction for prospective dolphin wearers in the equipment and systems of their ships. It also will augment the present number of men qualified to be assigned duty under the nuclear power and *Polaris* missile programs.

The first class of 34 students, composed of men from nine of the 18 Pearl Harbor-based submarines, was convened this spring.

While the Submarine School at New London, Conn., teaches fundamentals of the submarine, the School of the Boat teaches in detail the engineering systems and equipment of the particular submarine to which the student is assigned.

As submarines return to Pearl Harbor from deployment in the Western Pacific, each CO assigns men to the school for instructor duty.

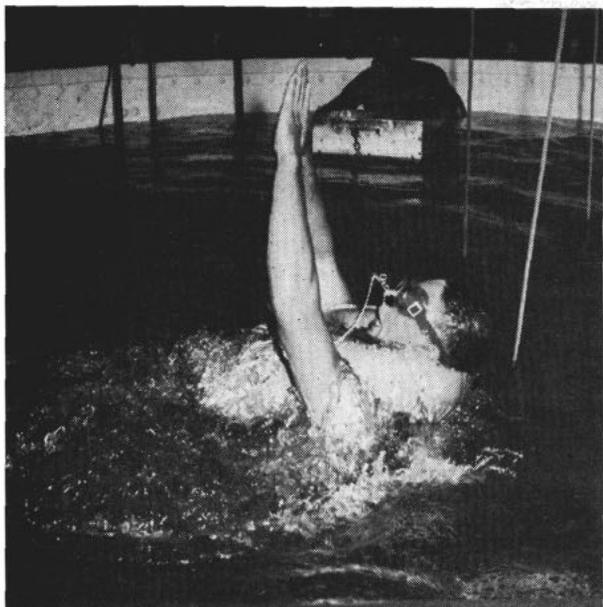
After the instructor and students have officially met in the classroom they go back to the submarine for four weeks.

During this period the instructor helps the student become familiar with his ship and makes him feel he is identified with it. Upon completion of this probe period the whole class returns to the School of the Boat for its first and second month of work.

At the beginning of the third month the class returns to the boat where an officer examines each member concerning the subjects and sketches covered during the first two months of classwork.

The length of time between weekly school sessions depends upon the operational schedule of the submarine, the ability and drive of the student, and his ship's requirements for his services.

The program permits students to complete their submarine qualification training requirements in five to 10 weeks of classroom work during their first six months aboard.



SUB-MARINE—Trainee surfaces from 50 feet below. Rt: Submarine Escape Training Tower is a landmark at Pearl.



School of the Tank

WOULD YOU like to make a 50-foot water escape ascent in just eight seconds?

It's easier than you think—if you know how to do it. Just expel the air from your lungs and float to the surface. Of course, if you go up too fast you could rupture a lung.

Sounds hazardous, you say. True, but it's a necessary part of the training for scout swimmers and frogmen, Navymen and Marines.

More than 80 per cent of the 1st Marine Brigade's Reconnaissance Company from MCAS Kaneohe recently made one 18-foot and two 50-foot ascents at the Submarine Base, Pearl Harbor Escape Training Tank.

Safety is the key word while undergoing this unusual experience. Escape training begins with a detailed safety lecture, and each trainee is equipped with an inflatable lifejacket, nose-clip and safety belt with slide ring attached.

Then comes the first ascent from a depth of 18 feet.

Trainees and two instructors enter a blister-like air lock on the outside perimeter of the 100-foot escape tank. Once inside, water and air are "bled" into the air lock until pressure is equal to that inside the escape tank, permitting the inner hatch to swing open. A pressurized air space always remains at the top of the air lock.

On the surface, 18 feet above, an

instructor mans a hydrophone, and his voice can be heard by all submerged instructors, trainees and water-safety men. His equipment includes a glass viewing plate which enables him to see clearly into the brightly illuminated water. Like a quarterback, he calls the plays—under water. In addition, a surface wire man is standing by a cable that leads directly to the 18-foot escape air lock, and a Scuba diver is slowly swimming down to meet the trainee.

At a word from the instructor inside the air lock, the hydrophone man loudly announces "begin training." The student, lifejacket inflated, emerges from the air lock with his slide ring attached to the surface wire. By merely grabbing this ring, instructors at various levels could stop the man's ascent. The student is met by the Scuba diver, who checks to make sure some air has been expelled from his lungs, then taps his head to begin the ascent.

Meanwhile, another water safety man swims down to the 10-foot level to check the trainee. As the student nears the surface, the surface wire man releases the slide ring from the surface wire without interrupting upward progress. As the man pops to the surface, still expelling air from his lungs, the ascent is completed.

Additional safety measures are instituted for the 50-foot ascent. A device resembling the top half of a



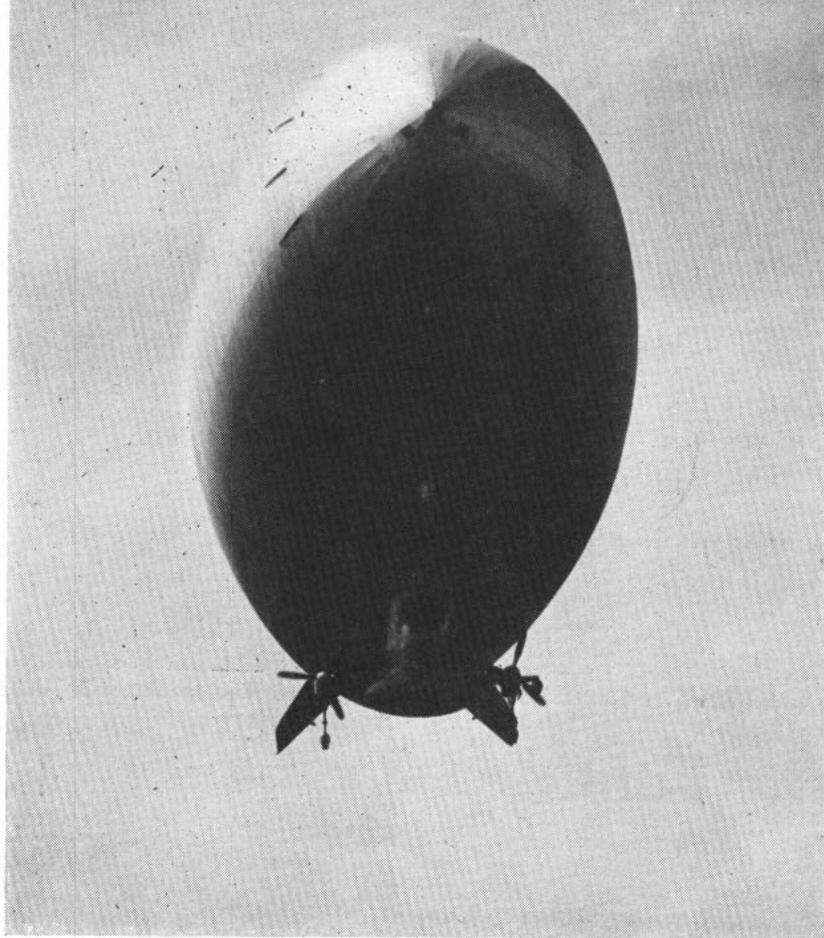
DIVING BELL is put to use in 100-foot tower for deep-water training.

diving bell is lowered to a depth of 45 feet with two diver-instructors inside. From this they can view each man through plate glass windows.

As the student moves upward, an instructor from the 30-foot air lock swims out to check his progress. This is repeated at the 18-foot level. Then, with a "whoosh" of ejected air, he pops to the surface.

Once out of the water, trainees are required to stand almost at attention. If they are unable to do so because of dizziness, headache, or pain in lungs or joints, they may be suffering from air embolism (air forced into the blood stream). A doctor and a recompression chamber are on hand should they be needed.

—Act. MSgt. Lou Nadolny, USMC.



THREE SCIENTISTS and an engineer at NAS Lakehurst, N. J., have found a way to speed up the flow of molasses in January—or any other month.

Their “secret”—first bore holes in the sides of the container holding the gooey stuff. Then, connect the suction end of a vacuum cleaner to the holes, and watch the molasses go. The hole boring can be done with a cake mixer, which is easy to modify as a drill.

What does all this have to do

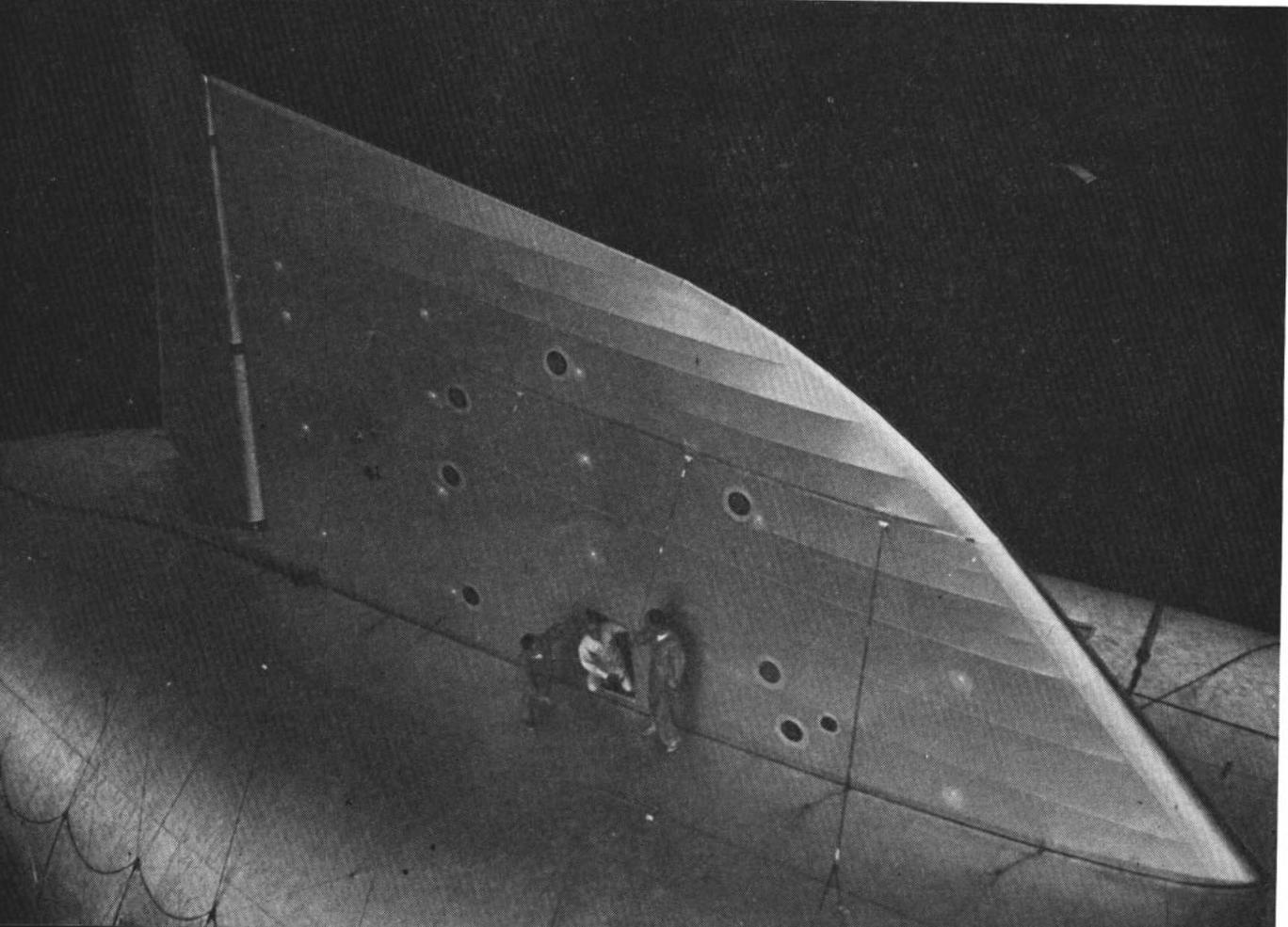
Less

with the Navy? Well, simply this.

By using this same principle on a blimp it may be possible to extend the airship's range three times or to increase its speed by 40 per cent.

The suction end of a blower system could be used to pull in the friction layer—formed by air rushing over the airship—through bored surface holes. The exhausted air would be used to speed the flow of air around the tail-fin control sur-

BIG DRAG—Scientists brief Navy project officer before flight. Shown above: Training blimp, being superseded by ZPG-2.



faces. This sort of thing is known as Boundary Layer Control.

It's being studied under a grant from the Office of Naval Research to Mississippi State University. For the study, Dr. A. Raspet, head of the Aerophysics Department, Mr. Don Boatwright and Mr. J. J. Cornish III are using a Type ZS2G-1 airship to check what is popularly known as "drag-on-the-bag."

Working with Lieutenant F. R. Carter, USN, Project Officer, they are measuring the friction area around



Drag on the Bag

blimps in a project of the Airship Test and Development Department at NAS Lakehurst. The objective of the study is to determine possible methods for increasing an airship's speed or range by reducing surface friction.

This friction, or drag, caused by the contact of air and a surface (airfoil) moving in relation to one another, acts to slow down an object moving through the air. The region in which the drag occurs is the boundary layer. Around a blimp, the layer builds up in thickness from zero at the nose to perhaps 10 feet or so at the airship's tail.

The blimp being used in the experiments has had a special laboratory compartment built into its tail to contain recording instruments and carry two men.

From the skin of the ship outward, 20 pitot tubes are mounted rake-fashion to show wind speed through the measurement of air pressure. The pitot-tube rakes come in three different lengths—three, five and 10 feet. By moving the rakes, and using various lengths of them, the thickness of the boundary layer can be determined around the entire airship.

At times, a stethoscope is used to check the vibrations caused by friction around the ship.

Dr. Raspet, in years of research on boundary layer control, has worked with assorted aircraft and has even chased down birds.

"Using a sailplane," says the doctor, "we checked the boundary layer of a black buzzard in flight. From the knowledge so gained we designed a sailplane with the aim of duplicating the boundary layer con-

trol which the black buzzard appears to possess.

"This sailplane was perfectly normal, except that it had 1,800,000 holes punched into its wing surface. By using the versatile cake mixer, which we modified to make a drill, it was possible to punch all the holes in just two days."

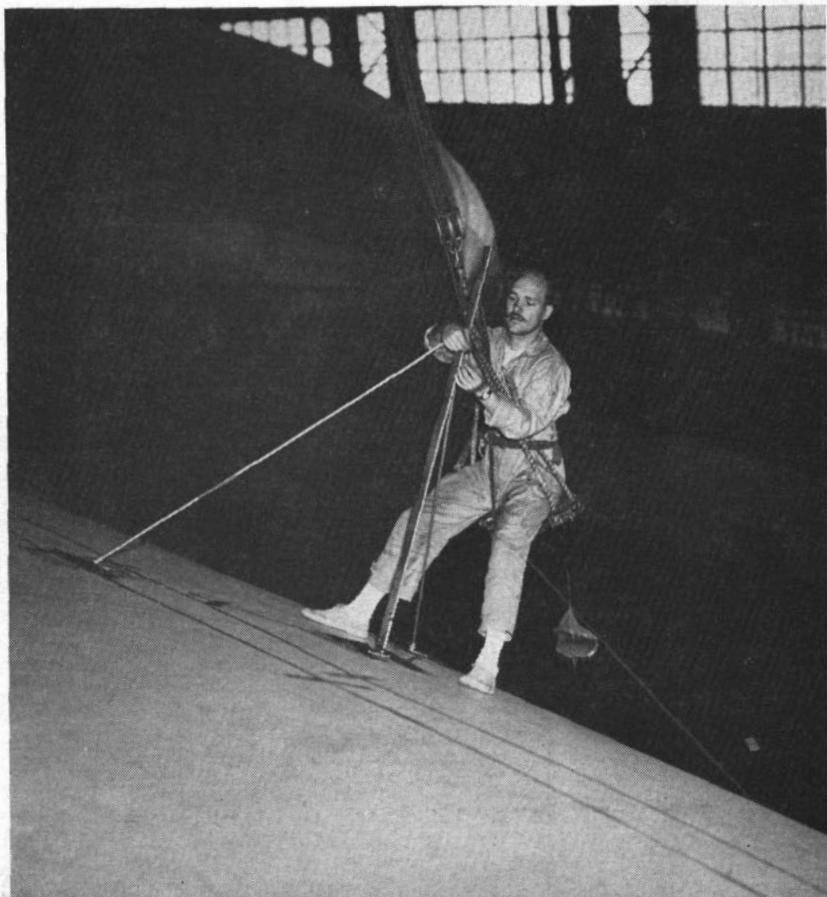
The doctor's research has made it possible to determine the correct placement and number of holes in an airfoil, and it has led to the use of a suction-blower system.

A similar system of boundary layer control might also work on submarines.

On a blimp, boundary layer control not only increases speed and range, but it also makes for more maneuverability, since the faster flow of air over the airship's fins makes the controls respond more quickly.

Incidentally, next time you happen to see someone checking an airship with a stethoscope, don't worry—the blimp is not sick. It's probably only having its vibrations checked.

ON THE BAG—J. J. Cornish III, of Mississippi State University, checks out gear that will measure the amount of air friction along blimp's surface.



A Royal Welcome for

TO THE CREWS of USS *Henrico* (APA 45), *Lenawee* (APA 195) and *James E. Kyes* (DD 787), some faraway places with strange-sounding names no longer seem so far away, nor do their names sound quite so strange as they once did.

Here's the story, as received from USS *Kyes*, when the three ships recently represented the U.S. Navy at a celebration in Bangkok, Thailand.

Crossing the bar from the Gulf of Siam to head upriver to the capital of Thailand, the ships found themselves in new and different surroundings. They followed the tortuous windings of the Menam Chao Phraya River, past miles of mangrove forests on either bank. The forest was often punctuated by glimpses of agricultural plantations which stretched miles inland from the water's edge. Along the way were the stilt houses and river boats of the Thai people, who welcomed the passing ships with friendly shouts as they sailed by.

WHITE HAT PRINCESS—Princess Ubol Ratana of Thailand wears hat given on visit to USS *James E. Kyes* (DD 787). Below: Palace grounds are visited.



As the ship drew close to the outer edges of Bangkok, the Navy-men found a picturesque mingling of traditional Thai and modern architecture plus neon signs, telephone wires and paved streets.

The ships moored alongside the Klong Toey piers at the southern end of the city with no trouble, but the fierce current later gave the destroyer *Kyes* considerable difficulty when she had to shift berth. *Kyes'* skipper, CDR A. O. McCarroll, usn, had to use a tug, an LCM, and his port anchor, before the shift could be completed.

The next three and one-half days were pleasant—and busy. The trip had been assigned as a reward and an honor because of the ships' outstanding records with the Seventh Fleet, but it still took work to get the ships ready for the general visiting scheduled for three afternoons during their stay.

Scheduling all the receptions, tours, parties and athletic events into the short in-port period was another sizable job, even with the help of the American Embassy in Bangkok, which arranged for the visit of the Navy's ships.

The visiting ships attracted over 20,000 people during the three afternoons. Among those who boarded the U.S. Navy ships for a first-hand look at America were Cadets from the Royal Thai Navy, and groups of school children. Many Americans who live in Bangkok also visited the ships.

Since *Kyes* was the only combatant ship of the three, it was paid the singular honor of a visit by His Royal Highness Crown Prince Vajiralongkorn and his sister, Princess Ubol Ratana. Twenty-two of their classmates from the Suan Chitlada School accompanied them. Eight sideboys and the ship's honor guard were called away for the young Prince. His personal flag was displayed from the yardarm while he was aboard.

As the children came aboard, they were each given a sailor cap and were then taken on a conducted tour of the main and upper deck areas. Rides on the 40mm gun mounts were the biggest attraction for the children. Later they all ate ice cream and other refreshments in the *Kyes*

Navymen in Thailand

wardroom. Before the visitors left, the skipper presented the Crown Prince with a silver bo'sun's pipe. He gave the Princess an autographed picture of the ship.

Other events of the stay in Bangkok included games of softball, basketball and soccer against Thai teams.

The soccer match against the Royal Thai Navy proved to be the highlight of the program, and was attended by His Majesty King Phumipol Aduladej. He was accompanied by Queen Sirikit and the Crown Prince and Princess.

Half-time ceremonies featured the Third Marine Division's band and drill team. Their maneuvers and showmanship seemed to thrill the onlookers as much as the game itself. The game and attendant ceremonies attracted over 25,000 spectators, one of the largest crowds ever to witness an athletic event in Bangkok.

At the end of the match, players of both teams were presented with a garland by His Majesty. CAPT C. E. King, COMPHIBRON One, accepted a silver plaque from the King which commemorated the visit to Thailand.

Other off-duty diversions included reciprocal parties given by and for members of the Royal Thai Navy, and invitations to the homes of the American colony.

Many men went on sightseeing tours. The Royal Palace and the Bangkok temples were favorite sights, as were the unique floating market and the large snake farm at the Louis Pasteur Institute. The world-famous temples seemed almost like a page out of an Arabian nights fairly tale with their intricate carvings and colored mosaics.

Most outstanding were the temples of the Emerald Buddha in the Royal Palace, and the five-and-one-half-ton solid gold Buddha, Wat Benchamabojirt. This large gold statue is left unguarded.

Entertainment, besides the relatively new Western-style night clubs and movie theaters, featured such uniquely Siamese sports as cricket-fighting, Thai boxing, and battles between fighting fish.

Rounding out the agenda were

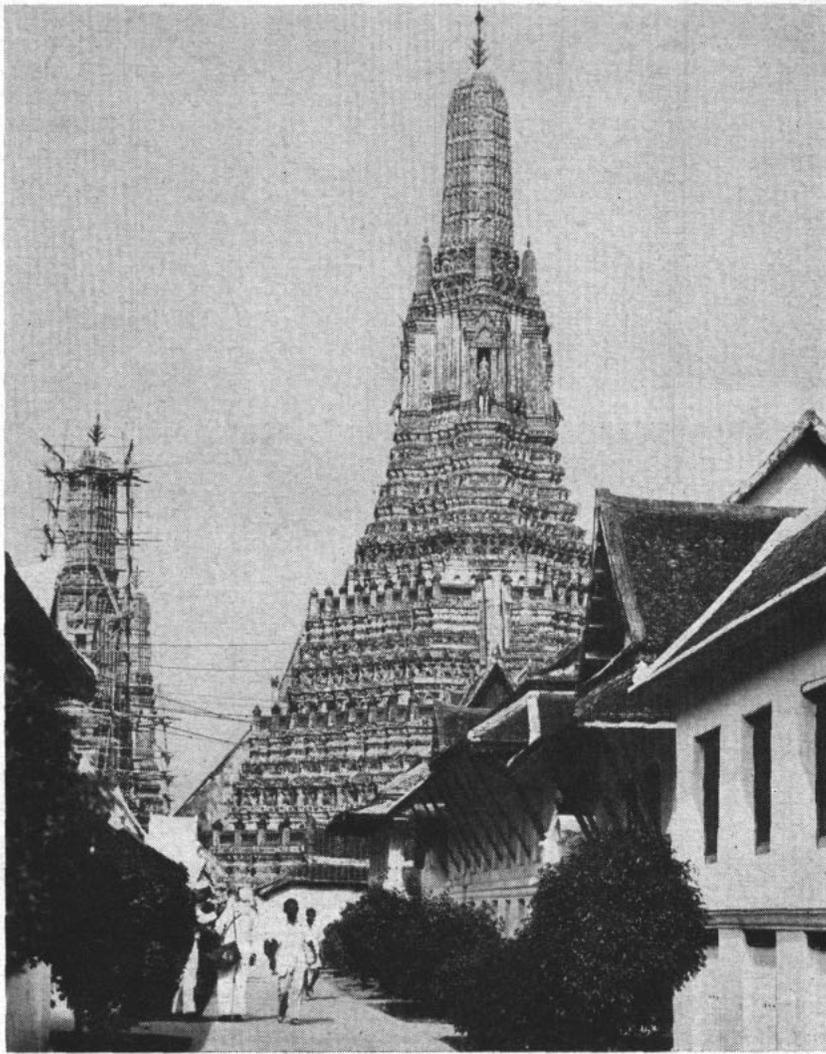
the ancient and ritualistic Thai classical dancing and modern television. A special TV treat during the visit was a Navy talent show, which leaned rather heavily on the Marine band and drill team.

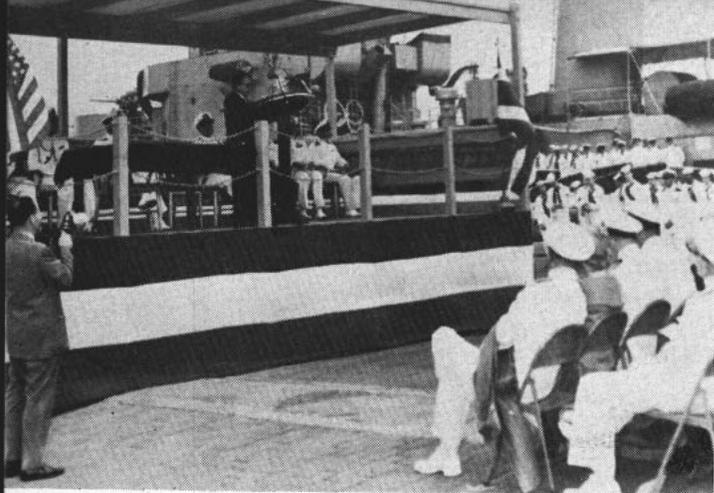
The local restaurants and shops were not overlooked either. Many Navymen returned to the ships with star sapphires, Thai silk, nielloware, and other native products. Others had their first taste of such Thai delicacies as shark's fin soup, goose-foot, hundred-year-old eggs, prawn, squid and pigeon-egg soup. Those who sampled these foods reported that the taste was much better than the names might imply.

After leaving the Thailand capital city, the three ships parted company at the Bangkok bar. *Henrico* and *Lenawee* resumed their duties with the Seventh Fleet, while *Kyes* proceeded to Guam for voyage repairs before returning to Long Beach with other units of Destroyer Division 31.



ROYAL WELCOME is given by USS *Keyes*' CO to crown Prince Vajiralongkorn and his sister. Below: Beautiful Thailand temples attracted many Navy visitors.





Thai Sailors Visit U.S.

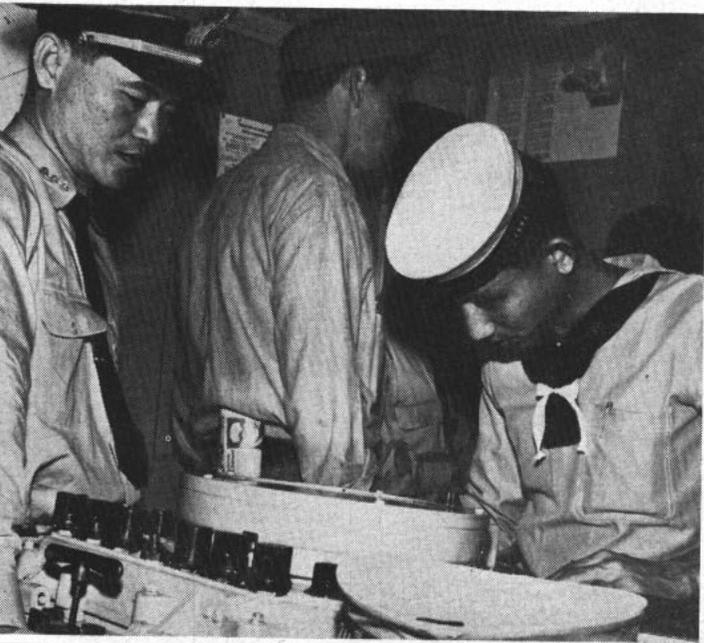
"H AVEN'T WE MET somewhere before?" is likely to be the reaction of some Navymen on their first encounter with the destroyer escort HTMS *Pin Klao* of the Royal Thailand Navy. And, they'll have good reason to feel that way—if they've ever been to Thailand, or served in *uss Hemminger* (DE 746).

Hemminger, a veteran of World War II service with the Pacific Fleet, has been transferred to the government of Thailand under the Military Assistance Program. Although other ships have been given to that nation through other programs, *Hemminger* is the first to be transferred to Thailand on a loan basis.

The transfer ceremony took place at the New York Naval Shipyard, Brooklyn, N. Y., where the 1240-ton DE underwent more than a year of modernization and repair after she was decommissioned in February 1958. While this work was going on, *Pin Klao's* prospective crew was trained at various U. S. Navy schools.

The ship is named for the fourth King of Thailand, who is known as the father of the Royal Thai Navy.

Top: Thai deck hands take in line as ship prepares to shift piers. *Top left:* His Excellency, Visutr Arthayukti, Ambassador from Thailand, speaks at transfer ceremonies. *Left:* The flag of Thailand is hoisted for the first time aboard *Pin Klao*. *Lower left:* Thai officer and enlisted man check instruments while ship is being moved. *Bottom:* Yard repairs *Hemminger*.



ALL HANDS

LETTERS TO THE EDITOR

Actual and Constructive Time

SIR: I've received semi-authoritative information in the past regarding actual time and "saved" or "constructive" time, but still have my doubts concerning its true application.

Would you compute the retainer pay of an E-7 in each of the following cases for me?

1. 19 years and 6 months actual time.
2. 19 years, 3 months actual time, plus 3 months constructive time.
3. 20 years, 6 months actual time.
4. 20 years actual time, plus 6 months constructive time.—R. B. B., ACC, USN.

• While your letter was en route to us, we published, in our October issue (p. 44), an article which will help clear up the misunderstanding and misconceptions concerning constructive time.

But just in case you haven't seen it, we'll give you the answers to the examples you've posed above. Keep in mind that constructive service may be counted for transfer and percentage multiple purposes, but cannot be counted for pay purposes. Title 10, U. S. Code 6330 provides that in computing retainer pay, a period of six months or more shall be counted as a full year for the purpose of basic pay, as well as transfer and percentage multiple purposes.

1. 19 years and six months actual time equals over 20 years for pay purposes and 20 for transfer purposes— $\$350 \times 2\frac{1}{2}\% \times 20 = \175.00 .
2. 19 years and three months actual time plus three months constructive time equals over 18 years for pay purposes and 20 years for transfer purposes— $\$340 \times 2\frac{1}{2}\% \times 20 = \170.00 .

Computing Final Multiple

SIR: I served in the Marine Corps for four years before I came into the Navy. During that time, I earned the Good Conduct Medal.

Can I use this time and medal in computing my final multiple for the service-wide examination for advancement in rate?—K.W.P., ET1, USN.

• No, you may not. BuPers Inst. 1430.7C paragraph 3g (1) (b) says that service in the U.S. Marine Corps may not be counted toward the final multiple for eligibility for advancement and neither can the U.S. Marine Corps Good Conduct Medal be counted for that purpose. This should answer your question?—Ed.

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

3. 20 years six months actual time equals over 20 years for pay purposes and 21 years for transfer purposes— $\$350 \times 2\frac{1}{2}\% \times 21 = \183.75 .
4. 20 years actual time plus six months constructive time equals over 20 years for pay purposes and 21 for transfer purposes— $\$350 \times 2\frac{1}{2}\% \times 21 = \183.75 .—Ed.

Subs and Quarters

SIR: What is the latest information about subs and quarters? I thought if messing and berthing were not furnished by the Navy that I would be entitled to an allowance for them.

I am on recruiting duty and I have been told that I'm not entitled to an allowance for quarters. They said that since I am married, my wife already receives the BAQ in her allotment.

What about that?—J. A. J., FTC, USN.

• That's right. You cannot draw two Basic Allowances for Quarters (BAQ). The rule is covered in Para. 044035-4a of the "Navy Comptroller Manual."

You're probably thinking about a man without dependents who is assigned to a place where no messing and berthing are available. He does get an allowance for both subsistence and quarters.

In your case, you would receive credit for the BAQ portion of your wife's allotment check. So, even though you are assigned to an S and Q billet, the only allowance to which you could be entitled is subsistence. That's \$2.75 per day.

Normally, when on shore duty where messing and quarters are available, you are entitled only to ComRats. The difference between the two is about \$42 a month. ComRats are now \$1.15 a day and subsistence is \$2.57 a day.

Just for your information, the quarters allowance for a man without dependents is \$51.30 a month.—Ed.

Reserve Going Regular

SIR: When I came on active duty, I understood I would be eligible to enlist in the Regular Navy between my 12th and 18th month of active service.

Recently, I was told I was ineligible to enlist as a Regular because I came

on active duty before 1 Sep 1958.

I am confused, and hope you can help me out.—B. F. L., SN, USNR.

• The man who told you couldn't become a Regular must be even more confused than you are—unless, of course, you misunderstood him, or you are ineligible for some other reason.

Under the current regulations (BuPers Inst. 1130.4F) the 12-to-18-months business applies to Reservists who came on active duty on or after 1 Sep 1958—and the Instruction does not prevent Reservists in this category from becoming Regulars.

Enclosure 4 to that Instruction allows qualified Reservists in all rates, who came on active duty on or after 1 Sep 58, to enlist in the Regular Navy at rate held, if they do so after completing 12 months' active duty, but before 18 months are up. After 18 months, an active duty Reservist in this category would have to be in an open rating in order to become a Regular.

Since you came on active duty before 1 Sep 58, your case would be covered by enclosure 2, BuPers Inst. 1130.4F. Under this part of the Instruction you can enlist in rate held upon completion of current enlistment or extension of enlistment, regardless of whether the rate is open or not. In addition, you'd get an extra benefit by being allowed the same reenlistment bonus as that paid to USN personnel.

Reservists who came on active duty before 1 Sep 58 are also authorized to extend their obligated active duty to coincide with their expiration of enlistment, so that they will have no break in active service, and will remain eligible for reenlistment in the Regular Navy, provided they are recommended by their commanding officers.—Ed.

Overseas Tour Defined

SIR: In the July issue of ALL HANDS you put out some wrong information. In your answer to a letter from T.G.B., DM2, USN, on page 27, you stated that his tour of duty overseas started on the day he arrived at his overseas station.

That is wrong. P. 3 (a) of BuPers Inst. 1300.26 defines a tour of duty overseas. It says "Time creditable on a standard uniform tour (overseas) begins with day of departure from the United States and terminates with the day of return thereto on permanent change of station."—M. J. Schwitters, LCDR, USN.

• You're right, sir, and we stand corrected. Thanks for the tip.—Ed.



MIXED BROOD—Seaplane tender USS Salisbury Sound (AV 13) takes care of a brood of three destroyers and two subs while serving with Seventh Fleet.

Court Reporting

SIR: I'd like some information about stenotype. I have tried unsuccessfully so far to get answers to the following questions. Maybe you can help. Is there a school that offers stenotype training; and if so, what are the entrance requirements?

I am a graduate of Naval Justice School and I'm very interested in court reporting. I believe the stenotype method is a speedier and more efficient method of recording than shorthand.—C. H. M., YN3, USN.

• *The operation of a stenotype machine is not included in the curriculum of any Navy school. There are private*

stenotype schools in most large cities but the Chief of Naval Personnel neither finances nor encourages their use.

The Stenomask system is taught in the Naval Justice School.—ED.

Terminating Teleman Rating

SIR: As one of the many men being converted from teleman/radioman into the radioman rating, I would like to find out what will happen if the conversion is not made by the set deadline.

Also, why is the Navy having men enter a rating they do not like, know or even care to enter? It is forcing quite a few to terminate their Navy careers. As the situation is now, I stand to toss out over nine years' Navy service.

I hope you can give me some information, as I have been unable to obtain it elsewhere.—W. J. W., TE/RM2, USN.

• *First, we'd like to give you a bit of background on the reasons for the disestablishment of the teleman rating.*

The Navy discovered some time ago that under combat conditions, the only really reliable method of communication was by radio code. So, the decision to disestablish the teleman rating was made, and all communicators were required to be qualified to send and receive code. (A review of the teleman qualifications had shown that the rating broke down into two groups—communicators and purely clerical personnel. After that, all commands were directed to screen their TEs, and designate them for change to either RM or YN, according to their qualifications.)

The "Manual of Qualifications for Advancement in Rating" provides for a five-year phase-in to the new rating which began in 1956. Since many of the teleman skills are the same as those required of a radioman, the only big change is the requirement for CW ability. To give you plenty of time to acquire that, the new requirements were phased in over the five-year period.

As to what will happen to those who don't make the conversion before the cut-off date, no final decision has yet been made. However, BuPers Inst. 1440.20 and the "Quals Manual" both state that no further advancements to TE(RM)1 will be authorized after the February 1961 examination. That being the case, if you want to advance in pay grade, you should make every attempt to qualify in the new skills.

Besides the long period of time which has been allowed for conversion, another factor to make conversion easier is the chance to go to radioman school.

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

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

ENCLOSED find \$2.50 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.....
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(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

Telemen designated for change to the RM rating are being ordered to the RM Class "A" and "B" schools as they become available.

We know that making this change may not be the easiest job in the world, but the Navy is certainly giving you all the breaks it can. And, after all, you can't expect the Navy to continue a rating which has proved unnecessary. Otherwise, we'd still have sailmakers and lamplighters.—Ed.

Someone Say CO's Order Book?

SIR: I have read the series of letters concerning the CO's Order Book and I have this to say about them:

I was somewhat surprised to see that a PN2 did not know what a CO Order Book was, but I was more surprised to note the articles that followed, blasting the man. True, the question could have been looked up fairly easily, but so could three-quarters of the questions asked in the Letters to the Editor section of ALL HANDS. Many of them, I notice, are asked by yeomen who should have the references readily available.

Further, I was extremely surprised to read that the inspecting officer did not know what the CO Order Book was. What are the qualifications of an inspecting officer?

Further, I thoroughly agree with the comment that it was the command's responsibility to train the man so that he does not have to go outside for the answers to relatively simple questions.

In my own case, I have the XO of my ship to thank for much of my much needed training when I went aboard. I had just made second class with less than two years' service and had never been aboard ship nor had even had anything to do with running an office. Yet conditions were such that I was senior man in the office and had to take charge. I might have been in a real pickle, but with his patience and training I made out.

Finally, I believe too many readers took this question as an opportunity to guffaw at another man's mistake—if it was. Which one of us is perfect? Thanks.—Raymond J. Toland, PN2, USN.

• Thank you. We had earlier decided to knock off this CO Order Book hassle, but your comments made such good sense we couldn't resist running your letter. This time, however, we mean it. Let's knock it off.—Ed.

Dolphin and Wing Insignia

SIR: In one of your issues (June 1959, page 46) concerning the Air Crew Insignia, you stated that when a submariner graduates from enlisted to officer status he must take off his enlisted dolphins and replace them with the officer's dolphins.

I believe you are wrong about that. Qualification of an officer is much different from that of an enlisted man.

Ships Reunions

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

• *uss Altamaha* (CVE 183)—All former crew members who are interested in holding a reunion with time and place to be decided may write to John F. Fogarty, 1009 Baltimore Ave., Kansas City, Mo.

• *uss Guin* (DD 433)—All World War II crew members who are interested in holding a reunion may write to Peter Negoshian, 5 Beaver St., Worcester 3, Mass.

• *uss Langley* (CVL 27)—All former officers who are interested in holding a 1960 reunion may write to Richard L. Merkel, M. D., 302 National Reserve Building, Topeka, Kans., giving time and place desired.

• *uss Makin Island* (CVE 93)—All former crew members and squadron personnel who are interested in holding a reunion with time and place to be decided may write to Harold A. Knox, 5502 Mountlake Terrace, Seattle, Wash.

• *uss Traw* (DE 350)—All who served on board from May 1944 through December 1945 and who are interested in holding a reunion with time and place to be designated by mutual consent may write to John West, 117 N. E. First Ave., Miami 32, Fla.

• *uss LST 503*—All crew members who are interested in holding a reunion may write to John J. Jarzyk, 27 Coleridge Ave., Yardville, N. J.

• U. S. Naval Hospital, Charleston, S. C.—All members stationed at USNH Charleston, S. C., from 1953 to 1955 and who are interested in holding a reunion may write to Dwight E. Gaines, 2226 Beryl, Fort Worth 11, Tex.

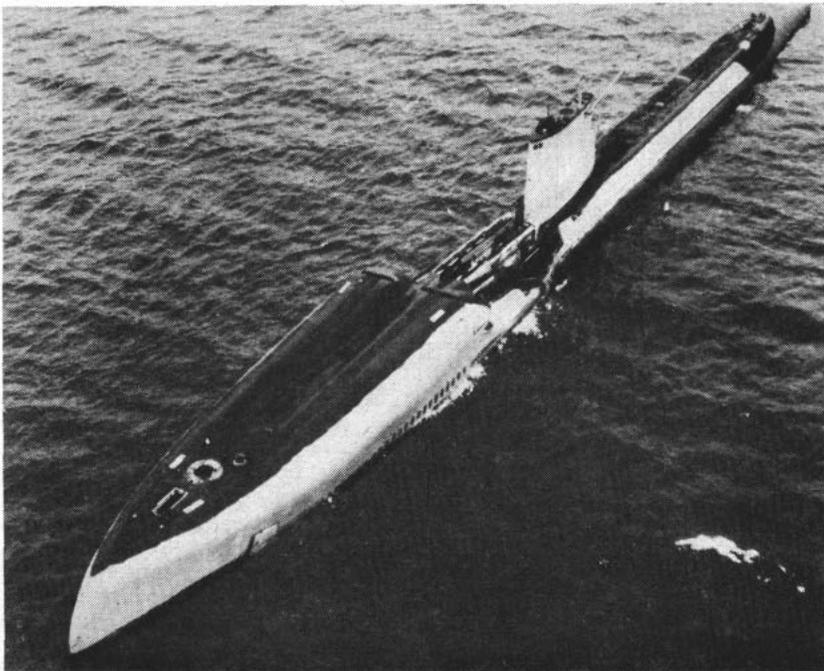
Before an ex-enlisted man can wear the gold dolphins of an officer, he must qualify as an officer. I believe he can continue to wear his silver dolphins after he is commissioned if he is transferred off a submarine.—R. J. D., YN2(SS), USN.

• You're right. What we intended to convey was that an enlisted man who is qualified in submarines has the opportunity, after reaching officer status, to replace his enlisted silver dolphins with the officer's gold dolphins. But, as

you say, a man must first qualify as a submarine officer. He may not, however, wear both silver and gold dolphins at the same time.

The aircrewman's situation is similar, except that the aircrewman's wings may be worn by enlisted personnel only and the naval aviation observer's wings may be worn by officers only. Eligibility for each insignia is, of course, based on separate and distinct qualifications which must be met regardless of previous experience or background.—Ed.

WESTWARD HO!—USS Growler (SSG 577) sails from Portsmouth, N. H., to join Pacific Fleet where she will become SubPac's fourth guided missile sub.



Some Comments from the Fleet about the Navy Uniform

SIR: I'll do it. I'll break a long-standing policy of mine and write a Letter to the Editor. Ordinarily I only read them, but now a subject has been touched upon which rates some loud comments.

I am referring to the letter from "D. A. A., EMC" on the subject of uniforms. I wonder how long it's been since this individual has had to wear the miserable uniform issued to enlisted men below E-7. Surely, it hasn't been so long that he has forgotten what it was like.

Doesn't he remember how absurdly uncomfortable it was (and I cannot be convinced that it is comfortable), and how maddening it was to find a place for such common items as cigarettes, lighter, comb, etc.? Surely he remembers (if he's so crazy about wearing his uniform ashore) the many times in a respectable bar or restaurant that he's had to reach under the table for a cigarette because they were in his *socks* of all places! The couple at the next table always seem quite amused at that.

And how about the time he had a cab waiting and ran into a drugstore to buy a pack of cigarettes? It only took the clerk a split second to hand him a pack off the shelf, but it took minutes to dig a quarter out of that watch pocket. In the meantime the clerk was shifting from one foot to the other, and the cab meter was ticking away.

And how about the time he had dinner at a friend's house and as he bent over to sit down found that "cute"

neckerchief dunked into the gravy? Not like the tie you wear now, is it Chief? Yours only has one end to control and that can be clipped down.

Agreed, these are only very minor difficulties. However they do serve to create dislike for the uniform. If none of these annoying little incidents have ever happened to Chief A., he is a lucky person. You can be sure they have happened to countless others.

Civilian clothes are the only escape an enlisted man (below E-7) has from that confining suit of pajamas the Navy issues for a uniform. If they eliminate civvies, they may as well eliminate leave and liberty for many men. Don't misinterpret these comments. I admire the Chief's loyalty and pride in his service, but I'm glad there are more practical minds making the rules.

Make no mistake; when I wear my uniform I wear it with pride. However, I could wear a different uniform and still be proud of it, as long as it's Navy. At present the Navyman does look sharp, I'll agree. But then, so does a well-dressed Airman or Marine. The Navy uniform in its present state serves two useful purposes off the base that other services can't match: hitch-hiking and impressing girls (in the Midwest only, of course).

What mystifies me is that the Navy has been steadily progressive in all its endeavors *except* that of enlisted men's uniforms. Compare the Navy of 50 or 100 years ago with that of today, and you'll see that nearly everything has changed except the uniform.

I think I know why. The Navy leaders know that we have to progress if we are to maintain an effective naval force, but at the same time they feel that they should retain some tradition. They couldn't keep wooden ships with massive sails, nor could they keep the little cannons that spewed great iron balls. The uniform, then, was the most logical. There was something really traditional about that uniform, so they decided to keep it. After all, only the enlisted men have to wear it. I don't mean to sound disrespectful to the Navy officials, for Heaven knows they have a big job to do and are doing well at it.

I would like to submit my proposal for the uniform change, if I may, and I believe that a well-planned change of this sort would consume only as much, if not less, locker space than the present seabag.

First, the winter uniform could consist of, say, two navy blue single-breasted coats, three pairs of navy blue zipper-fly trousers, three or four light blue shirts, top coat (or pea coat), watch cap, gloves, and sweater.

This uniform would be much more

flexible than the present one and considerably more comfortable. For instance, office personnel could wear the coat to quarters and then work with it off, saving wear and tear and thereby justifying an issue of only two. Watchstanders could wear it with pea coat, sweater, or pea coat and sweater, depending on the weather and the OOD's instructions. The same with deck crews in port. Accordingly, the liberty uniform with coat and tie would be quite presentable.

The summer uniform could be changed from whites to khakis, which are always more military looking. Why not issue, say, two khaki single-breasted coats, three or four khaki zipper-fly pants, and three or four khaki shirts. There's no reason why black shoes and socks can't be worn with both uniforms, as well as a black tie.

Along with this there are other items that could be deleted or changed at no loss. The flat hat, for one. Only a very few Naval Districts still require them, and not many of us think they are flattering, anyway. Two hat frames and a few covers are not any bulkier than that flat hat and four to six white hats.

The jersey now issued could be changed to a light-weight synthetic fabric and take up much less room.

The raincoat—a most useless piece of gear at best—could be replaced by the plastic variety that folds into a package about the size of a twenty-five cent novel. (They keep the water off you, too.) The rain shoes are rarely

Dolphins with Glasses

SIR: Can you tell me if it is possible to enter the Submarine Service if you wear glasses?

I had always understood that glasses were ruled out on submarines, because a person so handicapped would be unable to maintain an efficient lookout watch during wet weather. Lately though, I've talked to five or six submariners who say they've had fellow crew members who wore glasses.—W. J. K., SO1, USN.

• Your past information had something in common with most scuttlebutt—it just wasn't true.

Persons wearing glasses are just as eligible to apply for submarine training as their sharper-eyed shipmates, provided that their vision is correctible to 20/20 in each eye.

"BuMed Manual" lists 20/40 correctible to 20/20 as the maximum distortion allowed. (Recommendations have been made to relax this restriction. Announcement will be made if there is a change.)—Ed.

Going Out on Twenty

SIR: I am about ready to transfer to the Fleet Reserve. If I go out on 19 years, six months and 10 days, will I get paid for 20 years' service?

Also, if the effective date of transfer given by the Bureau says 15 October, when should my overseas command send me to the States for release?—F. E. N., GMC, USN.

• If you are transferred to the Fleet Reserve with 19 years and six months of day-for-day service, you'll be paid retainer pay based on 20 years' service.

As for your release date, you can plan on leaving the Navy on the date set by the Bureau of Naval Personnel. The day you will be detached from your overseas station will have to be set by your command. But if the Bureau sets 15 October as your release date, you should be transferred early enough before that date so you can arrive at a designated separation point and still have seven days left for separation processing.—Ed.

used, and could be discarded and never missed.

If this complement of clothes still consumes a little too much space, then there's the Lucky Bag found aboard almost every ship afloat which has provisions for out of season clothing. As for the economy end of it, I believe that a major change in naval uniform would definitely promote enlistment and reenlistment among the lower enlisted men. The change just might pay for itself.

There are many of us who feel that a major revision of the Navy uniform is in order and has been for a long time. There aren't many who would object, except maybe a few diehard traditionalists and the 16-year-old girls at the corner drugstore.—J. R. Sell, AD2, USN.

• *If we were sitting on the Uniform Board, we would consider your letter very carefully. It seems to have some good logical thinking behind it.*

But since we are not on the Board, we did the next best thing. We forwarded your letter for its consideration. It continually reviews Navy uniforms and quite often makes changes.

The most recent big change for enlisted men, as you remember, was the authorization of the short-sleeved sport shirt. This has been accepted rather widely in the Navy and may be the first step toward a more modern uniform for enlisted personnel.

The important thing is Fleet reaction. The men in the Fleet must like the change or it may not stay with us. You probably remember the case of the 13-button trousers. They went out in favor of the zipper front ones. Many men had been screaming for these for years. But what happened? There were so many protests about the change that 13-buttons were brought back.

The Fleet is the testing grounds. Once the Uniform Board accepts an idea for a change, they have samples made and have those worn at work and on liberty by Fleet sailors. It is the reaction to these tests that may determine whether the change is accepted or rejected.

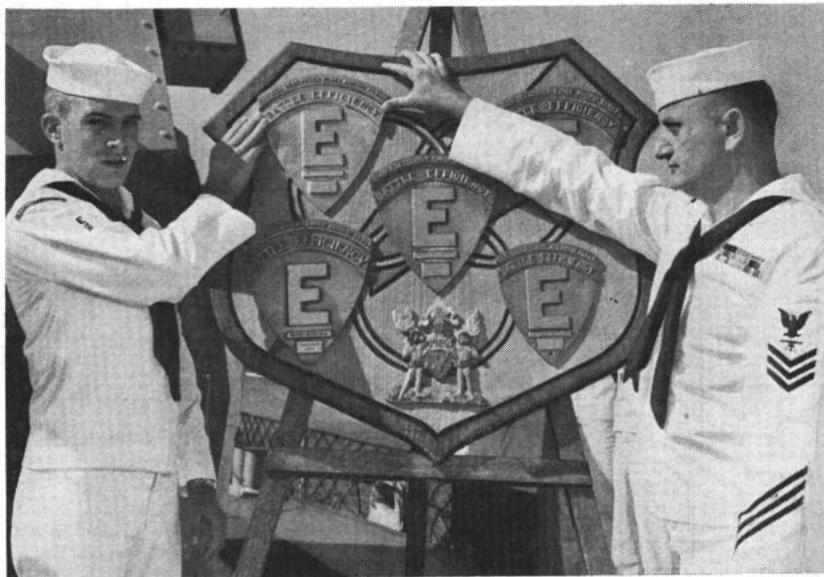
And speaking of Fleet reaction, you will probably get some on your ideas. For more on uniforms, see pages 27-35.

—ED.

Recruiting Brassard

SIR: Since I just completed a two-year tour of recruiting duty, I read with great interest the letter on page 50 of the June issue of ALL HANDS from F. H., OMC, and R. B. L., YNC, on the subject of the Recruiting Service brassard. I must say that I agree with those two men.

We often discussed this problem at the station, but we never got around to making any recommendations. I think a shoulder patch is the answer to the problem. A properly designed patch would look good, and contribute



FOUR IN A ROW—Crew members of USS George K. Mackenzie (DD 836) add fifth 'E' plaque to their ship's collection. They earned four in consecutive years.

to the smartness of the uniform.

When the brassard should be worn seems to be debatable. We were directed to wear the brassard at all times, except when escorting military prisoners. When we wore the uniform off duty (and a good recruiter is never off duty, in uniform or out) we wore the brassard. We wore it to church, to weddings, to the movies; when we wore

the uniform, we wore the brassard. We found it an excellent means of identification, and of very definite publicity value. I fail to see why the brassard should not be worn "off duty."

I have seen recruiters performing their official duties who neglected to wear the brassard. This could not happen with a shoulder patch. A recruiter without a brassard, or other means of

Distinguishing Mark of Navy Fire Fighter

SIR: I am a member of a crash crew, and have been involved in some controversy about the requirements for wearing the Fire Fighter Assistant distinguishing mark.

I have been told it is necessary to attend a Navy service school in either Crash Firefighting or Damage Control to rate the distinguishing mark. Is this true? If not, what are the requirements necessary for wearing this mark? —R. S., FN, USN.

• *No, there is no service school requirement for the designation of Fire Fighter Assistant.*

The distinguishing mark may be worn by all enlisted personnel (except damage controlmen) who qualify in accordance with Article C-7412 of the BuPers Manual.

Article C-7412 says that a person can qualify as a Fire Fighter Assistant by demonstrating proficiency in practical factors, and by completing an examination.

Practical factors involved include operation of all types of fire extin-

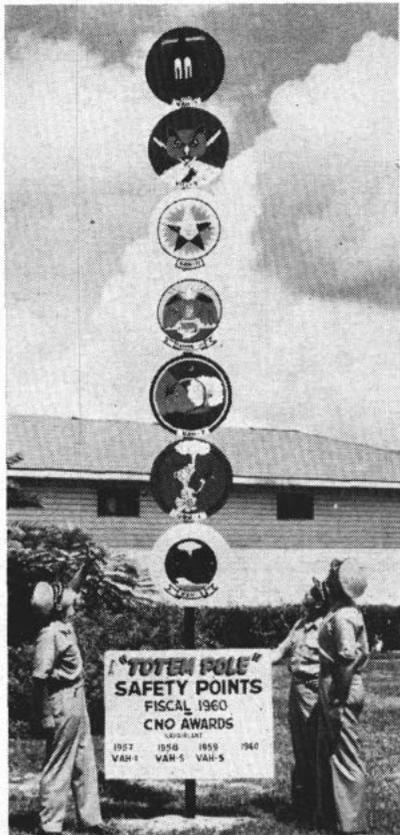
guishers, use of forcible entry tools, folding and handling of all types of hose, use of various types of nozzles and applicators, operation of all portable or movable pumping equipment, and proper use of rescue breathing apparatus, inhalators and respirators.

Some of the subjects covered in the examination are: Principles of extinguishing fire by cooling and smothering; chemistry of fire, including flash points of materials and causes of fires; major naval fire fighting equipment; methods of laying hose lines, rigging jumpers around breaks in fire mains, sizing up a fire and plotting its extinguishment, and the theory of finishing up after a fire; methods and procedures for conducting shipboard fire-fighting instruction, and fire and rescue drills.

BuPers Manual, incidentally, recommends that at least two fire fighting assistants should be qualified for each repair party, with two additional for each watch of the engineering repair party when ship or station organization provides that individuals during prolonged General Quarters shall alternate between engineering watch and repair party stations. —ED.



Fire Fighter Assistant



WHO'S ON TOP—Pole arrangement of squadron insignia shows order of competitive standing in flight safety.

identification, is just another sailor to a civilian, and much of his effectiveness as a recruiter is lost.

The brassard, as un-military as it may sometimes look, is one of the most effective means of breaking the ice between the civilian and the recruiter. A shoulder patch, or other appropriate insignia, would be even more effective, and at the same time present a smart appearance.—C. R. M., EMC, USN.

• The recruiting service originally adopted a brassard as their badge of office because it met the following conditions: it can be worn on duty only and not on liberty (in other words, it can be removed easily); it identifies the wearer to military personnel as well as civilians; it is plainly visible and can be seen at a considerable distance; and it is suitable for wear on both enlisted and officer-type uniforms.

The usual objection to the brassard is that it wrinkles the sleeve or it slides down. These are valid objections, but they can be corrected.

According to the Uniform Board, there is no reason why the brassard should not be neatly pinned instead of tied.

It has been suggested that the present brassard be redesigned so it could be pinned on with a lock-type pin similar to the ones used for ribbons. Then it

could be put on and removed easily.

Your point about wearing the recruiter brassard while off duty sounds good on the surface, but we don't think it would look well if you were to wear it, say, at the local pub. The best thing to do is to leave it home when you are on liberty.

Your comments on a shoulder patch were discussed in the June issue. A shoulder patch might have its advantages, but it cannot be easily removed, it would be too small to be easily seen, and would not be appropriate on an officer-type uniform.—Ed.

CPO Dress White Uniforms

SIR: Lately you have published a number of letters expressing various opinions about the dress white uniforms worn by CPOs. I also agree that CPO dress whites are almost useless. I have been a Chief for more than six years and during that period I have worn my whites only three times—to a ship's party and for two change of command ceremonies.

Needless to say, I too would like to see that excessive baggage give way to today's modernistic Navy.

CPO whites are far from neat. Do you think that the storage and handling problems involved in handling whites over a six-year period are warranted when they were worn only three times?

Then too, think of the good storage space lost to a pair of useless size-11 white shoes.

While speaking of shoes, has the Navy ever thought about using black shoes exclusively, doing away with the white and brown shoes? With the Army and the Air Force already using only black shoes and the Marines about to follow suit, why doesn't the Navy also keep in step and use the black shoe exclusively?—R. R. R., HMC, USN.

• Whoa, now Chief! It is agreed that the CPO Service Dress White uniform is not being worn to any great extent at the present time. The tropical white long uniform, however, is being worn extensively and is becoming more and more popular as a summer uniform. This uniform utilizes all the principal items of the Service Dress White uniform with the exception of the coat.

The Navy does not intend to use black shoes exclusively nor is there any indication that the Marine Corps plans to do away with their brown or white shoes either.—Ed.

CPO Collar Devices

SIR: I heartily approve the Uniform Board's recent decision in regard to CPOs' wearing collar devices. But, don't you think that it would be more appropriate if they were limited to Senior and Master Chief Petty Officers?

Anyone can distinguish a Chief Petty Officer from other enlisted men and officers. The difficulty, however, now

and in the future, will be distinguishing E-8s and E-9s from E-7s.

I suggest that Senior Chiefs wear a gold fouled anchor and the Master Chiefs a silver one. This would fall in line with the present system of using gold and silver collar devices for officers.

Is there any possibility that present regulations will be modified along the lines suggested above in order to give E-8s and E-9s proper recognition?—B. J. A., AKC, USN.

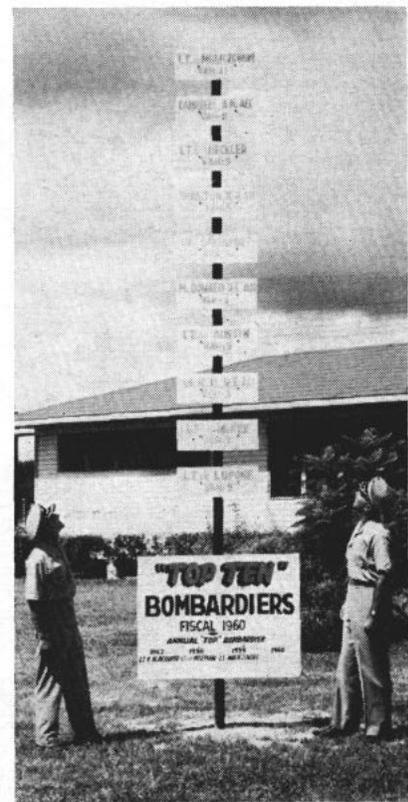
• The CPO collar device was adopted primarily as a means of identifying CPOs when they are wearing the tropical uniform, working khaki or aviation green uniforms, or the service dress khaki uniform with the coat removed.

Before the CPO collar device was adopted, a Chief wearing one of the uniforms mentioned above without his cap had no identification whatsoever. You could not tell that he was in the armed forces, let alone that he was a Chief Petty Officer in the U. S. Navy.

If you restricted the new CPO collar devices to E-8s and E-9s as you propose, then the same problem would be created again for E-7s.

Your suggestion, however, to modify the present device to provide a means of identifying the E-7, E-8 and E-9 is worthy of consideration and after more experience has been gained with the present insignia, there's a possibility that such a change may be made.—Ed.

TOP TEN bombardiers of Heavy Attack Wing One are on 'totem pole' in front of Exchange at Sanford, Fla.



A Report on the Uniform of the Day

ON THE FOLLOWING eight pages, you'll find most of the representative uniforms worn by men and women, officers and enlisted personnel, of the United States Navy.

To judge by the number of letters received by ALL HANDS (see, for example, page 24 of this issue), the uniform is a subject about which almost everyone feels strongly. However, in this connection, we'd like to make a few points:

The uniform *does* change to meet current conditions (honest, it does!); generally speaking, most Navymen take pride in wearing it; all things considered, it's reasonably practical.

Let's back off and take a look at our present-day uniform and how it got that way.

During the first 40 or so years of the Navy's existence, there was no prescribed uniform for a ship's crew. They wore whatever the skipper had decided would be suitable for the slop chest. (Imagine the howls of protest if such a system were in effect today!)

One of the first recorded descriptions of an enlisted man's uniform comes from the Navy files of Commodore Stephen Decatur. While on board the frigates *United States* and *Macedonia*, the sailors wore "glazed canvas hats with stiff brims, decked with streamers of ribbon, blue jackets buttoned loosely over waistcoats and blue trousers with bell bottoms."

Three years later (in 1817), SecNav first prescribed a summer and winter uniform for EMs. The summer uniform was "a white duck jacket, trousers and vest." The winter uniform was similar to that of Decatur's men except it was "Blue jacket and trousers, red vest, yellow buttons and black hat."

The first officers of the Continental Navy, vintage 1776, were dressed in an outfit made up of a blue coat with red lapels, a standing collar, flat yellow buttons, blue breeches and red waistcoat. However, it is doubtful if many officers ever gathered together a complete outfit as prescribed. There was the cost to consider, for one thing and, at that time, a captain made less than a seaman does today. In actual practice, it is probable that captains dressed pretty much as they pleased.

By 1841, symbols of rank con-

sisted of the number of buttons worn by an officer. A captain's full dress coat was ornamented only with two rows of nine buttons down the front, four buttons on the top of each cuff and three on the skirt of the coat. Officers with lesser rank wore fewer buttons. This plan did not work too well so, four years later, epaulets returned in all their glory.

Two new specialties that have developed greatly since World War I have been responsible for two additions to officers' uniforms. The aviation branch found that blues were unsuitable for flying and as a result, the green uniform was adopted for duty involving flying. The men of the submarine forces found the blues too warm and bulky for wear while in the boats and khakis supplied the answer.

Within recent years there have been only minor changes to the officers' and CPOs' uniforms. What changes have been made were in the interest of comfort and styling and haven't outwardly changed the over-all appearance of the uniform.

AS MIGHT BE ASSUMED, how the uniform was worn was a somewhat free-and-easy proposition during the days when the status of the uniform itself was in doubt. Today, there's a right way and a wrong way to wear almost every piece of gear. Here are a few pointers for enlisted men below the grade of CPO:

- Wear your hat squarely on your head, bottom edge horizontal. Don't roll, bend or crush the brim. Keep it clean, and replace it when it is permanently spotted or frayed. Wear your correct size. The diagonal woven seam of the brim should be to the rear. Don't wear your hat on the back of your head. The white hat may be worn with any type of uniform.

- Press and roll your neckerchief only. Do not press flat after rolling. The upper edge of the knot should be even with the point of the V on your jumper. Tie a large square knot and keep ends even.

- Unit identifying sleeve marks are worn on the right sleeve of blue dress and white jumpers by all enlisted personnel below the grade of CPO attached to authorized units.

They are worn parallel to and with top edge three-eighths of an inch below the lower row of stitching on the right shoulder seam centered on the outer face of the sleeve.

- Wear only regulation ribbons. Don't use cellophane covered or plastic impregnated types. Wear them in proper order. The bottom row is one-quarter inch above the pocket, and centered. There should be no space between the rows.

- The dress blue jumper should hang straight (not form fitting) and should cover all but the lowest side button of the trousers. Striping should, of course, always be kept clean. Don't fold back the cuffs of your jumper. Keep them buttoned.

- The undress blue jumper should fall naturally (not form fitting), and should cover all but the lowest side button of your trousers. Sleeves should be long enough to reach your wrist joint. Don't roll them (sleeves, not joints).

- Dress blue, undress blue and undress white trousers should, of course, be pressed, and should hang naturally with no break. The bottom front barely touches the bottom of shoe lacing. Dungaree trousers should be clean and not torn or frayed but need not be pressed. The bottom edge should be cuffless and neatly hemmed. Do not roll or fold up bottoms except when the job requires it.

- Wear black socks only. Shoes should be kept in good condition top and bottom. Solid soles and heels help to prevent tired feet. Keep your shoes shined. Be sure to keep your work shoes in as good condition as possible. They're more comfortable and safer.

- Personal gear, such as pencils, identification cards, cigarettes, jewelry and wallets should not be carried where they can be seen.

- You'll find much more information concerning your uniform in earlier issues of ALL HANDS. June 1955, pages 28 to 37, gives the history of the uniform; August 1955, pages 29 to 33, tells you how to keep your uniform shipshape; September 1955, pages 31 to 35, gives you good pointers on stowing it; the centerspread of July 1957 tells you how to wear it; the December 1957 issue (pg 51) has more comments.

UNITED STATES

Enlisted Men



Full Dress
Blue B



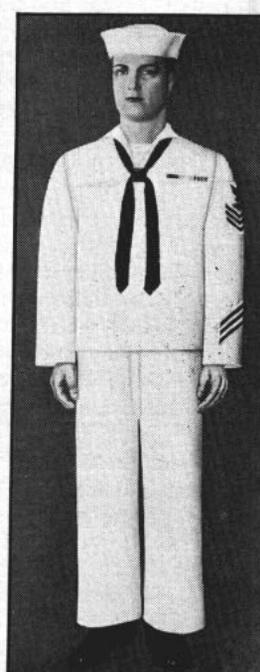
Service Dress
Blue B



Undress Blue B
Working



Full Dress
White



Service Dress
White

Chief Petty Officers



Full Dress
Blue B



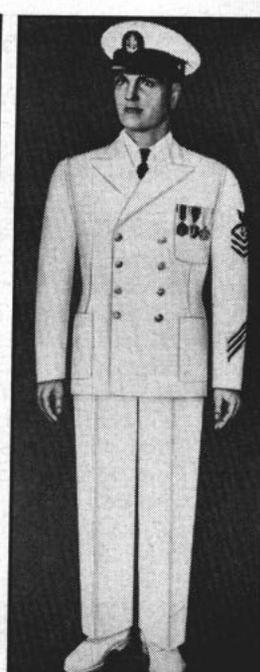
Service Dress
Blue B



Dinner Dress
Blue B

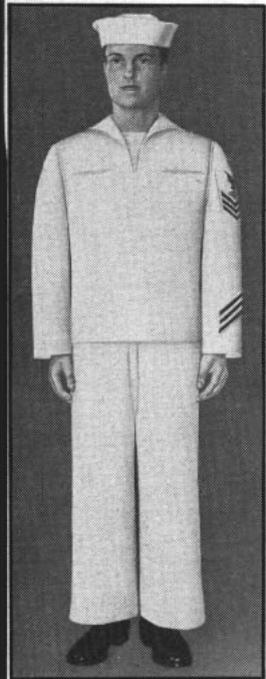


Blue Working



Full Dress
White

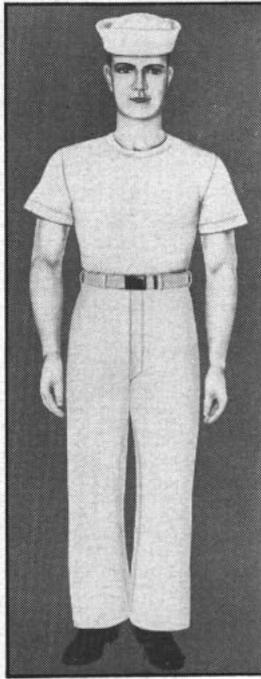
NAVY UNIFORMS



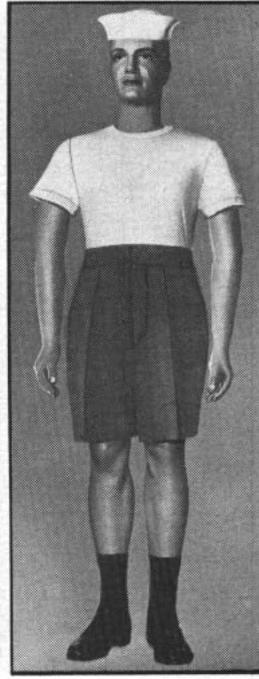
Undress
White A
Working



Tropical White
Long



Undress
White B
Working



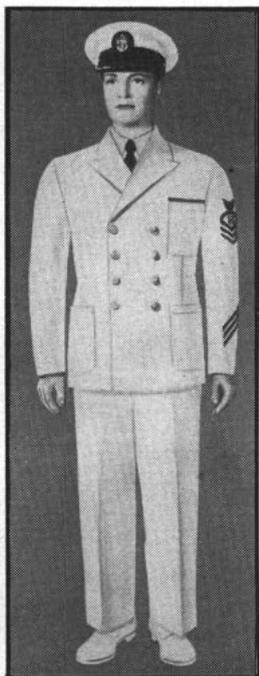
Tropical Khaki
(also Tropical White)



Dungaree
Working



Dinner Dress
White



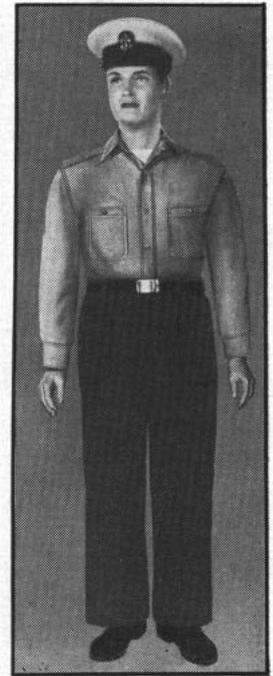
Service Dress
White



Tropical White
Long



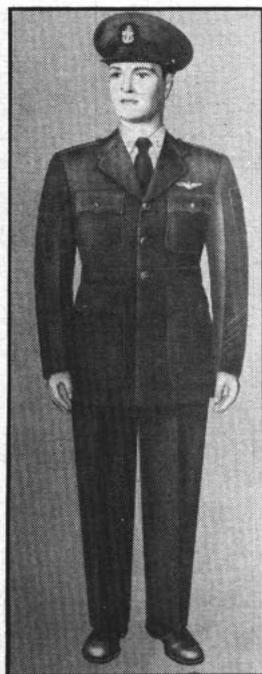
Tropical White



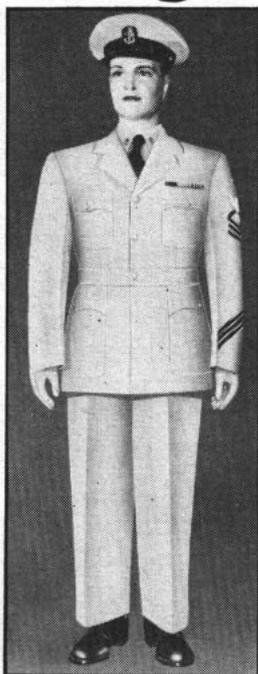
Dungaree
Working

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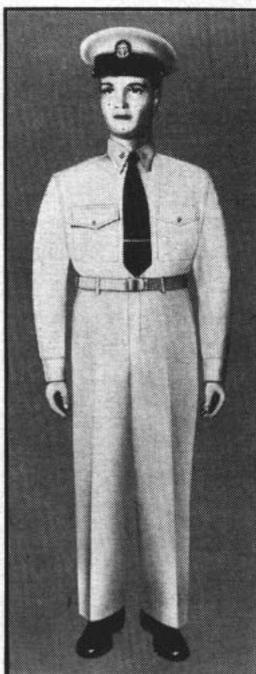
Chief Petty Officers continued



Aviation
Green Working



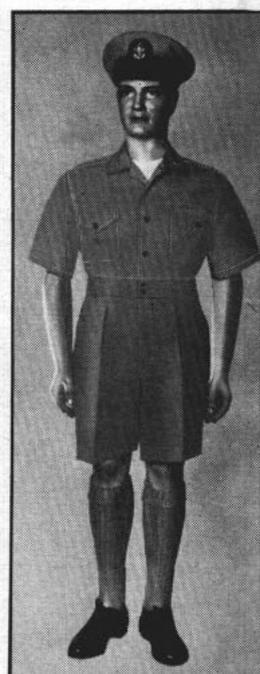
Service Dress
Khaki



Khaki Working



Tropical Khaki
Long



Tropical Khaki

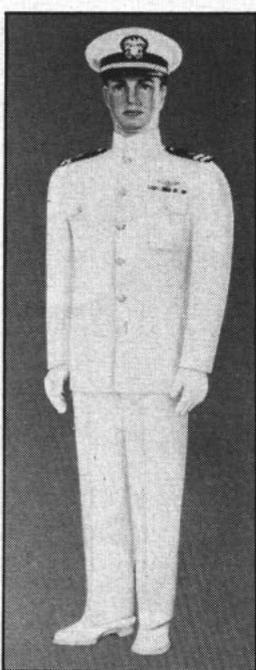
Commissioned Officers continued



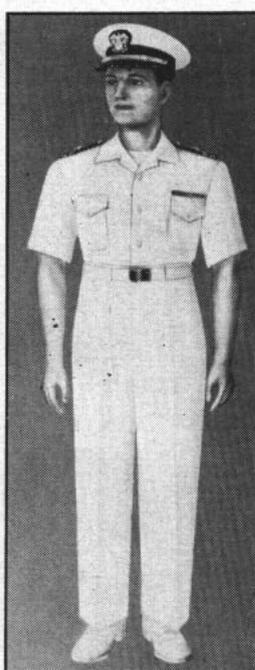
Dinner Dress
White Jacket



Full Dress
White



Service Dress
White



Tropical White
Long



Tropical White

Commissioned Officers



Full Dress
Blue B



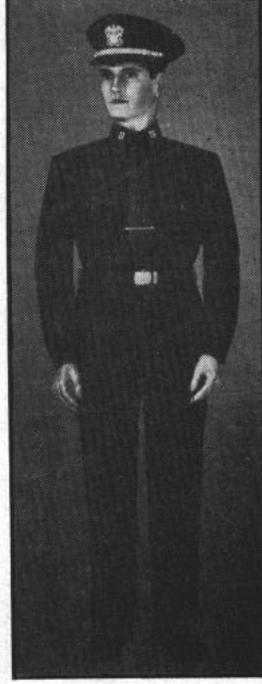
Service Dress
Blue B



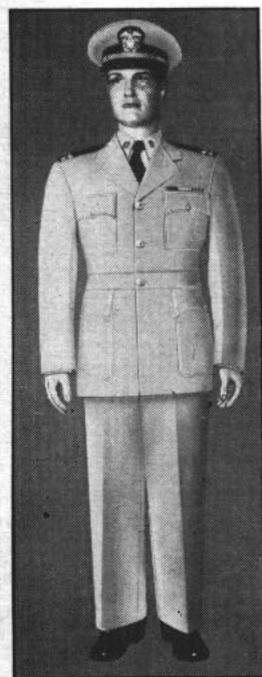
Dinner Dress
Blue B



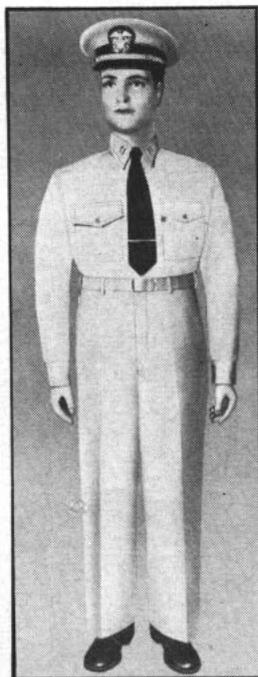
Service Dress
Blue C



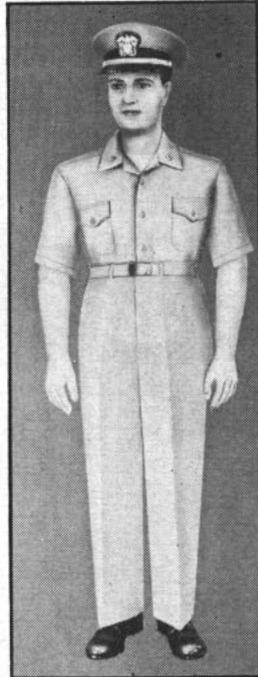
Blue Working



Service Dress
Khaki



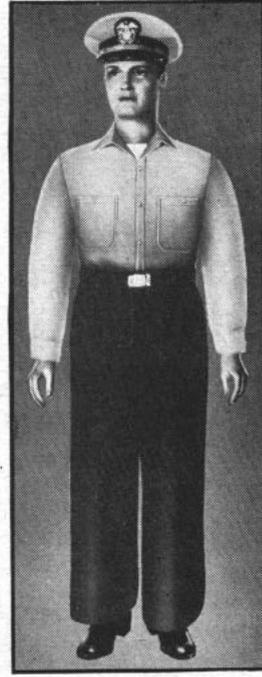
Khaki Working



Tropical Khaki
Long



Tropical Khaki



Dungaree
Working

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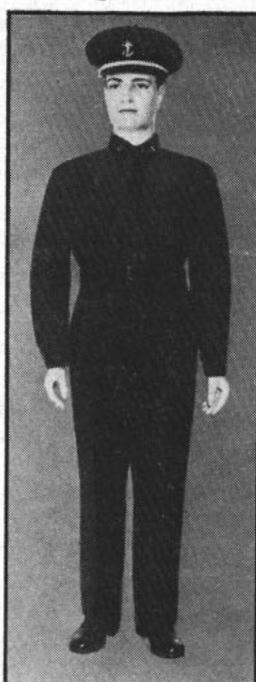
Midshipmen (USNA and NROTC),



Full Dress Blue B
Midshipman USNA
(Evening Dress—miniature medals)



Service Dress Blue B
* Midshipman USNA and NROTC



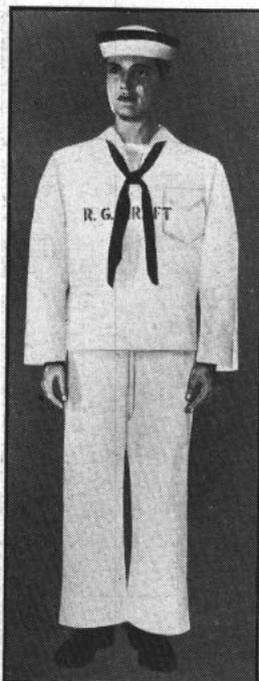
Blue Working
Midshipman USNA
(Tie worn out—NROTC)



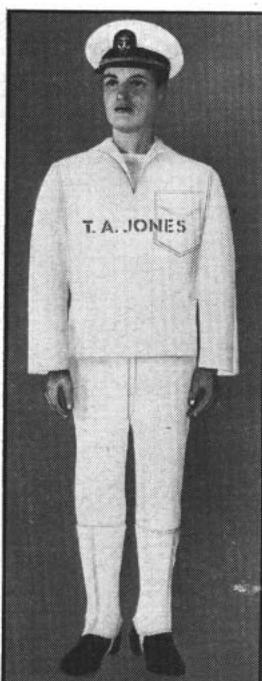
Dinner Dress Blue B
* Midshipman USNA and NROTC



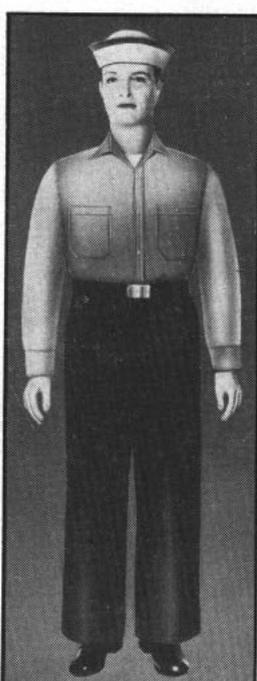
Full Dress Blue C
Midshipman USNA



White B Working
Midshipman USNA



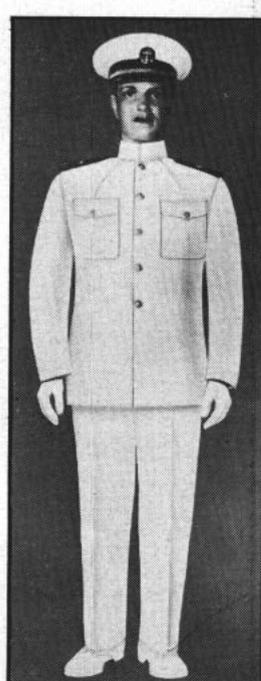
Infantry Dress F
Midshipman USNA



Dungaree Working
Midshipman USNA and NROTC



Service Dress Blue B
NAVCAD and AOC
(Dinner Dress with bow tie)

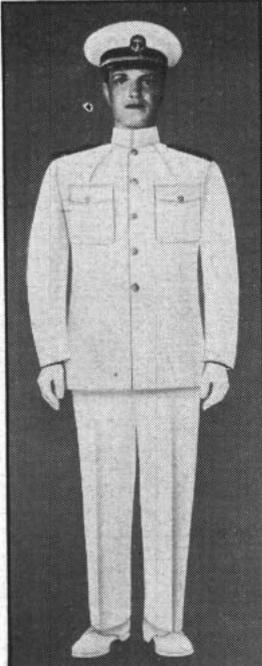


Service Dress White
NAVCAD and AOC

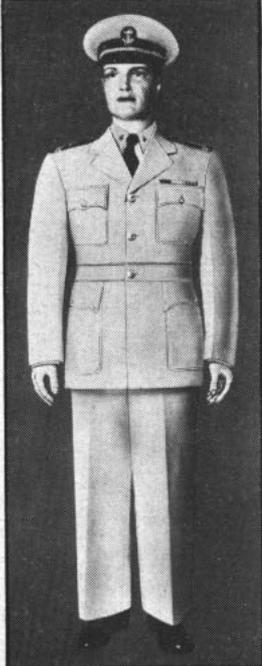
NavCads and AOC



Service Dress
Blue C
Midshipman USNA



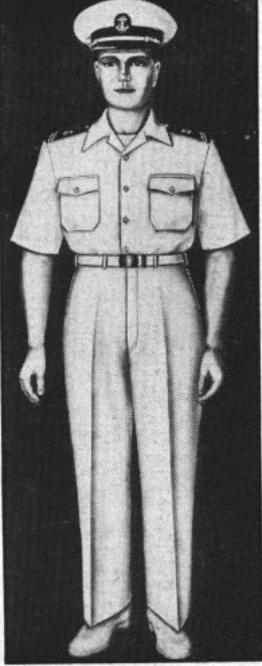
Service Dress
White
Midshipman
USNA and NROTC



Service Dress
Khaki
Midshipman
USNA and NROTC



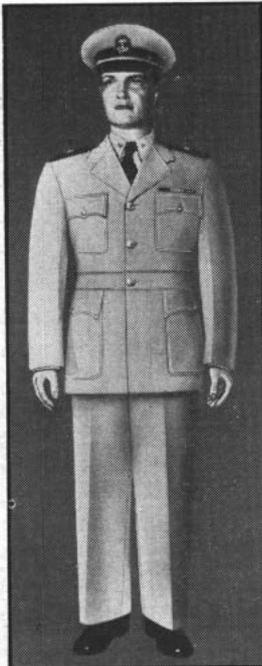
Khaki Working
Midshipman
USNA and NROTC



Tropical White
Long
Midshipman USNA



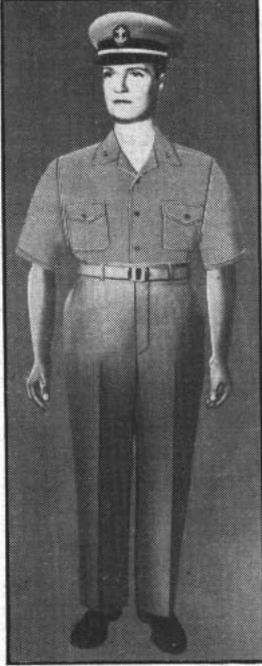
Tropical White
Long
NAVYCAD and AOC



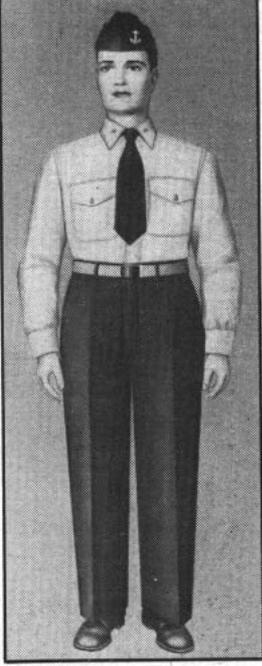
Service Dress
Khaki
NAVYCAD and AOC



Khaki Working
NAVYCAD and AOC



Tropical Khaki
Long
NAVYCAD and AOC



Aviation Green
Working
NAVYCAD and AOC

Women Officers



White
Indoor Duty
NURSE CORPS



Aviation Green
Working
NURSE CORPS



Aviation Khaki
Working
NURSE CORPS



Aviation Green
Working
NURSE CORPS



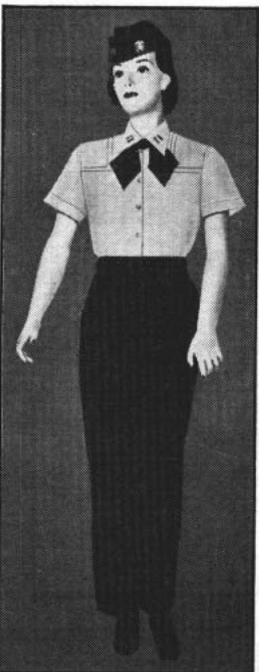
Full Dress
Blue B

Women Officers cont.

Enlisted WAVES



Gray Working



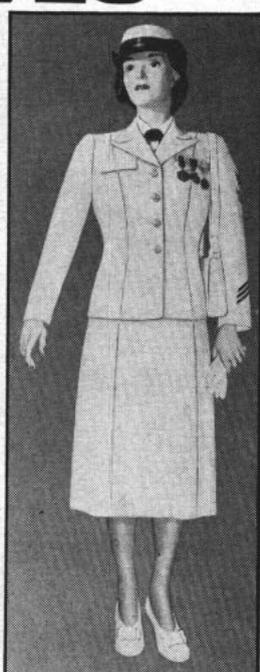
Blue Working



Full Dress
Blue B



Service Dress
Blue B



Full Dress
White



Service Dress
Blue B



Full Dress
White



Service Dress
White



Service Dress
Blue C



Service Dress
Light Blue



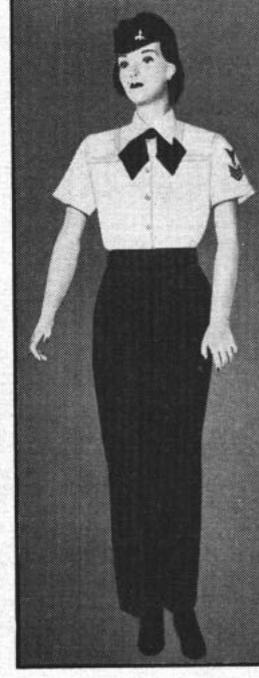
Service Dress
White



Service Dress
Light Blue



Gray Working



Blue Working



Dungaree
Working

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



T FORMATION—"Flying Irish", NAR Attack Squadron 673, NAS Marietta, Ga., line up in front of AD Skyraider to tackle training cruise at NAS New Orleans.

CruDesPac 'E' Awards

A Long Beach-based destroyer tender, *uss Bryce Canyon* (AD 36), tops a list of 20 Cruiser-Destroyer Force, Pacific Fleet, ships which won Battle Efficiency "E" awards for fiscal 1959.

"E" awards are presented annually to those CRUDESPAC ships considered most outstanding in combat readiness competition. Judging includes the areas of gunnery, operations, engineering, antisubmarine warfare and repair.

For *Bryce Canyon*, this year's "E" made it five successive years she's achieved the award, entitling her to the rare and coveted gold "E."

Other award-winning ships were *uss Helena* (CA 75), *Piedmont* (AD 17), *Rogers* (DDR 876), *George K. MacKenzie* (DD 836),

Bradford (DD 545), *John A. Bole* (DD 755), *Everett F. Larson* (DDR 830).

Also *Chevalier* (DDR 805), *Ernest G. Small* (DDR 838), *Uhlmann* (DD 687), *Gregory* (DD 802), *Cushing* (DD 797), *Ingersoll* (DD 652).

Others are *uss John S. McCain* (DL 3), *Preston* (DD 795), *Vammen* (DE 644), *Walton* (DE 361), *Lowe* (DER 325), *Brister* (DER 327).

Rating special mention were the gun crews of the heavy cruiser *uss Toledo* (CA 133). While the ship itself did not win an over-all "E" every one of her 8- and 5-inch guns was awarded a gunnery "E."

VADM F. N. Kivette, COMSEVENTHFLT, called it "the finest shooting I have seen anywhere in recent years."

YESTERDAY'S NAVY



On 9 Nov 1944 *uss Flounder* (SS 251) sank the German submarine U-537 in the Java Sea. On 10 Nov 1864 a party of Confederate officers and enlisted men was captured on board the American passenger steamer *Salvador* off Panama by a force from *uss Lancaster*. On 15 Nov 1776 Congress established the relative rank of Army and Navy officers. On 18 Nov 1890 *uss Maine* was launched at Brooklyn, N. Y. On 21 Nov 1943 *uss Nautilus* (SS 168) landed a Marine reconnaissance company on Abemama, Gilbert Islands. On 21 Nov 1918 the German High Seas Fleet of World War I surrendered.

Aviation Awards

Thirty-five Navy and Marine Corps air units have earned Chief of Naval Operations Aviation Safety Awards for fiscal year 1959—the safest such period in Naval Aviation records.

The accident rate for fiscal '59 was seven per cent below that for 1958, which had seen the lowest mark in seven years of a consistent downward trend. Spelled out, the '59 figures meant that 41 less lives were lost, there were 88 fewer major accidents, and damage and destruction to aircraft and equipment went down by more than \$30,000,000.

Part of the improvement is due to the increased use of *Forrestal*-class carriers, which have an accident rate about half that of the smaller *Essex*-class flat-tops. There was only one fatal landing accident on the large carriers, as against 10 on the smaller ones.

The 35 top units were selected for the annual awards from among the major Navy and Marine Corps air commands, both Regular and Reserve. The winners receive a permanent citation and a bronze plaque.

A special award went to *uss Thetis Bay* (LPH 63), which has had over 16,000 accident-free landings since becoming an amphibious assault ship.

Besides *Thetis Bay* and the 34 other winners of CNO awards, 319 additional Regular and Reserve Navy and Marine Corps units which had an accident-free year were named for other safety awards.

The CNO award winners were: Patrol Squadron 49, Naval Station, Bermuda.

uss Thetis Bay (LPH 6), Long Beach, Calif.

Fighter Squadron 124, NAS Moffett Field, Calif.

Fighter Squadron 193, NAS Moffett Field.

Attack Squadron 152, NAS Moffett Field (*uss Oriskany*—CVA 34).

Attack Squadron 155, NAS Moffett Field (*uss Oriskany*).

Helicopter Transport Squadron 361, MCAF Santa Ana, Calif.

Utility Squadron 7, NAAS Brown Field, Calif.

Fighter Squadron 14, NAS Cecil

Field, Fla. (uss *Franklin D. Roosevelt*—CVA 42).

Attack Squadron 35, NAS Jacksonville, Fla.

Attack Squadron 106, NAS Jacksonville (uss *Essex*—CVA 9).

Patrol Squadron 5, NAS Jacksonville.

Patrol Squadron 741, NAS Jacksonville.

Heavy Attack Squadron 5, NAAS Sanford, Fla. (*Forrestal*—CVA 59).

Basic Training Group 3, NAAS Whiting Field, Pensacola, Fla.

Basic Training Group 9, NAS Pensacola.

CIC School, NAS Glynco, Ga.

Attack Squadron 672, NARTU Atlanta, Ga.

Patrol Squadron 22, NAS Barbers Point, Hawaii.

Fleet Tactical Support Squadron 21, NAS Barbers Point.

Airborne Early Warning Squadron 12, NAS Barbers Point.

Fleet Aircraft Support Squadron 117, NAS Barbers Point.

Fighter Squadron 727, NAS Glenview, Ill.

Fleet Tactical Support Squadron 822, NAS New Orleans, La.

Airship Airborne Early Warning Squadron 1, NAS Lakehurst, N. J.

Helicopter Utility Squadron 751, NAS Lakehurst.

Marine All-Weather Fighter Squadron 114, MCAS Cherry Point, N. C. *Franklin D. Roosevelt*.

Marine Training Squadron 1, MCAS Cherry Point.

Marine Fighter Squadron 218, NAS Willow Grove, Pa.

Advanced Training Unit 501, NAS Corpus Christi, Tex.

Air Anti-Submarine Squadron 27, NAS Norfolk, Va.

Helicopter Anti-Submarine Squadron 7, NAS Norfolk (uss *Valley Forge*—CVS 45).

Fleet Aircraft Service Squadron 3, NAS Norfolk.

Air Anti-Submarine Squadron 861, NAS Norfolk.

Heavy Attack Squadron 6, NAS Whidbey Island, Wash.

Ocean Variety of Astors

Astor—a new submarine weapon system capable of destroying submarines as well as surface ships with greater effectiveness than any operational underwater weapon, is now being developed.

This foe of enemy subs is a high-speed electric torpedo that will be launched by submarines.



WATER WAGON—USS *Newport News* read signal and brought in water.

— And Not a Drop to Drink

Thirty inhabitants of tiny Castle Island in the Caribbean were in the same predicament as the legendary Ancient Mariner — “water, water everywhere, nor any drop to drink” —until the cruiser uss *Newport News* (CA 148) came to their aid.

Castle Island, a small sliver of land containing a lighthouse, some 100 miles north of Cuba, depends entirely upon rainfall for its fresh water supply. When no rain fell for more than 20 days, reserve stocks ran low, and residents were rationed to two glasses per day.

The island is pretty well cut off from the outside world. There is no radio transmitter. A radio receiver and a monthly visit by a mail boat form the only links with civilization.

With the rationed water supply

due to become exhausted soon, Chief Keeper C. N. Williams began flying the international distress signal from the top of the lighthouse.

According to Williams, several days went by during which passing ships either didn't see or ignored the signal.

The situation had reached the desperate stage when Fred Wilkerson, SM2, USN, aboard the Guantanamo Bay-bound *Newport News*, spotted the distress flag, and the big cruiser altered course and sped to the rescue.

Many barrels of fresh water were put ashore by small boat, and the Nassau Lighthouse Service was notified of the islander's plight via ship's radio, before *Newport News* resumed her trip to Gitmo.



THIRST QUENCHER—Castle Island boats pick up fresh water from cruiser USS *Newport News* (CA 148) as the cruiser answers lighthouse signal.

NAVY SERVICE JACKETS

The Navy is a busy place. Here are some of the events which have occurred recently:

- LTJG William Maliczowski, of VAH-11, an Electronics LDO, has been named this year's top bombardier of the Atlantic Fleet.

- More than 250 dependents of crew members of *uss Saint Paul* (CA 73) had a reunion when USNS *General Daniel I. Sultan* (AP 120) moored at Yokohama, following transfer of *St. Paul* to Yokosuka.

- *uss Peterson* (DE 152) has picked up her Battle Efficiency "E" for the third consecutive year, this time in competition with DesDiv 601.

- *uss Strive* (MMC 1) and *Sustain* (MME 2) have been transferred to the Norwegian government. Their new names will be *KNM Tyr* (N-47) and *KNM Gor* (N-48) respectively.

- *uss Leary* (DDR 879) claims to have won all available "E" awards in Destroyer Squadron Six for this fiscal year.

- *uss Midway* (CVA 41) has deployed for a seven-month tour of duty with the Seventh Fleet.

- More than 1200 NROTC midshipmen took their three-week aviation indoctrination cruise at NAS, Corpus Christi, and their three weeks of amphibious and surface activities at Coronado, Calif.

- *Patrick Henry*, SSB(N) 599, second in a series of *Polaris*-

equipped atomic submarines, has been launched at Groton, Conn.

- *uss Munsee* (ATF 107) was host to a three-nation picnic during its stop-over at Balboa, C. Z. *Munsee* provided the steak and hot dogs; the Turkish minesweeper *TCG Sam-sun* came up with the side dishes; and the Spanish minesweeper *SNS Ebro* helped all hands wash it down with you-know-what.

- The guided missile *Bullpup* is now operational in the Sixth Fleet. Attack Squadron 34, first squadron in the Atlantic Fleet to be so equipped, is stationed aboard *uss Saratoga* (CVA 60). In the Seventh Fleet, *uss Lexington* (CVA 16) with VA 212 on board, also carries *Bullpup*.

- Three more nuclear *Polaris* subs have been named. The seventh, eighth and ninth respectively of this type, they are: *Sam Houston* SSB (N) 609; *Thomas A. Edison*, SSB (N) 610; *John Marshall*, SSB(N) 611.

- *uss Skipjack*, SS(N) 585, is now on her shakedown cruise to European ports.

- *uss Thetis Bay* (LPH 6) was busy during August as a base for helicopter operations which provided assistance to residents of flooded central Taiwan.

- *Theodore Roosevelt*, third in the series of *Polaris*-equipped submarines, was launched in the Mare Island Naval Shipyard, Vallejo,

Calif. Her hull number will be SS(N) 600.

- John T. Ardanowski, AA, and Henry Eggie, AN, both of NAAS Chase Field, Beeville, Tex., more than earned their month's pay recently. Each is credited with averting a wheels-up landing by an F9F-8 *Cougar* jet. Estimated non-cost per plane—\$50,000.

- *uss Herbert J. Thomas* (DDR 833) claims to be the first Navy ship to attend an official 49-star flag-raising ceremony. Place: Sitka, Alaska; time: 0800, 4 Jul 1959.

- *uss Carp* (SS 338) departed Pearl Harbor for duty with the Atlantic Fleet and her new home port of Norfolk, Va.

- The Military Sea Transportation Service has now delivered more than five million tons of supplies in support of Arctic operations within the past nine years. The ship: *usns McGraw* (MCV 796); the place: Greenland.

Headed for a Gold 'E'

Five Amphibious Force, U. S. Atlantic Fleet ships and one landing craft, utility, have won a 1959 Battle Efficiency Award. They are *uss Taconic* (AGC 17), *Rankin* (AKA 103), *Rockbridge* (APA 228), *Hermitage* (LSD 34), *Donner* (LSD 20), and *LCU 1467*.

This is the fourth consecutive "E" award won by *Rankin*, the third captured by *Rockbridge*, and the second for *Taconic*.

Rankin now has only one to go to win the Gold "E" which denotes that a ship has won the Battle Efficiency Award five years in a row. Ships paint a hashmark under a white "E" for the second, third and fourth consecutive wins.

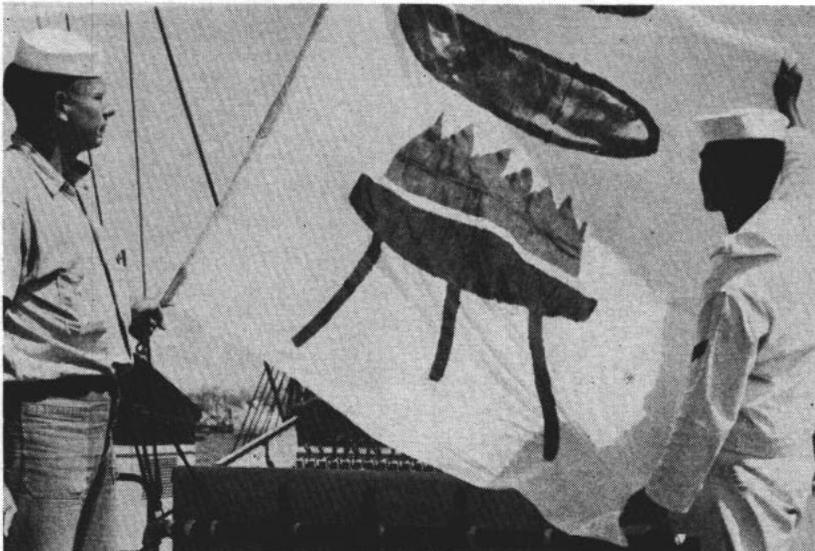
Ships are judged on navigation, operations, engineering, gunnery and administration.

Great Lakes Reserve Fleet

Puzzled Great Lakes mariners scratched their heads and leafed through the *International Code of Signals* earlier this year when some Naval Reserve training ships began flying a new flaghoist from their signal halyards.

They were even more startled when they discovered that the combination of the *Code, Hotel* and *Papa* flags meant "Submarines are exercising in this vicinity. You should navigate with great caution."

The submarines referred to were



WHAT'S COOKING?—Red, black and white flag of *USS Oakhill* (LSD 7) denotes barbecue is in session on main deck and eliminates necessity of signaling to ships to explain what is causing fire and smoke on her decks.

Navyman Brings Japanese Family News of Missing Son After 17 Years

During World War II the Yamashiro family of Akamichi Village, Okinawa, lost two of their sons.

One day, 17 years later, William C. Moberg, SN, USN, of *uss Hornet* (CVS 12) visited the family, paid his respects, and delivered some letters that had never been mailed, as well as photos and a diary that had been kept by one of the sons.

Moberg's interest in the Orient and in the Japanese people dates back many years. Back in 1952, when he was a 12-year-old in St. Paul, Minn., a veteran of WW II passed on to him some pictures and documents written in Japanese.

Later, while Moberg was attending the University of Minnesota, he showed the documents to his history professor. A translation of some of the papers showed that the owner had lived on the island of Okinawa. After learning this, Moberg hoped that he might someday return them personally to the Yamashiro family.

In September 1958, Moberg received orders to active duty in the Navy.

The first step in his journey to Okinawa was accomplished when he was ordered to the U. S. Seventh Fleet as a member of the Staff of Commander Carrier Division Nineteen aboard *Hornet*.

When the ship arrived for a one-day stop at Okinawa, he asked the Public Information Officer of the government of the Ryukyu Islands



RETURNED—W. C. Moberg, SN, USNR, delivers WW II Japanese soldier's letters and papers to his family in Okinawa. Moberg's ship spent day there.

for help. The latter furnished a car and an interpreter.

Some of the documents included addresses which identified the soldiers in a photograph as Seitoku and Kenho Yamashiro, and Seizen and Zenkichi Shimabuku, all of Akamichi Village.

When the group found the family, Mrs. Kama Yamashiro, 62, told Moberg that one of the photos he returned was the only one left of her son, Seitoku.

"They just couldn't believe at first that an American sailor had taken the trouble to bring news

of their son who had been missing for 17 years," Moberg said. "I just can't begin to explain how grateful they were. The happiness they showed made the trip worth it."

After talking with the family, Seaman Moberg learned that Seitoku Yamashiro had gone to Kaiman Island off the China mainland as a civilian attached to the Japanese Army and later died when his ship was lost at sea. The other son, Kenho, had enlisted in the Imperial Japanese Army, served in China and was later killed in action. It was his papers Moberg returned.

uss Torsk (SS 423) and *Sablefish* (SS 303). The two Atlantic Fleet subs spent nearly two weeks helping the Great Lakes Reserve Fleet and Reserve fliers from NAS Glenview learn the latest in antisubmarine warfare techniques. The subs were there during Operation Inland Seas (ALL HANDS, September 1959).

More than 450 Ninth Naval District Reservists participated in the ASW training aboard *Daniel A. Joy* (DE 585), and the patrol craft escorts *Worland*, *Haure*, *Ely*, *Farmington*, *Lamar* and *Portage*.

Two areas, each of some 900 square miles, were selected for the exercises. One was in Lake Huron, just north of Saginaw Bay off Port Austin, Mich. The other was in Lake Michigan, opposite Milwaukee, Wis.

They were chosen to provide water deep enough for safe maneuvering where lake bottoms were relatively free of sunken ships. An added factor was the absence of heavy ship traffic in those locations.

Providence Is Back

uss Providence, the former CL 82, is now back in commission as a guided missile light cruiser. She returned to active duty, as CLG 6, in ceremonies at the Boston Naval Shipyard, Charlestown, Mass.

The present *Providence*, third ship of the Fleet to bear the name, was built at Quincy, Mass., in 1944. She saw active service from 1945 to 1949, at which time she was assigned to the Reserve Fleet. Conversion of the 15,000-ton cruiser began in June 1957, and sea trials

were completed on 20 Jun 1959.

Providence is armed with *Terrier*, a supersonic antiaircraft weapon capable of intercepting enemy aircraft under all weather conditions. Other armament includes one 6-inch turret and one 5-inch mount. The *Terrier* launcher was installed in February of this year.

The launching system carries the "birds" in a fully ready position in below-decks magazines. In operation, the missiles are automatically selected and loaded onto the launcher, pointed in the direction called for by the fire control system and launched at an exact pre-computed instant to hit their target at the most desirable range.

Providence has a crew of about 70 officers and 1000 Bluejackets.

1959 Softball Champs

The Atlantic Fleet Destroyer Force's softball team proved to be the best "mudders" when they surged from behind to defeat every team entered in the 1959 All-Navy Softball Championship play-offs and capture the coveted crown.

This year's double elimination tournament was played under sticky heat and repeated showers at Norfolk, Va. The host, COMSERVLANT, tried to improve playing conditions as they shifted play to four different bases in an effort to find a dry field. In spite of all the rescheduling, the tournament went into two extra days in order to replay the rained-out games.

Batters were somewhat handicapped by the rain-deadened ball, but not as much as the fielders were hampered by the slippery turf. The over-all scores reflected the playing conditions.

The Women's All-Navy Softball Championship was played under similar conditions and four of their games had to be postponed. The Norfolk Naval Station Waves — familiar to such playing conditions — won the title with a 5-4 victory over runner-up NORLANT, represented by the Philadelphia Naval Base.

Here's a rundown on the games played in each of the tournaments:

Men's All-Navy Softball

Winners' Bracket

First Round: NORLANT (NAS Lakehurst) defeated WESTPAC (CommSta, San Miguel, P.I.), 6-2.

Second Round: PACCOAST (NAS North Island) downed NORLANT, 12-6; while SOLANT (NAS Jacksonville) defeated LANTFLT (DESLANT), 3-1.

Third Round: PACCOAST edged SOLANT, 3-2 in 13 innings.

Losers' Bracket

First Round: LANTFLT eliminated WESTPAC, 6-2.

Second Round: LANTFLT eliminated NORLANT, 2-1.

Third Round: LANTFLT eliminated SOLANT, 8-6.

In the finals, DESLANT took both ends of a double-header from previously unbeaten NAS North Island, 3-2 and 1-0.

Women's All-Navy Softball

Winners' Bracket

First Round: PACCOAST (NAS Alameda) downed NORLANT (Nav-Base, Philadelphia), 6-3; while SOLANT (NavSta, Norfolk) edged



IN SEASON — Navymen throughout the Fleet are picking up the ball again to try their skill in bowling matches.

WESTPAC (NavSta, Pearl Harbor) by a 2-1 margin in nine innings.

Second Round: SOLANT defeated PACCOAST, 7-6 in eight innings.

Losers' Bracket

First Round: NORLANT eliminated WESTPAC, 11-2.

Second Round: NORLANT eliminated PACCOAST, 9-6.

In the finals, the Norfolk Waves took home the bacon when they slipped past the gals from Philly with a 5-4 win.

One Hundred Fifty Awards

LTJG L. A. Clement, small arms marksmanship instructor at NAS Pensacola, Fla., has been awarded the Distinguished Pistol Shot Badge by the Chief of Naval Personnel.



HOT SHOT—LTJG L. A. Clement, receiver Navy Distinguished Pistol Shot Badge, poses with some of the 150 pistol awards he has won since 1952.

The Pistol Shot Badge is awarded to personnel who have received three Excellence-in-Competition badges as a result of placing in Fleet, Navy-wide, or National shooting competition. It is the highest shooting badge available to a Navy shooter.

LTJG Clement began his competitive shooting in the Navy in 1952 while stationed at NAS Guantanamo Bay, Cuba. During the past seven years he has won some 150 awards.

In 1957 he received a Silver Excellence-in-Competition Badge at the Atlantic Fleet championship matches and a bronze "leg" at the National matches.

During the 1958 season, Clement did not compete in the Atlantic Fleet matches. He did compete in the All-Navy and National matches, but failed to qualify for the Distinguished Pistol Shot Badge.

During the 1959 season Clement not only got his third "leg" in the Atlantic Fleet matches but went on to place in the All-Navy and National matches. In addition, he was captain of the U. S. Navy team which placed fifth at the National matches.

Navy Sports Shorts

- A three-man squad representing NAS Jacksonville swept most of the honors in the World Military Skeet Championships at Lynnhaven, Va.

Ken Pendergras of Early Warning Squadron Four, present world open champ, shot a 199x200 only to lose the open singles title to a sharp-shooting Marine, Major O. R. Davis, who blasted all 200 birds.

Team mates Bill Arthur from Light Photo Squadron 62 and Walt Browne of Early Warning Squadron Four won Class B and C singles championships, respectively, Arthur with a 99x100 and Browne with 92x100.

Pendergras and Arthur then pooled their talents to waltz off with the two-man title, posting a 199x200 mark.

- In Inter-Service tennis play for possession of the coveted Leech Cup, the Navy team made a strong bid before bowing in the finals, four matches to three, to a Marine squad which won the cup for the first time in its history.

Navy had edged the Air Force, 4-3, in first day action while the Marines routed Army, 5-2, to set

up the Navy-Marine title clash.

Navy's Seth Peterson and John Lesch won singles matches, and the Jerry Glade-King Van Norstrand and Peterson-Dale Junta duos triumphed in doubles play in the squeaker over the Air Force.

Against the Marines, though, only Lesch was able to capture a singles test, while the Junta-Peterson and Lesch-Mike Franks combines won doubles matches.

It's Like Eating on Shangri La

Meals for enlisted men aboard *USS Shangri La* (CVA 38) are now served 21 hours each day while at sea. On board most ships, meals are served only about six hours a day, or two hours for each meal.

CDR William W. Hobgood, Supply Officer aboard, claims that the ship saves 315 man days each day by abolishing meal lines. Here's how he figures: Previously, each man averaged one hour a day standing in line for his meals. Take that time saved (one hour a day) and multiply it by the approximate number of men aboard (2526), and then divide that sum by eight hours (a normal work day) and you get slightly over 315 man days saved each day.

"The new system also improves the efficiency of the ship," CDR Hobgood boasted. "Men may now eat whenever it least interferes with their work schedule. They are no longer forced to eat only at a fixed time."

The quality of the food has also improved. It is no longer necessary to prepare large amounts of food at one time. Smaller quantities can be prepared, enabling the cooks to control the quality of each serving more carefully.

Bakery goods are fresher, because of more frequent baking. Drinking cups have time to cool before they are used constituting another saving in the amount of ice needed.

"The morale of the crew has improved," CDR Hobgood emphasized. "Previously, men would skip a meal rather than wait in line for an hour. The new system keeps everyone well-fed and happy."

The cost of round-the-clock feeding is little more than under the old procedure. *Shangri La* is still able to feed within the ration allowance for each man.

Even the mess cooks are happy with the new set-up. They have half as much area to keep clean.

SIDELINE STRATEGY

ON SATURDAY, 26 Sep 1959, the Navy-Marine Corps Memorial Stadium at Annapolis, Md., was officially dedicated. The new 30,000-seat stadium is not just another football field—it's this country's only living memorial to the Navy and Marine Corps.

The Navy and Marine Corps Memorial Stadium was named for and dedicated to "all men and women who have served, and will serve, their country with honor, distinction and loyalty in the Navy and Marine Corps."

The idea of a stadium honoring their comrades in arms won strong backing from Marines and Navymen. The stadium was built—not as a result of Congressional appropriations — but through the generous contributions of active and retired Navy and Marine Corps officers, enlisted men, their families and friends.

In an organized world-wide fund raising campaign, sailors, Marines and friends donated about \$1,250,000 while the Naval Academy and its Athletic Association contributed \$1,200,000 more. All in all, this was about \$250,000 more than was required to build the stadium.

These extra funds will be used for future improvements and upkeep of the new stadium.

The new Navy-Marine Corps Memorial Stadium, which, for the past 20 years appeared to be no more than just another pipe dream, is now a perma-

nent Naval Academy landmark. To date, about 350 memorial plaques and 6000 memorial chairs have been dedicated to Navy and Marine Corps men and women within this "living memorial."

Many of the individuals who were responsible for making it a reality were on hand to see the stadium officially dedicated minutes before the opening kick-off of the Naval Academy's traditional homecoming football game. There were—among the 30,000 spectators—the Academy's alumni, crews of Fleet units who visited Annapolis for the occasion, CNO and SecNav, the retired CPO who had contributed \$1200 from his Navy savings, and scads of neighborhood kids who had collected pennies and donated them to the Stadium Fund.

In addition to a new stadium, the Naval Academy has a new director of athletics, a new football coach, and a new mascot. CAPT Asbury (Red) Coward, USN, has relieved CAPT Slade Cutter, USN, who has served as the Academy's Director of Athletics since August 1957. The new head grid coach is 32-year old Wayne Hardin. He has served as the backfield coach under his predecessor (Eddie Erdelatz) since 1955. And then there's the Blue and Gold's new gridiron mascot—Bill XV—reported to be rougher and tougher than Bill XIV, who recently passed on to greener pastures. —HGB, JOC, USN.



SERVICESCOPE

Brief news items about other branches of the armed services.

THE ARMY RECENTLY AWARDED A CONTRACT for development and construction of a new type of transport helicopter.

Due for delivery late next year, the new aircraft will feature two turbine engines and a rear ramp which will speed up loading and unloading of troops and cargo. Designed to replace the Army's existing stock of obsolescent piston-powered transport helicopters, the new 'copter will be called the *Chinook*, in honor of the American Indian tribe of that name.

It is expected to carry up to 33 passengers or three tons of cargo, at a cruising speed of more than 125 knots.

★ ★ ★

THE AIR FORCE EXPECTS TO obtain more durable tires for its supersonic aircraft as a result of studies being made with a new high-speed tire tester at Andrews AFB in Maryland, on the outskirts of Washington, D.C.

Built for the Air Research and Development Command, the tire tester is being used to study physical deterioration and heat fatigue of tires during high-speed take-offs and landings.

The tire-testing facility simulates take-off and landing conditions of supersonic aircraft. During the dry-run take-offs, airmen can "floor the pedal" on the new tester, which is capable of acceleration from a standstill to 300 miles per hour within 20 seconds. The machine also simulates landing deceleration from 300 mph to zero speed at 24 feet per second.

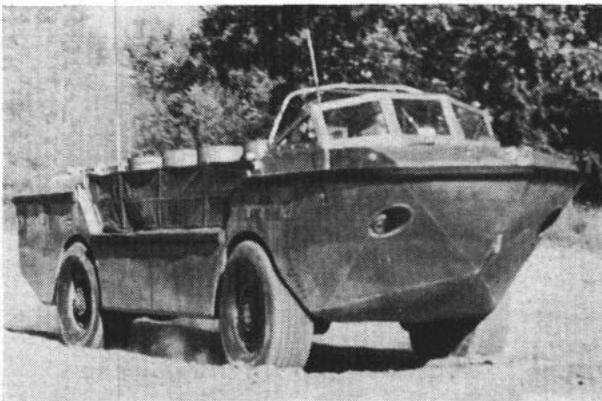
★ ★ ★

A NEW LIGHTWEIGHT AMPHIBIOUS VEHICLE—designated LARC-5—has been demonstrated by the Army at Ft. Custer, Mich.

The LARC-5 (lighter, amphibious, resupply, cargo) is made of aluminum and features side gates for rapid loading and unloading. It has a five-ton capacity.

On land, the new amphibian's speed is between 30 to 35 miles per hour. In the water it can travel about eight knots. It is powered by a 270-horsepower engine.

Designed to replace the two-and-one-half-ton DUKW of WW II fame, the LARC-5 features a marine-hull design which is more seaworthy than the Army's earlier land-sea vehicles. It is capable of operating in surf.



AMPHIBIAN—New lightweight, all aluminum LARC-5 is designed to replace the Army's DUKWs of WW II.



UP SHOT—Red Eye new portable shoulder-fired guided missile is being developed by Army to shoot down planes.

Four large-diameter low-pressure tires absorb road shock and provide exceptional mobility in sand, mud and cross-country operations.

The LARC-5 rounds out the Army's family of new light craft and amphibious vehicles engineered to increase the "over the beach" supply effort. The Army's other new vehicles include the 15-ton capacity LARC-15, and the BARC, which has a 60-ton capacity.

★ ★ ★

THE AIR FORCE CAMBRIDGE RESEARCH CENTER at Bedford, Mass., has devised a project for finding the density of the atmosphere 300 miles above the earth.

It calls for the use of an instrument-packed plastic balloon to be ejected from a two-stage rocket. The launching vehicle's first stage will be a Navy *Aerobee* research rocket, while the second will be a modified version of the Navy's solid-propellant *Sparrow* missile.

The rocket's 18-pound payload is a plastic sphere that balloons to nine feet in diameter when ejected and inflated. Radio equipment and instruments for measuring density will be contained in a hollow plastic strut within the balloon.

This payload will be released from the rocket at about 60 miles up. Then, during its seven-or eight-minute free flight, it will follow the trajectory of the rocket for another 240 miles.

★ ★ ★

THE ARMY is evaluating a radically new type parachute with rotating sail-like blades, and has put into use a new parachute harness assembly which should make jumping safer for pilots and paratroopers.

The new chute—also being tested by the Navy and Marine Corps—consists of four nylon panels connected at their vortex by shroud lines leading to a ballbearing swivel. In use, the four cloth blades auto-rotate like the rotors of a helicopter.

The Army is particularly interested in the Vortex Ring Chute because it collapses as soon as a paratrooper alights on the ground. This feature would eliminate the danger of dragging.

In a number of tests conducted by the Army Quartermaster Research Engineering Command at Natick, Mass., the new chute proved to be "very encouraging."

Other features of the Vortex Chute that appeal to the Army are its inherent stability during descent, its

low shock effect upon opening and the fact that it has little tendency to glide or swing from side to side.

Because it collapses upon ground contact, the Army feels that troopers will be able to slip out of the harness more quickly and be ready for immediate combat. The fact that the chute collapses readily will also be of great advantage to pilots forced to eject over the water.

Along this same line is the Army's new harness assembly which incorporates a canopy release designed for standard Army troop-type parachutes now in use. This new assembly will prevent paratroopers from being dragged by surface winds after landing.

The canopy release is a safety device to be used only after landing when there is danger that the paratrooper will be dragged by surface winds. It enables the trooper to free the canopy from the parachute harness in about six seconds. Normally, when low surface winds prevail, a paratrooper sheds his chute assembly by means of a conventional harness-release box.

The Navy is evaluating the new Vortex Ring Chute in a series of studies on the relative rates of descent for varying weights. These tests are being conducted at the Naval Parachute Unit, El Centro, Calif.

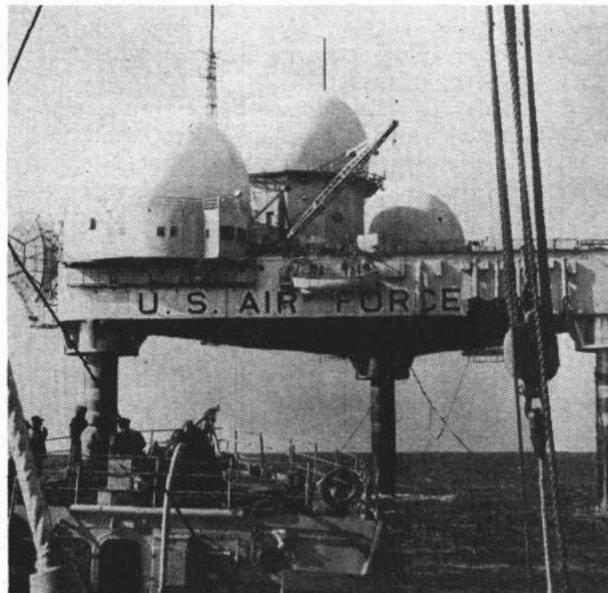
The Marine Corps has already made tests at its Development Center, Quantico, Va. The new chute has possible use for delivering food and ammunition to combatant Marines from high-speed jet aircraft.

★ ★ ★

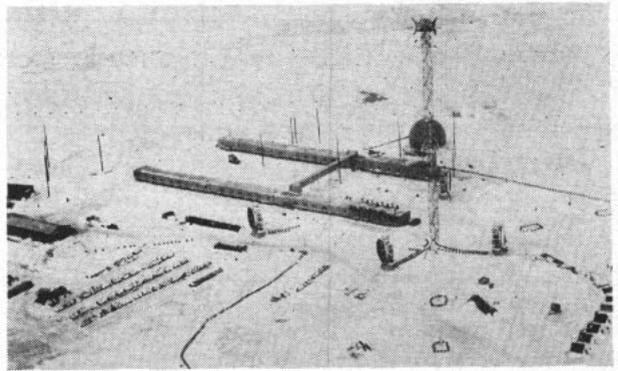
A ROCKET-PROPELLED SLED is believed to have set a new speed record for a two-rail vehicle when it zoomed down its track at 2075 miles per hour at the Air Force Test Center, Edwards AFB, Calif.

Another test sled, at the Air Research and Development Command's Missile Development Center in New Mexico, reached a speed of 2850 mph. This, however, was a single or monorail sled.

The Air Force uses these jet propelled sleds to study



SEA SERVICE—MSTS supply ship USNS AKL 17 delivers supplies to Texas Tower, radar station at Georges Bank.



THEY DEW IT—Aerial photo shows USAF manned Dew Line station that is part of our northern defense.

basic problems in attaining high speeds. Instead of wheels, the two rail sleds use slippers which grip the railheads and slide along the track. At supersonic velocities, sliding friction causes the slipper surface contracting the rail to melt and wear rapidly.

To overcome this, engineers built the sled as two vertical wedges, one over each of the track rails. They were joined together by two cross members.

Using a water brake to bring the sled to a halt, a scoop is incorporated in the rear cross section member. The scoop picks up water from a trough between the rails and passes it through a duct to provide water jet retarding action. This reduces both aerodynamic drag and weight, permitting higher performance.

★ ★ ★

THE "TACTICAL SUSTAINER MOTOR" for the *Nike-Zeus* anti-missile missile which the Army is developing has been successfully static-tested.

This new solid-fuel rocket motor consists of "an unusually efficient motor case with thin walls, special high-energy propellants, and a unique plastic nozzle that is able to withstand thousands of degrees of heat with perfect results."

When it becomes operational, this motor will drive the *Nike-Zeus* missile killer to its target at speeds up to 15,000 miles per hour.

The Army's *Nike-Zeus* missile is the only active system under development that is designed to destroy enemy ICBMs. Actual test firings are expected soon.

★ ★ ★

A SATELLITE TRACKING STATION is nearing completion at New Boston, N.H., and a contract has been awarded for another to be built at Donnelly Flats, Alaska.

These space-age facilities—similar in design—will support Department of Defense space projects. They will track, determine and predict orbits of satellites, as well as receive telemetry information from the vehicles and process this data through computers.

The New Boston site is a former Air Force bombing range located about 60 miles north of Boston, Mass. When completed in the near future, it will consist of eight buildings and will be staffed by approximately 350 Air Force personnel.

The new tracking station being built at Donnelly Flats will be on the Fort Greeley military reservation near Fairbanks. It will be manned by about 200 persons.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **LATEST UNIFORM CHANGES** — Distribution of a revised edition of *U. S. Navy Uniform Regulations* (NavPers 15665, Rev. 59) has been completed. Several changes which will affect almost all officers and enlisted men and women have been made.

Besides uniforms, the general format and method of presentation of *Uniform Regulations* have been changed.

Illustrations of uniforms are grouped in Appendix A by type of uniform rather than by category of personnel. In this way, you can see at a glance just how all categories of personnel should look when in a particular Uniform of the Day. All the insignia illustrations appear in Appendix B.

Here are the uniform changes that are included in the latest edition of *Uniform Regulations*.

Officers (Chapter 1):

• Wearing of tan gloves with the Service Dress Khaki uniform is discontinued.

• Authority to wear a white tropical helmet with the Service Dress White uniform is discontinued.

• Authority to wear a black bow tie and ribbons with evening dress as a dinner dress uniform is discontinued.

Women Officers (Chapter 2):

• The green jacket becomes a required item for flight nurses. The khaki jacket for flight nurses is eliminated.

• The cape is changed to an optional item for nurses.

• The skirt of the exercise suit is eliminated.

• The turban is eliminated as an

article of uniform.

Enlisted Men, below CPO grade (Chapter 7):

• Dress and Undress Uniforms have been redesignated as Service Dress or Working Uniform as appropriate.

• The requirement for multiple ownership markings on articles of clothing is eliminated. (This means that an article of clothing will no longer have to be stenciled in more than one place.)

Enlisted Women (Chapter 8):

• The skirt of the exercise suit is eliminated.

• The turban is also eliminated.

Awards (Chapter 10):

• Merchant Marine decorations are given the status of non-military U.S. decorations.

• The wearing of ribbons and/or badges when miniature medals are prescribed is not authorized.

• United Nations Service Medal and Philippine Service Ribbons are given the status of non-U.S. service awards.

One change that didn't get into the new edition is one concerning officers. It prescribes a gold cummerbund for wear by officers with the Dinner Dress Blue jacket uniform.

The new regulations state that the new women's Service Dress, Light Blue uniform may be worn as soon as available. But a hitch has come up here. Owing to manufacturing difficulties, sufficient rating badges will not be available for this uniform for some time. This problem was taken care of by BuPers Notice 1020 of 21 Jul 1959 which says that enlisted women who

are able to purchase the new Service Dress Light Blue uniform, but are unable to get the appropriate sleeve insignia may wear the new uniform without insignia until 1 Jan 1960. By then a sufficient supply should be available to everyone.

The latest edition of *Uniform Regulations*, which includes the above changes, is now being distributed to the Fleet. Personal copies, however, may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. at a cost of \$1.50 each.

• **ONR REPORTS ON FILM**—Quarterly, the Chief of Naval Research produces for CNO a Briefing Report of current developments in the field of naval research. The 16-mm. color motion picture report, which is classified, is distributed to all major Fleet commanders and other commands with interest in research and development.

These films are made to keep personnel abreast of current research projects and to broaden their professional knowledge in certain fields.

It seems, however, that the existence of NARAD Reports is not yet known throughout the Fleet. The classification, which periodically is Secret-Restricted Data, appears to deter some re-distribution and many specific showings.

Each report contains six or seven subjects selected from the current Navy-wide research and development programs. Projects such as new aircraft, missiles, submarines, ships and weapons are included in these Reports.

The presentation is by a combination of art, animation, sound and live-action footage. Slanted to technical and semi-technical audiences, they present complex R & D projects with clarity.

The current Report—CNO 2-59—is classified SECRET—RESTRICT-



"LETS TALK TURKEY — Nine other Navymen are waiting to read this issue . . . so pass this copy along."

ED DATA and contains the following subjects: Naval Tactical Data System (NTDS), *Sparrow III*, Demand Thrust Rocket Engine, *Bullup*, XM-70 Close Support Artillery Weapon System, Body Armor, *Redeye* Missile System, and *Polaris*.

Further information on this program is available from the Chief of Naval Research, Code 110, Washington 25, D.C.

• **SEAVEY SEGMENT I**—Navymen in 22 ratings making up Seavey Segment One (1960) will start getting orders to shore duty in Feb 1960.

BuPers Notice 1306 of 2 Sep 1959 established sea duty commencement cut-off dates for those ratings.

Sea tour commencement cut-off dates for Segment 1-60 are:

RATE	DATE
BMC	Dec 57
BM1	Dec 55
BM2	May 54
BM3, SN	Oct 53
QMC	Jun 58
QM1	Sep 56
QM2	Nov 55
QM3, SN	Sep 55
SMC	Sep 57
SM1, 2, 3, SN	Jun 55
RDC	Jun 58
RD1, 2	Dec 56
RD3, SN	Sep 56
SOC, 1, 2, 3, SN	Jun 57
TMC, 1	Jun 58
TM2	Jun 56
TM3, SN	Dec 55
GMC	Mar 57
GM1, 2	Dec 54
GM3, SN	Sep 54
NWC, 1	Dec 58
NW2, 3, SN	Jun 57
FTC	Mar 57
FT1, 2, 3, SN	Jun 56
GSC, 1, 2, 3, SN	Dec 58
MNC, 1, 2, 3, SN	Dec 58
ETC, 1	Dec 58
ET2, 3, SN	Jun 58
IMC, 1, 2	Dec 57
TM3, SN	Dec 56
OMC, 1, 2, 3, SN	Dec 57
RMC, 1, 2, 3, SN	Mar 58
YNC, 1, 2, 3, SN	Jun 58
PNC, 1, 2, 3, SN	Jun 58
SKC, 1	Dec 58
SK2, 3, SN	Sep 58
DKC, 1, 2, 3, SN	Dec 58
JOC, 1, 2, 3, SN	Dec 58
LIC, 1	Jun 58
LI2	Mar 57
LI3, SN	Dec 57
DMC, 1, 2, 3, SN	Dec 58

• **NAVAL UNIFORM SHOP**—Beginning 1 Jan 1960, custom tailoring service for naval officers and CPOs will be as close to you as the nearest major Navy Exchange store.

Effective that date the Naval Uniform Shop, heretofore operated as a separate activity, will become a part of the world-wide Navy Exchange system.

This integration will provide officers and CPOs with one source for both custom-tailored and ready-made uniforms.

Here's the way it will work. Suppose an officer or CPO stationed at NTC San Diego wants a set of custom-tailored blues. He'll drop in to the uniform shop at the Navy Exchange store there, and have his measurements taken. The measurements, along with his order, will be sent to the parent uniform shop in Brooklyn, N. Y. Then, when the finished uniform is received in San Diego, the Exchange uniform shop there will provide final fitting services.

Centralized control of procurement and lower inventories made possible by the new system should result in substantial savings, which will be passed on to customers.

• **COAST GUARD CADETS**—The next annual nation-wide competitive examination for appointment to the Coast Guard Academy will be held on 23 and 24 Feb 1960.

Navymen interested in competing may obtain booklets describing the Academy and its entrance requirements through individual requests addressed to the Commandant (PTP-2), U. S. Coast Guard, Washington 25, D. C. Application forms are provided in the booklets.

Applications must be postmarked not later than 15 Jan 1960. However, because of the time element involved, candidates stationed outside the continental United States are urged to submit their applications not later than 15 Dec 1959.

To meet the basic eligibility requirements a candidate must:

Have reached his 17th, but not his 22nd birthday by 1 Jul 1960.

Be a graduate of an accredited high school.

Be unmarried and never have been married.

Have these credits, either in high school or college (each credit represents one year's work): Algebra—2; Plane Geometry—1; English—3; Optional Credits—9.

Be at least five-feet-four-inches, and not more than six-feet-six-inches in height; have 20/20 vision in each eye without correction; and be in excellent physical condition.

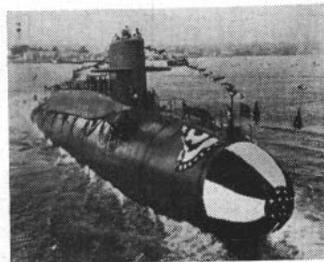
QUIZ AWEIGH

This month's Quiz Away is designed to see if you have been reading **ALL HANDS**. If you have, and have a good memory, you'll get a 4.0. The answer to each of the following questions has been published in one of the last five issues. See how well you can do.

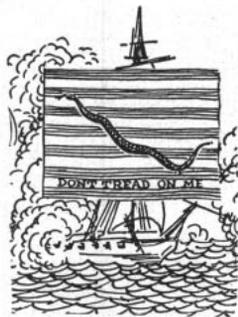
1. International traffic signs are used throughout Europe. Below is one you should know. What does it signify? (a) hill ahead, (b) caution, (c) no speed limit, drive at safe speed, (d) dead end road.



2. The first of nine authorized Fleet Ballistic Missile submarines was launched in June. It was (a) *Abraham Lincoln*, (b) *Skipjack*, (c) *Triton*, (d) *George Washington*.



3. The flag shown below was the first (a) U.S. Navy Jack, (b) U.S. Navy Ensign, (c) official U.S. Navy flag, (d) personal flag, belonging to John Paul Jones.



4. Only one flag or pennant can fly above the flag of the United States. It is (a) United Nations flag, (b) church pennant, (c) admiral's personal flag, (d) national flag of a visiting dignitary.

5. What percentage of Naval Aviation Cadets are former enlisted men: (a) 5, (b) 10, (c) 20, (d) 50.

Check your memory on page 54.

THE BULLETIN BOARD

New Streamlined Format For Officers' Orders Is Now in Effect

Officers' permanent change of duty orders issued by the Chief of Naval Personnel have undergone a face lifting. Use of a new, modern format began on 1 October.

The earlier practice spelled out every order in detail. This often ran to two pages. Such phrases as "When directed by your commanding officer on or about . . ." and "Upon completion of this temporary duty and when directed by your . . ." was often repeated several times in the old orders.

Orders written in the new form take about one-half page and three paragraphs. There is no duplication.

To accompany the new orders is a sheet which contains often used phrases and paragraphs. Rather than repeat the necessary paragraphs in each set of orders, only a number is written in the orders to denote a certain paragraph or phrase on the companion sheet. An officer can read in the information from there.

Here is an example of the change:

- In the new orders, it says "Item 3—30 Nov 1961."

- In the old orders it would have said: "Execution of these orders is contingent upon agreement to extend active duty until 30 Nov 1961 (This date is left blank on the companion sheet for the new orders). Submit agreement to the Chief of Naval Personnel prior to detachment. If agreement is not received, compliance with these orders shall be construed as an agreement on your part to remain on active duty until the above date. If extension is not desired, inform the Chief of Naval Personnel by message."

This paragraph is listed on the preprinted sheet that now accompanies an officers orders as simply "Item 3."

As you can see—and this is only one paragraph—considerable time and effort is saved in the new orders. Field activities have been directed not to use the new format until BuPers Inst. 2340.1 has been changed.

Together with the new format

All Navy Cartoon Contest D. R. Stoner, PN3, USN



"Sinknovich, I though you were told to leave your lucky piece in the dressing room."

comes another time-saving change. From now on a copy of officer's orders will go only to the command to which an officer is reporting, the immediate superior of that command, the technical bureau for restricted line and staff corps officers, and other commands mentioned in the body of the orders.

Any other command that needs a copy of orders on an officer reporting to a subordinate command must request it from the Bureau and explain why it is needed and why the information cannot be obtained from any other source, such as the daily officers' orders issued report, or officer distribution control report. As of 1 October, all prior requests for information copies of officers orders were cancelled.

For complete information about the new changes, see BuPers Notice 1321 of 28 Aug 1959.

David J. Majchrzak, DN, USN



"He plans on making chief."

NavCad Program Is Open To Active Duty Personnel, Regulars, Reserves May Qualify

The Naval Aviation Cadet Program may be your chance to trade that blue jumper for gold braid and gold wings—providing you've got what it takes to be a Naval Aviator.

You are eligible to apply for the program if you are an enlisted Navyman (either Regular or Reserve) now serving on active duty; have at least one year of active duty immediately preceding application and meet these requirements:

- Citizenship—Be a male citizen of the United States.

- Education—Have 60 semester hours or 90 quarter hours of unduplicated college work at an accredited junior college, college or university — or — have a minimum combined GCT/ARI score of 120 and a MECH score of 58, plus either 30 semester hours (45 quarter hours) of unduplicated college work at an accredited school, or have successfully completed the USAFI General Education Development Test, one year college level.

- Age—Be at least 18 and under 25 years of age on the date the application is submitted.

- Sign a contract for NavCad student (NavPers 275), which requires three and one-half years' active duty after completion of flight training. (If you are under 21, the consent portion of this contract must be executed by your parent or guardian.)

- Be unmarried and agree to remain unmarried until commissioned.

- Attain a score of at least 3 on the Aviation Qualification Test (AQT) and at least 5 on the Flight Aptitude Rating Test (FAR).

- Be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with Chapter 15 of the *Manual of the Medical Department*, U. S. Navy.

- Be strongly motivated to fly, and possess the attributes of character, temperament and aptitude for service required of a commissioned officer.

Before your application will be forwarded to the Chief of Naval

Personnel, you will be interviewed by a board consisting of three line officers, lieutenant or above (one of whom will be a naval aviator, if possible), concerning your education, general aptitude, motivation for flying and military life and other pertinent considerations. This board will make a recommendation to your commanding officer regarding your potential as a commissioned officer and naval aviator, and each board member will record his impressions of you on an Interviewer's Appraisal Sheet (NavPers 958).

Your CO will then review your application and interview you personally. On your application form (NavPers 953, Rev. 4-56) he will make specific statements as to whether or not you appear to be fully qualified and seem to have the potential for satisfactory service as a commissioned officer. After that, your application and all the necessary supporting documents listed in BuPers Inst. 1120.20B is forwarded to the Chief of Naval Personnel.

Applications will be considered by an informal board of officers in the Bureau of Naval Personnel. The board will select those candidates who appear to be the best qualified in all respects to meet input quotas for each class. Navymen on active duty will compete against applicants from civilian life for selection. As soon as possible after a decision has been made, you will get the word on whether or not you have been selected. If you are, you will be given a routine physical recheck, stressing the basic requirements of the flight physical examination, before you are transferred.

Selected applicants will be ordered to report to the Chief of Naval Air Basic Training, NAS Pensacola, Fla. Upon reporting there you will be transferred to the special enlisted grade of Naval Aviation Cadet, USN, or USNR-R, as applicable.

If, at any time before you are ordered to Pensacola, you decide you no longer want to be considered for flight training, you must submit to the Chief of Naval Personnel (Attn: Pers-B624) a written request to withdraw your application. Such a request will be approved without prejudice.

NavCads who violate their contract by getting married before they receive a commission, or who fail

the flight training program, will be separated from the program and, if liable for further active duty, will be reassigned by BuPers.

Both Regulars and Reserves who are selected must agree to extend their current enlistments so that they will have at least three years' obligated service remaining at the time they enter flight training.

The training takes about 18 months. When you have successfully completed it, you will be appointed to the grade of ensign in the Naval Reserve.

Upon fulfillment of your initial active duty obligation, you will be released to inactive duty, unless you

request an extension for approval by the Chief of Naval Personnel.

You may also request augmentation to the Regular Navy. If you are selected, you will be appointed in the Regular Navy with the same date of rank that you held in the Reserve.

Active-duty enlisted men (both Regular and Reserve) will find complete details on applying for the NavCad Program in BuPers Inst. 1120.20B.

Inactive Reservists cannot apply under that instruction. However, they may do so under Recruiting Service Inst. 402.1, covering requirements for civilian applicants.

WHAT'S IN A NAME

Parachute Plaques

The Caterpillar Club is one of aviation's more exclusive organizations. Only men who have been forced to parachute from an airplane to save their lives may be members.

When the idea of the club was conceived in October 1922, someone suggested that the insignie of the organization be a caterpillar lowering itself to earth on a silk thread. That seemed appropriate since both the canopy and lines of the parachute were then made of silk.

(Another organization that has similar entrance qualifications is the Squatters Club. To join this group you must be a United Nations airman who has been forced down at sea.)

Of course, Navy mechanics do everything they can to prevent a pilot's being forced to ditch his plane—but their work is done before the plane leaves the ground. Once airborne, if the plane gets in trouble, the mechanic can do nothing to help in the emergency.

With applicants for the Caterpillar Club, however, the story has a different twist. Navy parachute riggers also do their work on the ground before a plane takes off, but their work is most fully appreciated when a flight goes irretrievably wrong.

These parachute riggers fully realize the importance of their work because all who complete the course at the Parachute Riggers School at Lakehurst, N. J., must make at least one jump with a chute they have packed.

The nine rated riggers at Whiting Field, near Pensacola, Fla., and the seven airmen working under their supervision, are typical examples of Navy riggers at work. This small crew accounts for the inspection, repair, cleaning, and repacking of the ap-

proximately 800 parachutes in use there.

Eight of those 800 parachutes have probably saved the lives of their wearers during the past 12 months.

Since 26 Sep 1958, eight successful bail-outs have been made by six Whiting flight students and two instructors. Four of these were made by students flying solo hops.

During this 12-month period, over 150,000 hours have been logged while teaching student aviators to fly a plane, yet not a single fatality has occurred because of a faulty parachute.

Several Whiting riggers have plaques which cite the individual for packing the chute which saved a particular pilot's life. These plaques are awarded by a civilian parachute company after proper certification of the incident by Whiting Field.

Several of these plaques have been formally presented by the pilots whose life the rigger saved. Many times, however, the surviving pilot is a student who has moved on to another field for more training. In this event, the plaque is presented by a member of the Caterpillar Club.



Demonstration Team Is Organized To Augment Training of Navy Stewards

If you have noticed improved service at the BOQ lately, it might mean your base has been visited by a newly formed demonstration team of Navy stewards.

Headed by LTJG Norman Newcomb, SC, USN, the team includes three stewards, S. B. Bennett, SDCS, Jesse Owens, SD1, and William Shannon, SD1. They travel, by invitation only, to various bases in the United States to show Navy stewards how to do their work in a better, more efficient manner. The team, formed by the Chief of Naval Personnel, is home-based at the Patuxent River, Md., Mess Administrator's School.

The mission of the team is to standardize and teach modern methods to achieve a higher standard of service in messing and quarters departments of Officers Messes closed. They hope to visit nearly all large Navy installations in the United States and overseas. Currently the team is visiting East Coast bases.

According to LTJG Newcomb, the steward rate will soon encompass new skills such as bookkeeping, storekeeping and purchasing.

Aboard the bases, members of the team hold classroom lectures as well as on-the-job training. In addition to instruction by the team, local senior POs are given material they can use to continue the training

program after the demonstration team moves on.

Here is the training procedure used by the BuPers team. First, they observe current procedures at the local mess. Then, after noting improvements that should be made, they talk to the mess treasurer or manager. If he agrees, the team proceeds to instruct the stewards in the new methods.

LTJG Newcomb explained the need for the team this way: "There is no formal schooling for this type of work in the Navy. Stewards learn most about their rating through on-the-job-training.

"The team's mission has been designed to supplement this training, and to improve the techniques used in Officers' Mess operations throughout the Navy.

"We try to bring the steward personnel up to date with the latest ideas for improving operation of the messes."

Aside from the primary mission, the team also provides the men with the latest information about what is being done at the Bureau level to improve their rating.

Part of the program includes a short return visit after about a year to see how the newer methods are working.

Temporary Appointments Of 42 New WO's Announced

Thirteen first class and 29 chief petty officers have been given temporary appointments to Warrant Officer, W-1.

These appointments were from an eligibility list established by a selection board which convened in the Bureau of Naval Personnel in Feb 59.

The eligibility list from which this group was appointed is the last for WO. After this fiscal year, the only input into the WO program will be twice passed-over LDOs who are allowed by law to revert to permanent Warrant Officer. The Warrant Officer program is being phased out by normal attrition. Their billets will be filled by master chief petty officers and limited duty officers.

Regular Navy appointments made this time were broken down as follows: Boatswain (7132), seven; Aviation Ordnance Technician (7212), one; Surface Ordnance Technician (7232), seven; Ordnance Control

Technician (7242), one; Aviation Maintenance Technician (7412), one; Machinist (7432), five; Aviation Electronics Technician (7612), two; Electronics Technician (7662), three; Ship Repair Technician (7742), three; Musician (7852), one; Supply Clerk (7982), eight; Aerographer (8212), two; Civil Engineer Corps (8492), one.

New Courses for Machinery Repairman, Guided Missileman

Two new Enlisted Correspondence Courses are now available, and two others have been discontinued by Correspondence Course Center.

Enlisted Correspondence Courses for active duty personnel will be administered (with certain exceptions) by your local command instead of by the Center.

Your division officer will advise you whether the course for which you have applied is suitable to your rate and to the training program you are following. If it is, he will see that your application (NavPers 231) is forwarded to the Correspondence Course Center.

Personnel on inactive duty will have courses handled by the Center.

NEW COURSE

Title	NavPers Number
* Machinery Repairman 1 and Guided Missileman 3 and 2	91509-1 91360
* This course may be taken for repeat Naval Reserve credit.	

DISCONTINUED COURSES

Title	NavPers Number
Machinery Repairman 1	NP 91508-A
Machinery Repairman C	NP 91509-A

All Navy Cartoon Contest
William Roger Maul, CT1



"... C'mon, c'mon ... Put em up, Mac ... You don't think I've got a liberty card? ... Nobody says that to ole Rocky ...!"

All Navy Cartoon Contest
William R. Maul, CT1, USN



"ID card ... Yes, Yes, I've got it ... ID card ... Yep, I've got it somewhere ... Good ole ID card ... I know I had it ... Now where is that lil' ID card? ..."

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies 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 picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in September.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The World, the Flesh and the Devil (1367) (WS): Drama; Harry Belafonte, Inger Stevens.

No Name on the Bullet (1368) (WS): Western; Audie Murphy, Charles Drake.

The Rabbit Trap (1369): Drama; Ernest Borgnine, David Brian.

Thunder in the Sun (1370) (C): Western; Susan Hayward, Jeff Chandler.

The Gunfight at Dodge City (1371) (WS) (C): Western; Joel McCrea, Julie Adams.

Son of Robin Hood (1372) (WS) (C): Melodrama; Al Hedison, June Laverick.

First Man Into Space (1373): Melodrama; Marshall Thompson, Maria Landi.

Attila (1374) (C); Melodrama; Anthony Quinn, Sophia Loren.

Ask Any Girl (1375) (WS) (C): Comedy; David Niven, Shirley MacLaine.

Here Come the Jets (1376) (WS): Melodrama; Steve Brodie, Lyn Thomas.

The Screaming Skull (1377): Melodrama; John Hudson, Peggy Weber.

Missiles From Hell (1378): Melodrama; Michael Rennie, Patricia Medina.

Green Mansions (1379) (WS) (C): Drama; Audrey Hepburn, Anthony Perkins.

The Sad Horse (1380) (WS) (C): Drama; David Ladd, Chill Wills.

The Four Skulls of Jonathan Drake (1381): Melodrama; Eduard Franz, Valerie French.

Teenagers From Outer Space

(1382): Melodrama; David Love, Dawn Anderson.

The Diary of Anne Frank (1383) (WS): Drama; Millie Perkins, Joseph Schildkraut.

The Mysterians (1384) (WS): Science-Fiction; Japanese Cast.

Buchanan Rides Alone (1385) (C): Western; Randolph Scott, Craig Stevens.

The Scapegoat (1386): Drama; Bette Davis, Alec Guinness.

New Look for CPO Mess At Gitmo and Brunswick

From Maine to Guantanamo Bay, Cuba, there's a new look added to the CPO Mess.

At NAS Brunswick, Me., the chiefs, after putting up with small, overcrowded facilities for years, now have a large modern eating facility and social center.

The new ultra-modern brick meeting place is appropriately named and decorated, with a theme centered around the flying Navy. It contains a "Flight Deck" where the bar and game room is located.

Next to this area is the "Hangar Deck" which is the mess ballroom. It is large enough for dinner parties and entertainment, as well as for dancing.

The Brunswick CPO mess also features a snack bar and a large, window-cased dining room.

Meanwhile, down at Gitmo, the CPO Mess (Open) in the Seabee Area, also had its face lifted. Painters, carpenters and draftsmen from Mobile Construction Battalion One have given the Mess a typical CB once-over. They have redecorated the interior and installed a new plywood overhead with a drop ceiling.

The exterior of the "Fouled Anchor Club" has also been completely repainted and the surrounding grounds have been landscaped.

At Guantanamo Bay, the CBs looked after the other white hats too. They converted the Enlisted Men's Lounge from "just another quonset hut" to a modern comfortable center.

The enlisted lounge has been refinished and new lighting fixtures have been installed. Running the length of the lounge is a built-in writing table. The lounge is also furnished with comfortable couches, chairs and reading material.

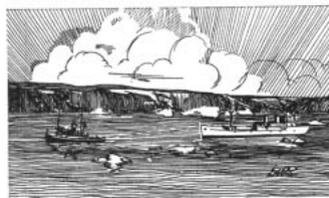
YFP 10, a U. S. Navy power plant barge that can produce enough electric power for a city the size of Ithaca, N. Y., is berthed at Thule, Greenland. She produces electrical power for the Ballistic Missile Early Warning System (BMEWS) installation there.

Besides this primary job, however, the barge supplements the power supply for the Base at Thule. But just being in this cold north country doesn't tell the entire story of this floating power plant.

The 16-day sea trip that took her to Greenland was an adventure in itself. YFP 10, with all her power-producing ability, was not self-propelled. That meant a long, dangerous, 3000-mile tow job from Hoboken, N. J.

To do the towing, MSTs hired the 127-foot sea-going tug *Edmond J. Moran*.

The U. S. Coast Guard Cutter *Eastwind* agreed to meet the two ships at



the entrance to Melville Bay and precede them to Thule.

It looked like an adventurous and possibly dangerous assignment. YFP 10, however, was destined for something better than had been expected.

First of all, the normally hazardous trek north was not hazardous at all. The often rough seas were calm making sailing smooth. Also there were few operational difficulties.

But Melville Bay still lay ahead. The normally ice-filled waters promised danger to the ships.

But there again were surprises—pleasant ones. The Bay was free of ice, and when the tug *Moran* met *Eastwind* ahead of schedule, they proceeded toward Thule.

At the very end of the trip, low tides and poor visibility prevented the 338-foot, 5000-ton barge from entering her final berth which had been designed to prevent damage from winter ice. She was anchored in North Star Bay for a short time.

A little later, when conditions were more suitable, two harbor tugs maneuvered the barge into the final berthing area.

The power barge, which is the only one of its type in existence, has 40 men assigned.

Here's What the New Enlisted Rating Structure Looks Like

AS YOU'VE PROBABLY heard by now, the Navy is in the midst of a conversion job on its enlisted rating structure.

Behind this move are such factors as the increasing complexity of weapons and equipment, the large number of Reserves and one-enlistment personnel on active duty, and the need for a structure which can be used in both peacetime and wartime.

Under the new structure the system is the same for both Regulars and Reserves. In the upper pay grades the emphasis is being placed on broad qualifications wherever possible; however, some ratings are being separated into specialized branches to allow for more effective use of the Navy's manpower.

As in the "old" (1952) structure,

under which about half the ratings still come, the new structure has three classifications of ratings. These are the General Rating (GR), the Service Rating (SR) and the Emergency Rating (ER).

• **The General Rating** is similar to the General Service Rating (GSR) of the 1952 structure. It reflects qualification in all aspects of an occupational field and assures the development of broadly-qualified senior petty officers.

• **The Service Rating** is similar to the "old" Emergency Service Rating (ESR) and Selective Emergency Service Rating (SESER). It is a segment of a general rating which reflects qualification in limited areas of an occupational field, and provides for specialization wherever it is needed. It may be used at as

many pay grades as the needs of the service dictate.

• **The Emergency Rating** is similar to the Exclusive Emergency Service Rating (EESR) of the 1952 structure. It reflects qualification in a civilian skill not identified in peacetime, but required in wartime.

The following chart, based on the latest available information, shows how the conversion job stands at about the halfway mark. So far, 45 ratings have been converted to the new structure and 19 of them have not yet been reclassified. In the chart, italicized letters under "Type of Rating" indicate that conversion has already taken place or been approved. The asterisks (*) denote rating fields for which conversion plans are either under study or in various stages of processing.

RATING GROUP AND TITLE	TYPE OF RATING	AUTHORIZED PAY GRADES	RATING GROUP AND TITLE	TYPE OF RATING	AUTHORIZED PAY GRADES
GROUP I — DECK			GROUP IV — PRECISION EQUIPMENT		
Beatswain's Mate (BM)	GR	E-4 to E-9	ETR (Radar)	ESR	E-4 to E-9
Quartermaster (QM)	GR	E-4 to E-9	" "	SESER	E-4
Signalman (SM)	GR	E-4 to E-9	ETS (Sonar)	ESR	E-4 to E-9
*Radarman (RD)	GSR	E-4 to E-9	" "	SESER	E-4
Sonarman (SO)	GR	E-6 to E-9	GROUP V — ADMINISTRATIVE & CLERICAL		
SOA (Airborne)	SR	E-4 and E-5	Instrumentman (IM)	GR	E-4 to E-9
SOG (Surface)	SR	E-4 and E-5	Opticalman (OM)	GR	E-4 to E-9
SOS (Submarine)	SR	E-4 and E-5	GROUP VI — MISCELLANEOUS		
SOO (Oceanographer)	SR	E-4	Lithographer (LI)	GR	E-4 to E-9
Harbor Defenseman (ESH)	ER	E-4 to E-9	Illustrator Draftsman (DM)	GR	E-4 to E-9
Stevadore (ESB)	ER	E-4 to E-9	Musician (MU)	GR	E-4 to E-9
GROUP II — ORDNANCE			Photogrammetry Assistant (ESP)	EESR	E-4 to E-9
Torpedoman's Mate (TM)	GR	E-4 to E-9	GROUP III — ELECTRONICS		
*Gunner's Mate (GM)	GSR	E-4 to E-9	*Electronics Technician (ET)	GSR	E-4 to E-9
GMM (Mounts)	ESR	E-4 to E-9	ETN (Communications)	ESR	E-4 to E-9
GMT (Turrets)	ESR	E-6 to E-9	" "	SESER	E-4
GMA (Armorer)	ESR	E-4 to E-9	GROUP III — ELECTRONICS		
Nuclear Weapons Man (NW)	GR	E-4 to E-9	*Electronics Technician (ET)	GSR	E-4 to E-9
*Fire Control Technician (FT)	GSR	E-4 to E-9	ETN (Communications)	ESR	E-4 to E-9
FTG (Missile Guidance Systems)	ESR	E-4 to E-9	" "	SESER	E-4
" " " "	SESER	E-4	GROUP III — ELECTRONICS		
FTM (Manually Controlled Directors)	ESR	E-4 to E-9	*Electronics Technician (ET)	GSR	E-4 to E-9
" " " "	SESER	E-4	ETN (Communications)	ESR	E-4 to E-9
FTU (Underwater)	ESR	E-4 to E-9	" "	SESER	E-4
" " " "	SESER	E-4	GROUP III — ELECTRONICS		
FTA (Automatic Directors)	ESR	E-4 to E-9	*Electronics Technician (ET)	GSR	E-4 to E-9
" " " "	SESER	E-4	ETN (Communications)	ESR	E-4 to E-9
FTE (Electromechanical)	ESR	E-4 to E-9	" "	SESER	E-4
" " " "	SESER	E-4	GROUP III — ELECTRONICS		
FTL (Integrated Systems)	ESR	E-4 to E-9	*Electronics Technician (ET)	GSR	E-4 to E-9
" " " "	SESER	E-4	ETN (Communications)	ESR	E-4 to E-9
Guided Missileman (GS)	GR	E-4 to E-9	" "	SESER	E-4
Mineman (MN)	GR	E-4 to E-9	GROUP III — ELECTRONICS		

RATING GROUP AND TITLE	TYPE OF RATING	AUTHORIZED PAY GRADES	RATING GROUP AND TITLE	TYPE OF RATING	AUTHORIZED PAY GRADES
GROUP VII — ENGINEERING & HULL			ATN (Communications & Navigation Equipment)		
Machinist's Mate (MM)	GR	E-4 to E-9	"	ESR	E-4 to E-9
Engineman (EN)	GR	E-4 to E-9	"	SESR	E-4
Machinery Repairman (MR)	GR	E-4 to E-9	Aviation Ordnanceman (AO)	GR	E-4 to E-9
Boilerman (BT)	GR	E-4 to E-9	*Aviation Guided Missileman (GF)	GSR	E-4 to E-9
Boilermaker (BR)	GR	E-6 to E-9	*Aviation Fire Control Technician (AQ)	GSR	E-4 to E-9
Electrician's Mate (EM)	GR	E-4 to E-9	AQB (Bomb Director)	ESR	E-4 to E-9
IC Electrician (IC)	GR	E-4 to E-9	" " "	SESR	E-4
Shipfitter (SF)	GR	E-6 to E-9	AQF (Aircraft Armament Control Systems)	ESR	E-4 to E-9
SFM (Metalsmith)	SR	E-4 and E-5	"	SESR	E-4
SFP (Pipefitter)	SR	E-4 and E-5	*Air Controlman (AC)	GSR	E-4 to E-9
Damage Controlman (DC)	GR	E-4 to E-9	ACT (Tower)	ESR	E-4 to E-9
Patternmaker (PM)	GR	E-4 to E-9	" "	SESR	E-4 and E-5
Molder (ML)	GR	E-4 to E-9	ACR (Radar)	ESR	E-4 to E-9
Underwater Mechanic (ESM)	EESR	E-4 to E-9	" "	SESR	E-4 and E-5
GROUP VIII — CONSTRUCTION			ACW (Airborne CIC Operator)	ESR	E-4 to E-9
Engineering Aide (EA)	GR	E-6 to E-9	" " " "	SESR	E-4 and E-5
EAS (Surveyor)	SR	E-4 and E-5	*Aviation Boatswain's Mate (AB)	GSR	E-4 to E-9
EAD (Draftsman)	SR	E-4 and E-5	ABU (Utility)	ESR	E-4 to E-9
Construction Electrician (CE)	GR	E-6 to E-9	" "	SESR	E-4
CEW (Wiring)	SR	E-4 and E-5	ABG (Gasoline Handler)	ESR	E-4 to E-9
CEP (Power)	SR	E-4 and E-5	" " "	SESR	E-4
CES (Shop)	SR	E-4 and E-5	ABA (Airship Rigger)	ESR	E-4 to E-9
CET (Telephone)	SR	E-4 and E-5	*Aviation Electrician's Mate (AE)	GSR	E-4 to E-9
Equipment Operator (EO)	GR	E-6 to E-9	AEM (Electrician)	ESR	E-4 to E-9
EOH (Hauling)	SR	E-4 and E-5	" "	SESR	E-4
EON (Construction)	SR	E-4 and E-5	AEI (Instrument Repairman)	ESR	E-4 to E-9
Construction Mechanic (CM)	GR	E-6 to E-9	" " "	SESR	E-4
CMA (Automotive)	SR	E-4 and E-5	*Aviation Structural Mechanic (AM)	GR	E-6 to E-9
CMH (Heavy)	SR	E-4 and E-5	AMS (Structural Mechanic)	SR	E-4 and E-5
Builder (BU)	GR	E-6 to E-9	AMH (Hydraulic Mechanic)	SR	E-4 and E-5
BUL (Light)	SR	E-4 and E-5	AME (Safety Equipment)	SR	E-4 and E-5
BUH (Heavy)	SR	E-4 and E-5	Parachute Rigger (PR)	GR	E-4 to E-9
BUR (Concrete)	SR	E-4 and E-5	Aerographer's Mate (AG)	GR	E-4 to E-9
Steelworker (SW)	GR	E-6 to E-9	*Trademan (TD)	GSR	E-4 to E-9
SWF (Fabricator)	SR	E-4 and E-5	TDR (Repairman)	ESR	E-4 to E-9
SWE (Erector)	SR	E-4 and E-5	" "	SESR	E-4
Utilities Man (UT)	GR	E-6 to E-9	TDI (Instructor)	ESR	E-4 to E-9
UTA (Air Conditioning)	SR	E-4 and E-5	" "	SESR	E-4
UTB (Boilerman)	SR	E-4 and E-5	Aviation Storekeeper (AK)	GR	E-4 to E-9
UTP (Plumber)	SR	E-4 and E-5	*Photographer's Mate (PH)	GSR	E-4 to E-9
UTW (Water & Sanitation)	SR	E-4 and E-5	PHG (Cameraman)	ESR	E-4 to E-9
GROUP IX — AVIATION			" "	SESR	E-4
Note: A number of change recommendations for the Group IX ratings were in advanced stages of processing at the time this issue went to press. As soon as possible after the results are known, ALL HANDS will pass the information along.					
*Aviation Machinist's Mate (AD)	GSR	E-4 to E-9	PHA (Aerial Cameraman)	ESR	E-4 to E-9
ADP (Propeller Mechanic)	ESR	E-4 to E-9	" " "	SESR	E-4
ADJ (Turbojet Engine Mechanic)	ESR	E-4 to E-9	PHR (Camera Repairman)	ESR	E-4 to E-9
" " " "	SESR	E-4	PHL (Laboratory Technician)	ESR	E-4 to E-9
ADR (Reciprocating Engine Mechanic)	ESR	E-4 to E-9	PHM (Microfilm)	ESR	E-4 to E-9
" " " "	SESR	E-4	Photographic Intelligenceman (PT)	GR	E-4 to E-9
*Aviation Electronics Technician (AT)	GSR	E-4 to E-9	*Aviation Pilot (ESV)	EESR	E-4 to E-9
ATR (Radar)	ESR	E-4 to E-9	*Aircraft Carburetor Mechanic (ESA)	EESR	E-4 to E-9
" "	SESR	E-4	GROUP X — MEDICAL		
ATS (ASW)	ESR	E-4 to E-9	Hospital Corpsman (HM)	GR	E-4 to E-9
" "	SESR	E-4	GROUP XI — DENTAL		
			Dental Technician (DT)	GR	E-4 to E-9
			GROUP XII — STEWARD		
			Steward (SD)	GR	E-4 to E-9

GENERAL APPRENTICESHIPS AND THEIR ABBREVIATIONS

PAY GRADE	SEAMAN	FIREMAN	CONSTRUCTION MAN	AIRMAN	HOSPITAL-MAN	DENTAL-MAN	STEWARDS-MAN
E-1 (Recruit)	SR	FR	CR	AR	HR	DR	TR
E-2 (Apprentice)	SA	FA	CP	AA	HA	DA	TA
E-3 (Seaman, Fireman, etc.)	SN	FN	CN	AN	HN	DN	TN
Rating Groups to which these may advance	I-VI	VII	VIII	IX	X	XI	XII

This Is What You Can Expect If You Get Orders To Guam

IF YOU'VE RECEIVED orders to Guam, or receive them in the near future, you'll soon be discovering that it's not the sleepy tropical island you may have expected. Instead, it's a strategic military base with an ever-growing and progressive civilian community.

This article is designed to give you some facts about Guam, and what to expect during your tour of duty there.

Climate and Geography—Guam is the largest and most populous of the chain of 17 islands known as the Marianas. The island lies about 5000 miles southwest of San Francisco, 1500 miles east of Manila and 1350 miles south of Tokyo. Covering approximately 220 square miles, Guam is about 32 miles long and varies in width from four-and-a-half to eight miles. There are about 70,000 people on the island.

The southern end of the island consists of rolling hills and small mountains with a few small streams. The northern half is a flat coral plateau.

Guam is a principal stop for transoceanic aircraft between the West Coast of the United States and the Philippines. It is served regularly by MATS and commercial airlines.

Local time is 18 hours ahead of Pacific Standard Time. For example, at 9 o'clock Wednesday morning on Guam, it is 3 o'clock Tuesday afternoon in San Francisco.

On Guam you will be living in a tropical climate, warm and humid the whole year. During the dry season the trade winds keep the island relatively cool.

The average rainfall is 90 inches

a year. During the rainy season—July through December—there are showers lasting from five minutes to five hours, several times a day. It rains during the dry season too, but much less frequently.

Guam is in the ocean area where typhoons form. However, they rarely have time to develop into more than tropical disturbances with heavier-than-normal winds and rains before moving out of the area.

All hands are warned well in advance of the approach of storms and have ample time to take shelter, if necessary. For most people, the occasional storms cause more inconvenience than damage. Only two major typhoons have struck the island in the last 10 years, one in 1949 and one in 1957.

The hot, bright tropical sun can be a real danger to the inexperienced. Unless you limit your exposure to the sun to very short periods at first (10 minutes or less), you will suffer a painful and sometimes disabling sunburn. The sun's glare and the reflection from white coral and concrete will produce eyestrain and headaches, unless you wear dark glasses.

English is the official language of Guam. It is spoken throughout the island and is a required subject in the public school. Guam's oldtimers still speak Chamorran and many Guamanian children do not learn English until they enter school.

The only animals native to Guam are birds, bats, shrews and small harmless lizards. There are still a few carabaos on the island, originally imported from the Philippines. Some cattle and a few small horses

have also been imported.

There are no poisonous reptiles on Guam. Toads, snails and small lizards are numerous, but not too troublesome. Mosquitoes are still plentiful and annoying. However, there is no record of any cases of malaria on Guam.

Entry Authorization—Your dependents must have authority to enter Guam before they can make the trip. This authority is granted by Commander Naval Forces Marianas on request as follows:

Dependents of officers of the rank of Commander or Lieutenant Colonel and above are at present eligible for entry authorization and concurrent travel on the basis of availability of government quarters.

No others are eligible for concurrent travel at present. There is a waiting time of up to seven months for Navy housing.

No entry authorization will be granted on the basis of private rental housing obtained by an agent before your arrival.

All requests for concurrent travel must include the age and sex of children, the new duty station and the estimated date of arrival at the port of embarkation. *Only those eligible* should send requests, and these should be sent officially by your present commanding officer.

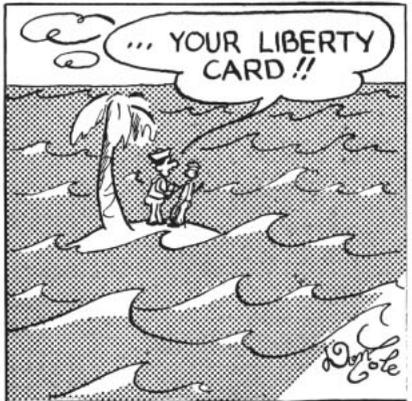
After you arrive, authorization for the entry of your dependents will be given about six weeks before quarters are expected to be available, so that your family can arrive at about the same time the quarters are ready.

Immunization—You should start your immunization series as soon as

All Navy Cartoon Contest



Donald David Cole, PHG3



you receive your travel orders, as your sailing will be delayed if the series of immunizations are not completed by sailing date.

The nearest naval hospital or dispensary or other military installation will normally administer the necessary immunizations. If you choose a civilian doctor, the charge must be incurred at your own expense and will not be reimbursable. Keep your immunization record in your personal possession as you will be required to show it when you report to the Twelfth Naval District Transportation Office.

Household Effects—A suggestion to housewives: Bring only those articles that may simplify your household duties. Domestic help is scarce and when available is usually on a part-time arrangement. Toasters, television sets, mixers, coffee makers, clocks, steam irons, floor polishers, vacuum cleaners, radios and fans are desirable. If you have electric sheets or blankets, they can be used a few hours daily during the rainy season to keep the beds dry. Bring only 120 or 220 volt electrical appliances. There is no gas on the island.

A washing machine is a must, and during the rainy season a dryer is desirable. If you do not own a washer or dryer they can be bought at the main Navy Exchange on Guam. Ironing boards are not readily available and it is best to bring one with you.

You must furnish your own china, linen, silver, glassware and cooking equipment. Beds are furnished, but you must provide your own pillows and bedding. Foam rubber or dacron pillows are best for Guam's climate.

Small hand tools are not readily available, so any that you have will come in very handy.

Quarters are adequately furnished with rattan-style furniture. If you would like certain special pieces with you, here are some further hints. Lamps are furnished, but not always in sufficient quantity. Nested tables are a convenience and card tables are desirable. Favorite vases may be brought, as there are quantities of flowers available. Bedspreads are fairly difficult to buy, and there are times when it is comfortable to use one as a coverlet at night.

Clothing—Cotton clothing is most desirable; silks are comfortable in the evening; nylon is too warm for

NOW HERE'S THIS

From Sea to Cecil

"Welcome to Cecil, Cecil," Cecil said to Cecil at Cecil when Cecil—Cecil's relief—reported aboard.

That's the way things went at NAS Cecil Field, Fla., when Cecil C. Britt, BMC, replaced Cecil M. Green, QMC, as Cecil Field's Master-at-Arms.

Green, who was MAA for 20 months before Britt's arrival, moved on to USS *Compass Island* (AG 153). Britt was skipper of a water barge at Guantanamo Bay, Cuba, before he was ordered to Cecil Field.

Both Cecils have seen scads of sea duty. But, when Cecil turned over his shield to Cecil, no one thought to ask if either of Cecil's Cecils had ever been to Sicily.



most; glazed cottons are nice; denims hold up very well—bring anything cool and washable. Sun-top dresses are very popular and comfortable.

It's suggested that women who sew bring their sewing machine, a supply of colored thread and zippers.

Shipment of Personal Effects—Your Supply Officer and the Household Effects Section of the Naval Supply Depot of the District in which you are residing will assist you in your planning. You will be able to take personal luggage with you. Hold baggage normally accompanies you if you travel by ship. Your household effects and automobile generally arrive 6 to 8 weeks after your arrival.

Personal Luggage—Your personal luggage will necessarily include sufficient warm clothing for your few days' stay in San Francisco and for wear aboard ship the first few days. The remainder of your trip you will be comfortable in light, washable

casual attire. There are limited laundry and ironing facilities on all MSTs ships. If your hold baggage is not accompanying you, you should include sufficient clothing to carry you through your first few days on Guam. In addition to your clothing and personal items, you should include a travel iron and a lightweight raincoat.

Hold Baggage—If you travel by ship, your hold baggage will accompany you and may be claimed immediately upon your arrival at Guam. If you travel by air, your baggage may be shipped on the first available commercial or government ship departing the east or west coast, but the weight will be charged against weight allowance for household goods. Your hold baggage should include items which you feel you must have to operate your home on Guam for the first month or two.

Shipment of HHE—You must plan for two shipments—the things you will want with you on Guam and the remainder which you will want to place in storage. Again, your Supply Officer will assist you in your planning. A completed application for Transportation of Household Goods (Form 116) together with certified copies of your orders will be required for each type of shipment. Certified copies of authority for entry of dependents are required for shipment of household effects to Guam.

Automobile—Public transportation is practically nonexistent. Your automobile will be indispensable.

Officers, and enlisted personnel in grade E-4 with more than four years' service, and above, can ship cars on permanent change of station orders at government expense. Other enlisted personnel may also ship cars by getting specific approval in writing from the Chief, Bureau of Supplies and Accounts.

You must have this approval before delivering your car to the Naval Supply Center, Oakland.

As soon as you get your orders, send a completed DD Form 828 (Motor Vehicle Shipment Application) direct to Naval Supply Center, Oakland; Naval Supply Depot, Seattle; Naval Shipyard, Long Beach; Naval Supply Depot, Bayonne; or Naval Supply Center, Norfolk, whichever port is more convenient for delivery of your car.

The climate is hard on cars. Don't buy a new car just to ship to Guam, but don't bring a junker that needs a lot of work. Have your car in excellent mechanical condition. Undercoating is a must. A good paint job will keep your car serviceable longer.

Repairs on Guam are not up to Stateside standards, but are satisfactory. In some cases, there are delays while parts are being shipped.

Travel—Whether you travel by MATS or MSTs, you can normally expect to spend a couple of days in San Francisco while being processed by the District Passenger Officer. Government transient quarters are not available. While being processed, you will obtain your medical clearance. During this period you will deliver your hold baggage to Fort Mason for shipment.

If you travel by air, you will depart from Travis Air Force Base. Transient accommodations are available at Hickam Air Base in the event your aircraft stops overnight in Hawaii. Usually, the air crossing takes two days, including an overnight stop at Hickam and a short fuel stop at Wake Island. You will find it to be a fast and comfortable trip. If dependents are traveling alone, other passengers and the crew will assist with the children. Your luggage is limited to 65 pounds per person and will not be available to you until your arrival at the MATS Terminal, Guam.

If you travel by ship, the Pacific crossing will take two weeks. The District Passenger Officer will provide you detailed instructions for travel via MSTs. Each member of the family is authorized two pieces of standard luggage (suitcases) to be stowed in your cabin. The first few days out you will feel comfortable in the heavier clothing you brought for your stay in San Francisco. Lighter casual dress will be appropriate the remainder of your voyage.

Enlisted personnel must be in uniform. Officer personnel must be in uniform during the evening meal. All military personnel must be in uniform when embarking and debarking. Facilities for your health and comfort, including medical care, recreation and a laundry are available. Essential needs are sold in the ship's store.

ANSWERS TO QUIZ AWAY

1. (b) Answered by centerspread on page 32 of the July 1959 issue.
 2. (d) Answered on page 40, col. 2, para. 4, of the August 1959 issue.
 3. (a) Answered on page 31, col. 2, para. 2, of the August 1959 issue.
 4. (b) Answered by centerspread on page 33 of the August 1959 issue.
 5. (c) Answered by box on page 52 of the June 1959 issue.
- Quiz Aweigh is on page 45.

Uniforms—You are required to have all prescribed articles of uniform. Officers and enlisted personnel may wear civilian clothing in accordance with the general provisions of section 4, *Uniform Regulations*. Uniform of the day is as follows:

- **Male officers and Chief Petty Officers.** Tropical Khaki, or Tropical Khaki Long; helmet optional.

- **Tropical White, or Tropical White Long;** helmet optional. (For Medical and Dental Corps Officers only.)

- **Women Officers.** Indoor Duty White (Nurses only.) Working Gray.

- **Enlisted Men, other than Chief Petty Officers.** Undress White B.

Uniform for Liberty for male officers and CPOs is same as above. Women officers wear Working Gray. Enlisted men below CPO grade wear Undress White, A, with neckerchief, on liberty.

Military Facilities—You will find standard shopping conveniences comparable to those of a small community. The Navy Exchange, in addition to functioning as a retail department store, includes beauty, tailor and barber shops. The Commissary Store is complete with fresh frozen foods and vegetables. Navy

David J. Majchrzak, DN, USN



"Chief never wakes up 'til his second cup of coffee."

Exchanges annexes with limited facilities are operated at Nimitz Hill, Naval Air Station, Naval Magazine and the Naval Communication Station. The Air Force offers comparable activities at Andersen Air Force Base.

Medical Care—The Naval Hospital, Guam, ranks among the finest. It is large, completely equipped and staffed by competent medical personnel. Dependents' care includes pediatrics. Dental care to dependents is available, though limited to emergencies and necessary treatment. Dependent's medical records should be brought. In addition to the Naval Hospital, dispensaries are maintained at the Naval Station, Naval Air Station and the Naval Communication Station.

Housing—If you have been authorized concurrent travel, you may expect to move directly into permanent-type quarters or into interim quarters. If concurrent travel is not approved, there will be a waiting time of about three to four months for officers' quarters and from seven to nine months for enlisted quarters.

The majority of quarters are of concrete and are constructed for comfortable living in the tropics. Interim quarters are principally quonset types.

Although there are private rentals available on Guam, there are very few that are acceptable, and for these the rent is excessive. To prevent hardships and disappointments, if you wish entry authorization for your dependents on the basis of a private rental, you must come to Guam first and obtain the rental personally. No entry authorization will be granted on the basis of rentals obtained in advance through an agent. In this case, the house will be inspected for suitability, adequacy of utilities and furnishings and sanitary condition by Commander Naval Forces Marianas' Housing Inspector. If a house does not measure up to all standards, it will not be accepted.

If you arrive with your dependents, the command to which you are reporting will have your quarters ready for you, equipped with essentials to supplement your hold baggage and to tide you over until your household effects shipment arrives.

If you must wait for housing, the

housing officer of your new duty station will process your housing application. Your eligibility for quarters commences when you arrive on Guam. When quarters are available the entry of your dependents will be authorized, and Commander Naval Forces Marianas will notify the Twelfth Naval District Passenger Transportation Officer in San Francisco, who will further notify your dependents of the authorization, assign space on a transport or plane and advise them of the proper steps to be taken regarding inoculations, baggage limitations, etc.

In accordance with existing local housing regulations on Guam, only the following personnel are eligible for Navy Public Quarters:

Officers—All ranks.

Enlisted—Pay grades E-7 through E-5—and E-4 with seven or more years' service for pay purposes. EMs must be assigned for a normal two-year tour.

Recreation—Guam provides almost every sport except the winter variety.

The Armed Forces Golf Course is a well tended modern course of 18 holes. It is operated as a recreation facility for all military and Civil Service personnel and their dependents. There is also a nine-hole pitch-and-putt course and driving range.

Several beaches are suitable for swimming, picnics and other beach activities. Shell-collecting, spear-fishing and skin-diving are popular.

Additional sports activities include tennis, bowling, archery, fishing, hiking, handball and badminton. Baseball, softball, basketball and even football, are all very popular.

Other recreational activities such as hobby shops, libraries, bridge clubs and "Little Theater" groups—and almost unlimited opportunities for the camera fan—provide other wholesome outlets for individuals who do not care for strenuous sports.

Movies (outdoor) are nightly features. Most armed forces installations on Guam have well stocked libraries and reading rooms that are available to both dependents and armed forces personnel.

Civic activities and social organizations for adults and young people include the Elks, Masons, Shriners, Boy Scouts, Girl Scouts, Lions Clubs, VFW, American Legion, the Gasbags (Guamanian charitable organization), Guam Fine Arts Society and

many others. Civic pride and activity run high on Guam.

Officers' and CPO's Mess (Open), enlisted men's clubs and a few island "nite spots" offer good food and entertainment.

Of particular interest to newcomers are visits to the local villages and the study of local customs both old and new. There are several places of historical interest including the monument to Ferdinand Magellan, ruins of the Spanish Governor's Palace, remains of two early Spanish forts, the Guam Museum, Japanese caves (from the occupation) and several "latte" sites. (These are ancient stone pillars believed to be ruins of Chamorro buildings erected

Big Killing

During 1958, 565 Navymen and Marines died as a result of motor vehicle accidents.

Fewer Navy and Marine personnel were involved in accidents than during any of the five preceding years. However, the number of deaths occurring as a result of motor vehicle accidents was almost the same as the preceding year's total of 568.

Even with the lower accident rate, there were 6543 injuries recorded last year among Navy and Marine Corps personnel.

Here are the grim statistics for 1958:

- 6543 Navy and Marine Corps personnel injured in motor vehicle accidents.

- 565 of your shipmates died as a result of these accidents.

- 273,279 sick days were accumulated as a result of automobile accidents.

- 749 of the injured were on the sick list every day of the year.

- About 90 per cent of all personnel involved in accidents were on leave or liberty at the time of their accident.

- 75 per cent of all accidents involved passenger cars.

- It cost the government an estimated 20 million dollars as a result of these automobile accidents.

- Enlisted men were involved in three times as many accidents as officers.

hundreds, possibly thousands of years ago.)

Schools—Education is compulsory for all youngsters between the ages of six and 16. Elementary school facilities and curricula are fair in comparison with the average Stateside school system. Junior high and high school facilities and curricula are somewhat below Stateside standards, but are rated as adequate. There are both public and parochial schools covering all grades from the first through high school. Certification from the last school attended, or birth certificates for those entering the first grade, are necessary for admittance to local schools. Bus transportation is provided for grammar and high school students on a near door-to-door basis. Kindergartens are operated for pre-school children.

The Guam Territorial College provides dependents and military personnel with an opportunity to obtain college credits in liberal arts, music and agricultural curricula. These credits are acceptable in Stateside colleges and universities.

There are well-planned and adequate Information and Education programs including USAFI courses being conducted by all the larger armed forces installations. All members of the armed services are encouraged to use this opportunity.

Churches—Guam is predominantly Roman Catholic, insofar as the Guamanian population is concerned. Some Protestant churches have been established, with General Baptist and Seventh Day Adventist constituting the larger groups. Latter Day Saints and Christian Scientists are also well represented.

Naval and Air Force chapels provide Protestant, Roman Catholic and Jewish religious services for all military personnel and their dependents on Guam. Sunday schools, Bible classes and other religious activities are conducted regularly.

Leave Program—Personnel are encouraged to take annual leave while on Guam. Space-available MSTs travel to the Philippines and space-available MATS travel to Japan or the Philippines are part of the isolated area leave program authorized by the Chief of Naval Operations. You may arrange commercial transportation at your own expense for travel to other countries of the Far East where travel is authorized.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current BuPers Instructions, BuPers Notices, SecNav Instructions and SecNav Notices 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.

BuPers Instructions

No. 1120.15D — Described the eligibility requirements and processing procedures whereby qualified men and women on active duty may seek permanent or temporary appointment to commissioned status in the various sections of the Medical Service Corps.

No. 1120.20B — Invited applications for flight training as Naval Aviation Cadets from active duty enlisted personnel.

No. 1301.6B — Standardized the method of procuring, accounting and administering naval officers performing duty with the Army or Air Force.

No. 1760.17 — Published information on the revised policy concerning "conditional" or "unconditional" discharges for Korean conflict veterans, under which they may begin education and training under the Veterans' Readjustment Assistance Act of 1952.

No. 1760.3B, Change No. 4 — Revised information concerning certain states now paying Korean bonuses for the first time, and amended the previously published provisions concerning certain other states.

SecNav Instructions

No. 1741.4A — Established regulations and procedures for the implementation of the provisions of the Housing Act of 1954, designed to provide mortgage insurance for members of the armed forces.

No. 1700.6 — Authorized and encouraged participation of Navy

and Marine Corps personnel in competitive and exhibition parachute jumping.

SecNav Notices

No. 1421 (31 August) — Announces approval by the President of a report by a selection board which recommended USN and USNR line officers for temporary promotion to grade of captain.

No. 1421 (8 September) — Announces approval by the President of a report by a selection board which recommended Marine Corps officers for temporary promotion to major.

BuPers Notices

No. 1306 (2 September) — Pro-

Navymen Are Cards — And They Have Them Too

The Navy seems to be just full of cards—for everything from Shellbacks to Tailhookers.

In the latest batch to come to our attention there are cards for:

The Order of the Great Lakers and Lockmasters — Navymen who were on board ships which cruised all five of the Great Lakes during Operation Inland Seas.

The Royal Order of Ocean-Going Tugs — Honorary members of the ship's company of USS *Tatnuck* (ATA 195).

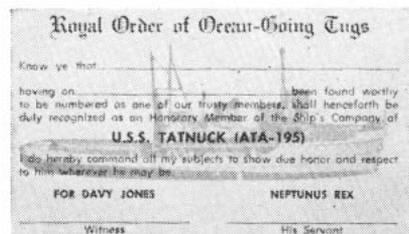
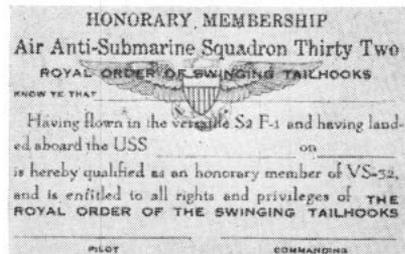
The Royal Order of Swinging Tailhooks — Honorary members of



Air Antisubmarine Squadron 32.

And the Royal Order of Antisubmarine Warriors — Honorary members of Patrol Squadron Nine.

Here's what these four look like:



mulgates the sea-tour commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment One, effective 1 Feb 1960.

No. 1111 (17 September) — Announces the dates (23, 24 Feb 1960) on which the annual examination for appointment to cadetship in the U. S. Coast Guard will be conducted.

No. 1540 (17 September) — Announces change No. 1 to BuPers Notice 1540 of 9 Jun 1959, which was concerned with nuclear weapons training courses conducted by Field Command, Defense Atomic Support Agency.

No. 1300 (18 September) — Solicits volunteers to participate in the Navy's support of the U. S. Antarctic Research Program, 1960-61.

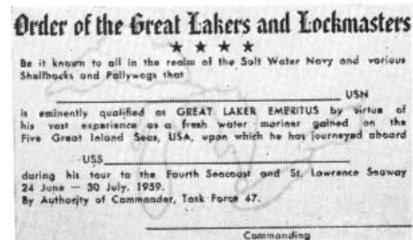
Deadline for Naval Institute Contest is 1 December

If you are planning to enter the 1960 U. S. Naval Institute's General Prize Essay Contest you had better get hot, as it closes 1 Dec 1959. This contest is open to all Navy and Marine Corps personnel. There is no special category for enlisted personnel this year as there has been in the past.

First prize for an essay on any naval subject is \$1500 plus a gold medal and life membership in the Naval Institute. Runners-up may receive honorable mention or a special award. In addition, essays may be accepted for publication in the *U. S. Naval Institute Proceedings* at regular article rates.

Essays should not exceed 5000 words and must be typewritten, double-spaced on paper about 8 1/2 by 11 inches and submitted in duplicate.

The author's name is not to appear on the essay itself, but instead, a motto on the title page in addition to the title. The motto should also



appear on the outside of a sealed envelope which contains the author's identification and address.

The essay and identifying envelope must be mailed in a large sealed envelope marked "General Prize Essay Contest" and addressed to the Secretary-Treasurer, U. S. Naval Institute, Annapolis, Md., in time to meet the 1 Dec 1959 deadline.

According to the contest rules, the essays should, in general be interpretive or pertain to an analysis and not merely an exposition or personal narrative.

Reemployment Rights of Men Leaving Jobs to Enter Navy

If you left a job to come into the Navy and are now returning to civilian life after not more than four years' service, you have a job waiting for you with your old company. This is assured you by Section Nine of the Universal Military Training and Service Act.

You are not just entitled to any job, but to a job that you would have had if you had not gone into the Navy. It doesn't matter whether you enlisted in the Navy, were drafted, were an enlisted man or an officer—the job is still yours.

The "job you would have had" is sometimes hard to determine. You must prove that you would have had the job because of seniority or by some other reason.

David J. Majchrzak, DN, USN



"We will never do that for a headache again will you?"

Usually, your former employer is familiar with this Act and will give you a job without hesitation. But there may be employers who are not familiar with the provisions of the Act. That's where the Bureau of Veteran's Reemployment Rights, U.S. Department of Labor, may be of help. If you present your case to them, they will contact your employer and explain your rights and his obligations under the law.

BuPers Inst. 1760.16 directs commanding officers to advise men and women about to be separated of their rights in this matter.

Pamphlets such as "Federal Benefits" and "Facts You Should Know Upon Relief From Active Duty or Discharge" will be helpful.

Scholarships for Navy Juniors Between Ages Six and Ten

The sons of deceased Navy or Marine Corps men, who are between the ages of six and 10, are eligible to compete for a free education at Girard College in Philadelphia.

It is a privately endowed, free boarding school for youths whose fathers are deceased. Boys must be in good physical health, come from a family in need of financial help and show promise of good scholastic performance. They are prepared for college or for a career in business or industry.

No charge is made for any phase of the Girard program. Every boy who qualifies for admission receives a full scholarship which covers all expenses at the school for tuition, room, board, books, clothing, medical and dental care. The only costs borne by the family are spending allowances, and holiday and vacation expenses.

A mother's remarriage, either before the boy's admission or later, does not affect the boy's eligibility to enter or continue his studies.

There are two main school divisions. The Lower School for grades one through six, and the Upper School that includes the grades eight through 12.

More complete information can be obtained from The Director of Admissions and Student Relations, Girard College, Philadelphia 21, Pa.

Long Arm of Coincidence (and Kittiwake) Rescues Man at Sea

Italian merchant seaman Garrigolo Francesco owes his life to a series of coincidences out on the high seas, all of which were brought together by the action of a Navy ship and the sharp eyes of a U. S. Navyman.

Francesco was saved from drowning in the Atlantic some 40 miles off the Virginia Capes by the submarine rescue vessel *USS Kittiwake* (ASR 13.)

The rescue of the apparently doomed Italian seaman has been called a one-in-a-million shot.

In the first place, he was able to keep himself afloat without a lifejacket for more than two hours after accidentally falling from a

Liberian merchant ship.

Essential ingredient for the rescue, however, was the presence of *Kittiwake* in the area—and it was here that the long arm of coincidence lent a hand.

At approximately the same moment that Francesco fell unnoticed from his ship, a diver conducting deep-sea diver training operations off *Kittiwake* many miles away, fell ill from oxygen and carbon dioxide poisoning.

He was immediately placed in the ship's decompression chamber, and *Kittiwake* raced toward Norfolk and more extensive medical treatment for the stricken man. But for that unscheduled emer-

gency run, *Kittiwake* would not have passed within miles of Francesco.

Incident number two occurred when Paul Gettle, SN, USN, spied the struggling swimmer from *Kittiwake's* deck. In a vast expanse of ocean, a lone swimmer is practically invisible.

The Italian mariner, who termed himself "only a fair swimmer," summed up his long ordeal: "All I could see was death."

Gettle said later: "I thought at first it was a school of fish. I couldn't believe a man would be swimming that far from shore." He looked again, and the rescue operation got underway.



SPECIAL REPORT

DEEP MYSTERY — Below the Fleet's ships is an unknown world that Navy scientists are continually exploring.

SURVEYING SHIP

Earlier this year (in the March "Underseas Navy" issue), we attempted to describe, so far as space and our state of knowledge would permit, what the ocean was like beneath the surface. We mentioned that, included among the ships and institutions engaged in fishing for more information were the Hydrographic Office with YF 854, since named USS Littlehales (AGSC 15), and two 2700-ton former seaplane tenders San Pablo and Rehoboth. It has since occurred to us that you might be interested to hear more about how they went about their jobs, from experts right on the scene. Permit us to introduce you to USS Rehoboth (AGS 50):

REHOBOTH was originally commissioned as a seaplane tender in February 1944 and served in the Pacific area. Decommissioned in 1947, she was recommissioned as an AGS (Auxiliary General Survey) late in 1948. Her primary mission was and is, to survey the oceans as directed by the Hydrographic Office. During the first six years of her career as a survey ship, she traveled more than 300,000 miles in her study of the North Atlantic and adjoining areas. In 1952, while crossing the Atlantic, she discovered and accurately positioned an underwater mountain range with peaks as much as 12,000 feet above the ocean floor. A month later, she discovered and charted a 7000-foot mountain near Bermuda. The following year, she became the first ship to anchor in over two and one-half miles of water.

In 1956, operational control of *Rehoboth* was shifted from COMSERVLANT to COMWESTSEAFRON. As she progressed northward from the Panama Canal she was diverted to an area northwest of the Galapagos Islands to help look for the lost raft *Cantuta*. After a four-day

search in company with USNS *Greenville Victory*, the raft with its four men and one woman as passengers, was located. Since that time, *Rehoboth* has confined herself to her routine tasks.

CONSIDERABLE MODIFICATION is required to convert a seaplane tender into a survey ship. All armament, for example, has been removed from *Rehoboth*. Her forward 5-inch 38 gun mount has now been replaced with a deep-sea anchoring winch, and the after mount replaced by a completely equipped photographic laboratory which includes, among other items, a reproduction machine.

A high speed hydraulic winch handles most of the apparatus used for oceanographic measurement. A laboratory on the main deck is used for the preparation and handling of over-the-side equipment. Other specialized gear includes a chemical laboratory equipped for the chemical analysis of salt water samples, a drafting room and scientific office, and a recording lab which contains automatic recording equipment for current and weather observations.

Here is a more detailed description of some of her instruments and her duties.

• **The Precision Depth Recorder.** Hydrographic operations consist of a continuous plot of positions and recording of depths. Using navigation aids, the ship is coned along predetermined track lines by periodic fixes. At the same time, the Precision Depth Recorder indicates the depth on a continuous time scale.

Supersensitive sonar transceiver echo sounders, designed to record depths as great as 6000 fathoms, feed depth readings electronically to the PDR which maintains a continuous graphic presentation of the recorded soundings. This is how the depth is determined and recorded for any specific time and position.

Before any survey operation, charts—usually overlaid with acetate plastic sheets—are used for each type of navigational control the ship may be using. It is on these plastic sheets that the track lines are laid out, and the rough plot of fixes and soundings are kept. Normally the track lines are placed parallel, with distances between them varying with the detail desired.

After the area has been surveyed, these rough plots along with the sounding log books are sent to the drafting room where all the fixes and data are transferred onto a smooth plot chart. First the fixes are taken from the rough plot and transferred to the smooth plot. Next, all courses and speed changes are marked along the track between fixes. The next step is the location of soundings along the track line. Contours of the ocean bottom may then be drawn from the smooth plot of fixes and soundings.

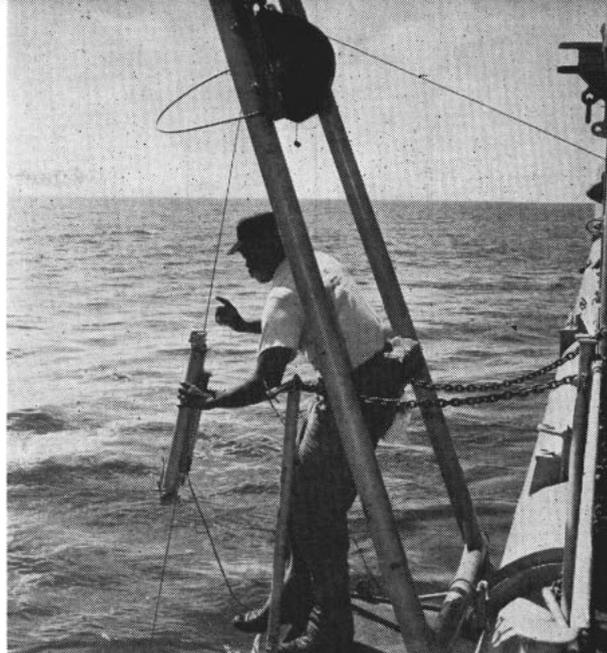
• **Oceanographic Station.** These stations are positions at which a variety of oceanographic observations may be taken. The ship may either lie to or anchor while on the station. The most frequent type of observation is that in which temperatures of the water at several specific depths are measured.

This is done by means of a specially adapted water sampling bottle modified from that developed by Fridtjof Nansen, Norwegian explorer and oceanographer. Known as a Nansen bottle, it is a metal cylinder, fitted with tapered plug valves and clamps at each end, a bottle release mechanism at one end and a messenger release at the other, and a frame for two thermometers. The bottles are attached to a wire at specified intervals and lowered over the side, with the valves in the open position, thus flushing themselves during the lowering.

When the cast is at proper depth and all bottles are in the open position, a lead messenger is dropped down the wire, triggering the release mechanism of the top bottle. When this bottle is released, it in turn sends a pre-installed messenger to the next bottle. This continues until all bottles are released. As the bottles are released, they swing down in a 180-degree arc (now attached only by the clamp) and the valves close, thus trapping the sample of water, and the cast is ready to return to the surface.

Temperatures at the various depths are obtained with special deep-sea thermometers. These are precision instruments which are accurate to 0.01 degree C.

The thermometers are inserted into the frames and



GOING DOWN—Member USS *Rehoboth* (AGS 50) starts Nansen bottle into sea for temperature and salinity tests.

attached to the bottle with coil springs and rubber pads to provide protection against shock. Bottles are spaced at close intervals near the surface, since there are greater changes of temperature, salinity, oxygen and other variables in this region. At lower depths, bottles are usually spaced at greater intervals as the factors generally change slowly with increasing depth.

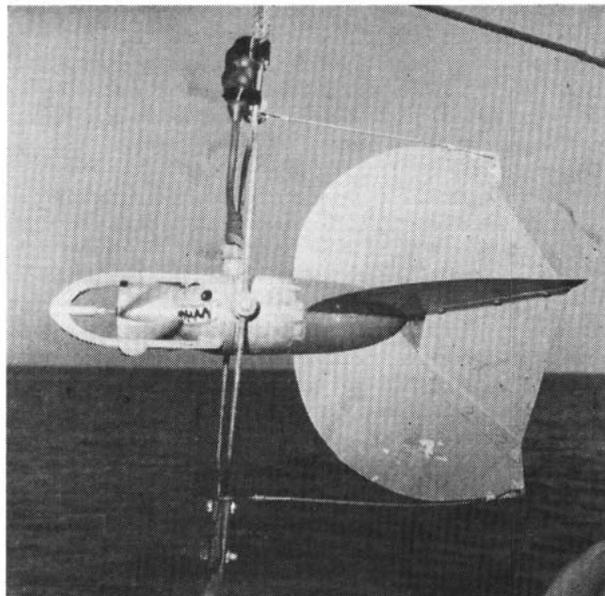
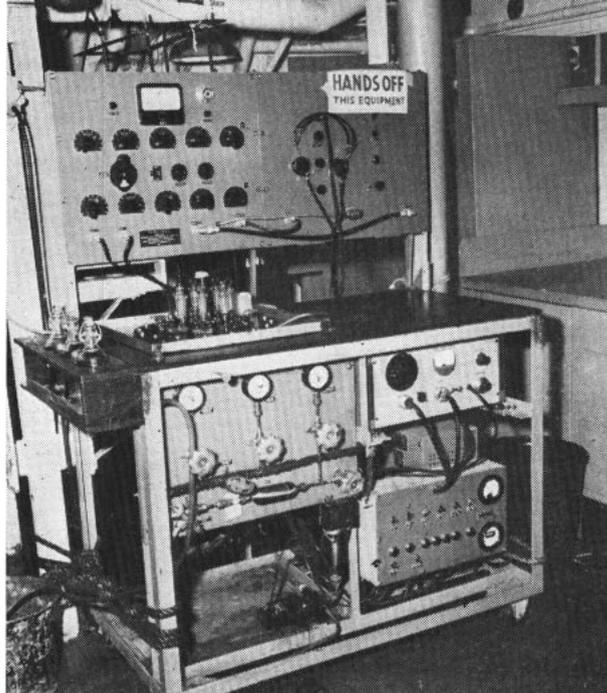
Pressure is an accurate measure of depth. The ocean's pressure influences thermometer reading and can be calculated. By using thermometers protected from this pressure, side-by-side with unprotected thermometers, the pressure at the depth of the bottles can be calculated from the difference in temperatures.

• **The Salinity Bridge.** The temperatures at the various depths can be read directly from the thermometers; but to determine the salinity of the sample, it must be subjected to chemical analysis. This is usually done by ordinary chemical methods. However, *Rehoboth* has recently had installed a salinity bridge, which determines salinity by comparison of the electrical conductivity of the unknown sample with that of a standard sample of approximately the same concentration.

• **Bottom Samples.** Actual samples of the bottom form

FLOOR SAMPLE—Sections of ocean bottom are taken from mud brought up by Ewing corer. They will be analyzed.





WEIRD GEAR—Special equipment on board *Rehoboth* puts ocean to test. Left: Salinity bridge. Right: Current meter.

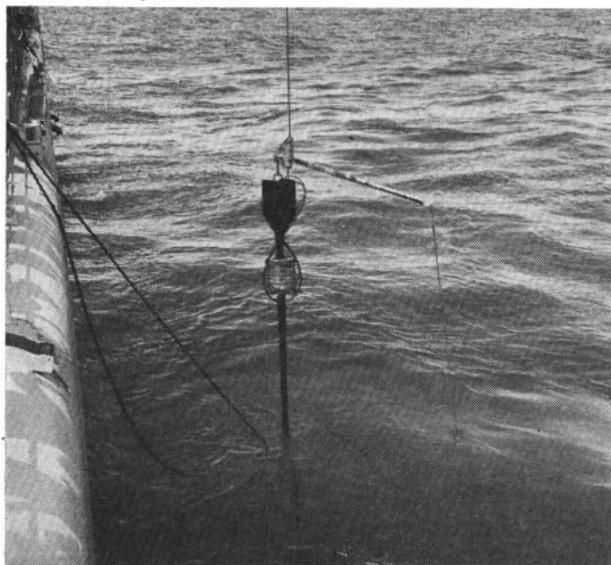
a second type of oceanographic observation made on ocean stations. These samples can be obtained by using several types of equipment *dredges*, *snappers* and *corers*.

Dredges are commonly used when the bottom is stony and heavy rocks may be encountered. Usually consisting of a metal box, open at one end and covered with a grate or wire mesh screen at the other, the dredge is simply dragged along the bottom by a moving ship until a sample is obtained.

Snappers, like dredges, are able to obtain samples only on the surface of the ocean's floor. Being smaller, they are used when the bottom is moderately smooth. Though there are many types of snappers, they may be described in general as spring-loaded devices designed to spring shut either upon contact with the bottom or upon some signal by the men lowering them. Even a small stone caught in the jaws of the snapper may allow the sample to be washed out as it is raised—somewhat of a drawback.

The corer is the most important and most frequently used type of bottom sampler, and is capable of taking

WHAT'S BELOW—USS *Rehoboth* drops Ewing corer over to take sample of ocean's floor in waters near Wake.



samples of bottom sediments up to 90 feet long, leaving the original order and relative spacing of the layers nearly undisturbed.

In general, all corers consist of a steel body, streamlined lead weights to add impulse to the corer when it strikes the bottom, tail fins to direct the corer vertically into the bottom, and a steel coring tube. The tube itself is usually fitted with a sharp cutting end to make penetration of the bottom easier, valves on each end to prevent the sample from being washed out of the tube.

There is also an inner tube that allows the long core sample of the ocean's bottom to be removed intact for study.

Typical of the larger, more modern corers in use today is the so-called Kullenberg piston corer. It is of the design just described, weighs about 400 pounds complete, and can obtain samples of two to two-and-one-half inches in diameter and up to about 12 feet in length.

A larger modification of the Kullenberg corer, known as the Ewing piston corer, weighs about 1200 pounds and normally can obtain cores of about 20 feet. Record length cores of 90 feet have been obtained with this type.

- **Current Meter.** Still another type of observation made while on station is sub-surface current measurement. The Roberts current meter is an instrument designed to record sub-surface current speeds and also indicate the direction of flow. With the ship at anchor, the current meter can be suspended at any desired depth and will align itself with the direction of the current.

A magnetic compass is enclosed within the body of the device and a screw type impeller on the nose of the meter is driven by the current. Electronic signals from the compass and impeller travel through the suspension cable and the velocity and the direction of the current is automatically noted on a continuous chronograph recorder.

- **Oceanographic Winch.** To handle various pieces of

over-the side equipment, a new oceanographic winch, located on the port side aft on the main deck of *Rehoboth* was designed by the Hydrographic Office.

This winch carries 20,000 feet of wire and is designed to hoist and lower the entire wire, 15 water sampling bottles, and a 250-pound weight at an average speed of 500 feet per minute.

While hoisting or lowering, an automatic tension feature relieves the wire of any excessive strain due to rolling and pitching of the ship. An infinite number of speed positions are available between creeping speeds of 10 feet per minute to full speed in either direction.

For accurate survey operations, accurate navigational control is a necessity. *Rehoboth* uses many different systems for its various operations, some of which are conventional systems and others relatively unknown. These systems, *Lorac*, *Shoran*, *E.P.I.* and standard *Loran*, can be classified into two categories according to the type of pattern generated; either circular (distance measuring) or hyperbolic (distance difference measuring).

The *Lorac* (LONge Range ACcuracy) system, very

similar to *Loran*, consists of one center station transmitter and two end station transmitters. Here's a technical explanation: The radio frequency energy radiated from these fixed stations establishes a radio wave interference pattern, hyperbolic in nature, from the vicinity of the station outward. The radiation pattern may be plotted on a geographical map as a grid composed of intersecting hyperbolic lines.

The *Shoran* (SHORt RANGE Navigation) system is a pulsed circular system operating in the ultra-high frequency band. It is capable of excellent relative and absolute accuracies within a range limited approximately to the optical horizon. The basic *Shoran* system consists of two fixed stations and a transmitter-receiver indicator aboard ship.

The *Electronic Position Indicator* (E.P.I.) is a pulsed circular system operating in the 1800-1900 kilocycle frequency band. This system consists of a shore station and a transmitter-receiver aboard ship. The transmitter aboard ship sends out a pulse which triggers the transmitter at the shore station. The pulse sent out by the shore station is received by the ship and is synchronized manually with the original pulse sent out by the

The Mystery of the Phantom Bottom

DURING WORLD WAR II echo sounders had been widely used by the Navy to obtain accurate records of deep water off the California coast. But it was discovered that the bottom wouldn't stand still. Even though it was positive that, at a given spot, the bottom was, for example, at 1000 fathoms, they would get readings of 700, 400, 300 fathoms. Something fishy here, it was decided.

To be more precise, something—it has not yet been determined precisely what—was reflecting a portion of the echo sounder's signal from intermediate depths. It was known, of course, that such equipment had recorded schools of fish, but whatever it was that reflected the sound waves in this instance covered an area much too large for any university—much less school—of fish. Varying from 150 to 250 fathoms beneath the surface, this layer was continuously recorded over an area almost 300 miles wide.

This unknown layer was first called the ECR layer, derived from the names of the three men—C. F. Eyring, R. J. Christensen, and R. W. Raitt—who had made the discovery while operating the echo sounder aboard *uss Jasper* (PC 486).

Many tentative explanations followed. Some thought it marked the

boundary between two layers of water, one more saline, perhaps, or different in temperature. Others preferred to think of it as the presence of life of some sort in enormous quantities.

Then the oceanographic vessel *E. W. Scripps* found that whatever sent back the echoes moved upward and downward in rhythmic fashion. It came near the surface at night, dropped back into deep water during the day.

More reports began to come in and, instead of being referred to as the ECR layer, it was called "scattering layer" or "phantom bottom." It was learned that the phenomenon was not peculiar to the California coast but occurs almost universally in deep ocean basins. In the daytime, it descends to several hundred fathoms, rises to the surface at night then, before sunrise, the layer drops back to the depths.

In 1947, *uss Henderson* (DD 785) bound from San Diego to the Antarctic, detected the layer during the greater part of every day at depths varying from 150 to 450 fathoms. Later, on a run from San Diego to Yokosuka, *Henderson's* fathometer again recorded the layer every day, suggesting that the layer existed almost continuously across the Pacific.

During the same year, *uss*

Nereus (AS 17) ran a profile from Pearl Harbor to the Arctic and found the layer over all deep waters on her course. It did not appear in the shallow northern seas. At times, *Nereus* found two layers. Each reacted in different ways to the light of day. No reports have been made, apparently, on the difference in depth reached by the layers on foggy or sunny days.

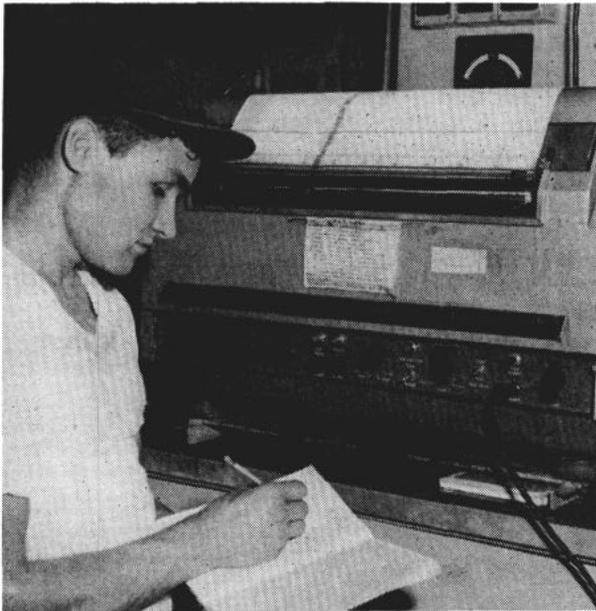
As yet, no one quite knows—or, if they know, they aren't talking—just what composes the layer. It can't be sampled or photographed with any assurance that the object captured by net or on film is the same that makes up the layer.

It is now generally assumed that the layer consists of animals of some sort and may be either plankton (small, passively floating or weakly swimming plant and animal life), shrimps, fish or squid.

In any event, it would appear that the so-called phantom bottom consists of tiny living organisms of some sort (or perhaps of many varieties) in such quantities as to repel the sound beam of the fathometer.

Until the discovery of the phantom bottom, it was assumed that most sea life frequented the relatively shallow waters of the continental shelf.

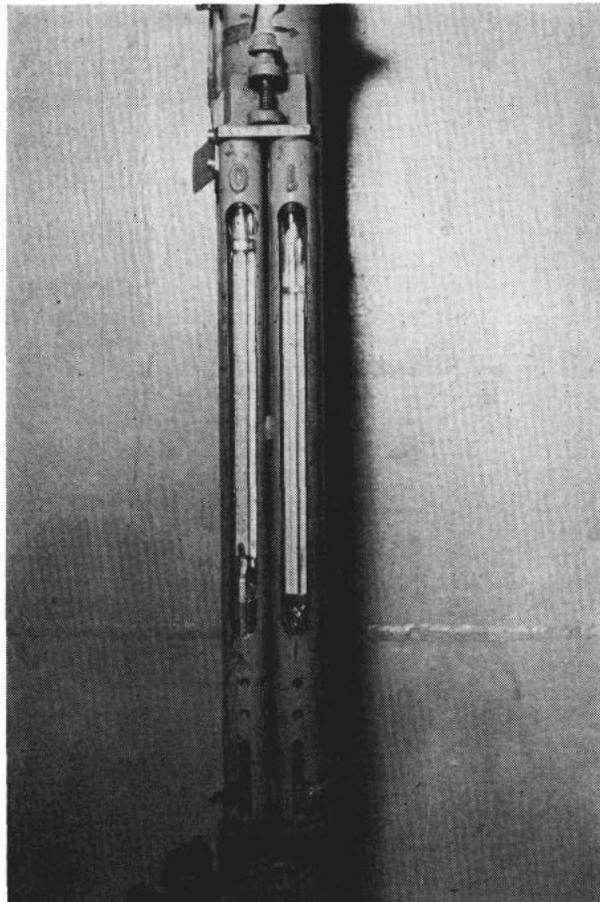
Now, we're not so sure.



ON THE BEAM—Positive Depth Recorder sends electronic radio beam to ocean's floor and records depth of sea.

ship. By synchronization of the two pulses there is established a time difference measured in micro-seconds between the first transmission and reception of the signal of the shore station. The time difference establishes distance and can be plotted relative to the shore station. *E.P.I.* is a long-range system and may be used for ranges as great as 400 miles dependent on atmospheric conditions.

Loran (LONg RANGE Navigation) is a pulsed hyperbolic system which is designed primarily for general purpose navigation, and is usually used for survey



operations only at great distances from land. With modification, it may be used for more accurate short range operations.

Using these systems, either separately or concurrently, *Rehoboth* may obtain position fixes with accuracies up to plus or minus five feet. Usually, the accuracy is limited more by human error and plotting techniques than by electronic deficiency.

• **Logistics.** During survey operations the ship's Supply Department has its problems. A large amount of electronic equipment often has to be installed which does not belong to the ship or even to the Navy. It may be brought aboard only for the duration of one operation. With all this electronic gear aboard, there is a constant, heavy consumption of electronic spare parts.

Although many spares accompany this civilian equipment when it is brought aboard, supply is very often inadequate. Also, the list of accompanying spares is quite often unrealistic. Some of the most frequently used parts are not included and other parts that never need to be replaced, are.

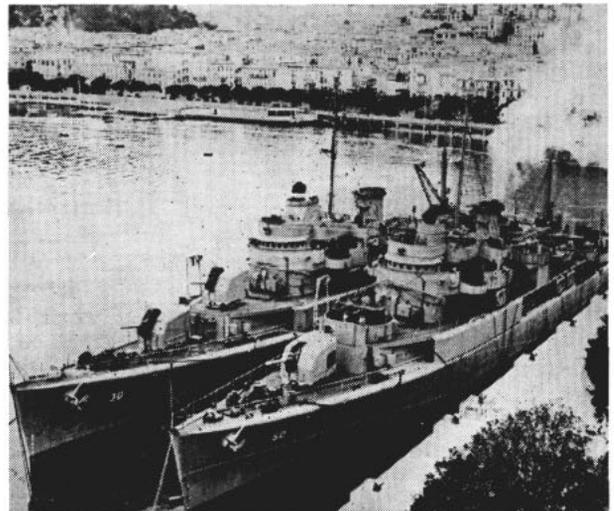
At 1400 on the day before departure on a recent operation a truck drove out on the pier. The men brought seven cases of electronic gear aboard and said that it was to be installed before the deployment. Eventually the material was identified, and all that was needed to install it was an additional 11 days in the shipyard.

Automatic shipments also provide a bit of a problem. At times big wooden cases arrive without anyone's being previously informed. These cases are usually unmarked. In such instances, there is only thing to do; hold the crates and hope that someone will eventually come aboard, spot the material and identify it.

As *Rehoboth* operations are rarely in conjunction with other U.S. Navy ships, qualifying her crew for various routine Fleet functions presents a problem. On the other hand, the knowledge of the composition of the oceans gained by a tour in *Rehoboth* is of everlasting benefit.

This may be said for the entire crew. Nowhere else in the Navy can anyone learn more of properties of potential battle fields than on *Rehoboth* or her sisters.

SISTERS—USS *Rehoboth* and USS *San Pablo* (AGS 30) stop at Monaco. *Rehoboth's* gun has been replaced with deep-sea anchoring winch. *Left:* Deep sea thermometer.



BOOKS

SUBJECTS RANGE FROM AMERICAN
REVOLUTION TO WORLD WAR II

THERE ARE PLENTY of World War II yarns in this month's books selected for review. However, for change of pace—and time—you can go back to the American Revolution or Elizabethan England and, if you really prefer oldies, to the days of Attila. Many of these, and others, can be found in your ship or station library.

Two biographies are included — *Memoirs: Ten Years and Twenty Days*, by Grand Admiral Karl Doenitz; and *Orde Wingate*, by Christopher Sykes. As might be expected, the *Memoirs* of Admiral Doenitz are well-nigh the official history of the German U-boat service which he recreated in 1935 and which he commanded until 1943, when he became commander-in-chief of the navy. They describe the sub strategies evolved by Doenitz which, if followed more closely, might well have altered the outcome of the war. He also tells of his quarrels with the German High Command and his relations with Hitler, Himmler and Goering. He explains his attitude toward the General's Plot of July 1944, and to the concentration camps (he never heard of them). In the final part of his book he tells of the last days of the Third Reich, when he directed Germany's surrender after Hitler's death.

Wingate was as much an eccentric and mystic as Doenitz was a by-the-book man. An excellent leader of men, he was also a man who had the facility of arousing the enmity and anger of some and the unstinted admiration and support of others. In Palestine, when he first showed his military ability in the organization of special patrols against the Arabs, he was deeply devoted to the cause of Zionism. In Ethiopia, where he was commander of the troops in the immediate service of Haile

Selassie, his campaign played a large part in the Italian defeat. However, he really reached his peak in his leadership of the Chindits when the British prospects in Burma were at their most dismal. He was killed, at 41, in an airplane disaster in 1944. Sykes has written an official biography based on three and one half years of research, journeys to the scenes of Wingate's three major campaigns, and family papers.

Destroyer Squadron 23, by Ken Jones, should be of interest to every Navyman for it is the story of Arleigh Burke's destroyer squadron in World War II. "Move quickly; look for fights; be ready when you find one." With these orders to the skippers of his eight destroyers, the then Commodore Burke assumed command of DesRon 23 in the South Pacific in October 1943. Jones gives much personal background and many anecdotes in his book, but he is primarily concerned with an investigation of the problem of *why* DesRon 23 was such a hot squadron. (It boils down to personal leadership.) In his search, Jones provides a study in the depth of naval warfare and the men who fight it. The battles of Tassafaronga, Savo Island and Empress Augusta Bay are described. Details on strategy and tactics show what kind of men composed Squadron 23 and how they got that way.

And this is a good time to mention *Armada*, by Garrett Mattingly. The story of the defeat of the Spanish Armada has often been told, but this presents the event—not only the first modern naval battle, but a major step in the birth of modern Europe — in an entirely different light. School books for generations have either painted it as a triumph of British naval forces and the beginnings of Britain's mastery of the sea, or a chance victory brought about by a storm. Not so, says Mattingly. The actual battle, such as it was, between Spanish and English ships was only one phase in the diplomatic jockeying between the nations of Europe. There were days of random brushes and occasional conflicts, with disappointments on both sides. The Spaniards did not achieve their objectives but, on the other hand, neither did the English.

There was no real victory and no real defeat but, says Mattingly, nothing was ever quite the same again for all of Europe. A thoroughly satisfactory book for any reader who enjoys history.

And now for a brief return to World War II with *Battle: The Story of the Bulge* by John Toland. This is a you-were-there account of one of the most dramatic battles of World War II. Both sides are covered. Hard fighting, heroism and mercy are described. Trapped by circumstances, hundreds of thousands of civilians and soldiers meet the greatest crisis of their lives. The story of the Bulge is told in terms of what they did, what they said and what happened to them. However, the larger picture is also presented. Toland suggests that Hitler was defeated at this point not because of any well laid plans of the big Allied commanders but, rather, because of the thousands of little actions of many thousands of little soldiers.

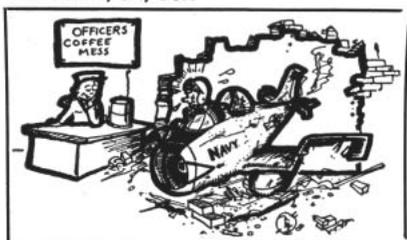
Little people is also the subject of *What Manner of Men* by Fred J. Cook. In this book on "forgotten heroes of the American Revolution" the author offers brief biographies, based on letters and contemporary documents, of 15 "little" men and women who played a part in the Revolution and who are now almost forgotten. Some are spectacular rather than important; others did much to bring victory to the Colonists.

Two items of fiction — *Dark Sea Running*, by George Morrill, and *The Darkness and the Dawn*, by Thomas B. Costain—are also included in this month's selection.

Dark Sea Running is concerned with a merchant marine tanker during World War II. *Darkness and Dawn* centers about the struggle for power between Attila the Hun and the Roman dictator of that time.

All Navy Cartoon Contest
Peter H. Kalua, AA, USN

All-Navy Cartoon Contest
A. J. Malta, SN, USN



"Cream 'n sugar, Sir?"



"Pardon me, but are you in the Navy?"

TAFFRAIL TALK

ONE OF THE NICE things about being a journalist is the people you meet. The reason for this cliché is a visit to **ALL HANDS** by Captain Eddie Peabody, USNR. It took no time at all for just about the entire staff to become convinced that he's quite a guy.

As we estimated the situation, viewed through the flicker of electronic flash guns, the twanging of his banjo, sea stories and hordes of old friends, Captain Peabody spends about 20 hours a day—whether on active or inactive duty—selling the Navy and its works to anyone who will listen and many who do not. We came to the conclusion that his banjo, in the proper hands, is an effective weapon.

Although he is now a glamor boy primarily concerned with promoting the Navy by means of his banjo, Captain Peabody is thoroughly familiar with the more pedestrian aspects of naval activities. As a high school graduate of Lynn, Mass., he enlisted in the Navy in 1917 as an apprentice seaman. By 1921, he had made QM2 after he had served in *uss Nebraska*, in submarine chasers and submarines, ending this phase of his service in *uss S-14*. (He still wears the dolphins of a submariner.) During World War II, as a commander, USNR, he organized and trained bands in all the submarine bases in the Pacific and personally supervised more than 6000 shows presented in bases, hospitals and ships in that area.

A trouper for years and years, he has played in motion pictures, made phonograph records and established an international reputation as a banjo virtuoso in radio, television and vaudeville. One of his proudest honors is his membership as Life Eagle and Eagle Scout in the Boy Scouts.

★ ★ ★

There must be something about subs not apparent to ordinary mortals. Not too long ago we heard of a TMI, Robert Matheny, who, by choice, spent 14 years on board the same boat—*uss Catfish* (SS 339). After shopping around a bit on *uss Cuttlefish* (SS 171), *Whale* (SS 239) and *Pampanito* (SS 383) he finally found his true love in *Catfish* when he helped commission her in 1945. He stayed with her until he retired this October.

★ ★ ★

Old timers who still recall the days of salt beef and hardtack will probably flip their lids when they hear of or see, the new enlisted subsistence building at NAS Corpus Christi. It cost more than \$1,500,000 and includes such tasty items as continuous serving lines, public address, hi-fi and music systems, drapes, air conditioning, four-place 36-by-48-inch tables, individual chairs, 16-by-20 serving trays, plastic dishes, cups, bowls, plates, water glasses and galley equipment which is a far cry from the days when beans were beans, and three times a day too. Chiefs and PO1s will have their own reserved dining spaces.

Nope, the Old Navee isn't what it used to be.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. 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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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required. The Bureau should also be advised if the full number of copies is not received regularly.

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• **AT RIGHT:** YUM YUM — K. L. Thompson, CS1, of *USS Bon Homme Richard* (CVA 31) believes 'the better it looks—the better it tastes' and shows what he means with his decorated salad bar and serving line. ➤



TEAMWORK



***SHOWS ON
YOUR RECORD***