

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JUNE 1960





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Nav-Pers-O

NUMBER 521

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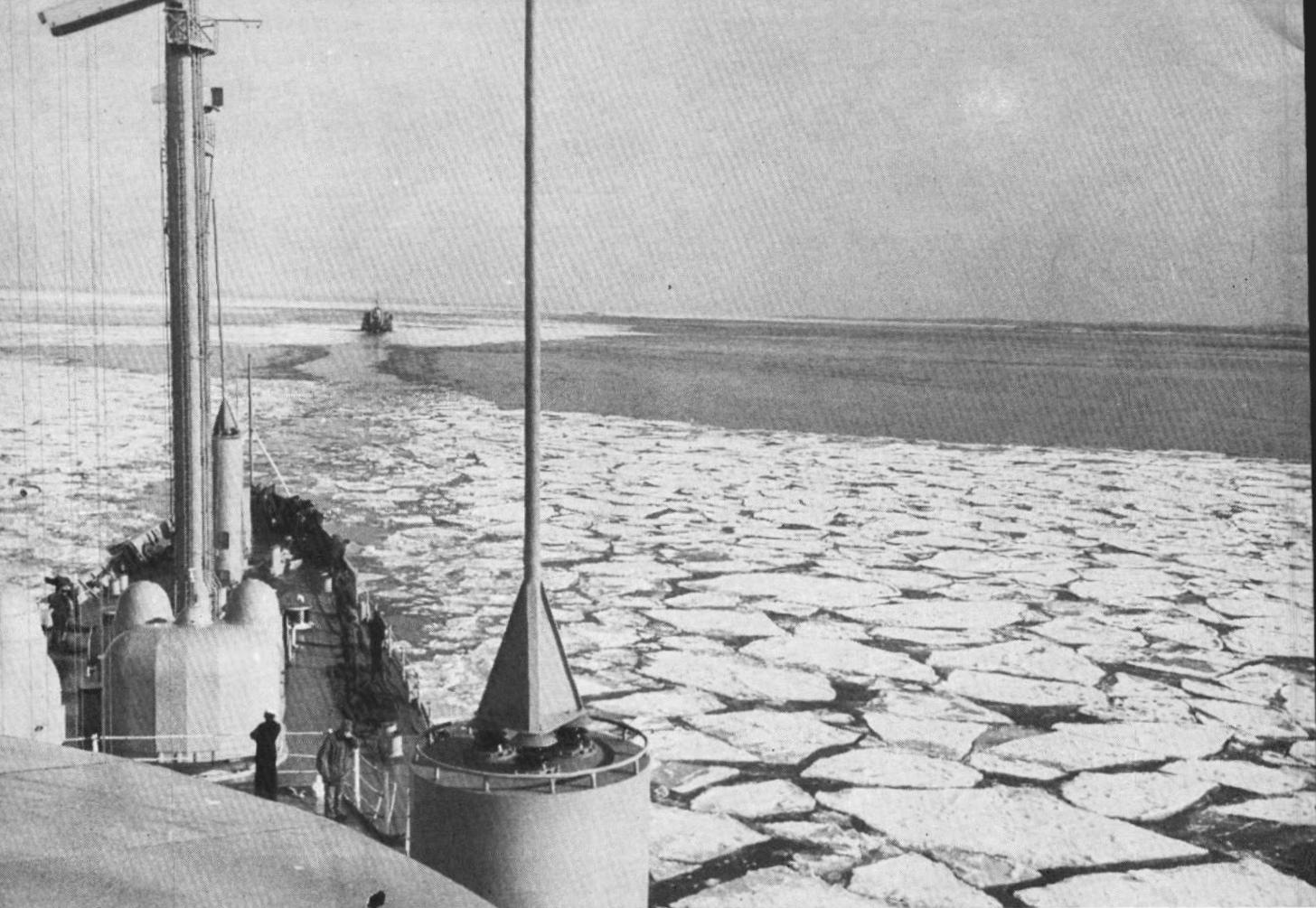
French Crawford Smith, Reserve

Don Addor, Layout

● AT LEFT: BRIDGE HANDS—LCDR Paul Corrigan, USN, Nick Triantafylou, SN, USN, and Walton Guffy, BM1, USN, stand flag watch as USS Northampton (CLC 1) cruises North Atlantic.

● FRONT COVER: MAESTRO OF THE PIPE—L.T. Squires, BM1, who will be chief by the time you read this, passes on some of the fine points of piping to leading side cleaner, G.M. Cable, BM2, in Bos'n's Locker of USS Northampton (CLC 1).

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



USS Northampton Goes

IF YOU JOINED the Navy to see the world, a recent cruise by USS *Northampton* (CLC 1) would have been just the ticket for you.

Northampton visited Palma, Majorca, in the Med; Greenock, Scotland; Bodo, Norway (long glass liberty except for official calls); Oslo, Norway; Stockholm, Sweden, and Portsmouth, England — finally returning to home port in Norfolk, Va.

Sounds like an interesting cruise —and it was. It gave many crew members on board *Northampton* their first look at most of these places, and it gave the people a chance to come aboard and visit.

Here's a quick look at the cruise and some of the activities that went on at each stop:

PALMA LED OFF. When *Northampton* moored, liberty call was sounded and off they went. Tours of this island in the Mediterranean had been set up in advance and hun-

dreds of ship's company took advantage of the packaged tour. Athletic teams went ashore and played before good-sized crowds. Officers and men attended divine services ashore; the ship's chaplain was invited to preach ashore and a local padre held services on board. There were official calls and unofficial meetings. A special party was held on board for a large group of orphans.

Highlight of the Palma visit, according to many of the crew, was a tour of a medieval cathedral. The famous horse-drawn carriages came in for their share of interest, too, as shown by the number of cameras turned on by ship's shutterbug enthusiasts.

Then, *Northampton* sailed out of the Med, through the Strait of Gibraltar, and headed north, up through the Irish sea, and into the Firth of Clyde to Greenock, Scotland, for a pleasant stopover.

GREENOCK WAS A BRIEF STAY, lasting only two days—but it set a pattern of friendliness and good relations that lasted the entire trip. The amazing hospitality of the Scots and their genuine liking for U. S. Navymen and Marines was demonstrated everywhere.

Before going ashore the dental technicians and hospital corpsmen of the ship got together. They had money set aside for a division party. "Why not," someone said, "use this money to give a party ashore—for some children?" They did just that. They went to a hospital—naturally enough—and arranged for movies, refreshments, and gifts for each child.

The response of the local youngsters (most of whom will be hospitalized for a long time) was so great that the HMs and DTs went further—they took up a collection among themselves for another party for the children after the ship sailed.

These men had asked that there be no publicity. However, the local reporters heard of it and one said: "... it makes a warm-hearted story for a cold Wednesday morning." Another news account used the words "hospitality, co-operation, friendliness."

Greenock was an all hands evolution under a full head of steam. Several hundred men took a bus trip that went through Greenock, up to Glasgow, and clear across to Edinburgh—returning by a different route.

A highly successful dance was held at Greenock's Palladium. Ship's company participated in traditional Scottish dances and the band came along to play traditional Scottish music, as well as modern tunes.

Royal Navy CPOs invited *Northampton* chiefs ashore for a big evening. More than 2000 Scots visited the ship.

How did the crew enjoy Greenock? Let's put it this way: About every Navyman you saw during those two days ashore had a smile on his face.

THEN *Northampton* sailed north. Still further north—across the Arctic Circle to the west coast of

Visiting

Norway near Bodo (pronounced something like "Booda").

Then down the coast of Norway went the newly certified *Bluenoses* of *uss Northampton*, and through a foggy Oslofjord to moor starboard side to at an Oslo pier, after a 21-gun salute to the nation and another 21-gun salute to the king.

In Oslo the word was passed to man the rails. The Marines were top-side as a guard of honor. The band was standing by. Sideboys were called away. Up along the pier, through the snow, came a car.

"Norway, arriving," was the word. Olav, King of Norway, came up the ladder with the boatswain's mate piping him aboard, the sideboys at the salute. He was received by the admiral, captain and officer of the deck. The band played ruffles and flourishes. The chief musician saluted, the Marine guard saluted, and the official call had begun.

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KING-SIZE WELCOME—*Northampton*'s crew render honors for Norwegian king.

Many dignitaries came aboard. The U. S. ambassador received ruffles and flourishes, salutes and honors—as did the other high officials making their calls—while the band played on.

SKIING WAS THE NUMBER ONE sport for the U. S. Navymen visiting Oslo. The Norwegian army, through their Special Services department, supplied *Northamptonmen* with equipment. Buses took the men high above the city into the deep snow.

Maybe it was the scheduled tour that was the number one deal in Oslo. At any rate, each bus was crowded. Sailors saw original Viking ships in the famous museum. They

saw the Kon-Tiki raft and museum. They walked through Frogner Park and saw the world-famous Vigeland statues. They saw the buildings and monuments of Oslo. And—they went shopping.

Meanwhile, the Marines went with the admiral to participate in a wreath-laying ceremony at Akershus Fortress, where there was an impressive two-nation military show of respect for the honored dead of Norway—a Norwegian guard of honor also being present.

Visitors? They came aboard in droves. On part of their tour they saw an unusual display. This was an exhibit of panels of pictures of offi-

STRANGE SIGNS—Navy souvenir hunter looks over wares in Swedish store.





OSLO AHEAD—Norwegian tug moves *USS Northampton* into position for warping to pier as the snowy city of Oslo prepares to welcome the crew of the CLC.

cers and men of the ship, together with individual pictures of their families, and views of their home towns in the States.

Norwegian naval personnel were guests in the General Mess; a party was held aboard for orphans, with movies and refreshments; athletic

events were held—all this in three action-packed days.

Once again the local press, radio and TV featured *Northampton* and her crew in flattering terms.

NEXT, *Northampton* sailed through the narrow sound between Denmark and Sweden into the Baltic

Sea. Then up the east coast of Sweden where she was met by *HMS Oden*, a Swedish icebreaker. *Oden* and *Northampton* twisted and turned past island after island of the Stockholm Archipelago, with thick ice on all sides. Finally, off Waxholm Island, *Oden* backed and filled and broke an anchorage out of the ice, into which *Northampton* came and dropped the hook.

Fifteen minutes later, ship's company were walking around the ship. And, a quick decision by Captain Harold G. Bowen, Jr., the commanding officer, made it possible for general visiting by Swedish nationals. They traveled across the iced-over bay on foot, on skis, by motorcycle, by auto. They were invited aboard—for what is possibly the strangest visiting hours ever held by any ship.

Some Swedes had stamped out on the snow cover a message: "Hi, Welcome to Sweden." This friendly greeting, and the impromptu visiting, set a pattern for what many said was "one of the most interesting liberty ports" they had ever seen.

Northampton was scheduled to

This Is the Navy's 'Number One' Tactical Command Ship

USS Northampton (CLC 1) is unique. She's the one and only ship of her type in the Navy. Some of her gear and some of her tasks are also unique. *Northampton* is Number One in quite a few ways.

Basically, *Northampton* is a command ship in a cruiser hull. As a cruiser, she has built-in flexibility that allows her to shift rapidly from one type of operation to an-

other. She could operate in an attack carrier striking force; in a surface striking group; in shore bombardment and amphibious operations; control aircraft over a force—in short, as a cruiser she has mobility and power; as a command ship she can shift to command practically any type of operation the Navy would be involved in.

"She's a cruiser, but different," one of her ship's crew says.

"She has fire power, but her main battery is the admiral and staff," says her skipper, Captain Harold G. Bowen, Jr., USN.

Vice Admiral Harold T. Deuter-mann, USN, is the boss of this main battery. He is Commander Second Fleet and is Commander Striking Force, Atlantic. Wearing one hat, VADM Deuter-mann could direct operations of the Second Fleet and defend the western Atlantic. Wearing his hat as Commander of the Striking Force, he could carry an attack any place where needed.

Northampton is an elusive target. She can move from place to place, scooting all over the oceans, and still be in command of her forces. She'd be hard to find and harder to hit. And in case of an atomic attack, she's equipped to decontaminate quickly and still carry out her mission.

Northampton and her "main battery" can go any place in a hurry, fully ready at all times.

Until you get to know her, *Northampton* may not be the most beautiful ship afloat—in fact, she



SEE I SEE—*USS Northampton's* combat information center brings in data.

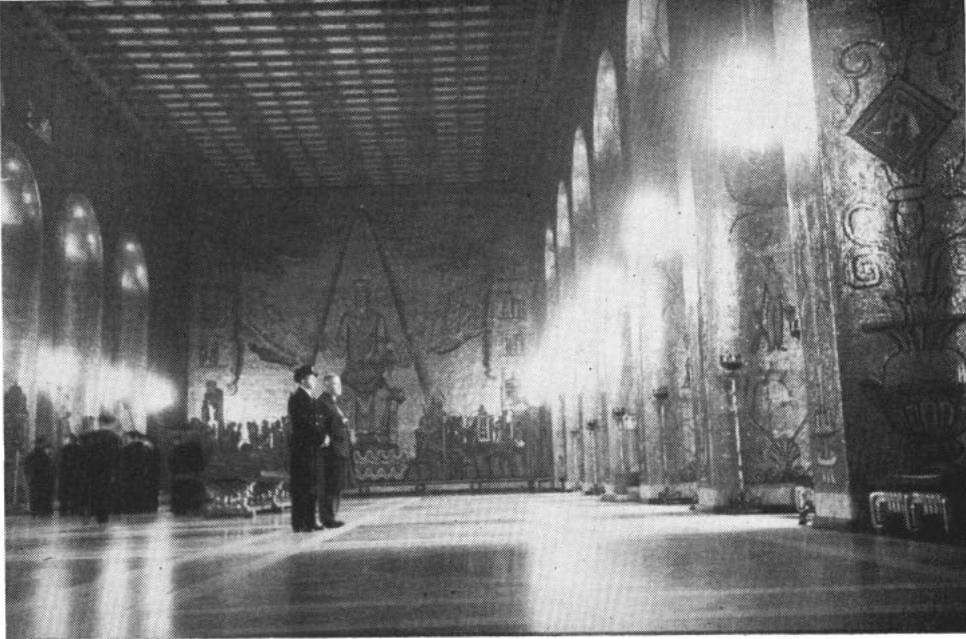
stay over only a few days and then head east for Finland. However, owing to ice conditions, this part of the cruise was called off, and the crew had a full week in Stockholm.

IT WAS A BUSY WEEK, TOO. Here's a quick run-down on just a few of the many varied activities of that stop-over:

Some 12,000 Swedish visitors made the tour of the ship. The tour route took them past hobbycraft displays, around the gleaming, very clean galley and mess decks, down and around through unclassified spaces, passageways, compartments—and out on the weather decks.

Marines and Navymen brought their own guests aboard, too. Members of ship's company, taking picture-in-a-minute shots of guests, were able to present them to the visitor right on the spot.

There were official calls, and unofficial calls. Most of all, there was individual visiting ashore. Some of the visits were of a professional nature, as, for example, the calls of the Surgeon General of the Swedish navy and the return calls and visits



GOLDEN TOUCH—*Northampton* men take in the wonders of the Gold Room in the world-famous Town Hall in Stockholm, Sweden. Walls are of mosaic tile.

to hospitals of the ship's medical and dental officers. Then, too, the eminent Bishop of Stockholm came aboard and in turn had members of the wardroom visit him.

Many of ship's company toured Sweden's plants and factories. A great many of the crew were invited

to visit the homes of the residents, with return invitations to the ship.

Tours of the city were popular. One scheduled tour took men to see Stockholm's ancient church where famous figures of Swedish history are buried; it took them to see the world-famous Town Hall with its amazing mosaic walls; the castle and the guard, and the "old town" section where, in one building, you could see a canonball imbedded in a wall—the result of a siege by the Danes.

Members of a Swedish cultural organization came aboard and put on a show in the mess hall and in the wardroom. They wore traditional costumes and danced the Swedish folk dances. Their musical group played old and new Swedish tunes. Ship's company were taught Swedish folk dances—and did well. There were Swedish song-games and there was general conversation on the customs and traditions of both countries.

THE OPERA was well attended by men in uniform; the churches more so. Libraries and museums were visited. Ship's company made the most of the visit and saw and did as much as they could to learn about Sweden. Quite a few Navymen made an effort to learn words and phrases in Swedish, and found themselves enjoying their stay even more, as a result.

Swedish armed forces personnel were especially interested in the big Navy tactical command ship, and there were a great many interchanges of visits with Swedish ships and stations by all hands. It was a full, busy week. The Marines and



may look a bit peculiar. Up in the bow is the tall "pig stick" mast, as it is named by ship's company. On the main deck are "beer cans" containing communication gear. *Northampton* has more antennas than a porcupine has quills. One, at least, is found on no other ship in the Navy—it's a lozenge-shaped affair high atop the main mast.

If you think of *Northampton* as what she represents, however, you'll see her as a mobile command center. Her communication power is fabulous. Her defensive and

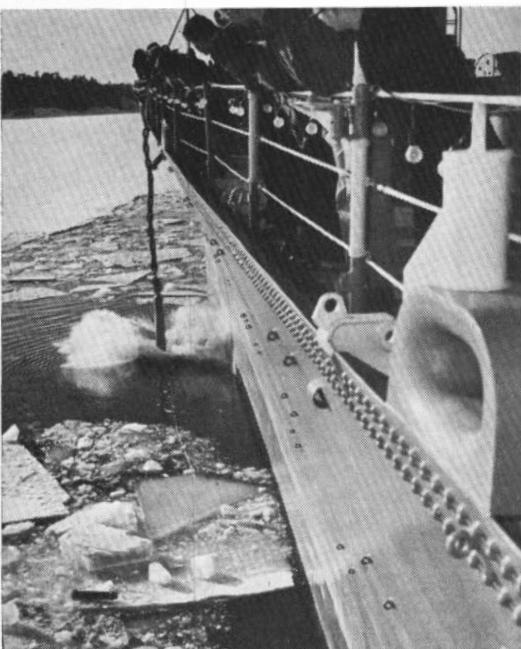
offensive capability now and for many years to come is just about unbelievable to any person who thinks in terms of WWII or Korea.

She rolls at sea with a movement no other ship has. Even alongside the pier, *Northampton* has a movement all her own. But she feeds good, and when there's liberty, there are boats. She visits some interesting places, too.

One thing you can be sure of: With her highly trained crew backing up her main battery, she's an ace in the hole in an emergency.



SEA AND SHORE—Black gang member mans boiler controls. RT: Hot dog American-style is enjoyed in Stockholm.



whitehats of USS *Northampton* made an excellent impression, according to Swedish press, radio and TV reports.

WHEN IT CAME TIME to leave, HMS *Oden* led *Northampton* into cleared water. Down to the Baltic and west through the Sound, past a Danish castle and Danish cities, exchanging honors with men of war and answering dip for dip the salutes of merchantmen. Down the English Channel, around the south of England, to Portsmouth.

Portsmouth, England, is a Navy town, all the way. As *Northampton* sailed in, Royal Navy shore stations and ships rendered honors. Honor guards were paraded on shore. Royal Navy band units struck up their music, to be returned by the band aboard ship.

The final salute was a sight to see. *Northampton* was being warped into a pier, starboard side to. Ahead of

her was the aircraft carrier HMS *Victorious*. As the fore and aft line of *Northampton* approached the fore and aft line of *Victorious*, the Royal Navy carrier sounded a bugle call and honors were once again rendered and returned.

Portsmouth, England—It was almost like being back in your home port. *Northampton* came in one afternoon and out the next, but, there was still time for visiting and tours. Then home—to Norfolk, Virginia.

This was an interesting cruise. The ship worked—but that's not part of this story. One of its major missions was to make a goodwill cruise. You can give it any name you wish—but it was a real people-to-people visit. One thing's for sure: all hands enjoyed this cruise and the people of the ports they visited enjoyed having them as guests.

HOOK IS DROPPED at Vaxholm, sea freezes and people walk up to greet ship. Rt: Swedish Police visit *Northampton*.





MILES OF WIRING in *Northampton's* communication gear keeps ET gang busy.

Around the World in Two Seconds

Among the many "firsts" that "Number One"—USS *Northampton* (CLC 1)—can claim is a drill that the communications division put on. This was a drill to make you sit up and take notice, whether you are a communications type or not.

While at sea, steaming to the north of the Arctic Circle, and off the northwest coast of Norway, it was decided to see just what could be done with a regular watch.

The watch on duty got the word around to several communications shore stations around the world. "Stand by for a relay," they said.

In less than half an hour, a communications net was set up. Naval Communication Station, San Juan; Naval Communication Station, Washington, D.C.; Naval Communication Station, Pearl Harbor; Naval Communication Station, Guam; Naval Communication Facility, Japan; Naval Communication Facility, Philippines; Naval Communication Unit, Asmara; Naval Communication Facility, Port Lyau-
tuey, and Naval Communication Facility, Londonderry.

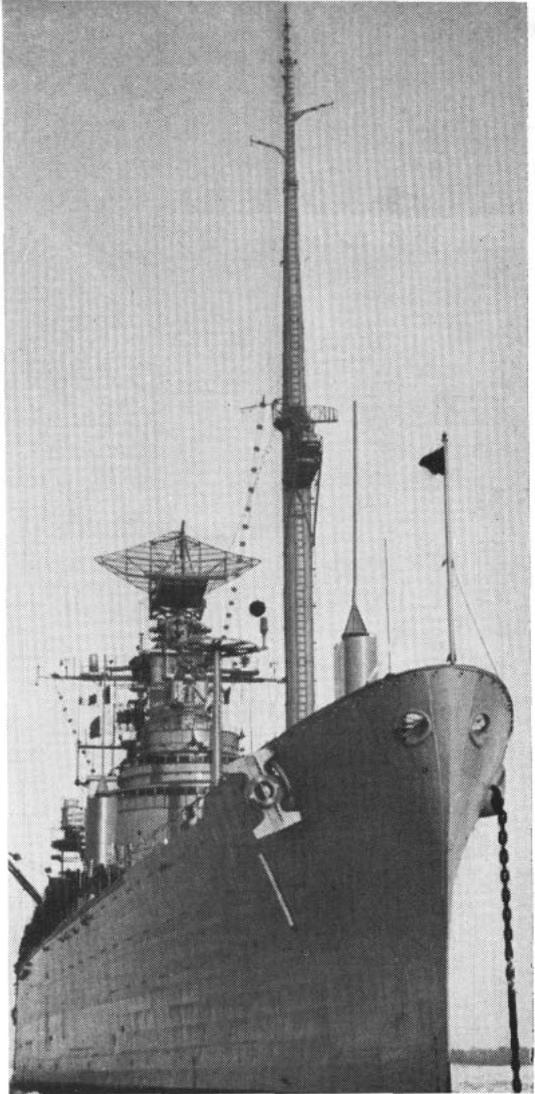
COMSECONDFLEET released a message. It was sent to the east and it was sent to the west. These two messages were received back aboard USS *Northampton* in lightning speed—literally—the signal traveled around the world in less than two seconds. And ungarbled, too.

It seems that *Northampton* can keep in touch with any place, at any time. We can't let any secret cats out of the security bag, but these radiomen of staff and ship can really turn to. As a specific example, they

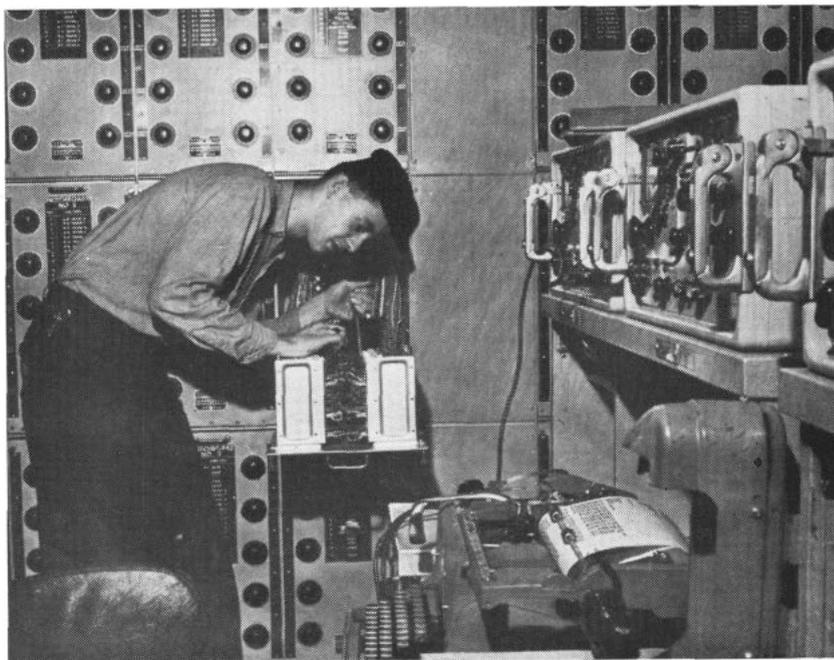
can guard umpty-ump channels at the same time. They can send dippity-dip messages to the same amount of ships and stations—all at once.

That isn't all. COMSECONDFLEET can not only get the word around to his command, he can get the word from them. Also, he can be fed a constant stream of information of various types, pulled in by the men who handle the complex electronic gear of this fabulous ship.

Through this communication set-up, *Northampton* can direct a task force at sea, an amphibious attack, covering aircraft and what-have-you. It takes teamwork and knowledge—and equipment. *Northampton* has them all. This drill proved it.



ANTENNA-STUDED USS *Northampton* can 'talk' around world. Below: Transmitter panel receives check.





her recent goodwill and training cruise to Europe, seemed to have a shipful of men who knew how to get the most out of a liberty ashore.

Northamptonmen did a lot of walking—perhaps the best way to see a place. A sightseeing tour is fine, especially if time is limited. A group can even take a taxi to the main spots, and split the tab. And, a guided tour offered by residents of a foreign place is also good. *Northamptonmen* did all these. But—they walked too.

As the *Navymen* came ashore at each port, they had the opportunity—which they took—of talking with people. It's people who make a place, not the reverse.

"Where do you live in the States?" This seemed to be the number one question *Navymen* from "Number One" would be asked. Their answers, of course, gave them the chance to discuss their home towns and states (and, more often than not, the residents had a relative that lived not

LIBERTY CALL

WHEN YOUR SHIP STANDS out of harbor, headed for foreign ports, what do you do to plan your visit so you'll see the most and enjoy the most?

Camera and film? A little spare cash? A run down to ship's library to brush up on the history and customs of the place you'll visit? A bit

of research for street maps and locations of famous places? A quick course by book or phonograph records so as to learn words and phrases of the language of the country you visit? A check with those who have been there and can give you the scoop?

uss Northampton (CLC 1), on

too far away.) A friendly start.

But it wasn't all talk of geography and climate. Customs and hobbies seemed to be main sources of conversational interest, too. Take eating, for example. The hot dog enthusiast found that he could get hot dogs in Scandinavia, but they'd most often be wrapped in waxed paper with

FOR THE RECORD—*Navymen* on liberty use plenty of film. Here, photo is snapped at Stockholm's Lake Malaren.





LOOK WHAT I GOT—Cruisemen compare purchases made on liberty. *Rt:* Swedish carvings catch eye of Navymen.

mustard on them—no roll. The sandwiches that Navymen ate in Oslo and Stockholm were served on plates, with no top layer of bread. You ate them with knife and fork. If you followed the custom of the Europeans, you used your fork with the left hand, too.

Eating? There were plenty of fine restaurants. The Malmaison, in Glasgow, a famous eatery in the Central Hotel; the restaurant in the Grand Hotel at Oslo; and, in Stockholm, wherever you went you were able

to have a meal that seemed as though the chef were working just for you.

Navy coffee is traditionally good, but the ship's crew found the Swedish coffee to be something special. And their pastry—it's a real specialty. The beer was good, too. And the surroundings were pleasant. There's a little place near the castle that is right out of a movie script. You go down a few flights, into a bricked area, and you're in the fifteenth century, ready to sit at a

long table, plan your schemes, break out your sword, and go adventuring.

Another place of "atmosphere" is the glass-enclosed "7 Sekel" that looks out on a park—pastry and coffee is the specialty. And "55," a fine restaurant that has been visited by artists and men of letters, and makes you feel like a king—they treat you so well, including a 10-course inexpensive dinner.

After eating, what next? Buy something for dear wife? Scotch tweed and sweaters. A Norwegian

SIGHT-SEEING—Northampton sailors tour Town Hall in Stockholm. *Rt:* Navymen traveling afoot chart their course.





GOOD EATING—Navymen buy hot dogs from Swedish sidewalk vender and (rt.) enjoy eating Scandinavian dinner.

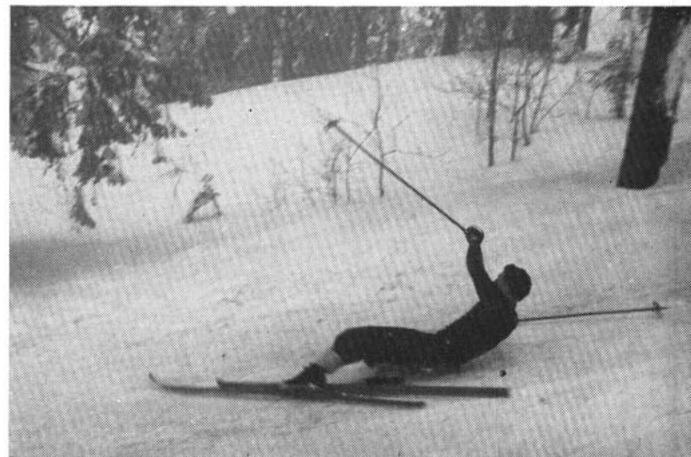


ski hat. Some Swedish cut glass or articles made of Swedish steel. Carvings, wooden objects. The sailors went to town on their shopping, buying everything from wooden dolls to hi-fi sets. You could wander about the ship and marvel at what was bought. Not junk, but good items right down the line.

So, mindful of the budget, *Northampton* men budgeted their time as well as money. Many went skiing, some for the first time—no casualties. Owing to the weather, there wasn't much in the way of sports on this cruise. They did play basketball. They did learn to play ice hockey and to ice skate. Some even played tennis, it was said, in an inside court. But no swimming, baseball or other outdoor sports—too cold.

So, back to the main endeavor—sightseeing. Alone, or in groups, the

MORE FUN—Swedes hold dance for *Northampton* men. Below: In Oslo sailors see Frogner Park and try out skiing.



ALL HANDS



NEW FRIENDS—Swedish visitors board ship. *Rt:* Northampton crew member makes friends with local youngster.

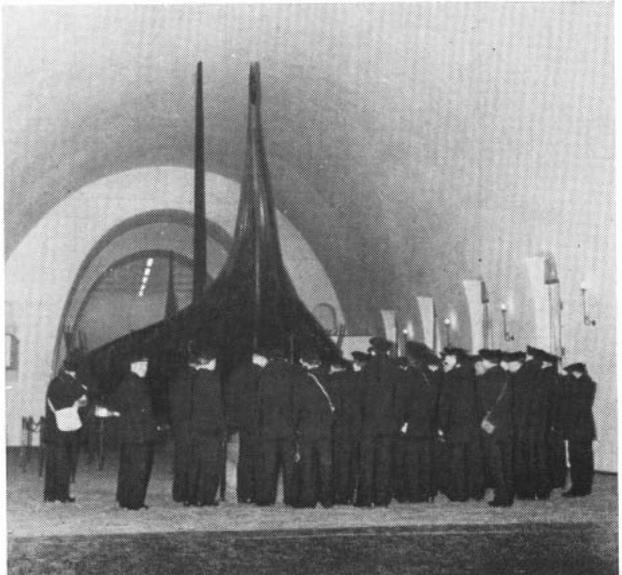
Navy men went every place and saw everything. Their cameras were clicking like mad. You could get a good idea of what a place was like just by going over the pictures that were taken.

There are in existence, it would be safe to guess, pictures of Navy men standing in front of about every monument, famous building, or natural spot of beauty in every port of the world. And rightfully so. Years from now, those pictures will mean a lot. Meanwhile, some of them are going into the ship's cruise books, and various publications.

Did the Marines and Navy men of *Northampton* plan their liberties? Evidently they did. One thing's for certain—they enjoyed themselves. They made the most out of their time ashore. What's more, they left behind a very fine impression of the American people and the U. S. Navy.



MUSIC MEN—Com2ndFlt Band (*above*) readies for dignitaries at Greenock, Scotland. *Lower Rt:* Inspecting Viking ship.





DESTROYER *HMS Halland* patrols sea.

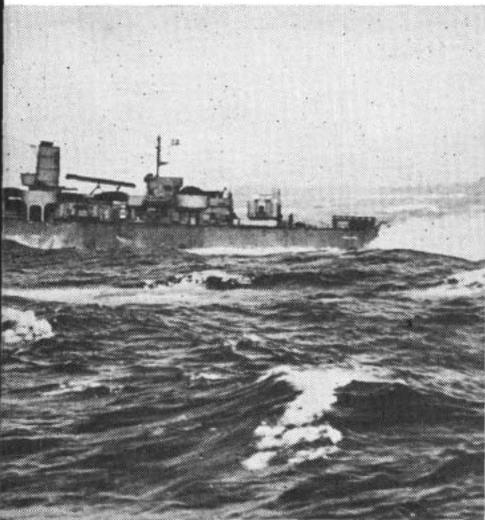
MEET

IF YOU WENT ABOARD a ship of the Royal Swedish Navy for a visit, you'd see that there wasn't much difference between one of their ships and one of yours. The routine would be about the same; the watches would be like the ones you stand. Even the honors and ceremonies and the traditions would be familiar to you.

"Customs of the sea are international," LT Sven Carlsson, RSwN, told one visiting U.S. Navyman. LT Carlsson, who has been a PT boat skipper, pointed out that there are many more similarities than there are differences. "We pipe and salute and hoist our ensign and flags the way you do. If you see slight differ-

FAST MOVING motor torpedo boats like *HMS Plejad* (T 102) operate with DDs. Below: *HMS Neptun* battles ice.





READINESS and training are important in Swedish navy. Here, enlisted man receives radar training at Berga.

THE SWEDISH NAVY

ences, you'll note that our customs and routines are very close to those of the British Navy," he said. (Swedish ships, by the way, are labelled "HMS"—this can stand for "His Majesty's Ship" or "Hans Majestäts Skepp.")

In a Swedish ship you'll find coffee served out for the morning watch; mustering of the anchor watch; a cleaning and polishing bill—all quite familiar. One routine, both afloat and ashore, is different: There's a 15-minute break each morning to see uniforms—a sort of daily rope yarn, in line with the traditional U.S. Navy rope yarn on Wednesday afternoon, giving you time to get your personal gear squared away.

Every man and woman in Sweden must do a hitch in national defense. As a result, the navy has a great many "national service" men doing at least 13 months of service. As a Regular, a man serves one to three years on his first hitch. When a Regular has finished his first tour, he may then take training for PO1, CPO, warrant or commission. (It takes three years to reach PO2 and eight years to go from boot to CPO.)

Staff officers, such as engineers, come from colleges. Regular line officers come from the Swedish Naval Academy.

Retirement from the Swedish navy comes at different ages, depending upon rank. The lowest retirement age is 50 and the highest 65. Duty rotation is the same as in any navy.

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TRAINING AND DRILLING are very important to any navy, and the Swedes are as serious about readiness and training as is the U.S. Navy.

There are two major naval bases for training. Karlskrona is the main training base and has schools of many different types. Then, at Berga, there is a base that handles both officer and enlisted personnel, training around 2000 students at a time.

On Swedish ships and stations, drills go at the double and are very spirited. The training schedule is a daily affair. If you've seen Swedish ships and admired their seamanship and smartness, you'll realize why.

Swedes are not only natural seamen, they work at it.

In your visit to a Swedish naval unit, you'd see another similarity to ships you've served in—they're very clean. Everything about them is shipshape, and they seem to be ready for inspection at any time.

Sweden is a maritime nation. "The sea is our destiny," they say. This is natural, owing to the long coastline and the many thousands of islands.

The Swedish navy is well balanced. It is not a large navy by our standards: Some 150 ships of all types, manned by about 11,500 men, including the Coast Artillery. About

SWEDISH NAVYMEN fight 'shipboard' fire during damage control training.



Daily Routine Aboard a Swedish Navy Ship

At sea		In port
—	Relieve the harbor watch	0100
0400	Relieve the watch. Free watch turns in	—
0415	Serve out coffee for the morning watch	0415
0600	Call idlers. Up hammocks. Washing and dressing	—
0645	Reveille; Call all hands, up hammocks, washing and dressing	0615
—	Breakfast for all hands	0645
0715	Breakfast for the free watch	—
0750	Relieve the watch	0750
0750	Breakfast for the free watch	—
0810	Away from breakfast	0715
0815	Cleaning and brass-polishing	0730
0815	Sick Call	0800
0915	The crew sees to it that the uniform of the day looks tidy	0845
0930	Drill starts (Divisions)	0900
1130	Retreat from drill	1130
—	Dinner for all hands	1130
1130	Dinner for the free watch	—
1215	Relieve the watch. Dinner for the free watch	—
1300	Away from dinner. Sweep down	1245
1330	Drill starts. (Divisions)	1300
1600	Retreat from drill. Sweep down	1630
1630	Relieve the watch	—
—	Supper for all hands	1730
1730	Supper for the free watch	—
1815	Relieve the watch. Supper for the free watch	—
1900	Away from supper	1845
—	Muster the anchor watch	1845
—	Set anchor watch	2000
2000	Relieve the watch	—
—	Hammocks for all hands	—
2000	Hammocks for the free watch. The free watch turns in	2000
2030	Sweep down. Make clear for inspection of the lower decks	2030
2100	Tattoo. Inspection of the lower decks	2100
2230	Silence	2230
2400	Relieve the watch. The free watch turns in	—
<i>Day with evening drills</i>		
	Drill starts	1930
	Retreat from drill	2045
	Set anchor watch	2100
	Hammocks for all hands. Free watch turns in	2100
	Tattoo. Inspection of the lower decks	2115
<i>Day with liberty</i>		
	Retreat from drill	1600
<i>Sunday</i>		
	Reveille. Call all hands	0700
	Breakfast for all hands	0730
	Cleaning and brass-polishing	0815
	Divisions (Church)	0930
	Dinner	1230



AT SEA—HMS Sparo (M 58), a coastal minesweeper, cruises Swedish waters.

500 officers and 2000 warrant and petty officers. Half the navy is composed of Regulars; the other half of those doing their national service hitches.

THE SWEDISH NAVY has a number of ships under construction to add to its fleet. It is a "balanced light fleet," with emphasis on ships up to destroyer size. Speed and balance are needed for their tasks, the Swedish navy believes.

According to one official publication, the Swedish navy has three cruisers, 24 submarines, eight destroyers, 19 destroyer escorts and frigates, 12 large torpedo boats, 25 small torpedo boats, two minelayers and 42 minesweepers. Patrol, supply and training ships make up the remainder of their operating fleet.

The famous Swedish torpedo boats operate with destroyers, and add to the punch of a flotilla. They're not like an ordinary PT type, however, since they carry a crew of 33, and have a displacement of 170 tons. They are peculiarly well adapted to Swedish waters, and, with a speed in the range of 40 knots, 40mm guns and torpedoes, they carry quite a sting.

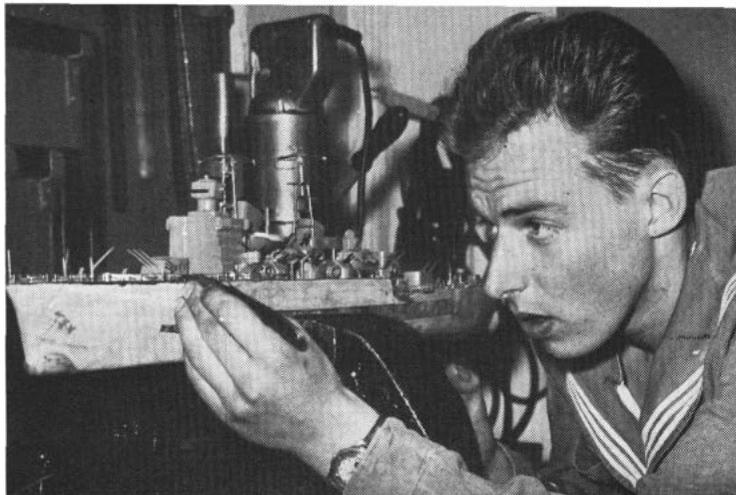
The *Holland*-class destroyers carry guided missiles for surface-to-surface action, rocket depth-charge launchers and automatic guns. Their depth-charge launchers are set up to permit free angle of fire and loading under all weather conditions.

Recently integrated into the fleet are helicopter units, which work right along with the ships and provide an additional means of communication with widely separated bases and islands. The main use of helicopters is that of antisubmarine spotting duties, with surface craft assigned to carry out the actual attack. Helicopters are also very valuable in minesweeping operations.

Swedish icebreakers are well designed, with two screws forward and two aft. They are capable of turning on a dime, and of plowing through ice even in a severe winter, in the areas in which they operate.

As the visiting Navyman can plainly see, Swedish ships are beautifully designed. They not only look good, but they are also uniquely designed for their assigned tasks.

The Swedish navy comes under the Commander-in-Chief, Naval



OFF DUTY—Swedish sailors relax in barracks at Berga. *Right:* Cruiserman makes model of his ship in hobby shop.

Forces. Under him are four Naval Commands: North, East, South and West. And, there is the Flag Officer Home Fleet. Under Home Fleet are the bulk of the fighting ships, allowing for quick formation of task units of any type needed.

The four Commands, in time of peace, usually have only a few ships attached, mainly for patrol duties. However, the training of minesweeper crews is usually under the West Command. In an emergency, the Commanders of the four Commands would mobilize and take operational control of all ships and units in their sectors.

There is great flexibility in the Swedish naval command system. Each Command has subdivisions of: floating forces; Coast Artillery units; helicopter units; bases and training establishments; coast watching service; and dockyards and supply.

The Royal Swedish Coast Artillery is part of the naval warfare power, but also controls fixed defenses. A Coastal Defense Commander, for example, controls gun batteries, minefields and minelayers, and usually works under the commander of one of the four Commands.

Besides defense, the Royal Swedish Navy handles sea rescue in the western Baltic. With helicopters and ships on a standby basis each day, the Swedish navy has been responsible for saving many lives and many ships that were put in danger by storms, strandings or collisions in the Baltic.

YOU'LL FIND THAT teamwork plays a large part in the Swedish naval forces. A helicopter will team up with a surface ship to make a rescue. A helicopter will team up with minesweepers as they go about their business. An icebreaker will lead ships into frozen-over harbors. Joint maneuvers between the services always have the key word: Teamwork.

It's a modern, ever-growing country with a skilled industry. Their ships reflect it; their defense system reflects it. Much of their defensive power is protected by underground facilities—even the ships have underground pens. Heavy ice wouldn't stop one of their icebreakers, nor would it stop any of the submarines, which would just set out from an underground pen and steam along underneath the thick ice.

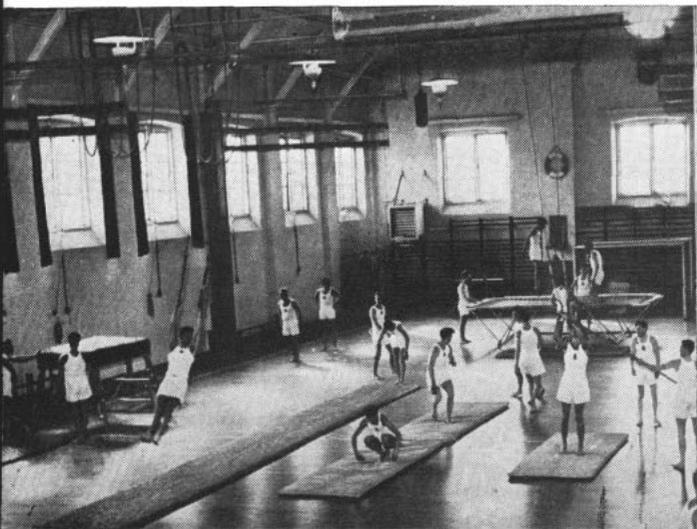
"Operation Granite," is the name given by the Swedes to their underground harbors. From here they can launch hit-and-run attacks in any weather at any time. Their "Bases in Granite" are camouflaged, and heavily guarded. Some have workshops, stores—and can even do dry-dock work.

The Swedes are a tough and realistic people. Their naval forces reflect their national character. Their ships are based in hard, bed-rock granite—their sailors seem to be, too.

This is an effective fighting force. Their policy, as they'll tell you, is not isolation. It's a policy of non-alignment. Since 1946, Sweden has been a member of the UN. As such, she believes she has international obligations. However, Sweden will not enter into alliances. Instead, she will depend on her tradition of 150 years of peace and her reputation in the world for wanting peace.

Sweden desires peace. If there be powers that wish to destroy that peace, they'll have to reckon with the Swedish armed forces, and—her navy. That navy is something to be reckoned with—man and ship, they'll stack up with the best.

SHIPSHAPE—Navy men keep physically fit with gymnastics at Karlskrona. *Right:* Radar students get latest word.



Helping Hands: Report on

The tragedy of the Agadir earthquake is an incident of history now, but the memory of it and the job that had to be done is still vivid in the minds of those who witnessed it. There were U. S. Navy people close by, and they turned to. In fact, the Navy lent a helping hand from near and afar.

The portions of the following story that appear in italics are quoted from a firsthand report that was submitted by Wave LT Jean Chapman, USN, who is assigned to the staff of the Commander, U. S. Naval Activities, Port Lyautey, Morocco.

THE U. S. NAVY proved its readiness to respond in an emergency when it provided round-the-clock assistance to the survivors of the earthquake-devastated city of Agadir, Morocco, where more than 5000 persons were killed and 10,000 injured.

As soon as news of the disaster was received, Navy ships and planes

were dispatched to the resort city. R5D Skymasters from Fleet Tactical Squadron 24 based at NAS Port Lyautey—loaded with medical supplies, food and personnel—constituted the first relief wave to arrive in the Agadir area.

A scene of utter ruin greeted them—both from the aerial view of the flattened city, and the woeful situation on the ground. Within 45 minutes other VR-24 planes were winging their way from Naples with tons of blankets, beds and sterile water.

Personnel from U. S. Naval Activities at Port Lyautey set up emergency headquarters at the French Air Force Base in Agadir, U. S. Navy communications technicians used ham radio equipment to establish a link between the stricken city and the outside world. Navy doctors and hospital corpsmen established a dispensary and collection point for the victims in a nearby hangar.

Surprisingly enough, there was very little panic or hysteria . . . one doctor attributed it to a sort of mass traumatic shock. There was a stunned quality about the patients—they hadn't fully realized yet what exactly had happened. One woman saw her husband and six children buried alive in the rubble.

Nearly the entire population of Agadir is Moslem—the rest are French settlers and tourists, since the city was a popular winter resort.

The first 36 hours were hell-on-wheels! We shoveled planeload after planeload of personnel, equipment, medical supplies, food, water and other necessities out of our terminal here (NAS Port Lyautey) for Agadir. Soon the terminal was putting out flights at the rate of Idlewild. All remaining personnel were put on messenger, yeoman, driver and 'round-the-clock relief watches.

As soon as the emergency supplies were unloaded at Agadir, the planes

THIS IS WHAT Navy men saw from the air as they flew in to answer the call for help from quake-shattered town.



Agadir

were off again, evacuating many of the injured refugees. During the first day of rescue operations, described as "one of the longest days in the history of VR-24," six VR-24 planes made 37 cargo and evacuation flights. They flew in over 175,000 pounds of emergency supplies and evacuated more than 1000 injured survivors.

The evacuation of wounded people, orphans and survivors (in that order) was going on continuously. No one looked at his watch—everyone worked almost continuously. One doctor told me that he was there 48 hours and couldn't remember even stopping for coffee or a head break. When he got in the plane to return to Port Lyautey, he found a secluded seat in the back of the plane and, out of nerves and fatigue, cried for more than a half-hour.

The heavy cruiser *uss Newport News* (CA 148)—the first U.S. Navy ship to reach the scene—was steaming about 75 miles northeast of Sicily when she received emergency orders from COMSIXTHFLT. The 21,000-ton cruiser reached Agadir in 40½ hours after racing 1255 miles at an average speed of 31 knots.

Newport News provided blankets, tents, mattresses, ponchos and 250,000 gallons of fresh water daily. Her crew joined other U. S. Navymen, Marines, soldiers and airmen, as well as English, French, Dutch, Spanish and German forces that teamed up with the Moroccans to help dig out the survivors and bury the dead.

The Seabees and the Marines were there. Here's an example of their spirit. They had been working 18 hours with little or no rest and the officer in charge called for an hour's break. After only five minutes, one man in the group stood up, shouldered his shovel and started back to the next pile of debris. One by one, all of the other men followed him and went back to work without so much as a word from the OIC. Wonderful spirit and endurance!

After the first two days, we had a bulldozer, two flatbed trucks and other engineering equipment in operation. Of course the working parties were rotated and all-in-all, about



ANGELS FOR AGADIR—Naval Air Reservists all over the U.S. pitched in to collect and deliver needed goods. Here, group from Marietta, Ga., loads up.



NATIVE COUPLE search ruins left by quake for what is left of their belongings while service personnel help dig through ruins in search of missing persons.





WEEK-END WARRIORS from NAS Oakland, Calif., unload supplies at Port Lyautey. Below: Reservists of Columbia, S.C., load donations from their state.

200 U. S. Navymen and Marines participated in the mission in Agadir. (This of course, does not take into consideration the tremendous support activity that was in continuous operation back at Port Lyautey.)

The medical teams were also rotated as much as possible, but because of the increasing load on our small hospital (only 50 beds) fewer reliefs were available. As a result

many of the doctors and medical personnel were there for 48 hours or more without being relieved. About 1500 seriously hurt patients were evacuated by air within the first 36 hours after the quake.

Here's an interesting incident concerning one of our doctors: A Moroccan reported that a little house had collapsed on a whole family and that he could hear a baby crying. Upon

NAVY RECON PLANE over Agadir photographs crumbled walls of a hotel.



investigation, from the top of the house, a faint wail was heard. The Navy doctor was summoned and was lowered head first into the debris. (Two burly Marines held him by his feet.) He found the child trapped in a cave that was formed by the bodies of three dead adults. Hanging by his feet for 10 minutes, he performed what was the equivalent of a "breech delivery" of the baby and managed to get her out alive.

While rescue and clean-up operations were underway, ADM H. P. Smith, usn, Commander in Chief, U.S. Naval Forces, Europe, radioed an appeal for food and clothing for the thousands of homeless, including many orphans left in the wake of the earthquake and tidal wave.

This appeal was relayed from Washington to various Navy commands throughout the U. S. RADM Allen Smith, Jr., usn, Chief of Naval Air Reserve Training, coined the phrase "Angels for Agadir" and volunteered the use of Reserve planes and personnel to deliver the initial contributions, as Naval Reserve Squadron 871 from NAS Oakland was scheduled to make a routine training flight to Port Lyautey.

Almost immediately clothing and supplies began arriving at Oakland. Meanwhile, from Denver, St. Paul, New Orleans, Topeka, Atlanta, Seattle, Miami, Boston, Dallas, Chicago and numerous other cities, reports were pouring into the Navy Department of clothing, food and money collections.

This prompt and overwhelming response was almost more than the Navy had bargained for. Collections had to be halted since contributions had surpassed the Navy's capability of airlifting on routine training flights.

About 14 tons of clothing and two and one-half tons of food were flown to Morocco by six Navy transport planes—including three from VR 871. The remaining supplies will be sent to Morocco by ship as soon as they are collected from the various cities that responded to ADM Smith's plea.

The initial shipment arriving in Morocco included two tons of high concentrated multi-purpose food filled with nutritious vitamins and minerals. Specially developed for mass relief feedings, this food was donated by the "Meals for Millions Foundation of Los Angeles," a non-profit charitable organization.

ALL HANDS



ROYAL THANKS—Princess Lalla Aisha thanks CDR G. J. Klicka, CO of VR-871, for supplies. *Rt:* Typical Agadir scene.

The Oakland Reservists were met upon their arrival at Port Lyautey by Princess Lalla Malika, President of the Moroccan Red Cross and daughter of King Mohammed V. In acknowledging receipt of the relief cargo, the Princess said, "You have brought what we needed most, clothing and food for the babies. We need more, but above all, we need milk and food for the children."

The Navy's Angels for Agadir delivered their cargo directly to the earthquake-stricken city after a brief stopover at Port Lyautey. The food and clothing were loaded onto wait-

ing Moroccan army trucks for delivery to the nearby tent cities that were established to shelter the refugees.

The Reservists were given authorization to enter the "ville morte" or dead city as the Moroccans call the disaster area. There was no sign of life except for the workers still clearing debris. Working with everything from giant bulldozers to sledgehammers, the Moroccan army troops were still removing bodies from the wreckage.

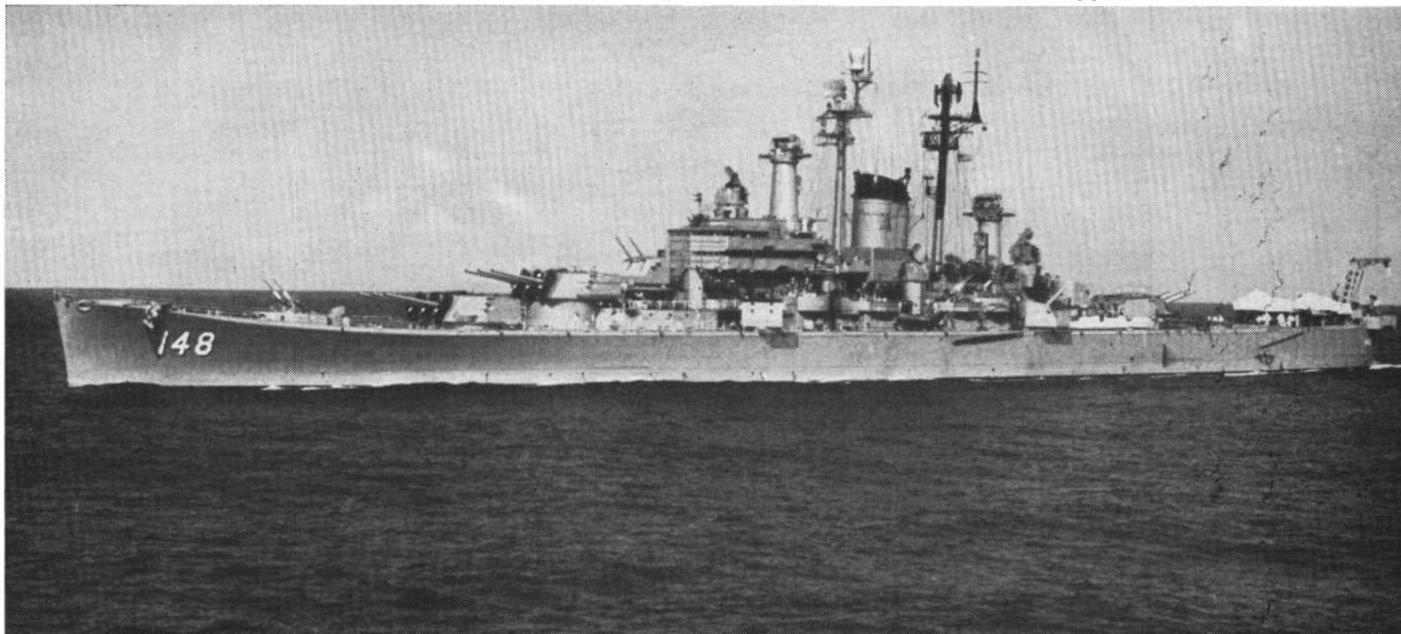
Outside of Agadir, the Reservists found the "living city," three huge

tent villages that shelter about 10,000 people. These cities were erected virtually overnight from tents and other material flown in by the U.S. Navy. These tent cities include about everything found in a normal city, including a grammar school.

Our part in the rescue and support operations was a great one; and one that the Navy and the American public can well be proud of.

It was a lesson to us here for readiness, for organization, in courage, international cooperation, and understanding between peoples.

FIRST NAVY SHIP to arrive at disaster area was USS Newport News (CA 148). She brought supplies and hands.



A Look at the Record

WHEN IT COMES to individual athletic achievement, Navymen are way up there.

And there are certified figures on record in BuPers—plus more than 435 trophies scattered throughout the Fleet—to prove it.

These trophies are Athletic Achievement Awards presented by the Chief of Naval Personnel to individual Navymen who score a hole-in-one; bowl a 300 game or a 700 series; pitch a no-hit, no-run baseball game; or chuck a perfect, no-hit, no-run, no-man-reach-first softball game.

This awards program has been in effect now for five years plus a couple of months. And in that time, an almost unbelievable total of 436 trophies have been presented to Navymen and women for their outstanding athletic accomplishments.

Perhaps the most unbelievable (if you'll pardon the expression), number of awards have gone to Navy golfers who have scored a hole-in-one. Although the odds against scoring an ace vary anywhere from 10,000- to 35,000-to-one, Navymen drop the ball in the cup—with only one shot—on the average of once every six days. Navy golfers have maintained this pace now for the past 2185 days.

During an annual civilian hole-in-one tournament conducted over a 20-year period, 15,750 persons who had previously made a hole-

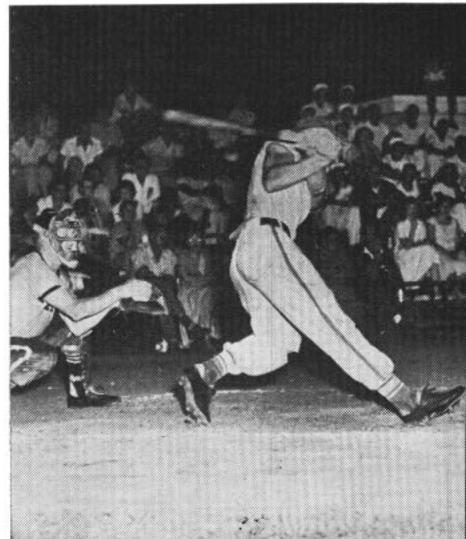
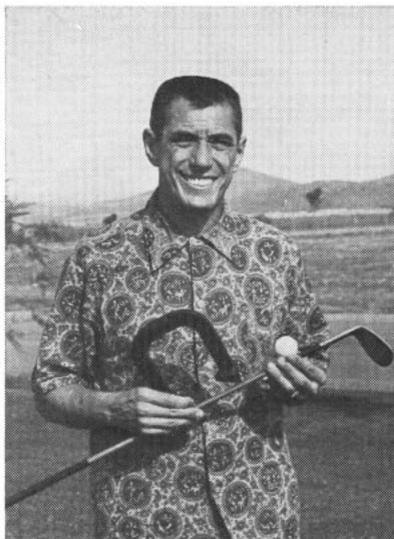
in-one, scored only nine aces out of 78,750 tries (five drives each). Therefore, at this rate, the odds against making a hole-in-one under ideal conditions in tournament play are 8750-to-1.

From 1 Oct 1954 when the awards program was inaugurated—until 1 Jan 1960, a total of 318 trophies were presented to active-duty Navy personnel for making holes-in-one. Of these, two trophies have gone to Wave golfers. Two Navy wives also received hole-in-one trophies. In 1959 alone, 68 hole-in-one trophies went to Navy aces.

To date, 15 Navymen have done it twice—with a companion hole-in-one trophy now on their mantelpiece. (See accompanying box.) No Navymen or woman, has as yet been lucky enough to receive three hole-in-one awards. However, Pershing J. Vezinat, HMC, USN, has scored three aces, but received only one trophy, as two of his aces were made before the awards program was established.

If the extremely high number of awards is any indication, it is quite evident that Navy golfers are blessed not only with skill but with an unusual amount of luck. Although there may be some heated discussions on this, luck is important in scoring a hole-in-one. Most of the top pro golfers admit it would be practically impossible to make

GETTING BALL into cup brought golf award to CAPT E. J. Pawka, left. Getting ball past hitters helped bring awards for softball and baseball.



by Sailor Sportsmen

a hole-in-one without a certain amount of good fortune.

The Navy record books indicate that the factor of repeated skill and control is the clincher in bowling a "300" or pitching a perfect game. A check of the records reveals that only seven trophies have been presented to Navymen for bowling 300 games; seven for no-hit, no-run baseball games; 48 for perfect softball games; and 54 to bowlers who rolled a three-game series of 700 or better.

To receive a BuPers Athletic Achievement Award, the individual deserving recognition must make application for the award himself. This is accomplished by submitting a request, via your CO, to the Chief of Naval Personnel. (See page 00 for details and requirements for each award).

Some of the requests received in BuPers are strictly formal and use official jargon throughout, others are conversational and give first-hand accounts of the individual's accomplishments, and some are - - well, take the request of Hal L. Harrison, AO1, USN, for example. His letter, in part, read:

"1. This is to inform the Bureau of Naval Personnel that I, Hal L. Harrison did, after five years of playing golf, achieve the ultimate of all duffers by making a hole-in-one.

"2. This miraculous act took place on the second hole of the 18-hole

course located at the U.S. Naval Base, Guantanamo Bay, Cuba. The particulars of the deed are as follows:

a. The second hole is an elevated green, 129 yards tee-to-cup, par 3.

b. There was a foursome on the green consisting of CWO Nagy, Mr. Griffith, Chief Hutton and Jacquay, MUI. They waved myself, G. E. Wilson, ATC, USN; L. C. Padgett, ADC, USN, to go ahead and play through.

c. There was a slight breeze in my face, so I selected a number seven iron and drove. I thought my drive was short, and that everybody on the green was crazy from the way they carried on. When I found out the cause of their antics, I proceeded to outdo them and show them that I was not affected by this rare occurrence. I remained calm and collected, only because I blacked out.

d. Upon questioning the foursome on the green, they said the ball hit on the edge of the green and ran hot and true to the cup. It was a day like all days, filled with those events that alter and illuminate our lives, and I was there."

And then there was the carefully-worded letter from CDR Harry J. Watters, USN, a member of the joint staff of the Atomic Energy Commission. His 41-word letter simply certified that after being a duffer for 12 years, he scored an ace on the 138-yard, 26th hole of the Army

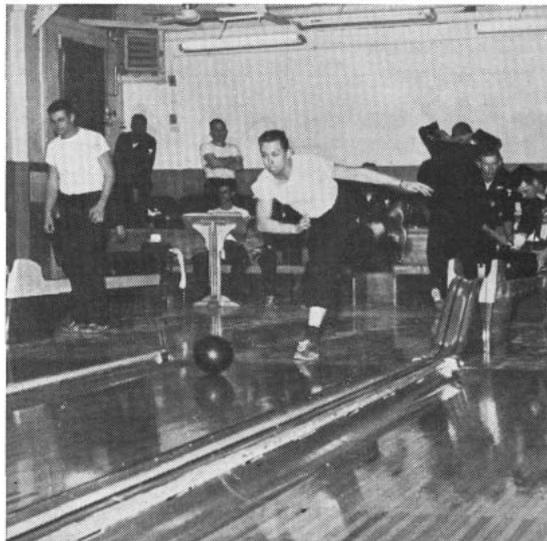
BASEBALL and softball awards are strictly for pitchers. In bowling and golf, any Navyman who plays either game has a theoretical chance to win.



PERFECT softball game or no-hit, no-run baseball game could add trophy above to your collection of souvenirs.



HOLE-IN-ONE trophy, above, is held by several hundred golfers. Winners of bowling prize, below, are rarer.



Navy Country Club at Arlington, Va. His letter was modest and to the point. But, its first endorsement—by the Director of Military Applications, AEC, an Army general, no less—was something else. It read:

"The circumstances surrounding the alleged incident described in the basic communication have not been investigated by the undersigned.

"It is noted that the enclosure (CDR Watters' certified, attested score card), if accepted at its face value without regard for item 26 does support the alleged designation of the individual during the preceding 12 years.

"Considering the evidence as presented, and in view of the applicant's reputation for truthfulness and veracity, it is recommended that the applicant be honored without resort to FBI or similar investigation."

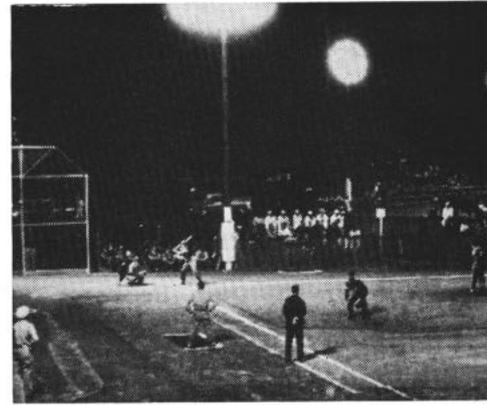
CDR Watters got his trophy as recommended—without any investigation—but with a good deal of comment from his friends.

Speaking of comments, here's a

hole-in-one that should give you something to talk about. It was a 402-yard ace registered by Robert F. Loomer, MU3, USN, of NavSta Pearl Harbor. He claims that he made it on the par four, 9th hole of the Moanalua Golf Club—Hawaii's oldest golf course—while playing with R. F. Dalton, MU2, USN. After that one, a certain breed of sportsmen who are famous for their stories about the big ones being caught or getting away, will definitely have to step aside for Navy Golfers.

Loomer's 402 is believed to be one of the longest holes-in-one ever recorded. No records were available in BuPers as to the longest ace registered. One of the longest drives on record without benefit of hills or wind is 430 yards. It was made by an American, Craig Wood, back in 1933 while playing at St. Andrews, Scotland.

The Navy's previous distance record for a hole-in-one was a 335-yard ace scored by Billy E. Golden, HM2, USN, in 1956 at the Eagle



Haven Golf Course, Little Creek, Va.

While Loomer goes down on record for having scored the Navy's longest hole-in-one, the record for the Navy's shortest is still an 80-yarder made in 1956 by LCDR John F. Hanlon, USN. Eighty yards or 402, the shortest is still a hole-in-one, and counts no more nor less than the longest.

The only Wave golfers who are

BASEBALL

(No hit, no run)

Brettell, James A., HM2, USN, (NavHospital, Guantanamo Bay, Cuba)
 Johnsen, Carl William, HN, USN, (NavHospital, Guantanamo Bay, Cuba)
 Smith, James R., RD3, USN, (NavSta, Pearl Harbor)
 Van Schoyck, Kent L., PN3, USN, (NAS Agana, Guam)

BOWLING

(For 300 game or 700 series)

Atherton, B. B., MU1, USN, (NAS Memphis) 707
 Barger, Thomas C., AQ1, USN, (NAS Oceana, Va.) 766
 Bast, Robert O., MA3, USN, (PAMI, PacFlt) 728
 Benbow, John M., DC1, USN, (uss AFDM-5) 704
 Bush, Robert M., GMC, USN, (FTG, Subic Bay, P. I.) 708
 Butts, Elbert E., DMC, USN, (NAS Alameda) 722-739-708
 Cuthbert, Charles E., PN3, USNR, (NAS Oakland) 739
 Czarnecky, Stephen, ME1, USN, (uss Koiner, DER-331) 706-706
 Dalton, S. J., ETC, USN, (FTC, Charleston) 704-704
 Ensley, Lawrence F., AD2, USN, (VP-40) 761
 Godawski, Eugene S., DT1, USN, (NavSta, San Juan, P. R.) 701
 Gonyea, Warren H., YN1, USN, (COMCARIB-SEAFRON) 708
 Greco, George R., DC2, USN, (uss AFDM-5) 726
 Habeck, Arlon R., SK1, USN, (NAS Glenview, Ill.) 720-717-716
 Harvell, Baxter, TRM3, USN, (NavSta, Sangley Point, P. I.) 700

Huelskamp, Kenneth J., BM3, USN, (NavSta, San Juan) 725

Israel, Robert W., AM2, USNR, (NAS Atlanta) 702
 Johnson, Harold F., AD1, USN, (NAATC, Memphis) 726
 Larsen, J. H., LT., USN, (COMPHIBPAC) 703
 Luci, Luigi, HM2, USN, (NavSta, Subic Bay) 702
 Marshall, K. K., AD2, USN, (VP-47) 705
 Martin, Jack G., LT., USN, (NAS Key West, Fla.) 710
 McElhaney, Charles B., ACC, USN, (NAS Alameda) 707
 McEvers, Phillip E., YN1, USN, (VP-22) "300"
 Modglin, Albert Monroe, ADRAN, USN, (NAS Patuxent River, Md.) 746
 Nicoletta, Lewis F., HM1, USN, (NavHospital, Guantanamo Bay) 710
 Olin, Russell, AD2, USNR, (NAS Seattle) 701
 O'Sullivan, Thomas J., ACTAN, USN, (NAS Oakland) 726
 Piddock, William K., YN2, USN, (Recruiting Station, Detroit) "300"
 Preston, Peter A., AOC, USN, (VA-16) 721
 Scherger, Ernest R., CT2, USN, (NavComm-Fac, Navy #830) 700
 Sommervold, Daren M., PN2, USN, (NavSupply Depot, Guam) 716
 Stowell, Edward J., LCDR, USN, (Charleston Group, LANTRESFLT) 711
 Tate, Laurence B., RMSN, USN, (NavCommSta, Guam) 703
 Taylor, Thearon W., FTC, USN, (FTG, San Diego) 768-727
 Trusso, Frank, SHC, USN, (NavSta, San Diego) 704
 Wray, James Edward, HM1, USN, (USMC Air Facility, New River, Jacksonville, N. C.) 704-714

GOLF

(Hole-in-one)

Abercrombie, T. J., CAPT, USN, (COMNAVFORLANT) 155 yards
 Allport, Charles E., SK2, USN, (AEC, Pittsburgh) 230 yards
 Barbor, Gerald L., LT., DC, USN, (NavDental Clinic, Guantanamo Bay, Cuba) 174 yards
 Barnes, Maurice D., GS1, USN, (uss Macon CA-132) 128 yards
 Barnett, Ray, ADC, USN, (NATTC Jacksonville) 185 yards
 Barthels, Kenneth H., YNC, USNR, (NavRes-TraCen, Decatur, Ill.) 140 yards
 Bartin, Victor J., AD2, USN, (FASRON Nine) 182 yards
 Berg, A. C., CAPT, USN, (CIC School, NAS Glynco) 135 yards
 Bieri, B. H. Jr., CAPT, USN, (NavShipYd, Long Beach) 130 yards
 Bisenius, Mary E. A., LCDR, MSC, USN, (NavHospital, Jacksonville) 138 yards
 Boyd, Rudolph C., LTJG, USN, (NAS Pensacola) 240 yards
 Boyle, Jesse E., BMC, USN, (NavSta, Subic Bay) 170 yards
 Brazel, James D., CN, USN, (MCB-11) 180 yards
 Brown, Laurence A., CWO-4, USN, (LANTRESFLT, Green Cove Springs, Fla.) 222 yards
 Campbell, Douglas E., ADC, USN, (FASRON 117) 177 yards
 Carrington, William T., LTJG, USN, (NavSecGru, Ft. Meade, Md.) 200 yards
 Dawson, James L., JOC, USN, (NTC Great Lakes) 160 yards
 Demmler, Charles F., LCDR, USN, (PG School, Monterey) 185 yards
 Dempster, P. J., LCDR, USN, (NAS Memphis) 190 yards



on record for receiving hole-in-one trophies are Estelle E. St. Clair, PN2, USN, and LCDR Mary E. A. Bisenius, MSC, USN.

St. Clair scored her ace on the par three, 135-yard, 14th hole at the NAS Memphis Golf Course while playing a practice round in the 1957 All-Navy Golf Tournament. She said that "it was a low six iron into the wind and was hit slightly to the right of the pin. The ball dropped

in front of the green, took one bounce, rolled up to the pin and dropped in the cup. I ended the nine holes with a 39. My average for nine holes is usually around 43."

LCDR Bisenius who is assigned to the Naval Hospital at Jacksonville, Fla., made her hole-in-one on the par three, 138-yard, 16th hole at the Ponce de Leon Golf Course, St. Augustine, Fla., on 7 Oct 1959.

In golf you always hear of a few really freak shots. Take the ace scored by CAPT A. C. Berg, USN, CO of the CIC School at Glynco, Georgia. He made his hole-in-one on the fly—that is, no bounces from tee to cup—on the 135-yard, fifth green of Georgia's famed Sea Island Golf Club on 15 Aug 1959.

According to Eddie Thompson, the course pro, the odds against making a hole-in-one on the fly are about 35,000 to one. A ball that drops into the cup on the fly almost always bounces out, Thompson says.

If you think that CAPT Berg was lucky, then take the one by Eldon

R. Martyn, MA3, USN, of PAMI CONUS, NTC Bainbridge, Md. His ace rates space in Ripley's Believe-It-or-Not column. Using a number four wood, Martyn scored his 200 yard hole-in-one on the number three hole at the NTC Bainbridge Course. But, what makes his feat unusual, is that he made it with a borrowed ball—after he lost his last one—and with the assistance of an "Out of Bounds" sign. Here's how he describes the event:

"I teed off on the number three, par three, 200-yard hole with my number four wood. The ball—which I had just borrowed from my partner, Daniel A. Calandriello, MA3, USN, after losing my last ball—hooked sharply and was heading off the fairway when it hit an "out of bounds" sign and bounced back toward the green. I could not see exactly where the ball went as the green was higher than the tee. When I finally found my ball in the cup, I thought it was one that had been left there by some other player. But, upon examining

Dukovich, Frank A., ETC, USN, (USS Orion AS-18) 150 yards
 Edgar, Leroy J., CSC, USN, (NAS Pensacola) 156 yards
 Evans, Nicholas A., CDR, USN, (COMNAVAIR-PAC) 145 yards
 Fagerberg, Donald E., RM1, USN, (SubBase, Pearl Harbor) 136 yards
 Farber, Karl H., LT., USN, (PG School, Monterey) 185 yards
 Freytag, James E., AE1, USN, (GMU 7, Pt. Mugu) 142 yards
 Fryer, Robert W., SN, USN, (LANTRESFLT, Green Cove Springs, Fla.) 216 yards
 Hanley, M. J., CDR, USN, (COMNAVAIRLANT) 125 yards
 Harrell, R. B., CDR, USN, (COMSERVPAC) 175 yards
 Heckman, R. N., AKC, USN, (VP-7) 140 yards
 Hill, F. J., CDR, USN, (NavHospital, Bethesda) 180 yards
 Hinnant, Worth M., HM1, USN, (Camp Lejeune, N. C.) 188 yards
 Hirstein, Robert V., LT, USN, (PG School, Monterey) 185 yards
 Hurley, John F., AT1, USN, (NAS Memphis) 132 yards
 Hutchinson, Ogar, Jr., RM2, USNR, (Naval Reserve Training Center, Charleston, South Carolina) 215 yards
 Irby, Irvine D. Jr., LTJG, USN, (AEWRON Three) 165 yards
 Ireland, J. M., CDR, USN, (OPNAV) 145 yards
 Karns, Charles E., CWO-4, USN, (FLTAIR-HAWAII) 177 yards
 Kline, R. P., CAPT, USN, (COMNAVAIR-FORLANT) 162 yards
 Larsen, Herman Colle, LCDR, USN, (BuPers) 150 yards

Leschak, Andrew E., AE1, USN, (NAAS Whiting Field) 206 yards
 Loomer, Robert F., MU3, USN, (NavSta, Pearl Harbor) 402 yards
 Martyn, Eldon Rees, MA3, USN, (PAMI CONUS, NTC Bainbridge) 200 yards
 McDermott, Frederick, LCDR, USN, (COMPHIB-LANT)
 McElroy, J. H., CAPT, USN, (COMNAVAIRLANT) 159 yards
 McNabb, Charley, AC2, USN, (NAS Moffett Field) 140 yards
 Mix, Robert W., LT, CEC, USN, (PG School, Monterey) 205 yards
 Morgan, W. M., LCDR, USN, (Ret.), 210 yards
 Palumbo, Anthony J., AKC, USN, (NAS Barber's Point) 136 yards
 Patton, G. J., LCDR, SC, USN, (COMNAVPHIL) 162 yards
 Pawka, Edward J., CAPT, USN, (CO, VFP 61)
 Phelps, C. A., ENS, USNR, (HATU, Pacific) 140 yards
 Pitney, Lionell Lloyd, YN1, USN, (VU-10) 159 yards
 Quillman, Thomas E., Jr., CDR, USNR, (NTC Great Lakes) 230 yards
 Readferne, Barry, LTJG, USNR, (NAAS, Whiting Field) 180 yards
 Rice, James O., LT, USN, (PG School, Monterey) 195 yards
 Saxton, Willis C., AMC, USN, (VF-21) 195 yards
 Sellers, Merl F., LTJG, USNR, (VP Five) 155 yards
 Shupper, B. H., CAPT, USN, (BuPers) 162 yards
 Smith, T. P. Jr., CDR, USN, (EXOS, NavDept.) 155 yards
 Stanch, H. E. J., LT, USN, (NAS Memphis) 160 yards

Stanovich, John J., AE1, USN, (VF-21) 120 yards
 Stone, Lowell T., CAPT, USN, (COMSUBPAC ADMIN, M.I.)
 Stuart, David P., AA, USN, (NAS Memphis) 132 yards
 Traver, A. H., MMC, USN, (NavCommissary Store, Pearl Harbor) 175 yards
 Triska, Bill B., DCC, USN, (NavSta, Guam) 180 yards
 Wasco, Meldon D., AEC, USN, (AEWMATRON Two) 188 yards
 Wollar, E. S., LCDR, USN, (USS Norfolk DL-1) 180 yards

SOFTBALL

(No-hit, no-run, no-man-reach-first)
 Cole, Thomas E., AMC, USN, (FASRON 12)—two awards
 Dill, Forrest E., SN, USN, (COMSERVLANT)
 Douglas, Jackie H., DT1, USN, (HTG, Ellyson Field, Pensacola)
 Gullekson, Gary L., RM2, USN, (COMMINLANT)
 Koon, Lawrence Dennis, HM3, USN, (Nav-Hospital, Portsmouth, Va.)
 Kopp, Gilbert C., PN1, USN, (NavBase, Norfolk, Va.)
 Lynch, Richard D., YN3, USN, (COMSERVPAC)
 McConnell, Gerald F., JO1, USN, (Staff, ALL HANDS Magazine)
 Naab, Robert C., ENS, USN, (VP-16)
 Ortega, T. D., SH2, USN, (DESFLT FOUR)
 Parker, Ronald J., MAC, USN, (PAMI, PacFit)
 Ratley, Robert J., CS2, USN, (COMSERVLANT)—two awards
 Rohrback, Frank, EN1, USN, (USS Grayback SSG-574)
 Siebrath, Eugene G., BT2, USN, (San Diego Group, PACRESFLT)
 Valenzuela, Edward T., AO1, USN, (NAF, Oppama, Japan)

Here's How to Qualify for Athletic Achievement Awards

The regulations and eligibility requirements for the individual Athletic Achievement Awards presented by the Chief of Naval Personnel are published periodically in the *Special Services Newsletter*. Since that publication has limited distribution, and the guidelines governing eligibility for Achievement Awards are changed from time to time, here's an up-to-date summary of them:

• **Eligibility**—All naval officers and enlisted personnel, except NROTC and USNA midshipmen, on active duty for 90 days or more are eligible. Their dependents are also eligible for these awards. (Marine Corps personnel and their dependents are not eligible for BuPers Athletic Achievement Awards.)

Appropriately engraved trophies will be presented to Navymen for individual accomplishments in baseball, bowling, golf and softball as follows:

• **Baseball**—For pitching a no-hit, no-run game during league play. Requests should be forwarded to the Chief of Naval Personnel via your commanding officer. An authenticated copy of the score sheet should accompany each request.

• **Bowling**—For rolling a "300"-game or a 700 series (scratch) in 10 pins during scheduled league play. For Waves: a 300-game or a three-game series of 600 (scratch). Forward your request and copy of your score sheet, properly attested by your teammates or opponents and an official

of the bowling alley, to the Bureau of Naval Personnel via your commanding officer.

• **Golf**—For making a "hole-in-one" on a golf course that has no more than five par three holes out of the 18 holes, or a hole-in-one over 200 yards on a pitch-and-putt course. Requests should be forwarded to the Bureau, via your CO, along with the score card properly attested by your playing partners and the course professional.

• **Softball**—For pitching a no-hit, no-run, no-man-reach-base game during a regularly scheduled game or in league play. Requests should be forwarded to the Chief of Naval Personnel via your commanding officer with an authenticated copy of the score sheet.

it, discovered it was the one I had just borrowed."

And then there are a few hole-in-ones who suffer the misfortune of making an ace without anyone's seeing it. That's what happened to Kenneth H. Barthels, YNC, USNR, of the Naval Reserve Training Center at Decatur, Ill. He scored his first hole-in-one—after trying for 26 years—while playing alone.

Barthels holed out with just one shot on the third hole of the Scovill Golf Course at Decatur, on 22 Oct 1959. He immediately attempted to attract the attention of other players who were playing nearby, but was

unable to do so. That was just too much, so he retrieved his ball, wrapped it in his handkerchief and returned to the club house.

"Naturally I'm tickled to death," Barthels said, "but the irony of it all is the fact that no one was playing with me."

So far as trophies go, bowlers are way down the line, with 61 trophies to their credit. Of these, only seven have been awarded for 300 games and the remaining 54 were for three-game series of 700 or more. Nineteen awards have been cornered by eight Navymen. To date, three Navymen have won three BuPers

Bowling trophies apiece, while five others have received two each.

Arlon R. Habeck, SK1, USN, of NAS Glenview, won a trophy each month for the first three months of 1958 with a 720, 716 and 717. And then, Elbert E. Butts, DMC, USN, of NAS Alameda, went on a rampage and received three trophies from BuPers in four months' time when he rolled a 722, 739 and 708. The only other three-time winner was Joseph Nagy, YN2, USN, who rolled a 701, 711 and 729 in 1956.

In 1958, 23 bowling trophies were presented to Navymen who rolled three-game series of 700 or better, and nine more were issued in 1959. Achievement Awards also went to two Navymen in 1959 for bowling 300 games. They were: William K. Piddock, YN2, USN, who is assigned to the Navy Recruiting Station, Detroit; and Phillip E. McEvers, YN1, USN, of VP-22.

Thearon W. Taylor, FTC, USN, of FTC, San Diego, has two BuPers Bowling Awards to his credit and is also listed in the Navy record books for posting the highest three-game series. In May 1958, he rolled a 255, 246 and 267 for a 768.

Although Chief Taylor is an outstanding kegger, his wife Doris is quite a champ herself. Just a week or two before Taylor rolled his 768 series, she came through with a 279 game.

The second highest series on rec-

Navymen Who Have Won Two or More Awards

BOWLING

Butts, Elbert E., DMC, USN, three awards—722, 739, 708

Czarnecky, Stephen, ME1, USN—706, 706

Dalton, S. J., ETC, USN—704, 704

Gonyea, Warren H., YN1, USN, a 300 game and a 708 series

Habeck, Arlon R., SK1, USN, three awards—720, 717, 716

Hatcher, B. E., CTSN, USN—a 300 game and a 718 series

Nagy, Joseph, YN2, USN, three awards—701, 711, 729

Wray, James E., HM1, USN—714, 704

GOLF

Ahl, B. N., CAPT, MC, USN

Barker, John L. O., GMC, USN.

Cranney, W. D., LT, MC, USN.

Ford, J. L., HMC, USN.

Gill, Alfred M., CDR, USN.

Keimig, John J., DKC, USN.

Leschak, Andrew E., AE1, USN.

Moore, W. W. Jr., CDR, USN.

Morgan, W. M., LCDR, USN.

Picard, Curley P., ME1, USN.

Sharrow, Robert J., BMC, USN

Wallace, Robert Q., LCDR, USN.

Watkins, R. J., CDR, USN.

Whitt, Malgum E., CDR, MSC, USN.

Wright, Lambert A., ADC, USN

SOFTBALL

Ball, Dave, SDC, USN.

Cole, Thomas E., AMC, USN.

Green, I. C., BM2, USN. (three awards)

Kopp, Gilbert C., PN1, USN.

Ortega, T. D., SH2, USN.

Pich, Leo, AD1, USN.

Ratley, Robert J., CS2, USN.

Trostel, R. G., YNSN, USN.

ord is a 761 by Larry F. Ensley AD2, USN, of VP-40, who rolled a 258, a 223 and a 280.

Another Navy bowler worthy of recognition is Steve Czarnicky, SF1, USN, who is serving aboard the radar picket escort vessel USS *Koiner* (DER 331). He has rolled two 706 series. The first was in June 1958 and the second in September 1959.

While Navy Bowlers were getting their share of strikes, so were Navy softball pitchers.

Since 1954, Navy men have pitched 48 perfect softball games. There were eight pitched in 1958 and nine in 1959. Last year, Robert J. Ratley, CS2, USN, (COMSERVLANT) and Thomas E. Cole, AMC, USN, (FASRON 12) each pitched two perfect games. Only five other Navy softball pitchers have hurled two perfect games, and one—Irv Green, BM2, USN—has three to his credit.

Dave Ball, SDC, USN, still holds the record for the highest number of strikeouts in a single game among the 48 perfect performances to date. He struck out 20 of a possible 21 batters back in 1956 while pitching for VR-1 at NAS Patuxent. Irv Green, BM2, USN, is next with 19 strikeouts. In the past two years, 18 is the highest number of strikeouts registered in any one game. Chief Cole and Gilbert C. Kopp, PN1, USN, each fanned 18 men per game.

The lowest number of awards presented have been for pitching no-hit, no-run baseball games. Only nine trophies have been issued so far—three in 1956, one in 1957, two in 1958 and one in 1959. This is probably because fewer baseball games are played than softball.

The last man to receive a baseball trophy was Carl W. Johnsen, HN, USN, who pitched a no-hit, no-run game for the Naval Hospital at Guantanamo Bay, Cuba, on 12 Aug 1959, in the final game of the base-wide championship playoffs.

In 1958, Kent Lyle Van Schoyck, PN3, USN, pitched a no-hit, no-run game for the NAS Guam "Flyers" against the NavCommSta "Blue Devils" in Guam's All-Island Baseball League. James A. Brettell, HM2, USN, also turned the trick in '58 with, as he puts it—"the outstanding support of my teammates, and perhaps a little luck."

On page 22 is a list of the Navy men who have recently been awarded Athletic Achievement Awards.

—H. George Baker, JOC, USN

SIDELINE STRATEGY

WHEN THE WORKING DAY ends, some Navy men go for restful, relaxing pastimes, such as listening to music, playing cards, watching TV or reading. Others take on more vigorous activities, such as boxing or basketball, soccer or handball. Still others are absorbed by painting and drawing, ceramics, woodworking, leathercraft, or just tinkering with cars.

And there are a certain few who are different from all the others. Take Chief Yeoman C.

Such off-duty activities are not new to Gravett. While stationed in Hawaii from 1951 to 1953, he did much to promote rodeos and today the 50th state is one of the top rodeo states in the Union.

His wife recently rode in a national horse show and was named Champion Cowgirl of the year and his 12-year-old daughter was undefeated in horse-riding shows on the West Coast last year.

Often these pastimes develop into full-time jobs when



W. Norton, USN, for example. He trains dogs.

He is second vice president and an instructor of the Obedience Training Club and president of the German Shepherd Dog Club of Memphis, which he helped organize. He teaches dogs to understand commands and instructs their masters on how to give them.

Then, there's a Navyman's daughter at NAS Guam who spends her spare time defying gravity as she spins around the island on a one-wheel contraption. Guam's "well-balanced" teenager is Jo Anne Moore and her gravity-defying specialty is unicycling—what else?

Out in WESTPAC there's the Japan Rodeo Association made up of U.S. servicemen as well as Japanese enthusiasts interested in introducing a bit of the Old West to the Orient.

This group was organized through the efforts of Jack Gravett, BM2, USN—one of the nation's top rodeo performers—who is stationed in Yokosuka, Japan.

a man retires. As an example, take M. S. "Doc" Slaughter who boxed as an amateur and professional for 15 years and then throughout his Navy career spent the majority of his off-duty hours coaching boxing, football and track. "Doc"—now retired from the Navy—is still active in Navy sports. He's Recreation and Athletic Director at the Navy's Postgraduate School, Monterey, Calif.

★ ★ ★

Although no Navyman participated in the Winter Olympic Games at Squaw Valley, Calif., the Seabees and Marines both deserve a "Well Done" for their work in getting the site ready for the event.

And while handing out credit, don't neglect a salute for John P. Riley, hockey coach at the USMA, West Point, N. Y., and his undefeated U.S. Olympic Ice Hockey Team that earned the U.S. its first Gold Medal for Ice Hockey since the winter games began in 1924.

LETTERS TO THE EDITOR

Reverting to Permanent Rate

SIR: Seventeen months ago I accepted an appointment as Ensign (LDO deck). May I now resign my appointment, be reinstated to my permanent enlisted rate of BMC, and transfer to the Fleet Reserve?—ENS J. R., USN.

• You may transfer to the Fleet Reserve if you have at least 19 years' and six months' active duty (See Art. C-13407, "BuPers Manual"), but it is not necessary to resign your commission.

At present you have both a temporary commission and a permanent enlisted rate. You may therefore revert to your permanent enlisted status and transfer to the Fleet Reserve without actually resigning your commission.

The first step in this direction is to complete NavPers Form 630 (Application for Transfer to the Fleet Reserve), and forward it, with a letter stating the reasons for your request, to the Secretary of the Navy via chain of command (including the Chief of Naval Personnel).—Ed.

Retainer Pay

SIR: I am a chief petty officer who is looking forward to transfer to the Fleet Reserve. I first enlisted in the

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Navy on 15 Aug 1939 and have reenlisted on schedule every time except one. That time I shipped two months early.

Does this make me eligible for transfer to the Fleet Reserve on 5 Dec 1960 with 55 per cent of \$350? Also, as an E-8 would I have to serve until 15 Aug 1961 to be eligible for 55 per cent of \$380?

If I receive a medical discharge (10 per cent disability) rather than a straight transfer to the Fleet Reserve, would I have to complete each year day-for-day, or does six months count as a full year?

Are the benefits the same for someone who has been given a medical discharge after 20 years' service as they are for a Fleet Reservist?—W. M. T., ADC, USN.

• You are not entitled to 55 per cent of \$350 if you go into the Fleet Reserve now. You must serve until you have completed at least 21 years' and six months' service for transfer to become eligible for this amount.

The same thing is true if you make E-8. Fifty-five per cent will only come after you have served at least 21 years and six months.

Here is how you can figure your retainer pay:

First of all, take your base pay (E-7 with over 20 years' service is \$350), and multiply it by two and one-half per cent. This gives you \$8.75. Multiply this by the number of years of active duty (including constructive time). In your case, you apparently have over 20 and one-half years. Since six months or more counts as a full year for purposes of transfer to the Fleet Reserve, you multiply by 21 years. Your retainer pay, if you leave active service now, would be \$183.75. If you wait until you complete 21 years and six months, it would increase to \$192.50 a month.

Physical retirement is something different. If a person's disability is rated below 30 per cent on the basis of the Veterans Administration standard schedule of rating disability, he must complete 20 years' service day-for-day to be retired. If he has less than 20 years'

service day-for-day, he may be separated with severance pay.

If, on the other hand, disability is rated at over 30 per cent, he may be physically retired regardless of years of service. In computing this retirement pay, six months is counted as a full year for a percentage multiplier, but does not increase basic pay in which entitled at the time of disability retirement.

In your case, since you have apparently completed 20 years' service day-for-day, the benefits are the same as those for a Fleet Reservist.—Ed.

More Steaming Records

SIR: In your January 1960 issue, *uss Outpost* (AGR 10) claimed a steaming record of 5207 underway hours for fiscal year 1959. Our sister ship in the Atlantic is to be commended, but her assumption that she has won the heavy-weight crown is somewhat premature. A challenger from the West, *uss Scanner* (AGR 5), has bested *Outpost's* steaming hours twice.

In 1957, *Scanner* steamed 5975 hours for an over-all underway percentage of 68.2. More recently, in 1959, this West Coast radar picket ship steamed 5652 hours or 64.5 per cent.

Limit on Constructive Service

SIR: The last time I reenlisted I shipped over eight months early so I could be eligible for the educational benefits afforded veterans of the Korean War. Can I count this eight months as constructive time toward time for transfer to Fleet Reserve?—L. E. M., AD1, USN.

• Definitely not! To receive credit for constructive service for the purpose of transfer to the Fleet Reserve, discharge must have been within three months of the end of the term for which enlisted. In your case, your service during your last enlistment would be computed on a day-for-day basis.

It is noted that you were discharged eight months before the normal expiration of enlistment for the purpose of immediate reenlistment in order to retain Veterans' Administration educational benefits. Reenlistment in accordance with BuPers Instruction 1133.4A even one day before the normal expiration of enlistment is sufficient to enable an individual to retain these benefits. Any more questions?—Ed.

Nuclear Weapons Man's Billet

SIR: I am a nuclear weaponsman first class and a qualified submariner, at present on shore duty. I have heard that SSG and SSB(N) type submarines and Guided Missile Units have billets for qualified NWs.

What are my chances of being assigned back to the Submarine Force upon completion of my shore duty tour?—J. E. B., NW1 (SS), USN.

• All qualified Navymen on Shore are made available to the Submarine Representatives, EPDOLANT or EPDOPAC, upon completion of a normal tour of shore duty.

The allowance for NW in the submarine force at the present time, however, is small. Your assignment to duty in submarines will depend on the needs of the service at the Fleet distribution level at the time you become available for assignment.

In other words, if there is a billet open for your rating on a submarine when you are made available for sea duty, you've got as good a chance as anyone of getting it. If not, you'll probably go surface Navy.—Ed.

One of the first AGRs assigned to the West Coast picket line, *Scanner* was commissioned on 30 Jan 1956. Of the first crew of 173 officers and men, there remains only two plank owners; S. N. Sawyer, SMCA, USN, and J. E. Owens, BM3, USN.

The following comments are quoted from the inspecting officer at our annual Administrative Inspection:

"It is doubtful if there is any ship's crew in the Pacific Fleet which surpasses *Scanner* in appearance. No suggestions for improvement are made or needed."

We will be happy to have *uss Outpost* tip its hat to us.—LCDR B. A. Shaw, USN, CO, *uss Scanner*.

SIR: We of *uss Guardian* (AGR 1) would like to tip our hats to *uss Outpost* (AGR 10) for her claimed steaming record of 5207 underway hours during fiscal year 1959.

But, she may tip her hat to us for calendar year 1959. We think we have beaten her, and offer these statistics as proof:

During fiscal year, 1959, we were underway 4308.4 hours or 49.2 per cent of the time. During calendar year 1959, however, we were underway 64.6 per cent of the time and steamed 5661.5 hours.—A. Z. Smith, SF1, USN.

• *Any more for the record?*—Ed.

Sailing Up the James River

SIR: I visited the submarine *uss Cobbler* (SS 344) recently, while she was tied up in the Hudson River. As an old submariner I enjoyed the visit immensely, and certainly don't want to cast any reflection on the fine history of that ship.

I must, however, dispute one claim which appears in *Cobbler's* history—the claim that in 1956 she became the first submarine to sail up the James River to Richmond, Va.



UP THE RIVER—Crew members of submarine USS L4 pose for photograph after sailing their ship up the James River to Richmond, Va., back in 1920.

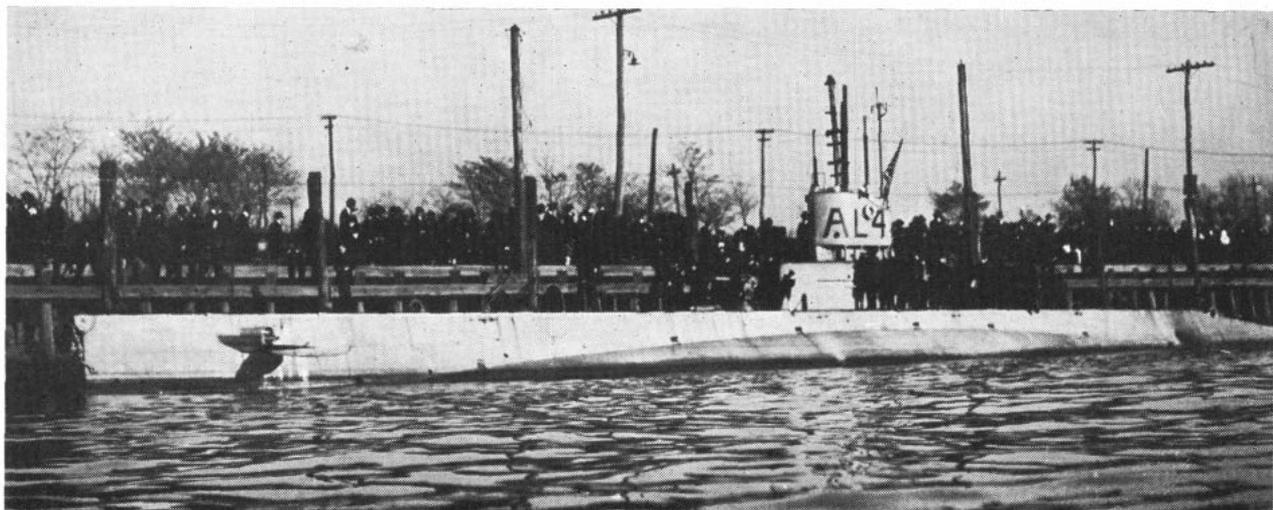
In 1920 I was a crew member of *uss L4* when we sailed up the James to Richmond, received the Governor on board, and submerged for dinner. Our skipper at that time was LT Ralph Davis, USN, who later, I believe, became Commandant of the U. S. Navy Base at Hampton Roads, Va.

Enclosed are a couple of pictures which were taken during that visit to Richmond. I think there may still be some around who would remember

those days.—S. H. Soule, ex-USN.

• *Our thanks for treating us to an interesting slice of early Navy submaricana.*

It should also serve as yet another reminder to those of us in the modern Navy who are prone to claim "firsts" and "onlys" at the drop of a hat—it's best to check out the facts pretty thoroughly before staking such claims. Otherwise, you're sure to be topped—sometimes by as much as 36 years.—Ed.



WHO'S FIRST—Old timer USS L4 is greeted by citizens of Richmond, Va., as she moors at pier 40 years ago.

Here's How You Get Your Service Number

SIR: I have been unable to find anyone who knows how serial (service) numbers are assigned to Navy enlisted men.

My service number is 531 99 80. I can't be the 5,319,980th man to enlist in the Navy. Besides that, in 1958 I read about a chief whose service number was 123 45 67. Obviously, I am not one of 4,085,413 men to join the Navy since that chief.—F.W.B., SN, USN.

• Service numbers do run consecutively, but not the way it might appear. Here's how service numbers were started and how they are still issued today.

In 1918, as a result of a study by the Bureau of Navigation (now Bureau of Naval Personnel), a service number system was adopted by the Navy Department. The idea was to assign each enlisted person a number by which he

could be identified. This number would never be duplicated or reassigned to any other enlisted individual in the naval service, but would forever be identified with the one person.

The first step taken was the alphabetical combination of all enlisted service records then held in the Bureau, and the assignment of a service number to each man. The numbers assigned were seven-digit ones and started with 100 00 01 and went consecutively, 100 00 02, 100 00 03, et cetera.

The next step was to issue service numbers to those men being enlisted in the future. To do this, blocks of service numbers were assigned by the Bureau to the various recruiting stations and district commandants. In turn, these major commands assigned them to subordinate commands as required.

There has been no major change in the system since the beginning. Today, blocks of numbers are still assigned to main recruiting stations and commandants when they request them. In cases where recruiting stations are deactivated, the unused numbers are recalled by the Bureau and reassigned to other stations. Occasionally commands find discrepancies, but usually these errors are picked up through the numerical file in the Bureau. This provides an excellent check against fraudulent enlistments.

When recruiting activities are deactivated, a low series of numbers may be returned to the Bureau. These are held until needed for reassignment. In some cases this may be several years later. Thus, a seaman recruit may have a lower service number than a chief who has many years of service.—E.D.

Bataan's Record in Korea

SIR: In the past ALL HANDS has carried announcements of Navy Unit Commendations or Presidential Unit Citations awarded to ships for their fine records during the Korean conflict.

I believe it would be difficult to match the record of *USS Bataan* (CVL 29.) Take, for example, the time she spent in Korean waters from the start of the Korean conflict until the signing of the armistice. During this period, she won seven battle stars.

I know she arrived out there soon after the war started because I remember using some of her planes while I

was Tactical Air Commander during the Hungnam evacuation.

Later I joined the ship in San Diego for her second and third cruises to the Korean area. The dates of the first cruise are unknown to me, but I know she left CONUS for the second one on 27 Jan 1952 and returned to San Diego 26 Aug 1952. For the third, she departed again only two months later—on 28 Oct 1952—and finally returned to San Diego 27 May 1953.

A check of the dates of the first cruise should also show a lengthy stay in the Far East. Those three cruises, I feel, comprise a record comparable

to that of any other carrier (large or small) in the Pacific during that time.

I think that *Bataan* is a worthy candidate for the Navy Unit Commendation.—R. A., CAPT., USN.

• *SecNav Inst. 1650.1A* provides that: "Recommendations for unit awards shall be forwarded within three years from the date of the outstanding action via operational commandants, type commanders (when appropriate) and the Chief of Naval Operations . . ."

We checked the records, and we agree that *Bataan's* Korean service record is one to be proud of.

Recommended from the Reserve Fleet in Philadelphia in May 1950, *Bataan* went to San Diego later that summer, loaded Air Force cargo and personnel, and departed in November for Tokyo. She arrived in Korean waters in mid-December, and, until June 1951, her aircraft flew strikes in support of the ground forces.

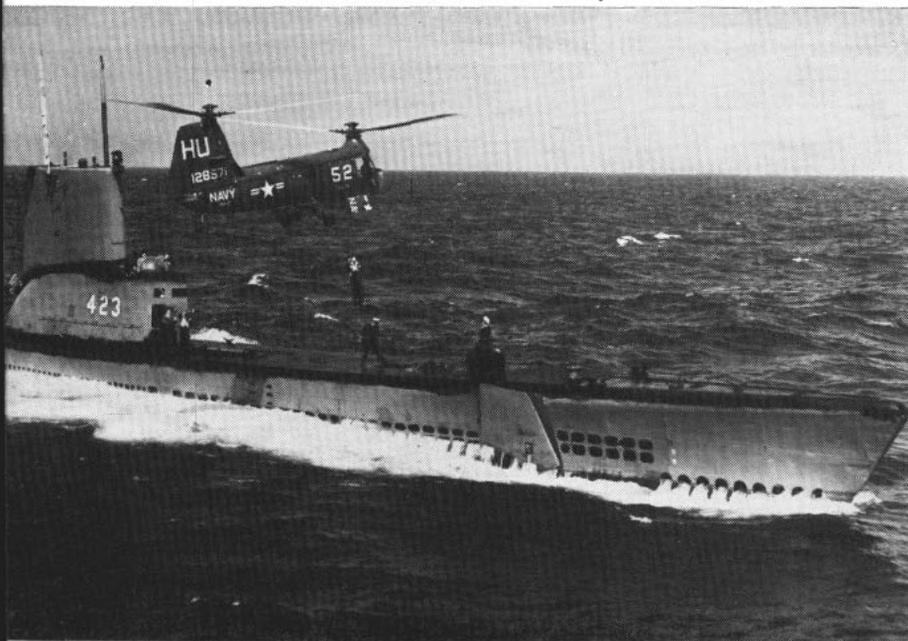
Bataan departed for the West Coast in June 1951, and went to Bremerton, Wash., for overhaul. In January 1952 she left again for the Far East. She conducted air exercises and other training maneuvers off Okinawa until April, then departed once more for Korea. She continued operating between Japan and Korea throughout the summer of 1952, carrying personnel and supplies to the fighting area, and launching strikes against the enemy.

Then, after only a two-month stay in San Diego, *Bataan* returned to Korea once again, and operated in that area until May 1953.

In addition to the seven battle stars previously noted, she was awarded the Korean Presidential Unit Citation for her service during those three cruises.

We're not qualified to express an

AND AWAY WE GO—Helicopter picks up VADM G. W. Anderson, Jr., CO Sixth Fleet, from *USS Torsk* (SS 423) after he joined sub on its 9000th dive.



opinion on the subject of eligibility for the NUC. The awarding of an NUC is finally approved or disapproved by SecNav. The Navy Department Board of Decorations and Medals, basing its decision in large part on recommendations and endorsements received through the chain of command, which we mentioned earlier, makes its recommendation by endorsement to SecNav—and there is a time limit for making such recommendations.

Change No. 4 to the Navy and Marine Corps Awards Manual contains the criteria for award of the NUC. It says:

"The unit must have performed service as a unit of a character comparable to that which would merit the award of a Silver Star Medal or a Legion of Merit to an individual. Normal performance of duty under the ordinary hazards of war, or participation in extended periods of duty or in a large number of combat missions does not in itself justify the award."

Every man who served aboard the ship can feel proud of Bataan's contributions in the Korean fighting.—ED.

How Many AKLs?

SIR: In your article on *uss Banner* (AKL 25) which appeared on pages 8-9 of the March 1960 issue of ALL HANDS, I believe you are mistaken in stating that only three AKLs remain in service, unless you make a distinction between *uss* and *usns* ships.

The *usns AKL-17* operates out of New Bedford, Mass., supporting the Texas Towers off the New England coast. As an *MSTS* ship, she is still operated by the Navy for military purposes and thus should be qualified as an active duty AKL. In fact, the Air Force tower crews think she is the most important ship in the world.

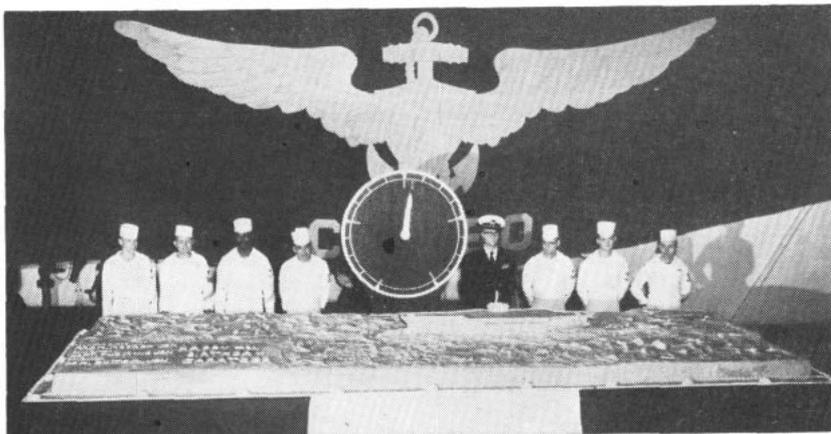
If your article was indeed in error, I think *AKL-17* should rate a mention.—K.R.W., JO2, USN.

• Here's the distinction between *usns* and *uss* ships: *uss* ships are in commission and manned by Navy crews; *usns* ships are active but not in commission. They are "in service" and manned by civilian crews.

However, in doing some added research in response to your letter, we found that our statement regarding *Banner*—"She's one of the Navy's three light cargo ships still active and in commission"—is no longer true. *Banner* is now the only AKL that is still active and in commission.

Since our story was written, *Estero* (ex-*uss* AKL 5) was sold and stricken from the Navy Register. Two other light cargo ships, *Mark* (AKL 12) and *Brule* (AKL 28) are still active on the Navy rolls but are not in commission.

Four other AKLs are assigned to the Military Sea Transportation Service.



BAKING CREW—Commissarymen from *USS Saratoga's* galley pose by gigantic cake they whipped up. Cake measured 18-by-8 feet; wgt. 4115 lbs.

They include "Old Faithful," *USNS AKL-17*, which you mentioned; *USNS AKL-29*, *USNS AKL-31* and *USNS Redbud* (T-AKL 398).—ED.

What's for Dessert?

SIR: Your article "Happy Birthday to You" in the March issue mentioned several 3000-pound cakes that have been baked by Navy commissarymen.

This is a lot of cake, but on 14 April I think *uss Saratoga* (CVA 60) chalked up another first for herself. On that day, to commemorate her fourth birthday, a 4115-pound cake was prepared for the crew and yardworkers at the New York Naval Shipyard.

Besides being huge and good looking, it tasted good.—Cliff Allcorn, AN, USN, *uss Saratoga*.

• We'll eat our words.—ED.

Gold Hash Marks

SIR: For years I have been listening to arguments about enlisted men wearing gold crow and hash marks. Some say you must have 12 years' good conduct (continuous service) in the Regular Navy. Others contend that the 12 years may be in either the Regular Navy or Naval Reserve, on either active or inactive duty, or even broken service.

Can a captain authorize a man to wear gold, or is authorization sent from the Chief of Naval Personnel and then placed in the man's service Record?

Would you clarify this situation?—E. F. M., ENCA, USN.

• To be eligible to wear gold hash marks and rating badge, you must have 12 years' continuous active duty (full time duty) in the Navy and/or Naval Reserve, and have fulfilled the requirements necessary for successive awards of the Navy Good Conduct medal throughout the entire period.

(To be recommended for a Good Conduct Medal, you must: Before 1 Jul 1956—have no mark in conduct of less than 3.0 with an average conduct mark of not less than 3.8 and a final average of not less than 3.5 in profi-

ciency in rating. After 1 Jul 1956—have no special or regular evaluation mark of less than 3.0 in the traits of Military Behavior and Military Appearance.)

Articles 0654-4 and 0767 of Uniform Regulations require that gold be worn by eligible personnel. There is no special entry made in your service record since it already shows the years of continuous active duty served and the number of Good Conduct awards you have earned.

No authorization is required before you put on gold since it is your individual responsibility to maintain your uniforms in a regulation manner.—ED.

CARRIERMEN of *USS Saratoga* (CVA 60) enjoy king-size cake celebrating ship's fourth anniversary with Fleet.





FUTURE CONTROLS for A-subs utilizing electronic computers, data-processing gear, and visual displays are shown in mock-up of integrated control center.

Recollections of WW I

SIR: Some of your readers have called my attention to several articles about *uss Scorpion*—the old station ship at Constantinople, Turkey,—which have appeared in *ALL HANDS* in recent months.

I served in *Scorpion* throughout World War I. From July 1914 through 1916 I was her executive officer under three different captains (who were, in effect, Naval Attaches with principal duties ashore). From early 1917 until late 1918, when I was relieved by CDR E. W. Tod and staff, I was in command.

The *ALL HANDS* articles are essentially correct, except for some minor details.

After the ship was interned for several weeks I was able to grant the usual liberty to the crew on a rotating basis, but gave specific instructions about the places which could be visited, routes to be followed, conduct and such. It was not until two or three months later that the Turkish authorities ordered the crew to be confined to the ship. Yet, even after that, rotational groups were allowed ashore about once a month for three or four hours of "recreational" exercise (walks about the city, visits to the bazaar and the like). Officers were also allowed ashore occasionally in the company of a Turkish officer—usually a naval commander.

Four days before the Turkish Armistice, with the authorization of the Turkish Minister of Marine, Reouf Bey, *Scorpion* again hoisted the American flag, resumed full active status, reoccupied the American Embassy and (among other things) recovered the

ship's funds and returned them aboard. These consisted of several thousand pounds, in gold (two large, heavy suitcases full) which had been stored ashore at a hiding place not in American hands.

A study program, or "school," was set up during the period of strictest confinement. For a certain number of hours, every man on board was supposed to be studying something (whatever was of interest to him), helping someone else in his studies, translating specified articles from newspapers, or

Qualifications for DM Rating

SIR: Before entering the Navy I had four years' experience in mechanical and electronics drafting. In addition, I have completed a nine-month commercial art course. With these qualifications will I be eligible for the revised draftsman rating that stresses illustrating?—I.E., FN, USN.

• *We can't tell you at the moment. The change to the draftsman rating which you referred to was recently approved by the Secretary of the Navy. As a result of this change the DM rating will emphasize illustrative skill and knowledge, as well as basic mechanical and electrical drafting.*

Procedures, training materials and qualifications for this new rating concept are now being developed. It will be approximately a year before the Chief of Naval Personnel will be ready to issue a directive on this change to the draftsman rating.—ED.

at least holding a book in his hand.

Most of the crew studied some language. (We had linguists on board who were capable of assisting in French, German, Spanish, Greek and even Turkish.) The carpenter's mate studied dendrology (trees).

Even our guard—a Turkish soldier—got into the spirit of things and, at his own request, enrolled in our school to study basic English.

We were allowed to receive local newspapers in Greek, Turkish, German and French, plus the *Wiener Freie Presse* from Austria. The various war communiques and other items in these papers that we found interesting, were translated during the daily study period and put in the ship's "paper."

Thus, we learned from an obscure item buried under the heading, "Eglesia" (church), in one of the Greek newspapers, that the first American troops had landed in France. Later, we read in the Austrian newspaper that the Germans in France had encountered a new kind of American soldiers who called themselves "Teufel Hunden" (Devil Dogs). This was about all the detail we had on U. S. news for some three-and-one-half years before the Turkish Armistice was signed on 30 Oct 1918.

The air raids took place while we were moored in the Golden Horn, just off the Admiralty Building. Several of the bombers mistook us for the Sultan's yacht, as we learned afterward from the Dardanelles on the return trip. The men who told us this were turned over to *Scorpion* following the Armistice.

Not long after hostilities ended *Scorpion* was drydocked, and 28 tons of shrimp and mussels were collected from her bottom and sold in the city to the Turkish dockers. That was the docking master's report—28 tons of shrimps and mussels!

Scorpion had been in a reactivated status for a number of weeks before the Australian ship, *HMS Pyramus*, arrived in the Golden Horn after the Armistice. Her captain communicated with London for us to give Admiral Sims the apparently unexpected news that *Scorpion* was still in existence with her crew on board. (At the time of the German Kaiser's visit to Constantinople, and on one other occasion, the powerful Enver Pasha had directed our deportation to Yosgad in eastern Turkey. However, through various delays and intervention by other Turkish officials, this was avoided.)

After the mines had been cleared from the Dardanelles a sizable Allied fleet, commanded by a British admiral, arrived and occupied all of Constantinople Harbor, but allowed *Scorpion* to remain in her old pre-war berth (which she had recently reoccupied) "by reason of prior arrival."

Finally (in December 1918, as I

Ship Reunions

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

• *uss Idaho* (BB 42)—The third annual reunion will be held in Norfolk, Va., on 17, 18 and 19 June. Write to *uss Idaho* Association, P. O. Box 8048, Norfolk 3, Va.

• *19th Seabees*—A reunion is scheduled for 23, 24 and 25 September in New York City. For more details, write to Herbert McCallen, 655 E. 14th St., New York, N. Y.

• *29th Seabees*—The sixth annual reunion will be held in Chicago on 19, 20 and 21 August. Write to C. W. Miller, 5065 N. Lincoln Ave., Chicago 25, Ill.

• *93rd Seabees*—The 11th annual reunion will be held at the Radisson Hotel, Minneapolis, Minn., on 1, 2 and 3 September. Information is available from S. C. Pegors, 1358 Kentucky Ave., Minneapolis 26, Minn.

• *107th Seabees*—The sixth reunion will be held on 2, 3, 4 and 5 September at the Statler Hotel, Hartford, Conn. Write to John Prindeville, 84 Summer St., Hartford, Conn.

• *Seabee Veterans of America*—The 14th annual reunion will be held in San Diego, Calif., at the El Cortez Hotel, on 18, 19, 20 and 21 August. For information, write to Tom W. Reside, 2565 Columbia St., San Diego 1, Calif.

• *Waves*—The 18th annual reunion is scheduled for 29, 30 and 31 July in Dallas, Tex. For details, write to National Waves Reunion Committee, P. O. Box 564, Dallas 21, Tex.

• *uss Augusta* (CA 31)—Those interested in holding a reunion with

time and place to be decided, may write to Joseph P. Menighan, 154 W. Washington St., Wilkes-Barre, Pa.

• *uss Cannon* (DE 99)—All who served on board during World War II and who are interested in holding a reunion in Philadelphia next November may write to Robert T. Olinger, 442 Violet Drive, New Kensington, Pa.

• *Dive Bombing Squadron (VB 19)*—Those who served from September 1943 to December 1945 and who are interested in holding a reunion may write to George T. Lewis, Jr., Suite 2410, Sterick Building, Memphis, Tenn.

• *uss Mobile* (CL 63)—A reunion is proposed for this year in Houston, Tex. Write to Travis N. Price, 1017 Linda Lane, Nacogdoches, Tex.

• *uss Rowe* (DD 564)—Those who served from 1952 through 1956 who are interested in a reunion may write to Louis Salvadeo, 35 Lodi St., Hackensack, N. J.

recall) *uss Nahma* brought in a full crew of officers and enlisted men to relieve us.—CAPT H. S. Babbitt, USN (Ret.)

• *Since January 1959 when we ran our first letter on Scorpion, we have printed quite a few yarns about this unusual ship and the events which surrounded her. Many of the episodes have sounded so colorful that some present-day Navy men may have gotten the idea these things all happened in the far, far distant past. Hearing the straight scoop from the ship's skipper should help convince these so-called youngsters that Scorpion is really not such ancient history after all.*

Thanks, Captain, for your contribu-

tion toward setting them straight about a ship that probably holds some sort of record for the number of interesting true "sea stories" that can be told of her.—Ed.

First Doctor in Wolverine

SIR: I was interested in the article published in the April 1960 **ALL HANDS Magazine** titled "Paddle Wheel Flat-top" because I was the first medical officer assigned to duty aboard *uss Wolverine* (IX 46).

One of the experiences I will long remember was a rather cold, slow ride on board after the passenger ship had been dismantled and was being towed from Cleveland to Buffalo by slow tug.

Later duty as shipyard doctor during the conversion and early training cruises also offered plenty of excitement.

If I recall, *Wolverine's* flight deck was only 24 feet above the water. This made the take-offs a little hairy, especially since the ship had no catapults and could make only 16 knots. We frequently had to comb the Lakes to find a little wind to assist us.

I believe this duty was more nerve-racking for me than actual combat duty, or being aboard *uss Bismarck Sea* (CVE 95) when she was sunk off Iwo Jima in 1945.—CAPT R. G. Witwer, MC, USN.

• *Thanks for the postscript to the paddle wheel flattop story.—Ed.*

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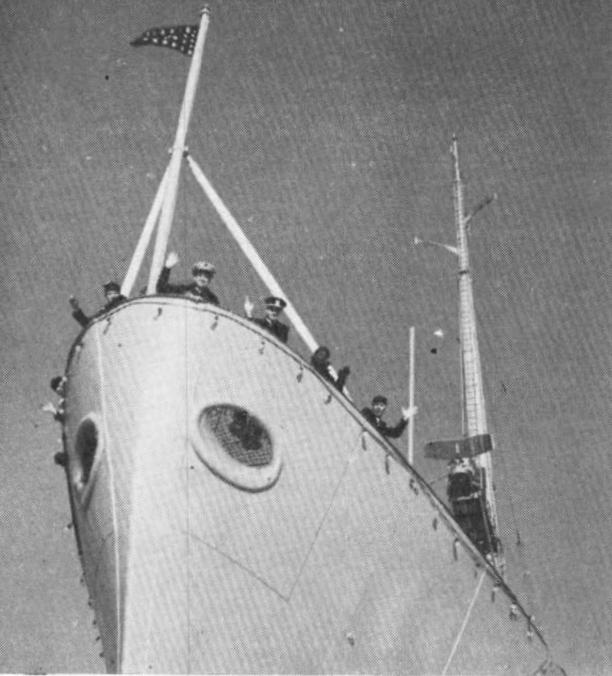
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(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.

Life in U.S.S. Northhampton



STANDING BY during operations near Arctic Circle can be cold work.



PARKAS are a must as flight deck crew checks wind with anemometer.

PLAN OF THE D



BIG EYES give thorough once-over to strange ship in foreign waters.



WHEELHOUSE TALKER looks alive as rugged shoreline comes into view out of fog.



AT GREENOCK mooring lines are secured and ornamented rat guards set in place.



HONORS to Norwegian king. Admiral, Captain and Marines respond to Navy band's rendering of national anthems.

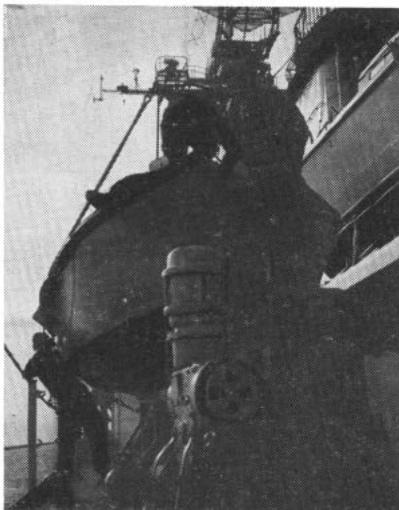


SMART LANDING of ship's vehicles by deck force always attracts interested bystanders at the piers in every port.

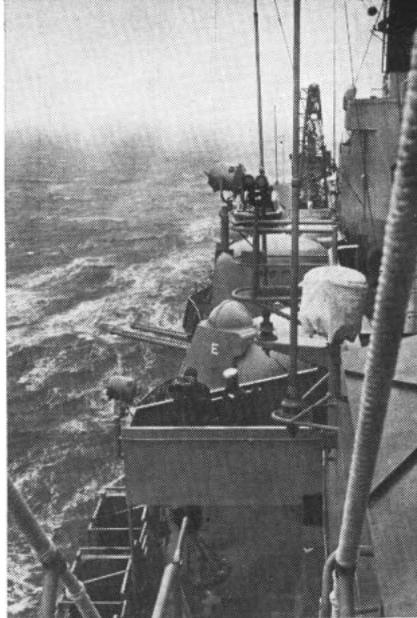




FLIGHT DECK of cruiser resembles carrier as heli blades are unfolded and pilot eases into cockpit.



BATTEN DOWN—Tarp covers of life boats are secured as wind freshens.



ROUGH WEATHER'S AHEAD as ship cruises off Norway's coast.

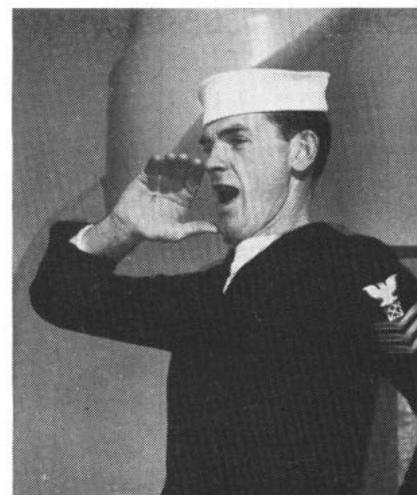
AY — ABOVE DECKS



HEAVE HO—Sheer muscle power at the right time brings ship neatly alongside the pier.



FILL 'ER UP—Harbor tanker pulls in close to give the ship's fuel tanks a big drink.



NOW HEAR THIS—Prompt action results as bo'sun passes the word.



DRESS SHIP — Within a few minutes after ship pulls alongside pier, all hands are prepared to receive visitors.



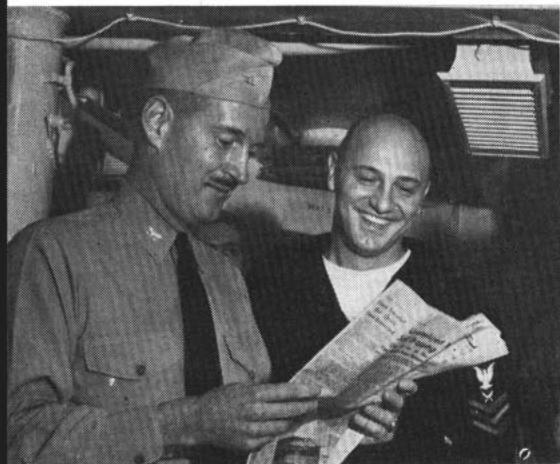
WELCOME ABOARD—Distinguished visitor is shown about by crew member as exchange of visits gets underway.





DOWN THE TRUNK to the after steering control room finds and electricians in constant check on the ship's rudder

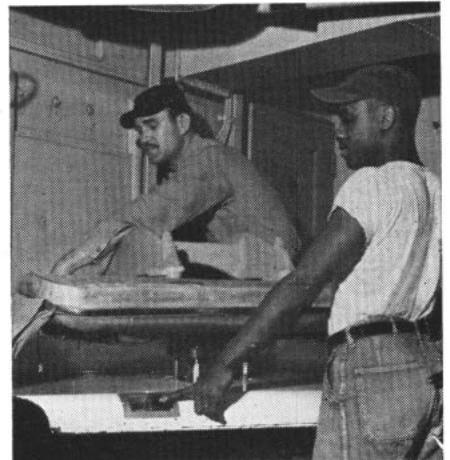
JOBS INSIDE



POWER OF PRESS for information and morale is proven by popularity of ship's paper.



PRESSES ROLL day and night, doing mimeo to color work.



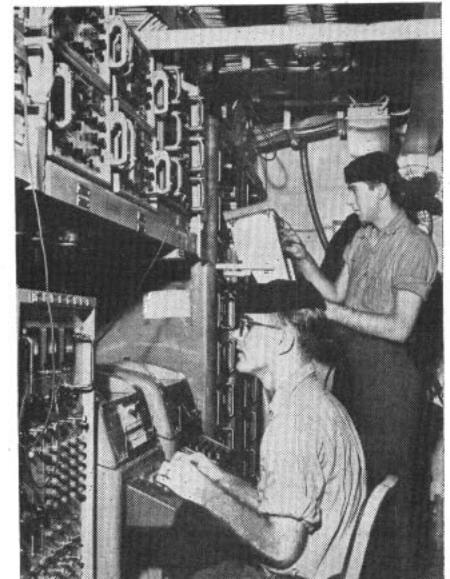
SHARP UNIFORMS are a specialty of the ship's servicemen of the laundry shop. **ROUND THE WORLD** in two seconds was accomplishment of hot-shot communications men and ship-shape equipment.



WATER SAMPLES—are tested often and regularly for ship's many and varied uses.



WEATHERMEN's reports are relied upon for ship's activities.

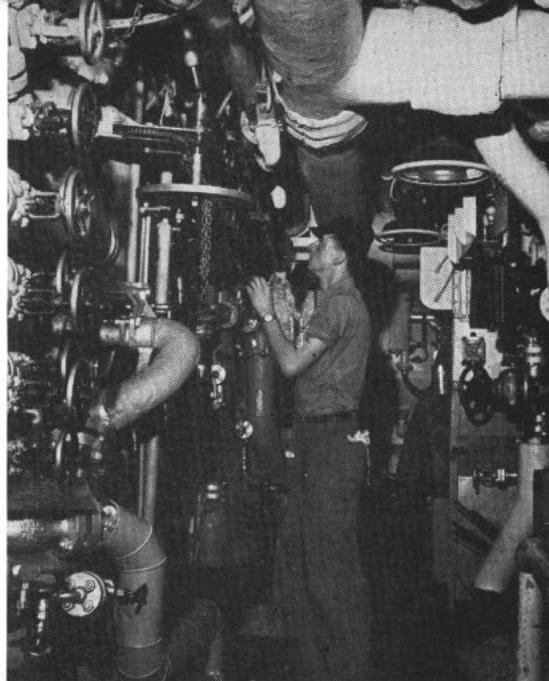




alert quartermasters, enginemen, operations while underway at sea.

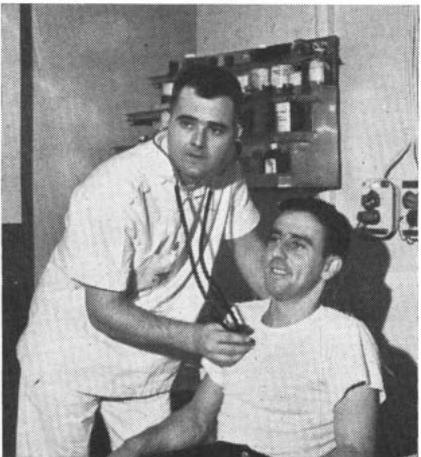


BOILER ROOM calls for teamwork, timing and a sure touch on controls.



MEN WHO KNOW control a complicated maze of pipes and valves for ship's power.

& BELOW DECKS



FIT AS A FIDDLE—Hospital corpsmen assist doctors in constant check.



COBBLER SHOP—keeps late hours repairing enough shoes for a small town.



AUTOMATIC MIXERS save man-hours for cooks preparing time-tested Navy recipes.

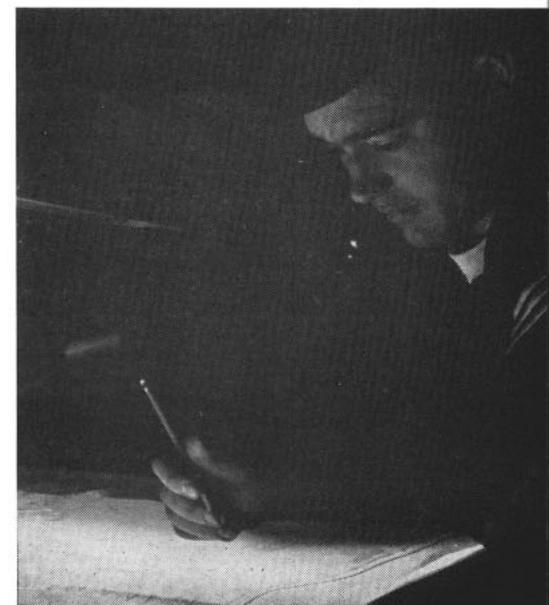


TELETYPE REPAIR is a never-ending job demanding patience and skill.

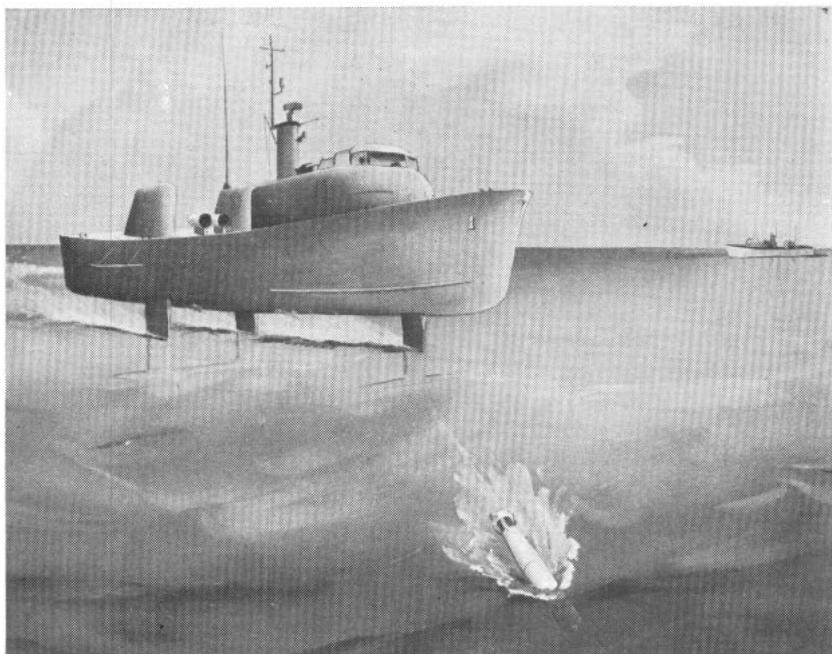


SHIP'S SHERIFFS get assignments for assisting in plan of guiding visitors.

DAY AND NIGHT quartermasters' duties call for keeping on alert with an eye on the bug.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



UP AND AT 'EM — Navy's hydrofoil antisubmarine patrol craft is shown in artist's drawing firing homing torpedo as it rides high on extended foils.

Tamaaraa on Tahiti

Many men on *Deep Freeze* have probably longed for a few days on a tropical island. Few of them seriously believe it's possible, and even fewer have seen their dreams come true.

For 170 officers and men of *uss Peterson* (DE 152), however, this vision has materialized. The escort vessel spent three and one-half days at Papeete, Tahiti, when they returned recently from Operation Deep Freeze 60.

The warm climate of Tahiti was a welcome change. Swimming suits, colorful native shirts and straw hats were common attire for the men at the beaches. Others rented motor scooters and toured the island.

The entire visit was enjoyable, but the last day in Tahiti was something special: A tamaaraa—similar to a Hawaiian luau—was organized. Tropical dishes at the feast included raw fish, roast pig, breadfruit, roast banana, poi and native wine. Highlight of the tamaaraa (according to the Navymen) was the hula dancers.

To climax the festivities, the visitors participated in a Tahitian Mardi Gras.

The next day, as *Peterson* left the island, over 300 persons were on the pier to say goodbye. Once again the sailors wore flower leis. As the ship passed over the opening in the reef, the leis were thrown overboard, symbolizing in Tahitian tradition, an intended return to the island.

AmPhibRon Ten Hits the Beach

Spearheaded by the amphibious assault ship *uss Boxer* (LPH 4), Amphibious Squadron 10 conducted two amphibious assault landings in connection with *Brigadelex* 2-60 during April and early May.

Brigadelex 2-60 was the second of a series of exercises designed to train Amphibious Squadron 10 in the planning and execution of amphibious exercises involving across-the-beach and vertical-assault landings.

Loading the 10th Provisional Marine Brigade at Camp Lejeune in early April, the fast amphibious task force then proceeded to Vieques, Puerto Rico, where it made an assault landing.

While en route to Vieques, Marine helicopter squadron 264 conducted carrier qualifications and loading drills in preparation for the assault.

Another landing was made at Camp Lejeune which provided for the off-loading of the 10th Marines, the 2nd Marine Division's famed artillery regiment.

Fire Prevention Award Winners

U. S. Naval Station, Norfolk, Va., was the most fire prevention-conscious naval facility of them all in 1959. And, for its efforts, the Norfolk station has been awarded the National Fire Protection Association's Grand Award.

NavSta Norfolk topped a field of 119 Navy activities competing in the contest. Each year the Association selects cities, towns, states and military installations in the U. S. and Canada which have achieved outstanding records in year-around fire prevention education and training programs.

A total of 28 naval shore activities won awards in the military division for 1959, in three major categories. These categories are determined by the number of personnel on board. Besides NavSta Norfolk in the large facility category (more than 3500 personnel), *Naval Propellant Plant, Indian Head, Md.*, got the top award in the medium facility division (1500 to 3500), and *Naval Ammunition Depot, Hawthorne, Nev.*, won top

YESTERDAY'S NAVY



On 2 Jun 1941 *uss Long Island* (AVG—later CVE—1), the first escort carrier, was commissioned. On 3 Jun 1898 R. P. Hobson and a crew of seven men made a daring attempt to close the harbor of Santiago de Cuba by sinking the collier *Merrimac* across its entrance. On 8 Jun 1880 Congress authorized the President to appoint a Judge Advocate General of the Navy. On 9 Jun 1942 an operating base was established at Kodiak, Alaska. On 21 Jun 1866 an Act of Congress authorized the establishment of a Hydrographic Office within the Navy Department.

small category (under 1500) honors.

Others cited were:

Large category: Runner-up, Naval Base, Subic Bay, Philippines; third place, Marine Corps Recruit Depot, Parris Island, S. C.; honorable mention, NAS North Island, San Diego; Armed Forces (Pacific) 14th Naval District, Hawaii; NavShipYd, Boston; Marine Corps Base, Camp Pendleton; Naval Base, Guantanamo Bay; FltActs, Yokosuka; Naval Consolidated Area, Potomac River Naval Command.

Medium category: Runner-up, NAS Lakehurst, N. J.; third place, Naval Ordnance Laboratory, Silver Spring, Md.; honorable mention, Naval Weapons Laboratory, Dahlgren, Va.; NavSta Argentia, Newfoundland; Naval Supply Depot, Bayonne, N. J.; NAS Atsugi; NAS Moffett Field; NavSta Sangley Point, Philippines; Naval Ammunition Depot, Crane, Ind.

Small category: Runner-up, NavSta San Juan, Puerto Rico; third place, NavSta Roosevelt Roads, Puerto Rico; honorable mention, Naval Supply Depot, Clearfield, Utah; Naval Supply Center, Cheatham Annex, Va.; NAAS Brown Field, Calif.; David Taylor Model Basin, Washington, D. C.; NavSta New Orleans.

Lantphibex Maneuvers

Lantphibex 1-60, the largest Atlantic Fleet amphibious exercise scheduled for the year, and the first of its kind to be held since 1958, was conducted in Virginia and North Carolina coastal areas during the latter part of March and early April.

Approximately 40,000 sailors and Marines aboard 40 ships and amphibious craft, as well as supporting Navy and Marine Corps planes, participated in the 15-day operation.

Lantphibex 1-60 was conducted to help maintain the combat efficiency of the Atlantic Fleet Amphibious Forces in keeping with their role as a force-in-readiness.

VADM George C. Towner, USN, COMPHIBLANT, was in over-all command of the exercise and personally commanded the Amphibious Task Force. Units of the 2nd Marine Division and the 2nd Marine Aircraft Wing made up the Air-Ground Task Force during the exercise and were commanded by LGEN J. C. Burger, USMC, Commanding General, FMFLANT.

In operations preceding the main



FIRST LOOK—Recruits line the rail on bow of USS Charles Berry (DE 1035) during visit to ship. Over 1100 recruits have visited Berry in three months.

assault, personnel and equipment were off-loaded from ships in the vicinity of Morehead City, N. C., while reconnaissance elements were parachuted into the objective area.

On D-Day, Marines stormed ashore at Onslow Beach, N. C., following other Marines previously landed by helicopters who made an H-hour seizure of the New River (N. C.) Air Facility in a demonstration of the Corps' new technique of vertical envelopment.

Simulated nuclear weapons were

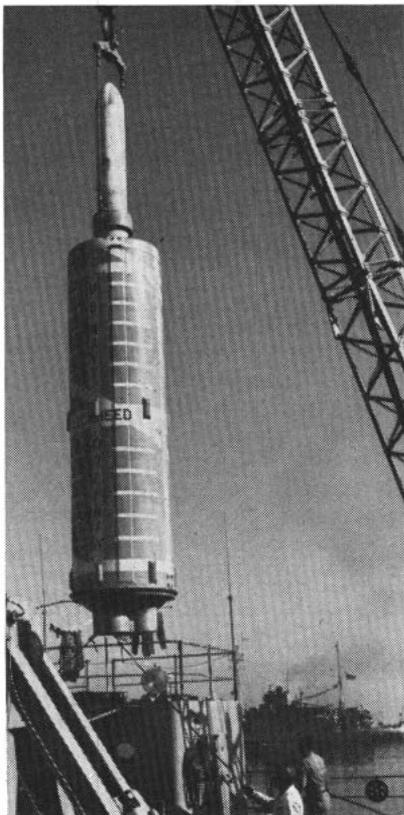
used by the opposing forces during the D-Day assault.

Once ashore, operations against the enemy included destruction of enemy buildups by ground forces, air strikes outside friendly territory against major enemy forces, and tactical air strikes against enemy forces attacking allied territory.

Since World War II, exercises of this type, together with modifications of tactical doctrine, techniques, weapons and equipment, have been conducted by the amphibs.



TIGHT FIT—Lifting an F8U jet fighter to the flight deck calls for close handling as it takes up almost all of the elevator aboard USS Forrestal (CVA 59).



DOLPHIN, launching and training vehicle for *Polaris*, is placed into submersible launching tubs for test.

New Class of *Polaris* Subs

The builder of *uss Nautilus*, SS(N) 571, will design and submit initial construction plans for a new class of Fleet Ballistic Missile (*Polaris*) submarines.

This design contract will initiate a third class of *Polaris* submarine to be known as the SSB(N) 616 class.

The first *Polaris* submarine, *uss George Washington*, SSB(N) 598, and four others of the same class are basically the same design as *uss Skipjack*, SS(N) 585, although longer and modified to accommodate a missile compartment.

The second generation of FBM submarines, known as the SSB(N) 608 class from the lead ship, *Ethan Allen*, were originally designed as *Polaris*-firing submarines.

Although the new sub will be similar to *Ethan Allen*, it will have certain improvements including newer weapons system techniques.

Corvus Test Successful

A *Corvus* test vehicle was launched recently from an A3D jet aircraft at a surface target in the

sea-test area of the Pacific Missile Range.

Supersonic *Corvus* is designed for penetrating heavily defended areas and for use against surface ships. The missile will use a pre-packaged liquid rocket engine and its size will permit its use by carrier-based aircraft.

The Navy recently awarded a contract for continued development and flight-test work. Test of the *Corvus* missile is being conducted at the Naval Missile Center, Pt. Mugu, Calif.

Corvus was first successfully air-launched last year. It is being developed under the "weapons system" concept.

Polaris Assembly Unit

A new *Polaris* missile assembly facility of the Naval Weapons Annex at the Naval Ammunition Depot, Charleston, S. C., began operations on 1 April.

The 880-acre installation will link industrial producers of *Polaris* parts to the Fleet. Contractors on both coasts will ship missile parts to the Weapons Annex for assembly, check-out, and loading into nuclear-powered Fleet ballistic missile submarines.

Through FBM submarine tenders, NWA will also support FBM submarines deployed overseas. This will

include overhaul and modification of missiles returned to Charleston from FBM submarines.

Nineteen officers and 200 enlisted men have been assigned to operate the facility and assemble the missiles. They will be assisted by 125 technical advisers from commercial builders of *Polaris* parts.

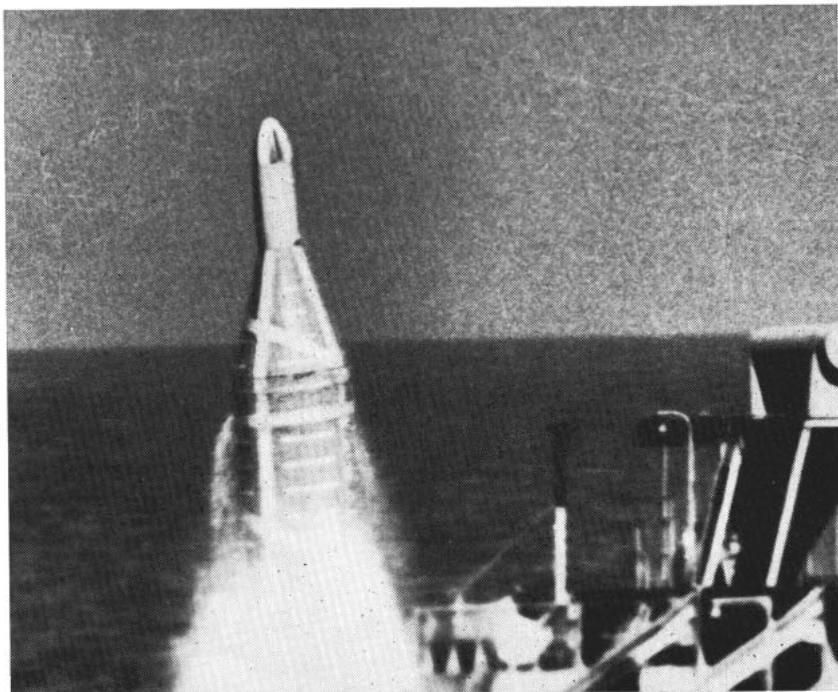
Polaris Fuel Process

Solid propellant fuel for the *Polaris* ballistic missile is now being mixed in small, carefully controlled amounts rather than the 2000-pound plus batches formerly brewed up.

Big gains being realized through the new process: Improved quality control, reduced labor costs, increased safety.

Major difficulties in the past stemmed from the fact that only about 10 pounds of each 2200-pound batch of fuel were getting quality-control tests. Now, with only 20 to 25 pounds of the propellant under preparation at any given moment, tests can be made continuously as the ingredients pass through the mixer.

The first large-scale application of this continuous mixing process has been set up by a commercial organization. This facility is designed specifically for *Polaris* fuel, but the newly developed process could be applied to other solid rocket fuels.



POLARIS TRAINING device breaks out of water. After testing at Naval Ordnance Test Station, San Clements, Cal., it will be used to train crews.

Sub Launches Test Vehicle

USS *George Washington*, SSB(N) 598, has successfully launched a full-scale dummy test vehicle from underwater.

The *Dolphin* shot, as the Launching and Training Vehicle (LTV) is known, proved that the compressed-air launching system is capable of firing actual *Polaris* missiles from underwater. *Polaris* will be shot to the surface by compressed air before solid-fuel rocket engines are ignited.

Countdown procedures aboard the Navy's first *Polaris*-firing submarine were the same as if the dummy had been an actual missile.

The dummy missiles, designed for launching-system testing and crew training, carry neither warhead nor fuel. They have previously been used off the Southern California coast to check out submarine-launching systems before insertion of live missiles, to train submarine crews in missile launching, and to determine underwater trajectories of missiles in sea conditions ranging up to hurricane force.

Mobile Classrooms

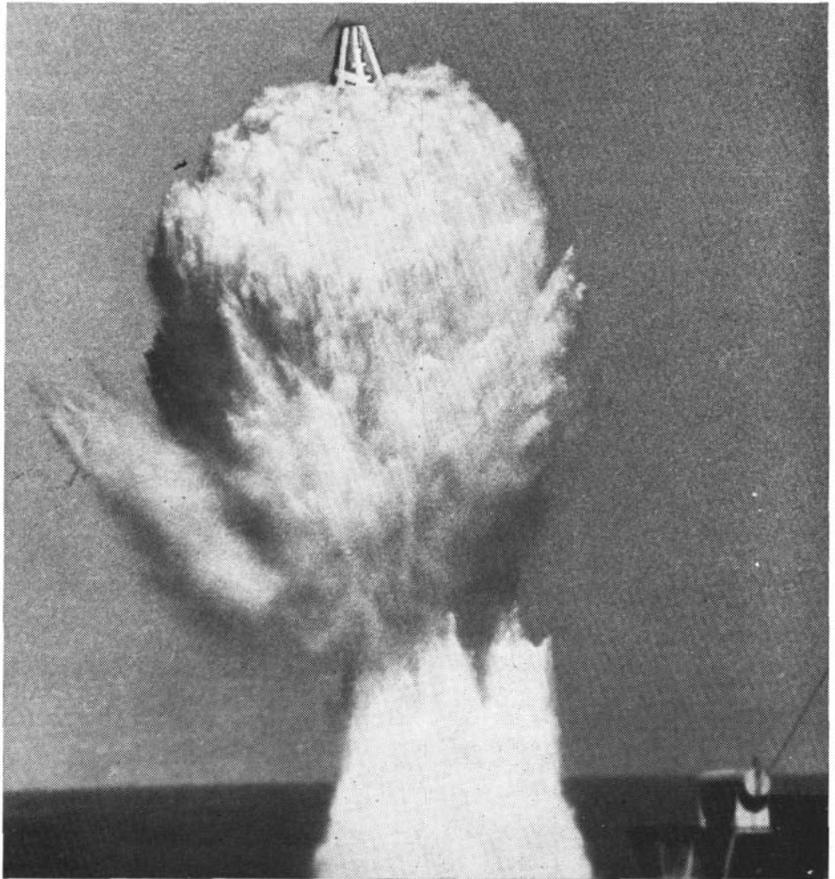
In the normal course of events if you get orders to a Navy school you expect to travel to the school's location, unpack your seabag, and settle down for a specified period of instruction.

That's not necessarily the case, however, if you're scheduled for some training through the courtesy of the Naval Air Mobile Training Group. Chances are you'll stay right where you are, and one of NAMTRAGRU's 68 detachments will bring the training to you.

Upwards of 700 instructors and supporting personnel make up NAMTRAGRU's roster. Some 600 of them operate out in the field; the remainder at NAS Memphis headquarters. Their mission: To "provide by means of Naval Air Mobile Training detachments, technical training for officers and enlisted personnel in the operation, maintenance and repair of aircraft and associated equipment, and to conduct such other training as CNO may direct."

The above is a fine example of official verbalesen, but boiled down it amounts to this—NAMTRAGRU provides on-the-spot training to a large number of men at a low cost.

For example: NAMTRAGRU's 68 detachments instructed more than



BIG SPLASH—*Dolphin* reaches top of its run after firing from under water. It will deballast and float on the surface and will be picked up for reuse.

42,000 students in 300 different courses during 1959. It's estimated that the number will rise to more than 48,000 this year.

Training included maintenance of aircraft and armament systems plus their associated equipment, specific aircraft engines and gas turbine compressors, the ejection seat, and air-launched guided missiles. Some detachments taught cockpit procedures for pilots and maintenance personnel. In addition, NAMTRAGRU's syllabus now includes such items as maintenance administration; ABC warfare defense, and the fundamentals of hydraulics, jet and reciprocating engines and electricity.

For all of this and much more, the cost to the Navy is small. Considering all expenses—instructor salaries and travel funds, instruction spaces and more than \$25 million worth of training aids—this instruction is quite a bargain—slightly more than \$3.50 per student hour.

What does all this mean to *you*? If you're one of those charged with spending the Navy's share of the defense dollar to the best possible

advantage, the fact that this training method saves many thousands of both dollars and man-hours should certainly appeal to you.

If you were a CO it could provide you a way to keep your command more or less intact, and still provide your men with the training they need right in their own back yard. If you're a family man, it gives you an opportunity to get vitally needed schooling without having to leave the wife and kids.

NAMTRAGRU hasn't always operated out of Memphis. It was inaugurated in Norfolk in January 1944 as a part of the Advanced Base Aviation Training Unit. In November 1944, it was relocated at NAS St. Louis, Mo., and the following year moved to NATTC Memphis, where it was placed under the command of the Chief of Naval Air Technical Training.

The types of training offered have undergone just as many changes. In the beginning the program was concerned mainly with maintenance instruction (except electronics) of various types of aircraft. The scope



FULL HONORS are given SecNav W. B. Franke on visit to *USS Helena* (CA 75) while operating off Taiwan.

of instruction has been continuously expanded to keep pace with the increasing complexity of naval aircraft and their equipment. In the future a complete training package will be furnished for each new type of aircraft. Eventually, the program will probably replace most of the present class "C" schools.

Mobile training doesn't necessarily mean a "school on wheels." In NAMTRAGRU's case, "mobile" more accurately denotes flexibility. Most classrooms are actually situated in training buildings or hangars.

Two school concepts exist within Naval Air Technical Training. Resident schools are orientated toward theory. Mobile, or field, schools specialize in equipment, with a schedule dictated by the operational needs of the Fleet. Each detachment is ready to move on short notice, to wherever its services are called for by a Fleet unit.

Not long ago, for example, COMNAVAIRLANT requested that training concerning an electronics navigation system be incorporated into the curriculum offered by one particular detachment. Within three months, training aids had been constructed, instructors trained, lesson plans drafted and classes started.

NAMTRAGRU's training isn't accidental—it's the end product of much careful planning and organizing in the Bureaus and at the Group's Memphis headquarters.

Long before a new aircraft gets to the Fleet, for instance, CNO decides the number and type of trainers that will be needed to check out squadron personnel on the new plane. Following a design conference with NAMTRAGRU representatives, BuWeps budgets and contracts for the trainer, prepares specifications, and arranges for publications and factory training.

Previously, maintenance personnel from a Fleet unit were sent through a factory training program. This was both expensive and time-consuming. Now, future NAMTRAGRU instructors are given this training. Once through the course, they're able to pass on what they learn to many different squadrons.

The trainer is manufactured, accepted by the Navy, and transported to Memphis. There a training plan is prepared, and the trainer gets its "shakedown"—a dress rehearsal for future instructors, complete with everything, including students. In the process, instructors become experts. Then the detachment moves on to wherever it's needed—operating unit, training activity or test center.

Hydrographic Survey by Sub

Crew members of *Archerfish* (AGSS 311) will probably not be home for Christmas. The special crew of volunteers—all but two unmarried—sailed from New London, Conn., in May for a two-year sub-

marine hydrographic survey of the Atlantic and Pacific Oceans.

The cruise, dubbed "Operation Sea Scan," is not a new experience for *Archerfish*. She made a somewhat shorter one in 1958.

Archerfish, which underwent certain repairs and alterations before leaving, is a veteran of seven Pacific war patrols during World War II. Her largest kill was the 59,000-ton Japanese aircraft carrier *Shinano*, biggest warship afloat at that time. *Archerfish* was also one of 12 submarines in Tokyo Bay to witness the signing of the Japanese surrender.

Scientists from the Naval Hydrographic Office in Washington, D. C., are aboard *Archerfish* to do the actual survey during "Sea Scan."

How to Use a Chute

Ask any Navy flier—he'll tell you that his survival equipment, and its proper use, could easily mean the difference between life and death.

The Navy doesn't leave indoctrination in such an important item to chance. Take Heavy Attack Squadron 11, for instance, currently operating with the Sixth Fleet on board the attack aircraft carrier *USS Franklin D. Roosevelt* (CVA 42.)

All day and every day within *FDR's* hangar bay, a team from VAH-11's aviation equipment division is lecturing and training squadron flight crews in the correct use of their survival equipment.



JUST IN CASE—R. Feeback, AT1, gets the word on parachute operation from D. Airhart, PR2, during survival class on *USS Franklin D. Roosevelt* (CVA 42).

A part of that instruction is the simulation of an actual parachute drop into the sea. Using a chain hoist, crew members are hoisted into the air, chute and all.

They're shown exactly how to position themselves in the chute while descending, how to prepare the liferaft (which is packed in the parachute) for inflation, and how to release themselves from the chute as they contact the water.

VAH-11's survival instructors will be mighty happy if the tricks they're teaching never have to be used. If one of the squadron's planes does cut out, however, its crew will be able to hit the silk armed with the comforting thought that they've got both the equipment and the training to survive.

Gold Hashmark Club

To maintain 12 years of continuous good conduct is not easy. But when an enlisted man has reached this milestone, he stands out among petty officers because he wears a gold rating badge and hashmarks on his blue uniforms.

Men aboard uss *Bon Homme Richard* (CVA 31) felt that this wasn't enough recognition for these men who have upheld the Navy's high standard of conduct over the years.

To help these men get the added recognition, a Gold Hashmark Club has been formed aboard the *Bonnie Dick*. To their knowledge, theirs is the first one in the Navy.

These 47 chiefs, and 90 other petty officers—all of whom rate gold—now do get certain added privileges. First, all members of the organization are issued liberty cards which are kept as long as they are assigned to the ship. And by wearing their gold hashmarks and rating badges they don't show either their liberty card, ID card, or property pass when leaving or boarding the ship.

The specially designed liberty card is white with a gold border and has a large "H" superimposed on its face. On the back of each card is printed, "This card identifies a member of the Gold Hashmark Club of uss *Bon Homme Richard* (CVA 31). Membership in the Gold Hashmark Club is restricted to those who have served in the U. S. Navy for at least 12 consecutive years with good conduct as prescribed by Navy Regulations . . ."

Around the World in 36 Seconds — with a Weasel Yet

Around and around the whole wide world

Pop goes the weasel.

The Chief ended up with his head in a whirl

Pop goes the weasel.

The above abomination, with apologies to the unknown author of the original, is by way of an introduction to chief construction mechanic Gerald R. Dubois, USN, and his experiences during a year's sojourn at the Amundson-Scott IGY South Pole Station.

One day for instance, Chief Dubois outdid the jet age. Clambering aboard a weasel (a type of small tractor) he drove it around some 159 fuel drums circling the flag pole which marks the exact geographical location of the Pole, hitting all four points on the compass in just 36 seconds.

Dubois had occasion to relive some of those experiences recently when he was presented with a Letter of Commendation with Metal Pendant from SecNav for his "outstanding performance of duty" there.

In all, Chief Dubois and his companions—seven military and 10 civilian—spent nearly a year at the station, including a night 186 days long. During the February-through-September winter season, the temperature averaged a coolish 74.7 degrees below zero. It ranged all the way from five above on a

balmy day in January to a brisk 101.7 below in June.

Several of the men, including Dubois, had their fingertips and faces frozen numerous times, including some second degree cases which blistered and peeled. This, in spite of the fact that they were dressed about as thoroughly for the conditions as they could be and still be able to move about.

The civilian segment of the party included glaciologists, seismologists, aerologists and astronomers. Navymen in addition to Dubois included an LT(MC), two radiomen, a utilityman, a construction electrician, an electronics technician and a commissaryman.

Besides the scientific work they were conducting, much of the group's time was spent in recovery of supplies and equipment dropped to them from the air.

In a group as small as this, with so many tasks to be performed, another highly-prized virtue was versatility—and Chief Dubois apparently was as versatile as any. Aside from his main duties—operation and maintenance of all equipment—he pitched in to help run the generators, relieved the cook on occasion, ran the movie projector, and acted as company barber.

Dubois was presented his Letter of Commendation at his present duty, NTC Great Lakes.



WORLD TRAVELER — A Weasel similar to this one recently was piloted around the world in 36 seconds by G. R. Dubois, CMC, USN, at South Pole.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **GS TRAINING**—Top pay grade guided missilemen will get advanced training in their specialty now through a new Class B course recently established at the U. S. Naval Guided Missiles School, Pomona, Calif.

Guided Missilemen in pay grades E-5 and above, in their second or subsequent enlistment, who would have at least two years obligated service remaining after completion of the course, are eligible to apply for this training. SECRET clearance is another requirement. The course is not available for conversion of other ratings to the GS rating.

Length of the course is 38 weeks. Nineteen of those weeks are devoted to training in mathematics, physics and electronics. The other half of the course offers instruction in the principles of various guided missile systems, using current systems as the vehicles for instruction.

Convening dates of the next two classes are 18 Jul 1960, and 30 Jan 1961.

• **RAIL FARE REDUCTION**—Navy-men on leave, furlough or pass will continue to receive a 40 per cent reduction in rail fare between any points in the United States.

The reduction in rail fare for all members of U. S. armed forces had been due to expire 30 June, but has been extended through next 31 December.

Navy-men and women in uniform may purchase the special tickets upon presentation at railroad ticket

offices of properly executed leave of absence, furlough or other pass papers. The tickets carry full stop-over and baggage checking privileges.

• **RETIRED, RETAINER PAY ALLOTMENTS**—Personnel on the retired list or in the Fleet Reserve are authorized to make allotment of their retired/retainer pay only for payment of insurance premiums and the liquidation of indebtedness to the government.

These allotments may be carried forward from active duty to the retired/retainer rolls merely by placing a red check in Item 21 of the pay records submitted to the Naval Finance Center.

Allotments may also be registered or stopped at any time after your retirement or transfer to the Fleet Reserve. Since personnel in an inactive status do not normally have access to Allotment Authorization Form (NavCompt Form 545), the Special Payments Department of the Navy Finance Center at Cleveland, Ohio, will accept informal, personally signed letters requesting registration or discontinuance of an allotment. Since your power of attorney or signature is required, requests by wire or telephone will not be accepted.

• **PHYSICALS FOR TEMPORARY LTJGs**—If you're a lieutenant (junior grade) in the Regular Navy, with date of rank as permanent ensign of the line or staff of 1 Jul 1959 or earlier, fiscal 1961, which begins 1

July, will see you become eligible for selection for promotion to lieutenant.

If, like most of your contemporaries, you are currently serving under a temporary appointment, however, here's a reminder—under the law, you are ineligible for consideration by a selection board. To become eligible it will be necessary that you be permanently appointed LTJG.

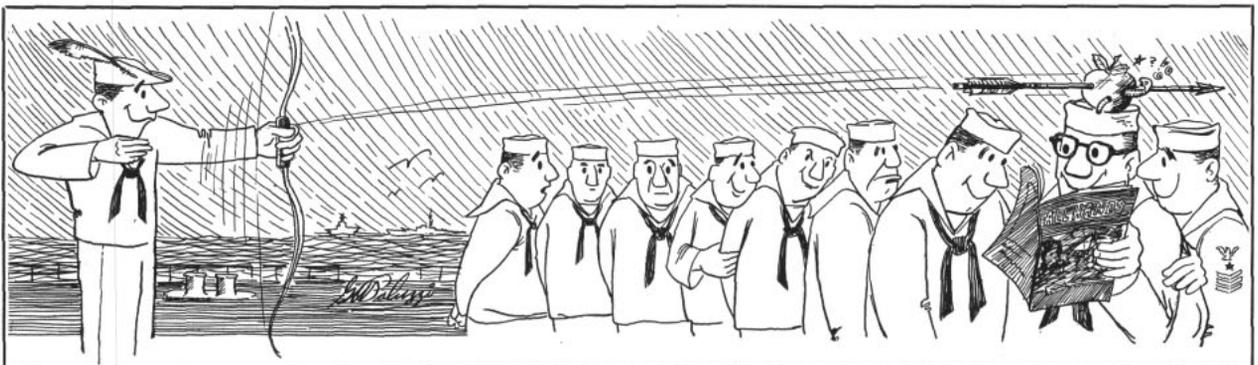
You should receive orders from your CO to report for a physical examination for *permanent* promotion to LTJG at least two months before the third anniversary of your date of rank as ensign.

• **COMMERCIAL AIR INSURANCE**—If you face the prospect of an airplane trip (military or civilian—and most Navy-men do at one time or another—is your present insurance coverage adequate?

It's human nature, of course, to feel that accidents always happen to the other guy, but if you have a wife and children to consider, it's a question you can't afford to duck.

At today's inflated prices, your \$10,000 NSLI or USGLI protection "just ain't what it usta be." Many of today's Navy-men, moreover, don't possess such coverage. While many men carry insurance with a civilian company, many policies contain restrictive clauses concerning air travel. Those clauses often limit the liability of the company in the event death occurs as the result of an aircraft accident. In such cases beneficiaries usually receive only the policy reserve or the premiums paid to date instead of the face value of the policy.

Such protection, you'll agree, is highly unsatisfactory. That's why you should take a long look at the inexpensive trip insurance offered by



"THERE'S MORE THAN ONE WAY to score a hit. . . . Pass this copy of ALL HANDS on to nine other readers."

commercial companies at both civilian airports and Military Air Transportation Service terminals.

Trip insurance coverage while on official business (or pleasure), is not available through any government agency, but commercial insurance companies offer practically any amount of coverage desired. It is normally based on a "trip" basis of one day to 180 days. The approximate cost: \$1.50 for \$5000 to \$3.90 for \$50,000 for one day; \$18.90 for \$5000 to \$146.50 for \$50,000 for 180 days. Policies are also written on a yearly basis. The cost—about \$21.25 per year for \$25,000, \$42.50 per year for \$50,000.

These policies cover you while you are a passenger in or on, *but not while you are an operator or a crew member of*, a public conveyance (land, water or air) provided by a common carrier for passenger service, including MATS.

Commanding officers holding jurisdiction over the departure of Department of Defense aircraft carrying passengers are authorized by Art. C-1112 of *BuPers Manual* to make aviation trip insurance available for passengers. *All MATS terminals and commercial airports have such facilities for aviation trip insurance.*

You can also purchase coverage for personal accident only, while

flying as a passenger in any type of civilian or military aircraft. This includes both administrative and/or proficiency non-scheduled flights. Minimum amount in which this coverage is generally issued is \$10,000, and the maximum \$25,000 on any one person.

Approximate rates are: Death only, \$1.00 per \$1000; death and dismemberment, including permanent total disablement, \$1.25 per \$1000. Policies are normally written for a term of 31 days, but can be written for as much as a year.

For specific information on insurance for air passengers, see your insurance officer. Information is also available from agents of commercial insurance companies.

• **AUGUST EXAMS** — The next Navy-wide examinations for advancement in rating to pay grades E-4, E-5, E-6, E-8, and E-9 will be conducted in accordance with the following schedule:

Senior and Master Chief Petty Officer (E-8/E-9)—Tuesday, 2 Aug 1960.

Petty Officer First Class (E-6)—Thursday, 4 Aug 1960.

Petty Officer Second Class (E-5)—Tuesday, 9 Aug 1960.

Petty Officer Third Class (E-4)—Thursday, 11 Aug 1960.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs* and *NavActs* as well as current *BuPers Instructions*, *BuPers Notices*, and *SecNav Instructions* that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since *BuPers Notices* are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult *Alnavs*, *NavActs*, *Instructions* and *Notices* for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands; *BuPers Instructions* and *Notices* apply to all ships and stations.

Alnavs

No. 6—Invited command attention to the insufficient number of nominations for the LDO program.

Instructions

No. 1120.21A—Announces an annual program and outlines the eligibility requirements and method of application for appointment of USN special duty officers (legal) 1620.

No. 1301.35 — Announces tour lengths and assignment rotation policies concerning aviation officers of the 13XX and aviation LDO categories.

No. 1811.1B — Discusses nondisability retirement of USN officers, warrant officers and enlisted personnel.

Notices

No. 1120 (30 March) — Announced the selection of personnel for training leading to appointment of ensign in USN line and staff.

No. 1520 (30 March)—Invited applications from Supply Corps officers for assignment in 1961 to the Freight Transportation and Traffic Management Course, Oakland, Calif.

No. 1440 (31 March) — Announced changes in the enlisted rating structure.

No. 1510 (4 April)—Announced the establishment of a Guided Missileman Class B School at Pomona, Calif.

No. 1430 (8 April)—Announced advancements to chief petty officer.

No. 1520 (14 April)—Announced selection of applicants for post-graduate instruction commencing fiscal year 1960-61.

No. 1510 (15 April)—Listed the names of active duty enlisted personnel selected for the Navy Enlisted Scientific Education Program.

References and Directives on Enlisted Advancement

Bureau of Naval Personnel Manual (1959), Articles C-7201 through C-7215.

Manual of Qualifications for Advancement in Rating (NavPers 18068, Revised).

Training Publications for Advancement in Rating (NavPers 10052—current edition).

List of Training Manuals and Correspondence Courses (NavPers 10061—current edition).

BuPers Inst. 5570.1A (Subj: Safeguarding unclassified personnel test materials).

BuPers Inst. P1430.7D (Subj: Advancement in Rating of Enlisted Personnel on Active Duty).

CURRENT DIRECTIVES WHICH AFFECT INDIVIDUAL RATINGS

BuPers Inst. 1223.1 (Subj: Selective Emergency Service Rates Program—through Change 6).

BuPers Inst. 1440.5C (Subj: Changes in Rate and Rating—through Change 1).

BuPers Inst. 1440.10B (Subj: Aviation Electronicsman Rating; disestablishment of).

BuPers Inst. 1440.18B (Subj: Program for Adjustment of the Enlisted Rating Structure through Formal School Training and/or In-Service Training—through Change 2).

BuPers Inst. 1440.20 (Subj: Change in Rating of Personnel in the Teleman Rating to Radioman or Yeoman).

BuPers Notice 1440 of 31 March 1960 (Subj: Changes in the enlisted rating structure).

THE BULLETIN BOARD

If It's Your Move, Follow These Suggestions of the Experts

MOVING day is a recurring crisis in every married Navyman's life. It can be difficult or it can be well-ordered and relatively simple.

To help make these moves as easy as possible, BuSandA has prepared a booklet titled, "It's Your Move." Here's the advice it offers.

After you receive your transfer orders, contact your nearest household goods shipping office. They will explain how much you may ship or store, and give you detailed information which will help with your individual problems.

It is best to visit the shipping office. If you can't do this, write or phone the nearest office and you will be sent the necessary forms and information. To avoid confusion, give the shipping activity a realistic date and time to pack and pick up your household goods.

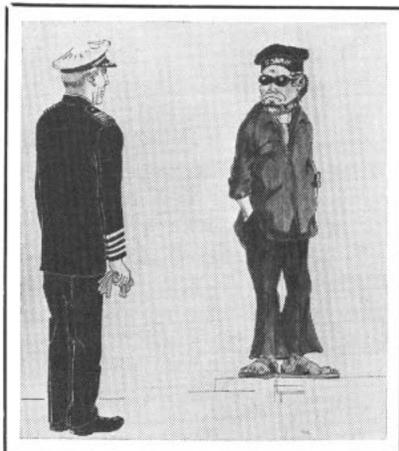
What to Do with Your Orders

Take with you four copies of your orders (one of which must be certified) for each shipment. For example; if a part of your household goods will be sent by express, a part by other means of transportation, and the remainder to non-temporary storage, a total of 12 copies (including three certified copies) will be needed.

An interviewer at the household goods shipping office will fill out an Application for Transportation of Household Goods—also referred to as Standard Form 116—based on the information you give. Be prepared to tell the interviewer what you want shipped, when and where. Be sure this information is correctly shown on the form before you sign—do not sign it otherwise. An error here can cost you money and delay your shipment.

Because you may not always be able to make personal arrangements, your wife, or other agent, is empowered to act for you, if this person has your written authority. You may use either a simple letter signed by you or a formal power of attorney. Remember, shipping rights belong only to you, the Navy member.

All-Navy Cartoon Contest
H. L. Funston, BT2, USN



"Like, man, you're on report. You dig?"

Weight Allowance

Household goods may be shipped by members who are petty officers, third class (with over four years' service) and above. Here are the non-packed weight allowances.

Rate or Rank	Temporary	
	Duty	Permanent Duty
Admiral	2000	24,000*
Vice Admiral	1500	18,000*
Rear Admiral (upper half)	1000	14,500*
Rear Admiral (lower half)	1000	12,000*
Captain	800	11,000
Commander	800	10,000
LCDR and Warrant Officer (W-4)	800	9500
LT and Warrant Officer (W-3)	600	8500
LTJG and Warrant Officer (W-2)	600	7500
Ensign and Warrant Officer (W-1)	600	7000
Master Chief Petty Officer	600	7000
Senior Chief Petty Officer	500	6500
Chief Petty Officer	400	6000
Petty Officer, First Class	400	5500
Petty Officer, Second Class	400	5000
Petty Officer, Third Class (with four years' service)	400	4500
Aviation Cadet	400	400

* Currently limited to 11,000 pounds by appropriation act rider.

The Navy will pay only up to these authorized weight allowances. Where moves weigh more than authorized allowances, the excess is charged to you. Check carefully and dispose of all articles worn out or no longer needed.

What Not to Ship

You should not ship broken furniture; old, no longer needed clothing; old books, papers, magazines; appliances that no longer work; broken toys; or anything else no longer needed.

In addition, the government will not ship: Plants; wines and liquors; pets; trailers of any kind; boats (including outboard motors); motor vehicles (except overseas); explosives, flares and ammunition; inflammables, matches, cleaning and lighter fluid, photo flash bulbs, and fireworks; items intended for resale or for persons not in your immediate family, or articles bought after effective date of your orders except articles purchased in U. S. for overseas shipment (when approved).

Books, Papers and Valuables

For articles of extraordinary value which include silver, money, stocks, bonds, jewelry and the like, you may use express for your protection. (Be sure to discuss the insurance aspect and overseas handling of these articles with the interviewer at the household goods shipping office.)

Professional books, equipment and papers; if they're needed in the performance of your duties, may be shipped without being charged against your authorized weight allowance. Be sure the estimated weight is shown on your application for transportation of household goods. Before the packers arrive at your house, set these items apart from your other goods. When the packers arrive be sure they pack, mark and weigh them separately.

What About HHE?

If you are moving into furnished government quarters, be sure to find out exactly what furniture and appliances will be provided before you ship your household goods. Items

not needed at your next duty station can usually be placed in storage at Navy expense. Give careful attention to this matter and you will save wear and tear on your furniture and save taxpayers' dollars.

If you're going overseas, general information on housing conditions can generally be obtained from the household goods shipping activity. Such information may also be included in your orders. The best source, however, is the commanding officer or his representative at your next duty station.

You may ship your household effects as soon as you receive your orders. Your interviewer will advise and assist you. Before you talk with the interviewer, it would help to know about the quarters situation at your new duty point, the climate, electrical current and other pertinent local information.

How your household goods are shipped depends on when you need your goods at your new station. If your household goods are to be shipped uncrated, you are permitted to state a preference of the carrier that will handle your shipment. Although the transportation officer (acting in the capacity as the contracting officer and as an agent of the government) must have the final say in selecting the carrier, your preferences will be given every possible consideration.

"Date Delivery Desired"

The best available transportation will be used to get your goods to their destination when you need them. Be sure to give the interviewer a realistic "DDD"—Date Delivery Desired. It is just as bad to have them arrive too early as too late. It means extra handling in and out of a storage location, and this is the sort of thing which ages your furniture before its time.

You may ship up to 500 pounds net weight by express. Remember this 500 pounds is part of your total weight allowance and only essential articles required for immediate use should be shipped this way.

Packing and Moving Services

When you're ready to move, the following services will be provided by the commercial carrier: Crating, packing, inventorying, appliance servicing, pickup from residence, shipping, storage, delivery to resi-

dence, unpacking, uncrating and removal of trash and debris after packing or unpacking.

The movers must pack your goods according to specific standards. You can help by checking on the mover. The mover must: Use new or used boxes and cartons in good condition; tag or mark each container or loose item with the item number shown on the inventory list; pack large mirrors, glass tops, large glass-faced pictures, etc., in a crate or reinforced carton and lace mattresses in cartons.

When your goods are unpacked, the mover must: Place your goods in any room you want them; check off against the inventory all items delivered; unpack all items from containers; and record all loss or damage found while unpacking. If any prob-

lems or questions arise, don't argue with the mover. Call the nearest household goods shipping office.

Inventory of Your HHE

As your goods are packed, the mover will make an inventory of furniture, boxes and barrels, and give you a signed, legible copy as a receipt.

The inventory must reflect the true condition of your property. General terms such as "marred," "scratched," "soiled," "worn," "gouged," and the like should not be used unless the specific location of the damage and extent of the defect is also indicated. For example "right-front leg, chipped," "three-inch scratch in center of table top," "two-inch tear in covering of left arm." We repeat, call the nearest household goods shipping office in case of disagreements. Sign the inventory only after disagreements are resolved.

Make sure the number of boxes, barrels, crates, etc., furnished by the mover agrees with the number he lists on the Statement of Accessorial Services Performed (DD 619), which he will also ask you to sign. Do not sign for more than he has actually used in packing your household goods.

Before the Movers Come

Before the packers arrive, you are responsible for removing and dismantling television antenna; defrosting, cleaning and emptying the refrigerator and deep freeze unit; disconnecting appliances (including necessary plumbing, electrical and carpenter service).

The government will prepare appliances so that they will safely withstand handling, movement and storage; reversing the procedure at destination. This does not include connecting or disconnecting services. (You should be prepared to furnish the household goods interviewer with a list of appliance by manufacturer, year and type of model.)

You can arrange for delivery of your goods merely by calling the household goods shipping office nearest your new station when you get there. If your goods have not arrived, this office will follow up on your shipment for you.

Moving Company's Responsibility

The company which moves your goods is responsible only at the per-

NOW HERE'S THIS

Up the Hard Way, Fast

Some Navymen may have a tough time making a rate, but John B. Lipinski, of FASRON 12, NAS, Miramar, Calif., is certainly not one of them. He made it the hard way, but fast.

Lipinski, who just turned 26 this May, has been a chief aviation electrician since the ripe old age of 24. He joined the Navy in May 1951, a few days after his 17th birthday, and was an AE1 when he was only 20. He put on the hard hat in July 1958—just seven years, one month and 25 days after he'd enlisted.

Although others may have made chief in less time or at younger ages, Lipinski's climb has still been remarkably rapid, considering the time-in-rate requirements he had to meet while on his way up.

And, to top things off, Lipinski has not been content with "merely" making CPO. He is now drawing pro pay.



pound rate stated in his contract. Generally, this amounts to 30 cents a pound for each article in motor van and freight forwarded shipments; to 10 cents a pound in the case of rail or motor freight, and up to 50 cents a pound for express.

Here's how it works. Your chair which was shipped by motor van weighs 10 pounds. Suppose it is damaged to the extent that it cost \$10.00 to repair it. Since the moving company contract calls for him to pay only 30 cents a pound, the maximum he is required to allow for repairs to the chair is \$3.00.

Government Protection Against Loss

The government, however, provides additional protection against loss. If the current value of your property does not exceed \$6500, you are, in effect, 100 per cent covered with free government protection against loss and damage. If the value of your property is over \$6500 and you want to buy additional protection, be careful to find out exactly what type of coverage your intended policy provides. It is well to note that a transit-type policy usually expires when your goods are delivered into storage.

How Much Insurance?

If the amount of insurance you buy is not equal to the amount you state your goods are worth, the insurance company will not pay you for the full value of any item lost or damaged. Reimbursement will be based on the ratio of the declared value to the amount of insurance purchased. For example, if you state your goods are worth \$8000 and only take out \$4000 worth of insurance, and an item worth \$100 is lost, the insurance company will only pay you \$50.

You cannot use the \$6500 government protection in combination with commercial insurance to get over \$6500 total coverage. In other words for 100 per cent coverage if your goods are worth \$8000 you must buy a full \$8000 commercial insurance policy.

Household Goods Shipping Officer

Your best friend in case of trouble is the household goods shipping officer. Get in touch with him promptly. He will provide you with the proper forms, a written instruction pamphlet, advice, and whenever possible, an inspector to check the damage.

All-Navy Cartoon Contest J. R. Branum, CS2, USN



"Let's take him through the galley and scare the life out of the cooks!"

A claim may be filed against the government, the carrier and/or your insurance company at the same time. However, this may prove unnecessary if the carrier repairs or replaces the damaged item, or pays you. If you discover damage or loss at the time of delivery, note the facts on the bill of lading and inventory which the delivering agent will ask you to sign.

Do not refuse to sign the government bill of lading because goods are received in a damaged condition or when a portion of the shipment is missing. But, before you sign the bill of lading, be sure to make a notation on the reverse side indicating the type and extent of loss or damage. If damage or loss is discovered after delivery, be sure to notify the delivering moving company immediately and give them a chance to inspect the damaged articles.

At the time of your interview at the household goods shipping office, "An Evaluation of Household Goods Service Report" (NavSandA Form 1100) with a self-addressed return envelope will be given to you. Be sure to complete this form and mail it after your goods are delivered. Your reports and other data are entered into a "Carrier Performance Record" which is used to assist the Navy in getting only the best movers to serve you.

Shipping Your Automobile

If you are a petty officer third

class (with over four years' service) or above, and have permanent change of station orders from or to overseas, you may ship your automobile to an overseas port, from an overseas port or between overseas ports. Land transportation to or from a port is not authorized. You or your designated agent must deliver your automobile to the port shipping authority who serves your new duty station. If delivery is made by your agent, be sure he has your written authority to do so.

Because overseas regulations and prohibitions vary on entry restrictions, licensing requirements, resale laws, and special equipment requirements, it is best to check on the latest information by writing your overseas commander as soon as possible after you know where you will be going.

If you plan to ship a car, you must submit a request for shipment on a form (DD form 828) which will be provided by your household goods shipping officer. Two certified copies of your orders must accompany this form to the port shipping activity which will be shipping your car. Your household goods shipping office will assist you in selecting the port shipping activity which will best meet your needs.

Early submission of the request for shipment of your automobile will assist in moving it as soon as possible after it reaches the port shipping activity. As soon as the port activity receives your application, it will send you delivery instructions.

Is Your Car Ready for Travel?

Before you deliver your automobile to the port of embarkation, you should make sure that: It is in good mechanical condition; a complete set of keys is turned in to the port shipping activity along with the vehicle; the motor is protected with anti-freeze, where necessary; its battery is fully charged; as little gasoline is in your tank as possible; and only essential tools, accessories, and spare parts are left inside. When you do deliver your car, the Port shipping activity will inspect your vehicle, note its condition in your presence, drain the gasoline tank, disconnect the battery, and load it aboard ship.

The government will ship only one vehicle for you. In general this includes passenger-carrying jeeps,

automobiles, motorcycles, motor scooters and motor bikes. Trailers, vehicles to be used for commercial purposes, airplanes, or boats cannot be shipped for individuals.

You should furnish the destination port your overseas address as soon as possible so they can notify you when your vehicle arrives.

Any damage that occurred between the time you turned the car over to the port shipping activity and the time you receive the car at port receiving activity should be reported. Assistance in claims for damage is offered by the port activity or shipping office.

Shipment of Pets

Pets are not considered part of your household goods. Information on shipment of pets can be furnished by the cognizant Navy passenger transportation office.

How Much Clothing?

If you're going overseas, most of your clothing can go with you. Generally, ships restrict cabin luggage to hand baggage needed for the voyage. You are authorized additional "hold baggage," however, which will accompany you on the same ship on which you travel. If shipment to or from the port is arranged by a household goods shipping office it will count against your household goods weight allowance.

Trailer Allowance

If you have a house trailer, you can be paid to move it within the United States (except Hawaii and Alaska). If you pull it yourself, you will receive an allowance of \$.11 a mile. If you hire someone to do it for you, the expense will be covered at the rate of \$.20 a mile. Generally, you cannot make a shipment of household goods and receive a trailer allowance on the same set of orders. For further limitations and facts on how and when you get your money, see your disbursing officer. Briefly, this type of payment is based on a permanent change of station orders, a trailer move by a third class petty officer (with over four years' service) or above, and no dislocation allowance.

The location of your nearest household goods shipping office can be obtained from your supply office. With the help of that office and the above suggestions, you should have a pleasant move.

WAY BACK WHEN

Salvaging a Sub, Overland

When the submarine USS *H-3* ran aground back in 1916, she presented a completely different type of problem from that which usually confronts submarine salvagers. It wasn't a case of getting her up out of deep water, but rather of finding a way to get her back into water deep enough.

H-3's adventures began on the morning of 14 December. She was operating off the northern California coast near the town of Eureka, in company with the cruiser USS *Milwaukee* and tender *Cheyenne*.

Fog in that area, especially in the winter months, is extremely heavy. Weeks of stormy weather had produced abnormal tide conditions. It was that fog, and those high tides, which proved to be *H-3*'s undoing. In maneuvering she ran solidly aground on the Samoa Beach section of Humboldt Bar, a three-mile wide strip of sand that separates Humboldt Bay from the Pacific Ocean.

The crew of *H-3* was rescued by means of breeches buoys rigged by Coast Guardsmen from a life saving station at Eureka.

Lack of proper equipment prompted the Navy to turn the problem of salvage over to a commercial company.

Between the time of grounding and the onset of salvage operations, *H-3* had shifted north on the beach some 300 feet, and had settled about six feet deeper into the sand.

At low tide the water rested about 75 feet from the stranded submarine, while at high tide it came up on the beach more than 250 feet beyond it. Salvagers were able to work only when the tide was out, and were further hampered by quicksand.

The presence of quicksand made it impossible to excavate around or under *H-3*, or to pump water out of such an excavation. Such tactics would only cause the submarine to settle deeper into the sand. Yet, in order to lift her out of the sand, it was necessary to pass heavy steel cables completely beneath and around her.

Salvagers overcame this difficulty by setting up a force pump on the beach, with two lines of two-inch hose attached. To the end of the hose two long joints of pipe were fastened, and a small cable was attached to the end of the pipe. The pipe was placed in the same position it was desired to put a cable, and at such an angle that when the pump was turned on, and water forced into the pipe, it worked itself down and under the submarine's keel. By repeating this process from both sides, the salvagers were eventually able to work one end of a cable far enough through so that it could be grasped by a

hooked pole from the opposite side and drawn through underneath the submarine. Seven cables were placed around *H-3*.

Next, heavy timber pilings and cribwork were built on either side of *H-3*, and the cables were attached to screw jacks and rigged on the pilings. Once jacked clear of the sand, *H-3* was lowered into a cradle of cables strung between two big logs.

A critical point in the salvaging operations occurred at the time when the submarine was lowered onto rollers for hauling her up sideways on the beach. While this was being done she was exposed to the tide, and since the tide remained down only about two-and-a-half hours, any delay would have made it impossible to protect her, and she would have settled deeper into the sand. Operations proceeded without a hitch, however, and before the tide returned, *H-3* had been moved more than 150 feet up the beach.

Once the submarine was safely above the high water mark, pine logs, 80 feet long and more than 40 inches in diameter, were placed on each side. Cables were strung around those logs. Under them at each end, bobbars—made of four pieces of 14x14-inch timbers 20 feet long—were solidly bolted together. All the weight bearing on the bobbars was carried at the center, allowing them to equalize when the grade changed. The bottoms of the timbers were shod with maple.

For the trip across the sand to Humboldt Bay a makeshift railway consisting of three pieces of 6x16-inch pine was laid, and the submarine was moved on rollers, each four feet long, spaced four inches apart under the bobbars.

Power was furnished by a hoisting engine operating through a pair of five-shave blocks.



Armed Forces Staff College Has Tri-Service Training Program

THE ARMED FORCES STAFF COLLEGE, one of our nation's three joint colleges, is the only U. S. high level military institution with a specific mission of preparing selected officers of all military services for duty with joint and combined staffs.

Approved by the Joint Chiefs of Staff in August 1946, the Armed Forces Staff College was set up to provide a tri-service educational system which would help remove the joint operational difficulties which were encountered during World War II and to fill the void in the joint educational system of the United States armed forces.

The directive establishing the college provided that the school would be under the jurisdiction of the Joint Chiefs of Staff, with responsibility for operations and maintenance assigned to the Chief of Naval Operations. The site selected for the college was a former U. S. Naval Receiving Station in Norfolk, Virginia.

Within six months the school was organized, a curriculum was developed, and the first class began its studies (in February 1947). With graduation this July of the 27th class, total college graduates will number 5,172.

This is the college's mission, as prescribed by the Joint Chiefs of Staff: "To educate selected officers in joint and combined organization, planning, and operations, and in related aspects of national and international security in order to prepare them for duty in all echelons of joint and combined commands."

While the course of study centers around joint and combined operational planning, the curriculum also provides instruction in strategic considerations in the fields of geopolitics, economics, and sociology. Hence, the students gain an understanding not only of a complete joint military operation from the planning phase through execution, but also of

the non-military aspects of such operations.

Two five-and-one-half month courses are presented each year; the first beginning in February and the second in August. Approximately 210 students, with equal representation from each of the armed services, now attend each class. In addition to U. S. officers of all the armed services, French, Australian, British, Canadian, and New Zealand officers are admitted as allied observers. The Department of State, Central Intelligence Agency, National Security Agency, and the U. S. Information Agency also send representatives as regular students.

The program of instruction is divided broadly into four phases. Phase I, the introduction phase, explains the course objectives, methods of instruction and the scope of instruction. Phase II, the armed forces orientation, provides sufficient information about each of the services for the subsequent understanding of joint planning and procedures. Phase III, joint and combined organization, planning, and operations, provides the students with detailed instruction in approved joint doctrine and its application and encourages originality in solving joint problems where approved doctrine is lacking or is inadequate.

The final phase of the curriculum, national and international security considerations, is planned to broaden the student's perspective by focusing attention on the major political, economic, sociological, and geographic implications that affect military planning.

The instruction program is built around morning lectures and afternoon seminars. Faculty and guest lectures cover appropriate military and non-military organizations and operation in all areas of the world. The college has many civilian as well as military guest speakers. Following each lecture, students question the guest speakers to develop additional information and background material.

At the Staff College the seminar plan is used extensively. Divided into study groups of 15 officers, each group having equal service mem-

WHAT'S IN A NAME

National War College

You would normally think the school days for Navy captains or Marine, Army and Air Force colonels are over. This is not so for a select few of them. Some of these potential admirals and generals may be selected to attend a 10-month course at the National War College, Washington, D. C.

Graduates of this war college (which includes some civilians) are usually placed in some high level policy and national strategy-planning job. One of the purposes of the school is to promote better understanding between the armed services, and between the services and policy-making bodies in other branches of government.

Currently, 132 students are admitted to the school each year. Each military service sends 34 officers; the Department of State, 18; Office, Secretary of Defense, four; Central Intelligence Agency and U. S. Information Office, three each, and the Commerce Department and National Security Agency, one each.

During the academic year the students attend lectures by top university educators as well as government officials who speak off the record about current trends and national policy.

The college, under the control of the Joint Chiefs of Staff, was established on 1 Jul 1946 at Fort Lesley J. McNair in Washington. Since then, it has graduated some 1700 students.

The National War College has a commandant, whose job is rotated between the three services, and three deputies who represent the armed services and the Foreign Service. The permanent faculty is made up of military officers and civilian educators from leading universities and colleges, as well as experts in selected fields.



bership, students cover the initial phase of instruction and are then shifted into other groups for each succeeding instructional unit. This day-to-day exchange of ideas and experiences among officers of all three services is extremely profitable to all concerned and is a unique feature of joint education.

Field trips supplement classroom work. Utilizing service facilities in the Norfolk area, trips are made on board Navy submarines and aircraft carriers. Tours through guided missile cruisers and destroyers are also conducted. During these trips, the class will normally visit such installations as the U. S. Army Infantry Center, Fort Benning, Georgia; Headquarters of the Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska; the Marine Corps Base at Camp Lejeune, North Carolina, and the Langley Research Center of the National Aeronautical Agency at Langley Air Force Base, Virginia.

The college performs a vital role in strengthening unification of the armed services. The effectiveness of its contribution is indicated by the demand for its graduates in top level joint and combined staffs. In its 13 years of operation, 26 classes have graduated from the college. The performance of these graduates has provided convincing evidence of the college philosophy of improving mutual understanding among the military services and of achieving effective unification.

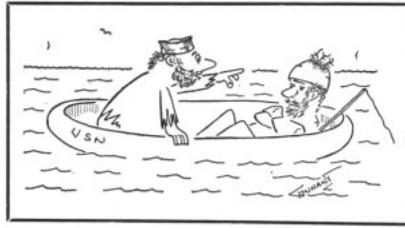
Candidates Selected for Navy's Scientific Education Program

The names of 235 career-minded Navy enlisted personnel who were provisionally selected for entrance into the Navy Enlisted Scientific Education Program (NESEP) for 1960 have been announced.

These selections were made by the NESEP Selection Board and were based on test scores, the recommendations of their commanding officers, and their over-all performance as reflected in enlisted records.

Those selected will be ordered to report in June to the Naval Preparatory School, Bainbridge, Md., or to the Service School Command, San Diego, Calif., for approximately nine weeks of temporary duty under instruction. Assignment will be made

All-Navy Cartoon Contest T. H. Tennant, YNC, USN



"I see land. . . . I tell you it's land! I can see a white sandy beach extending to rows of cool swaying palms."

during this period to the 22 colleges participating in the program. Successful completion of the prescribed curricula and of officer candidate schooling at Newport, R. I., will result in appointment to commissioned rank in the Regular Navy.

It is anticipated that another NESEP examination will be conducted in November 1960 for entrance into the NESEP in 1961.

Navy Presentation Available On 'Conquest of Inner Space'

The science of modern oceanography dates back almost a century. Yet, how much is really known about what lies beneath the surface of the oceans that cover three-fourths of the earth's surface?

The Navy's newest 35-mm color slide presentation, "The Conquest of Inner Space," points out some startling and interesting facts. For example—someone has claimed that there is enough gold in the sea to make every inhabitant of the world a millionaire.

The general undersea topography is not unlike that of the earth above the sea. Lofty mountain ranges, plains, plateaus or sea mounts, and deep canyons—all lie hidden beneath 324 million cubic miles of water. To date, less than one per cent of the deep sea floor has been mapped with any degree of reliability.

The Navy has long pioneered in the study of oceanography and today is supporting, in whole or in part, some of the more advanced programs of scientific efforts.

More is expected to be learned about the oceans through Project MOHO. In this project, a hole will

be drilled through the earth's crust from a deep spot in the sea. It is hoped that the samples taken of the materials below the ocean floor may shed light on the first appearance of life in the oceans and perhaps on the origin of the oceans themselves. The Navy's bathyscaph *Trieste* recently descended a record depth of 35,800 feet, almost 7 miles down into the ocean.

"The Conquest of Inner Space" is an interesting and informative presentation. In addition, there are two new presentations—"Your Navy and Your Future" and "The Navy in Space" which cover other phases of seapower, a vital link in the chain of national defense.

To schedule a showing of any of these presentations, contact your nearest Naval Station, Naval Reserve Training Center or Naval District Headquarters.

HMS Victory Sails Again, This Time for U. S. Navy

There's an HMS *Victory* in the U. S. Navy.

A two-ton model of Lord Nelson's famous flagship, this version of *Victory* was built in Hollywood for a movie. It was presented to the Naval Training Center at San Diego, Calif., in 1941. Until this spring, when it was moved to the new Naval Training Center Museum, it was displayed in the South Armory.

Moving San Diego's *Victory* to her new berth took the combined efforts of six Navymen and a crew from Public Works. The Navymen dismantled the sails, rigging and masts at the old location and set them up again at the new one. The Public Works crew operated the two fork lifts, a crane and a flat bed truck.

Victory is no ordinary mantel-piece model. She has a 25-foot over-all length, a four-and-one-half-foot beam and masts 20 feet tall from keel to truck. Built in three months at a cost of \$5600, the exact-scale replica is completely seaworthy.

Her 110 guns are wired with electric detonating caps. During the filming of the motion picture they were actually fired.

Here's Latest Report on Living Conditions in Atsugi, Japan

SOME YEARS AGO, the Navy used the recruiting slogan: "Join the Navy and see the world." This is still true today but, in addition, it's possible for your entire immediate family to see the world with you. It can be a pleasant experience for you and your wife, and a wonderful education for the youngsters. Consider, for example, what the local command has to say about Atsugi, Japan.

Situated about 36 miles southwest of Tokyo, Atsugi is located in the Kanto Plains region of Honshu, the main island of Japan. Its mission is twofold. It provides facilities to support regular operations of Fleet reconnaissance, antisubmarine, air transport, carrier and Marine tactical support aircraft. Secondly, it provides storage, maintenance and assembly of naval aviation ordnance.

Heading the air units that support the naval Fleet airmen in Far Eastern waters is Fleet Air Western Pacific based at Atsugi. This command coordinates logistic support for all Air Force Pacific Fleet ships and units in the Western Pacific.

The Atsugi Detachment of Fleet Tactical Support Squadron 21 (VR-21) provides air logistic support to naval forces in the Far East.

Fleet Aircraft Service Squadron

11 (FASRON-11) furnishes maintenance and repair services of all kinds to aircraft squadrons and units. This squadron repairs thousands of aircraft of various types each year.

Utility Squadron 5 (VU-5) planes tow targets for aircraft gunnery exercises as well as for surface ship anti-aircraft practice.

Religious services are regularly conducted for both Catholic and Protestant faiths in the NAS Chapel. Atsugi has a complete staff of chaplains available for counseling and moral guidance.

Recreational facilities range from salt and fresh water fishing at nearby spots to a well stocked library and a well directed sports program.

Bowling, basketball, softball, tennis, golf, boxing and football are all popular. Atsugi has a modern 10-lane bowling alley, at 10 cents a line and a nine-hole miniature golf course has a greens fee of five cents for nine holes.

Movies are free and can be attended at any one of several locations. The NAS Theatre is centrally located adjacent to the Ship's Store and snack bar, and other movies can be viewed at the various clubs where they are also shown free of charge. The nearby town of Yamato has a theatre where American and foreign

movies are shown at an admission price of approximately 25 cents. Atsugi has a good enlisted men's club; it also has acey deucey rooms for first and second class petty officers; a CPO Club, and an adequate officer's club. Club entertainment includes game nights, happy hours, movies, dancing, food, drinks and outstanding floor shows featuring top Japanese, American and European entertainers. Sightseeing tours are also regularly scheduled by the Special Services department.

Transportation information—Eligibility requirements for concurrent travel of dependents of naval personnel ordered to shore-based activities in Japan, Fleet Air Units based ashore permanently and units home-ported in Japan are set forth in BuPers Inst. 4650.6C. The following applies to NAS Atsugi.

Officers of the rank of Captain and above—concurrent travel is authorized for immediate entry into government quarters.

Other officers—concurrent travel is authorized to enter approved private rental housing.

Enlisted—concurrent travel is authorized for those in pay grades E-7, E-6, E-5 and for those in E-4 with over four years' service, to enter approved private rentals.

Other enlisted—enlisted personnel in pay grade E-4 with less than 4 years' service and lower pay grades are not eligible for space-required or space-available travel.

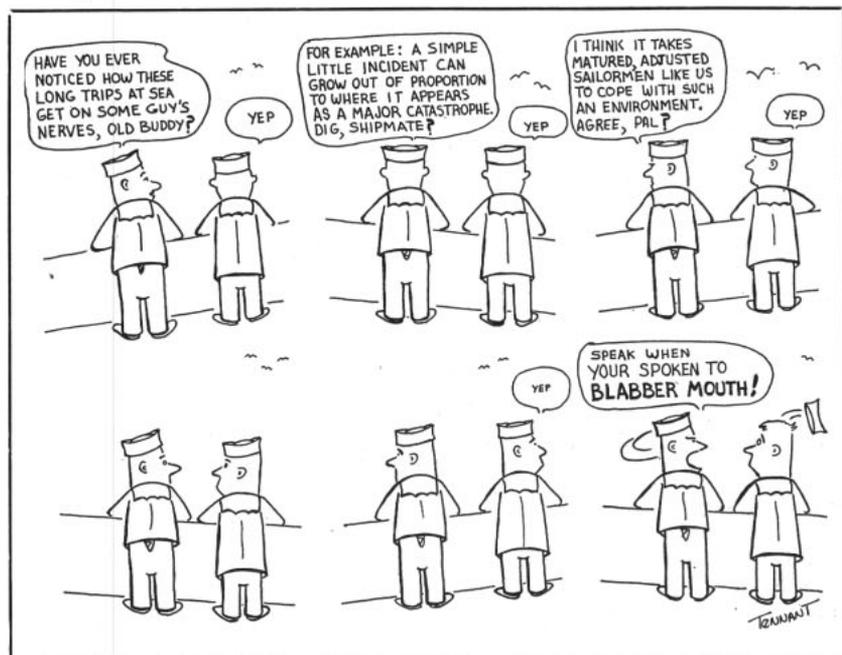
In considering concurrent travel with dependents to Japan, it is emphasized that:

Private rentals are expensive, and so are utilities, particularly electricity. Depending on the size of the house, heating by kerosene or butane may be difficult; loose construction of houses results in many of the larger ones being drafty. An average cost of \$25.00 can be expected during the winter months for heating. Remember also that the living standards may not be the same as you are used to in the U. S.

It is strongly recommended that you report to your duty station and personally view the situation before bringing your dependents out, particularly during winter months.

All-Navy Cartoon Contest

T. H. Tennant, YNC, USN



Application—Applications for concurrent travel of dependents should be submitted by message or letter to NAS Atsugi, information copies to Commandant 12th Naval District, COMNAVFORJAPAN and new duty station, and should include:

Relationship and ages of all dependents for whom travel is requested.

Statement that you understand private rental situation in area and accept full responsibility for your decision.

Statement showing whether hotel accommodations are firm.

Upon receipt, NAS Atsugi will process the application and appoint a sponsor/agent if you do not have such a person to help you.

Upon obtaining the approval of NAS Atsugi, submit four copies of your application for dependents' transportation (DD 884) and three certified copies of orders to Com 12 and advise the new duty station of ETA Japan.

Notify promptly the Commandant, 12th Naval District, Fort Mason, San Francisco, Calif., when you have complied with the passport, immunization, and health requirements. Assignment of space on a ship will not be made until this notification has been received.

After the Commandant, 12th Naval District, has been advised that you are ready to depart on or after a certain date, you will be booked on the first available ship sailing after that date. You will be notified that space is offered you on a certain ship departing from San Francisco or Seattle. You will be given a time limit in which to wire your acceptance of this offer. Your reply should be sent to San Francisco.

If you are legally entitled to transportation, at government expense, from your home to the port of embarkation, government transportation requests to cover your rail and Pullman fare will be sent to you upon request. If you wish, you may perform the overland part of your journey at your own expense, and claim reimbursement after your arrival at your final destination. If you prefer to travel at your own expense, you must notify the activity arranging your travel so that the transportation requests will not be

All-Navy Cartoon Contest
W. F. Carney, YN2, USN



"You are going on a long ocean voyage."

issued and forwarded to you. Reimbursement will be at the rate of six cents per mile for persons 12 years and over, and three cents per mile for children five to 12 years. No reimbursement will be made for children under five years of age.

Specific instructions will be given as to when and where you should report for embarkation. You should not leave home and proceed to the port of embarkation in advance of receipt of notice to report. Hotel accommodations are difficult to obtain at all principal ports.

Air travel may be authorized under certain conditions, usually where small infants are involved, and in certain pregnancy cases.

Passports—Dependents must obtain passports before travel; however, do not apply for a passport until notified. This notification will be a DD Form 1056 from the District Passenger Transportation Officer, San Francisco, Calif. The notice of authorization for dependents overseas travel will be received in sufficient time to complete all necessary arrangements.

Immunization—The following immunizations are required for the Far East area: Cholera, typhus, typhoid, tetanus, small pox and poliomyelitis.

Orders—You should furnish your wife with 50-70 certified copies of your orders. These copies are used for shipments of household effects and car and by other processing units for physical examinations,

transportation for pets, and similar routines.

COMNAVFORJAPAN Inst. 4600.2C sets forth the requirements which control the entry of pets (cats and dogs) into Japan.

Government Housing—There are a limited number of new public quarters on the station. Personnel at Atsugi are also housed in government quarters located in Yokohama. The Yokohama housing is quite comfortable, with large lawns and adequate playing areas for children. Schools are located near the Yokohama housing areas as are the commissary and post exchange. The Atsugi Navy Housing is at some disadvantage in this respect—10 miles to the nearest commissary and school.

Furniture and household equipment are furnished by the housing authorities.

Private Rentals—Most people at Atsugi live in private rentals within 10 minutes of the station in the towns of Tsuruma or Minami-Rinkan. Others live on a hill overlooking the base, called Atsugi Heights. There are approximately 200 families living in these areas. The scarcity of these rentals varies over periods of time, particularly for large three- or four-bedroom homes.

The houses are of Japanese construction, but of western design and are generally small with many windows and sliding doors. Though comfortable during the summer, the homes are cold during the winter season. The rent is usually around \$45 to \$110 with cost of utilities ranging from \$12 to as high as \$75 in the winter.

The houses are inspected by Army medical and engineer personnel as to sanitary and safety conditions. Furniture and household effects in most cases are provided with the exception of space heaters. They are in short supply in the winter season.

Steam heat is provided for government quarters.

At the present time, the U. S. Army issues furniture to families living in approved private rental. Owing to the high humidity of the area, it is recommended that you do not bring any furniture not actually needed. At present the Army is issuing dishes, utensils and bed linens.

You are advised to bring with you electric fans, tight canisters, heating stoves (kerosene or gas type), radios, television sets, refrigerators, washing machines, vacuum cleaners, and encyclopedias (especially for high school students living in private rental who have no easy access to the Camp Zama, Sagami-hara, Yokohama or Atsugi libraries).

Because the electric current is different from that in the U. S. (110 volts, 50 cycle in Japan) electric stoves and electric heaters are not practical. Cost of electricity in Japan is very high; the more used, the higher the rate.

Fruits and Vegetables—Purchases of local fresh fruits and vegetables should be limited to those items which are certified as having been grown under chemical fertilization. Such a certificate does not insure that the produce is free of parasitic and bacteriological contamination since laboratory examination has revealed the occasional presence of the eggs of whipworms and tape-worms. However, such produce, when properly prepared, is safe for human consumption.

Money—It is a court-martial offense to possess U. S. currency longer than 24 hours after arrival in the Far East. Do not become involved in any transaction with Japanese nationals except when yen are used. Money orders over 25 dollars must be verified by your division officer. Stick to these rules and you will not get in trouble over money exchange. One dollar equals 360 yen.

Hotels and Restaurants—Enough Japanese and semi-Western type hotels are available to meet almost every need in all locations other than in Atsugi. U. S. personnel including dependents are authorized to eat only at restaurants displaying "Grade A" signs. The corner hot dog, hamburger and drive-in stands are nonexistent.

Postal Service—To avoid unnecessary confusion or delay in the receipt of mail, it is recommended that correspondents be notified of your proper address in Japan before your departure from the States. For example: Mrs. Alfa B. See, c/o LCDR Alfa B. See, Navy No. 3835, Box No., c/o Fleet Post Office, San Francisco, Calif.

All-Navy Cartoon Contest
R. Varesi, AD3, USN



"It has a four-speed transmission; third, second, first and chief!"

All parcel post packages must be accompanied by a customs chit stating the nature of contents and value. These forms are available at the Post Office.

Dependent Schools—American-type educational facilities for children from nursery school through elementary school age comparable to the better American public schools are available.

Army and Navy bus transportation is provided for Atsugi area dependent children to the Yokohama High School. There is a full program of scholastic and recreational activities offered in a school accredited by the North Central Association.

Located in the center of the Sagami-hara Dependent Housing Area is the Sagami-hara Elementary School which provides a full curricular and extra-curricular program for pupils from the first grade through the eighth grade. The school sponsors an active program in organized activities.

A kindergarten provides educational training for approximately 135 children between the ages of five and six. It is a non-appropriated activity directed by a council made up of parents of kindergarten children with nominal tuition fee dependent upon pupil enrollment and operating expenses.

The nursery school is a non-appropriated activity operated on a non-profit basis which provides training for children in the preschool age group (three to five years).

There are Catholic parochial schools in the Yokohama area. Naval bus transportation is provided. Parochial schools are available for both grade and high schools. Grade school facilities are for both boys and girls; high school is for boys only.

Automobiles—It is advised that you bring your automobile. (Only one per family is allowed.)

When leaving your car for shipment, two certified copies of your orders and a completed DD 828 are required. Before shipment, you should remove hub caps, cigarette lighters, ashtrays and other detachable items. These, together with tools, should be boxed and placed in the trunk compartment of your car. It is advisable to cover your chromium with wax.

The Japanese government requires all privately owned vehicles to be equipped with either a mechanical or flashing-light turn indicator. Your wife should bring with her a valid current driver's license in order to qualify for a Japanese driver's permit.

Japanese road tax, license and inspection fees must be paid shortly after arrival of your car. The road tax is 9000 yen (\$25.00) per year. License and inspection fees total 800 yen (\$2.22).

Clothing—Almost all items of wearing apparel for dependents may be purchased at the Navy Ship's Store and Exchange. Western-style clothing sold by Japanese concerns is moderately priced. Because of the variable temperature, it is suggested that an adequate supply of different weights of clothing be brought along. A light gabardine raincoat, rubbers, sufficient shoes, nylons, and children's clothing are especially recommended. Ready made clothes are frequently difficult to obtain. Short-ages frequently occur in various sizes.

The range of shoes sizes and styles is adequate but odd sizes and highly-styled shoes are difficult to obtain and require special ordering. Japanese tailors are relatively inexpensive and men's clothes can be tailored for reasonable prices. Tailoring for women is also available but occasional dissatisfaction is encountered about proper fitting. Service personnel, while in an off-duty status, may wear civilian clothes.

More Than Ten Thousand Advanced to CPO in This Year's Exam

IT'S ALL OVER except the shouting—and there should be quite a bit this year. The results of the CPO examinations administered in February 1960 reveal that the Navy has authorized the largest number of peace-time advancements in its history.

This year 10,441 E-6s were selected to don the hard hat. The first 2500 of these were advanced on 16 May, while the remainder will be rated on 16 July, 16 September, 16 November and 16 January.

Many ratings which have been extremely tight—were wide open this year. For the first time in 15 years—since the end of World War II—all ADs, BMs and HMs who passed the test were promoted. In addition, all the personnel in 25 other ratings who passed the exams were also advanced.

Over-all statistics for this year's examinations reveal that 76 per cent

All-Navy Cartoon Contest
C. Wise, HM1, USN



"I keep putting off buying more uniforms hoping I'll make chief first."

of those who passed the Navy-wide E-7 exam were rated. Of the 13,821 who passed, only 3380 were not rated. A pretty good record.

Last year 14,536 passed the CPO

examinations and only 4986 were rated.

Letters were forwarded by the Chief of Naval Personnel to all commands on 31 Mar 1960 informing commanding officers of the successful candidates. The over-all list was released on 6 April.

Here's a breakdown of the number of E-7 promotions authorized by the Chief of Naval Personnel for this and the past year.

NOTE: Since the following list was set in type an additional 245 E-6s were named for advancement to pay grade E-7. This brings the overall total of CPO advancements authorized as a result of the February 1960 Navywide examinations up to 10,686.

The straggler's list was made up from examinations that arrived late at the Naval Examining Center. See next month's issue for a breakdown of the straggler's list.

RATING	1960		1959		RATING	1960		1959	
	PASSED	ADVANCED	PASSED	ADVANCED		PASSED	ADVANCED	PASSED	ADVANCED
AB	105	40	133	55	JO	16	16	13	13
AC	138	19	84	32	LI	33	10	30	3
AD	1320	1320	1337	116	MA	33	20	46	46
AE	203	66	159	159	ML	13	13	12	2
AG	42	29	35	35	MM	455	455	524	256
AK	141	75	126	34	MN	47	35	48	14
AM	472	472	421	220	MR	52	12	49	49
AO	311	311	284	23	MU	16	16	22	22
AQ	81	81	79	4	NW	23	23	35	35
AT	316	278	209	209	OM	17	17	14	3
BM	874	874	1102	431	PH	137	89	116	22
BR	17	17	11	11	PM	4	4	4	2
BT	311	298	315	191	PN	244	103	260	49
BU	38	7	35	10	PR	82	33	60	7
CE	27	20	20	20	PT	15	15	10	10
CM	50	7	64	8	QM	296	296	240	29
CS	561	453	736	162	RD	153	55	135	135
CT	173	25	126	25	RM	323	323	313	313
DC	184	118	226	50	SD	357	212	483	151
DK	135	64	107	31	SF	375	159	377	62
DM	16	7	13	13	SH	256	11	151	7
DT	134	53	144	7	SK	471	414	416	131
EM	332	194	409	314	SM	110	110	127	127
EN	609	376	677	347	SO	91	91	79	79
EO	83	11	67	4	SV	2	2	1	1
ET	374	231	435	102	SW	23	11	21	3
FT	369	176	267	10	TD	93	18	57	9
GF	32	17	36	4	TE/RM	58	58	70	70
GM	487	487	709	203	TE/YN	—	—	14	2
GS	33	33	26	12	TM	210	210	256	168
HM	1030	1030	1190	137	UT	30	14	19	19
IC	67	67	53	53	YN	703	322	879	113
IM	18	18	20	2	TOTAL	13821	10441	14536	4986

It's Up the Ladder for One in Every Twelve Navymen

ABOUT ONE OUT OF EVERY 12 enlisted men in the Navy will be advanced as a result of the February 1960 advancement in rating examinations.

A total of 61,428 men have been authorized by the Chief of Naval Personnel to sew on their crow or add another stripe. Some 53,400 of these were advanced on 16 May. The remaining 7941 are E-6s slated for advancement to CPO. They will be promoted in groups of about 2000 on 16 Jul, 16 Sep, 16 Nov 1960, and 16 Jan 1961.

Out of the 61,428 advancements, 10,441 went to PO1s being advanced to CPO. (See page 53 for a breakdown of the E-7 promotions authorized). This is the largest number of E-6s selected to don the hard billed cap in the Navy's peacetime history. The first group of 2500 new CPOs were advanced on 16 May.

The other promotions, which went into effect in May, include 5713 men being advanced to E-6, 17,274 to E-5, and 28,000 to E-4. In addition, 13,000 E-3s are being designated as strikers.

Here's a breakdown of the E-4, E-5 and E-6 advancements authorized as a result of the February 1960 exams:

RATING	E-6	E-5	E-4	RATING	E-6	E-5	E-4
BM	245	195	123	AD	100	193	958
QM	117	226	417	AT	251	1240	1844
SM	66	295	471	AO	50	190	243
RD	120	669	1194	AQ	51	171	181
SO	69	412	794	GF	20	59	60
TM	204	270	378	AC	77	210	234
GM	394	300	184	AB	138	93	189
GS	43	68	116	AE	188	601	586
FT	153	558	834	AM	178	630	846
NW	24	56	234	PR	57	73	60
MN	20	31	35	AG	26	143	150
ET	107	1083	1613	TD	41	100	147
IM	13	30	22	AK	71	137	278
OM	5	17	43	PH	40	111	153
TE/RM	2	—	—	PT	10	5	10
RM	215	1005	2199	HM	258	445	604
CT	62	440	464	DT	30	39	138
YN	199	454	1134	SD	62	84	54
PN	139	248	470				
MA	17	75	127				
SK	289	500	532				
DK	30	104	154				
CS	99	169	120				
SH	12	23	60				
JO	11	43	77				
LI	20	4	23				
DM	6	50	46				
MU	20	79	135				
MM	275	1160	2401				
EN	381	908	1418				
MR	33	301	338				
BT	90	542	1394				
BR	4	—	—				
EM	216	1107	1487				
IC	71	529	782				
SF	100	394	620				
DC	44	59	188				
PM	2	16	26				
ML	10	17	16				
SV	2	25	27				
CE	18	49	73				
EO	19	32	107				
CM	7	20	73				
BU	33	98	199				
SW	21	35	44				
UT	38	54	73				

Naval Uniform Shop Has Mail Order Service

The Mail Order Service of the Naval Uniform Shop in Brooklyn is the answer to the problems of those officers and chief petty officers on duty at remote locations in both continental and overseas areas where it is impossible for them to purchase their uniform, uniform insignia or uniform accessory requirements locally.

This service particularly applies to those personnel attached to embassy staffs, military assistance advisory groups, naval missions, or other similar detached duties overseas where these items are not readily available.

Price lists are available, and will be furnished upon request, from: Naval Uniform Shop, 3rd Avenue and 29th Street, Brooklyn 32, N. Y.

Uniform and uniform accessory order blanks will also be furnished upon request. If your uniform measurements are currently on file at the Naval Uniform Shop, any article of the uniform can be supplied upon request. If your measurements are not on file, a measurement blank will be forwarded, in order that a local tailor in the area may take the required measurements. The form is self-explanatory, and facilitates measurement-taking.

These Were Selected as the Best Feeders among Navy Ships and Stations This Year

The annual Ney Memorial Award nominations have been made by each major Fleet and shore command. Out of the 37 nominations, a board of judges will select six finalists—three ashore and three afloat.

The six finalists will be visited by a six-man committee, and the winners and runners-up will be chosen.

The program was established in 1958 by the Secretary of the Navy. The Award recognizes Navy general messes judged to be outstanding in food preparation and service, memorializing the late Captain Edward F. Ney, SC, usn, World War II director of the Subsistence Division of Bu-SandA.

Ships and stations judged to be most outstanding by their commands in this year's competition are:

- FIRST NAVAL DISTRICT
*Naval Retraining Command
Portsmouth, N. H.*
- SIXTH NAVAL DISTRICT
*Florida Group, Atlantic Reserve Fleet
Green Cove Springs, Fla.*
- FIFTEENTH NAVAL DISTRICT
*Naval Station
Rodman, Canal Zone*
- NINTH NAVAL DISTRICT
*Naval Training Center
Great Lakes, Ill.*
- SEVENTEENTH NAVAL DISTRICT
*Naval Station
Kodiak, Alaska*
- EIGHTH NAVAL DISTRICT
*Naval Air Station
Corpus Christi, Tex.*
- THIRD NAVAL DISTRICT
*Naval Receiving Station
Brooklyn, N. Y.*
- FOURTEENTH NAVAL DISTRICT
*Submarine Base
Pearl Harbor, Hawaii*

FIFTH NAVAL DISTRICT
ComServLant Flag Mess

FOURTH NAVAL DISTRICT
*Naval Air Station
Johnsville, Pa.*

ELEVENTH NAVAL DISTRICT
*Naval Air Station
Miramar, Calif.*

TWELFTH NAVAL DISTRICT
*Postgraduate School
Monterey, Calif.*

TENTH NAVAL DISTRICT
*Naval Station
Guantanamo Bay, Cuba*

THIRTEENTH NAVAL DISTRICT
*Columbia River Group
Pacific Reserve Fleet*

POTOMAC RIVER NAVAL COMMAND
*Naval Communication Station
Washington, D. C.*

COMNAVAIRPAC
*USS Bon Homme Richard
(CVA 31)*

COMNAVAIRLANT
USS Independence (CVA 62)

COMPHIBLANT
USS Taconic (AGC 17)

COMCRULANT
USS Galveston (CLG 3)

COMCRUDESAC
USS St. Paul (CA 73)

COMINPAC
USS Embattle (MSO 434)

COMINLANT
USS Bluebird (121)

COMSERVPAC
USS Kawishiwi (AO 146)

COMSUBPAC
USS Greenfish (SS 35)

COMSUBLANT
USS Sablefish (SS 303)

COMNAVFORJAPAN
*Naval Communication Facility
Kami Seya, Japan*

COMNAVPHIL
*Naval Station
Subic Bay, Philippines*

COMNAVCONSTFORPAC
*MCB Three
Kubasaki, Okinawa*

CINCUSNAVEUR
*Naval Station
Rota, Spain*

COMSTSLANTAREA
USS Randall (T-AP 115)

COMWESTSEAFRON
USS Locator (AGR 6)

SEVERN RIVER NAVAL COMMAND
*Naval Station
Annapolis, Md.*

COMPHIPAC
USS Paul Revere (APA 248)

COMDESLANT
USS Courtney (DE 1021)

COMSERVLANT
*USS Salvager (ARSD 3)
Naval Station, Argentina*

COMTSPACAREA
*USS General W. A. Mann
(T-AP 112)*

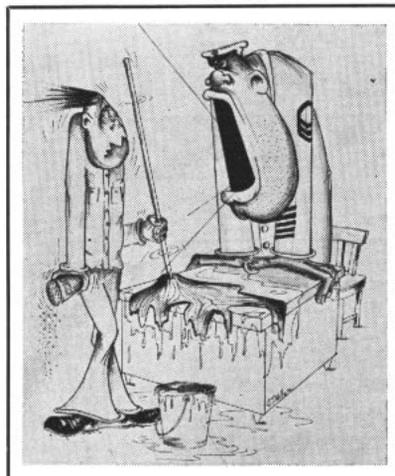
New Standards Set Up For Personnel Requesting Reenlistment and Extension

The Navy has established new standards on which recommendations for reenlistment are to be based. They apply to reenlistments or extensions of enlistment by Regular Navy and Reserve personnel on active duty, to enlistments in the Regular Navy by Reservists, and to voluntary retentions of Reservists on active duty.

Since the primary goal of the reenlistment program is a highly motivated and well qualified group of career enlisted men, it is essential that those selected to continue their Navy careers be people with a certain amount of ability and potential. It is also important that anyone who has been accepted for service beyond his first hitch have reasonable assurance he will be permitted to remain on active duty until he's eligible for retirement.

To make sure the Navy and the individual both benefit from the reenlistment program, commanding officers will now use these new minimum standards as a yardstick in

All-Navy Cartoon Contest
J. T. Miller, SN, USN



"Deck! Not desk!"

judging whether or not an otherwise eligible enlisted man should be recommended for reenlistment.

- *Pay Grades E-1 and E-2*—Those personnel who have been on continuous active duty for at least 30 months, and who are still serving in pay grade E-1 or E-2 when their active obligated service expires may not be continued on active duty.

- *Pay Grade E-3*—An individual still serving in pay grade E-3 at the expiration of his enlistment may not continue on active duty unless he has passed a service-wide examination for Pay Grade E-4.

- *Length of Service* — Enlisted men who have more than 30 years' active service, or who are approaching that mark, are being urged to take advantage of the terminal assignment benefits offered them under Chapter XIX of the *Enlisted Transfer Manual*, or to retire. Active service obligations beyond 30 years will not be authorized without prior referral to the Chief of Naval Personnel.

- *Dependency*—The dependency status of personnel up for reenlistment will be evaluated to make sure men who are administrative liabilities will not be continued on active duty. This applies particularly to those individuals in the lower pay grades who, because of large numbers of dependents, become administrative burdens through their indebtedness, restrictions on assignment or frequent requests for special consideration.

Besides meeting these new requirements, an individual being recommended for reenlistment should measure up to these more general standards:

- If serving in a first enlistment or a first period of active duty, the individual must have demonstrated satisfactory performance (as indicated by his service record), leadership ability with potential for improvement and an over-all potential for future useful and responsible service.

- If serving in a second or later enlistment or period of active duty, the individual must have demonstrated consistently satisfactory performance in his present grade (as indicated in his enlisted performance record) and he must have shown that he has the potential for

AFRS NEW YORK
UNITED STATES ARMED FORCES PRESS, RADIO AND TELEVISION SERVICE
SHORTWAVE SCHEDULE

GMT	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1430	DATELINE NEW YORK	DATELINE NEW YORK	DATELINE NEW YORK	DATELINE NEW YORK	DATELINE NEW YORK	DATELINE NEW YORK	DATELINE NEW YORK
1500	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS	MARCH OF EVENTS
1515	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE	SPORTS PAGE
1530	THE LEADING QUESTION	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	THE JACK PAAR SHOW	AMERICA'S BUSINESS IN REVIEW
1600	(News Briefs)	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	(News Briefs)
1605	P A N O R A M A	MEET THE PRESS	JUSTICE	U. N. AROUND THE WORLD	MIKE WALLACE	CAPITOL CLOAKROOM	P A N O R A M A
1630		DICK CLARK BANDSTAND	THE LAWRENCE WELK SHOW	COUNTRY JAMBOREE	ON THE CAMPUS	THE PERRY COMO SHOW	
1645							
1700	NEWS -05-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -05-
1705	P A N O R A M A	WHAT THE CRITICS SAY	HOBBY SHOP	EMPHASIS	SCIENCE IN THE SIXTIES	OPEN FILE	P A N O R A M A
1715							
1730		FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	FEATURE PAGE	
1745	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY	SPORTS TODAY
1800	(News Briefs)	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	(News Briefs)
1805	P A N O R A M A	MARTIN BLOCK	MARTIN BLOCK	MARTIN BLOCK	MARTIN BLOCK	MARTIN BLOCK	P A N O R A M A
1830		PANORAMA	PANORAMA	PANORAMA	PANORAMA	PANORAMA	
1900	NEWS -05-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -05-
1905	P A N O R A M A	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	WORLD OF SPORTS	P A N O R A M A
1915							
1930		PANORAMA	PANORAMA	PANORAMA	PANORAMA	PANORAMA	
2000	(News Briefs)	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	NEWS -05-	(News Briefs)
2005	P A N O R A M A	PANORAMA	PANORAMA	PANORAMA	PANORAMA	PANORAMA	P A N O R A M A
2030		SPOTLIGHT ON A STAR	SPOTLIGHT ON A STAR	SPOTLIGHT ON A STAR	SPOTLIGHT ON A STAR	SPOTLIGHT ON A STAR	
2100	NEWS -05-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -15-	NEWS -05-
2105	P A N O R A M A	CROSBY-CLOONEY SHOW	CROSBY-CLOONEY SHOW	CROSBY-CLOONEY SHOW	CROSBY-CLOONEY SHOW	CROSBY-CLOONEY SHOW	P A N O R A M A
2115							
2130		FACE THE NATION	JEFFERSONIAN HERITAGE PACIFIC PORTRAIT	PRESIDENT'S NEWS CONFERENCE	WAYS OF MANKIND	ART OF INVESTING	
2200	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION	FINAL EDITION
2215	FOR THE LADIES	AMERICA'S BUSINESS COMEDY TIME	AMERICA'S BUSINESS COMEDY TIME	AMERICA'S BUSINESS COMEDY TIME	AMERICA'S BUSINESS COMEDY TIME	AMERICA'S BUSINESS COMEDY TIME	GARRY MOORE
2225							
2230	SPORTS FINAL	SPORTS FINAL	SPORTS FINAL	SPORTS FINAL	SPORTS FINAL	SPORTS FINAL	SPORTS FINAL
2244	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF	SIGN OFF

THIS SCHEDULE EFFECTIVE UNTIL OCTOBER 1960

TIME (GMT)	FREQUENCY	WAVE LENGTH	BEAM AREA	TRANSMITTER	BEARING	TIME (GMT)	FREQUENCY	WAVE LENGTH	BEAM AREA	TRANSMITTER	BEARING
1430-1700	17.785 MC	16.87 M	Europe	WBOU-3	42°	1700-2245	15.270 MC	19.30 M	Caribbean	WBOU-6	150°
1430-2245	21.650 MC	13.91 M	Europe	WDSI-1	55°	2000-2245	15.440 MC	19.43 M	Europe	WDSI-2	55°
1700-2245	17.780 MC	16.87 M	Europe	WBOU-3	47°	1515-2245	15.415 MC	19.46 M	Mid-East	Wmich 7	115°

future useful service in his present or higher grades.

The new standards are contained in BuPers Inst. 1133.11A. The basic instructions on the reenlistment program may be found in the *Bureau of Naval Personnel Manual* and directives dealing with reenlistment and continuation on active duty.

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.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in April 1960.

Horrors of the Black Museum (1491) (C) (WS): Melodrama; Michael Gough, June Cunningham.

Blood and Steel (1492) (WS): Melodrama; John Lupton, Ziva Rodann.

The Unsuspected (1493): Drama; Joan Caulfield, Claude Rains.

1001 Arabian Nights (1494) (C): Cartoon feature.

Edge of Eternity (1495) (C) (WS): Melodrama; Cornel Wilde, Victoria Shaw.

Goliath and the Barbarians (1496) (C) (WS): Melodrama; Andrea Cheectti, Gino Scoti.

Kiss in the Dark (1497): Drama; David Niven, Jane Wyman.

A Touch of Larceny (1498): Comedy; George Sanders, James Mason.

Journey to the Center of the Earth (1499) (C) (WS): Science Fiction; Pat Boone, James Mason.

Three Came to Kill (1500): Melodrama; Cameron Mitchell, John Lupton.

My Wild Irish Rose (1501): Musical; Dennis Morgan, Arlene Dahl.

Lil Abner (1502) (C): Musical; Peter Palmer, Leslie Parrish.

Home from the Hill (1503) (C) (WS): Drama; Robert Mitchum, Eleanor Parker.

The Big Night (1504): Drama; Randy Sparks, Venetia Stevenson.

April Showers (1505): Musical; Jack Carson, Ann Sothern.

The Gazebo (1506) (WS): Comedy; G. Ford, Debbie Reynolds.

BOOKS

LOTS TO CHOOSE FROM IN THIS MONTH'S SELECTIONS

THE LIBRARY SERVICES BRANCH is faced with a problem for which it sees no ready solution. Occasionally it receives for consideration a book which has merit but will be of relatively limited appeal. In other words, some will thoroughly enjoy it; others won't. It probably won't be popular enough to warrant distribution to all ships and stations. How are they going to get the word to those who will benefit by it?

A Canticle for Leibowitz, by Walter H. Miller, Jr., is such a book. Chances are, you've never heard of it. It's difficult to describe. It is laid in the future and tells of the results of atomic warfare, but it would be inaccurate to classify it as science fiction. One reviewer calls it "a work of the imagination," and that's about as close as any description. Those who have read it are sharply divided into two schools of thought—they're rabidly enthusiastic about it, or they're utterly indifferent. It's quite possible that you won't see it on the shelves of your local library, but if you are willing to take a chance on a distinctly off-beat novel, it is suggested that you drop a note to the chief of Naval Personnel (Pers G 14). We think it's the most remarkable effort it has been our pleasure to read in some time.

Had we not been distracted by **Canticle**, **The Thunder of the Guns**, by CAPT Donald Macintyre, RN, would surely have led the list for this month. **Decision at Trafalgar**, by Dudley Pope, would follow as a close second.

Thunder tells of the hundred years or so in which the ironclad, steamdriven battleships ruled the navies of the world. Their design, gunpower, thickness of armor and speed were of extreme importance to every nation who wanted to be a Great Power. To those who served in them, they acquired personalities of their own. **Thunder** is an account of these ships from the ironclad frigates of the early 19th Century to the giants of yesterday.

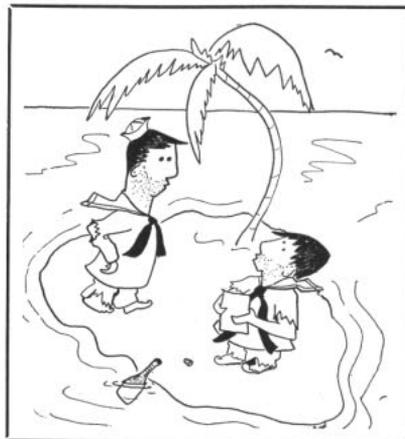
Thunder gives the big picture; **Trafalgar**, on the other hand, gives the vivid details of a single event—one which changed the history of Europe for almost a hundred years.

In 1805, Napoleon's armies were massed at the main Channel ports. Barges were being assembled for the big crossing and England was expecting an invasion at any time. The only obstacle to the complete rule of Europe by France was Nelson and the Royal Navy. It was Nelson who destroyed Napoleon's hopes at Trafalgar. Dudley describes the battle almost shot by shot.

Kriegie, by Kenneth W. Simmons, is something else again. This is a straightforward prisoner-of-war story of an Air Force flier who was forced to bail out over Germany. However, the small details of everyday existence in a POW camp make interesting and instructive reading. His description includes items which will never be found in an official version of such a life: The strict security system set up by the prisoners; the trading post with the guards; the private projects which ranged from forging to tunneling; the bridge games at one-fifth of a cigarette per point; as well as the final "death march" just before liberation.

One other World War II title, **Climax at Midway**, by Thaddeus V. Tuleja, CDR, USNR, has been selected for comment this month. Paralleling to a limited extent the volume earlier mentioned, **Decision at Trafalgar**, **Midway** tells the story of another battle almost equally important for, had the outcome been different, it would have changed the course of the entire World War II.

All-Navy Cartoon Contest
E. L. Hale



"It says, resubmit in triplicate."

However, not only does CDR Tuleja present the battle of Midway in vivid detail, he also discusses at some length the events which led up to it. Many men still on active duty will be interested in seeing the large picture of a battle in which they themselves took part.

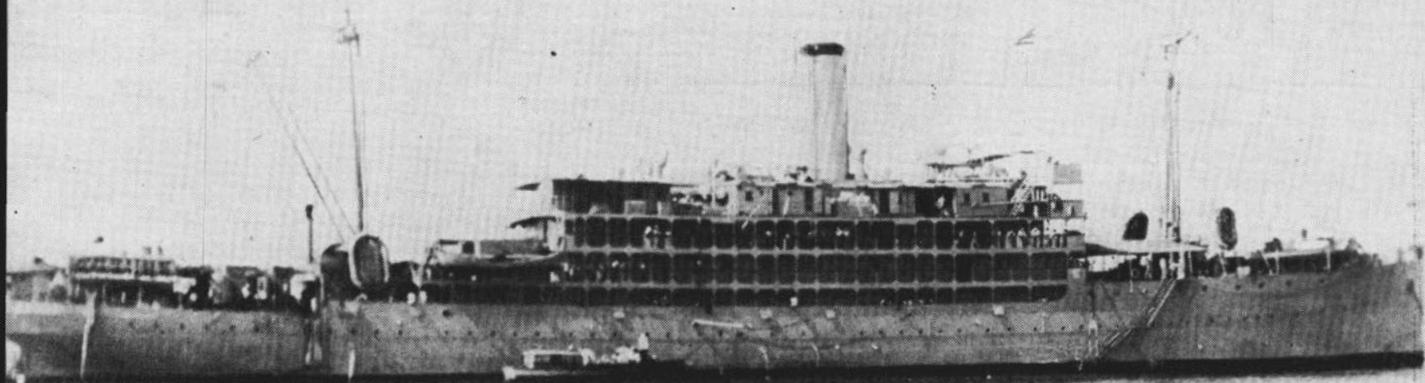
The prospect of browsing through **The Compact History of the United States Marine Corps** would not seem, at first glance, to make the pulse of many Navymen beat faster. Yet the authors, LTCOL Philip N. Pierce, USMC, and LTCOL Frank O. Hough, USMCR, have succeeded in turning out an exceedingly readable and interesting piece of work. A neat, workmanlike job in which the very thorough scholarship is shrewdly disguised by an easy-reading style.

Also included in this month's selections are **Generalship of Alexander the Great**, by Major General J. F. C. Fuller, and **Naval Logistics**, by VADM George C. Dyer, USN (Ret.). General Fuller is, of course, an old pro who has written many books on military subjects and, in this, he provides an excellent reconstruction of Alexander's battles and evaluates his actions in terms of the familiar principles of war. His style provides easy reading of an important and interesting historical character. Somewhat more technical, **Logistics** discusses just what you'd expect from the title. It is another one of a series of professional books published by the U. S. Naval Institute.

Two outstanding titles are included among the volumes of fiction recently available at your ship and station library. Publication of **Ourselves to Know**, by John O'Hara is, of course, big news at any time. Not quite so well known, **A Distant Trumpet**, by Paul Horgan, is of equal significance.

The incident which O'Hara chooses as his vehicle this time is the murder, many years earlier, of the protagonist's wife. No cops and robbers mystery here but, rather, the development of the individual after that major event.

Distant Trumpet might almost be called a glorified Westerner. Though the main story is laid in the 1880s, it has its beginnings in, and is affected by, forces arising out of the Civil War; and the chief scene of action is an Army outpost on the Indian frontier in the southwest.



Canopus Courageous

Combat vessels are usually granted the headlines in history—and rightfully so. However, no class of ship holds a monopoly on devotion to duty. Witness the story of USS *Canopus* (AS 9), as told by Captain E. L. Sackett, USN (now RADM, Ret.).

Canopus had never been particularly dashing and by the time she was to meet her finest hour she was no longer young, but she did have a certain majesty to her appearance. True, at times she waddled like a duck, but that was only natural for the middle-aged type that she was.

Built in 1921 as a combination freight and passenger carrier for a steamship line, she had been taken over by the Navy and converted into a submarine tender. She was given extensive machine shops, foundries, storerooms, cabins and living spaces for the comfort of off-duty submarine crews. A few guns were stuck on her deck to remind her that she was also a man-of-war.

In 1925 Canopus escorted a division of six "S" type submarines of World War I vintage to the China Station. She never returned to the States.

The following account is a report made available by the Ships' History Section, Navy Department.

IT HAD ALWAYS BEEN expected that USS *Canopus*, along with other slow auxiliary ships would, if possible, be hurried out to safer spots further south when war became imminent, on the basic assumption that the Philippines could not be held for long. It didn't work that way.

In early December of 1941, *Canopus* had just finished an extensive overhaul at Cavite Navy Yard, and emerged looking more like a Navy ship than ever before. Many antiaircraft guns had been added to her armament, and light armor had been fitted around exposed positions.

Submarines were considered the first line of defense for the Philippines and were expected to operate from bases as far advanced in the field as possible. But submarines cannot operate long without supplies and repairs, and a surface tender had to be available to supply these

services, even though her eventual loss by air attack would be almost a foregone conclusion if she stayed within aircraft range.

Canopus was chosen for this sacrifice, probably because the other tenders were newer and faster.

THE FIRST DAY after Pearl Harbor was one of intense activity. "Strip ship" was no longer a practice evolution—it was the real thing.

At midnight of the first day, an air attack on Nichols Field brought the war to where we on *Canopus* had a grandstand seat. From our anchorage off Cavite, just far enough away to muffle the noise, the showers of red and yellow tracer bullets, and the sparklers of antiaircraft bursts followed by the bonfire glare of burning hangars and planes had an unreal quality which made it hard to realize that this was war.

However, we had no desire to become a bonfire ourselves. We got underway and steamed around the harbor all night, so we would not be caught napping if we received an attack. It is a wonderful solace to the nerves to be doing something, no matter how ineffectual, rather than to be a sitting duck, waiting for the hunter to let fly.

At dawn *Canopus* was ordered to go alongside the piers in the Port Area of Manila. This was chosen for the base of operations because when and if the expected sinking occurred, the depth under our keel would be shallow enough so that the ship would rest mostly above water, and valuable stores, torpedoes and equipment could be salvaged.

TORPEDOES AND SPARE PARTS were hurriedly unloaded, and lightered out to Corregidor, where less vulnerable ships were put into operation. Other stores and provisions were divided up, and one part stored in a small inter-island ship so all wouldn't be lost in one attack.

The superstructure of *Canopus* was painted to match

the color of the piers alongside, and camouflage nets spread overhead in an effort to deceive the enemy as long as possible. The more exposed fuel tanks were emptied and filled with water.

However, the enemy had their own schedule, and *Canopus* apparently was well down on the list of objectives. The main air fields had been first, then came Cavite.

Bomb-damaged ships straggled out of Cavite Navy Yard following the attack, and *Canopus*' repair force worked night and day getting them ready for sea, as well as equipping their regular brood of submarines for offensive patrols. Daily alarms sent the subs to safety on the bottom of Manila Bay, but as soon as the marauding planes had left, the "Business as Usual" sign would be hung out again.

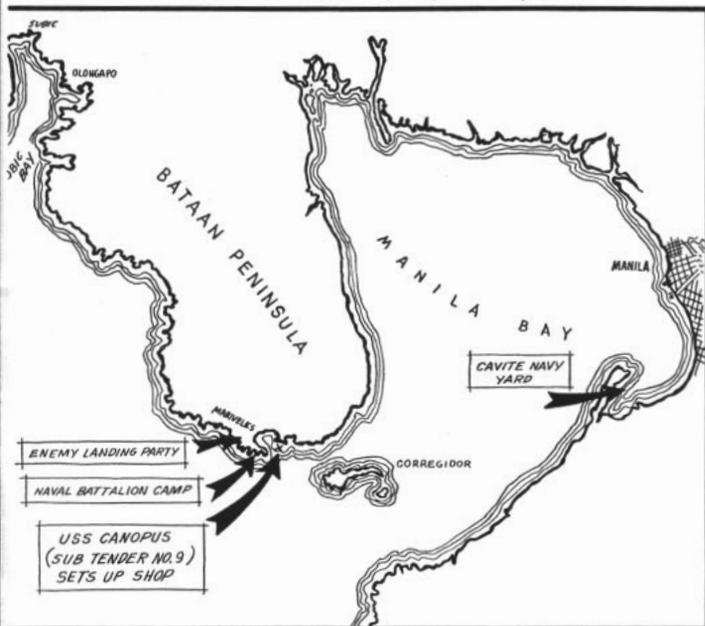
This sort of life did not lack for excitement. There was every indication that conditions would get no better, and with the Army falling back on Manila, word came that the city would soon be abandoned to avoid complete destruction. Although *Canopus* was still intact, the harbor could no longer be used as a submarine base. On Christmas Eve our headquarters was hit, and spent bomb fragments landed on our decks.

During the night we got underway for what proved to be our last journey, and steamed out of the Bay toward Corregidor, with great fires and towering columns of smoke astern of us.

We were to set up shop again in Mariveles Bay, on the southern tip of the Bataan peninsula. Some of the submarines were still with us, but now we had no source from which our supplies could be replenished, and it was obvious that the best we could hope to do would be to equip this last group for war patrol, and then turn in our suits so far as subs were concerned.

IT WAS HOPED that Mariveles Bay, being close to the guns of Corregidor, would be immune to air attacks, although some misgivings were felt on that score when we found a bombed and burning merchant ship in the

LAST PORT—Chart shows location in Philippines where *USS Canopus* (AS 9) set up repair shops for last time.



harbor and learned he was hit the preceding night. However, with high hopes, we moored the ship to the shoreline in a protected cove, and again spread our camouflage nets overhead. This time, the object was to make the ship look like part of the jungle foliage ashore, and we succeeded very well by using a mottled green paint, with plenty of tree branches tied to the masts and upper works. Unfortunately, a rock quarry nearby had made a white gash in the cliff, and from one direction, this made a background impossible to match.

On 29 December our daily visitors, evidently deciding that Manila had been adequately taken care of, turned their attention toward us. Squadron after squadron showed their contempt for the guns of Corregidor by blasting that island from end to end, and the last group of the day, as if by an afterthought, wheeled in from that fatally exposed direction and blanketed *Canopus* with a perfectly placed pattern of bombs.

Tied up as she was, and unable to dodge, it seemed a miracle that only one of the missiles actually struck the ship, but that one bomb nearly ended our career then and there.

It was an armor-piercing type which went through all the ships decks and exploded on top of the propellor shaft under the magazines, blowing them open and starting fires which threatened to explode the ammunition.

Hardly had the rain of rocks thrown from the craters in the nearby hillside subsided when fire fighting crews had jumped to their work. The executive officer organized one party on deck, which attacked the blaze from above. They found smoke pouring from ammunition scuttles leading to the magazines below, and directed their hose streams down the hatches, unmindful of ominous detonations which told them the magazines might blow up at any moment.

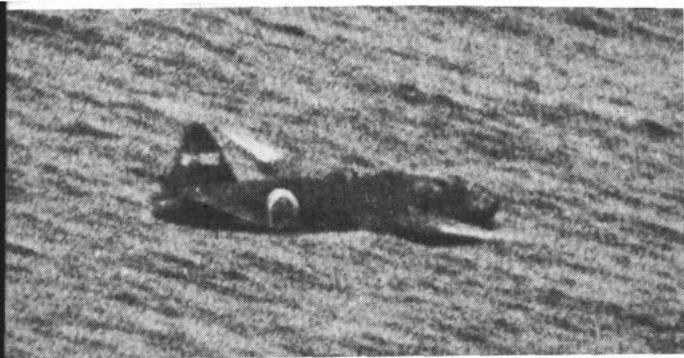
Gunner's Mate Budzaj climbed down a smoke-filled ammunition trunk with a hose in an effort to get at the bottom of the flame. When the fire pumps failed for a few moments, bucket brigades carried on the battle.

IN THE MEANTIME, below decks, another fire party was organized which tackled the problems by carrying their hoses through choking smoke in the compartments near the magazines, pulling wounded and dying men away from the blasted area where they had fallen. Most of the oxygen-type breathing apparatus had been cut off by the explosion, but a shipfitter donned the one remaining outfit, and carried the hose right down to the magazines, backed up by his shipmates working in relays, each of which stayed as long as men could stand the fumes.

Our Chaplain McManus led a rescue group into the engine room, where fragments and escaping steam had caused the most casualties, administering last rites to dying men and helping to evacuate the injured to make-shift dressing stations.

The officers in charge of the engine room had both been badly wounded by the first blast, but the Chief Machinist's Mate left in charge shut off the steam at the boilers until severed steam pipes could be isolated, thus saving more of his men from being scalded to death. He then helped the wounded to safety, and was later found wandering around dazed, having no recollection of what happened after the blast.

For hours the crew fought before all the fires were finally out. When the magazines were inspected, several



ZEROING IN—Japanese planes made constant raids on Navy men but they still kept *Canopus* open for business.

crushed and exploded powder charges were found, mute evidence showing how close to complete destruction the ship and all on board had been.

Nothing less than a miracle could have prevented a general magazine explosion at the time the bomb set off those powder charges, but miracles do happen. The bomb had carried its own antidote, and its fragments which severed pipes near the magazines had released floods of steam and water at the danger point, automatically keeping fire away from the rest of the powder.

That same night, up went the "Business As Usual" sign and repair men went to work binding up the 'old lady's' wounds, at the same time that others were busy servicing submarines.

CANOPUS was seaworthy again in a few days, although much ammunition had been lost by flooding the magazines, and several store rooms were badly messed up. This cloud, however, had a silver lining for our supply officer, who found his office wrecked and his accounts burned. This gave him a heaven-sent chance to put an end to all his laborious accounting system.

From that time on, our supply system was beautifully simple. What we had, we could use without the usual red tape, and if something was lacking, nothing could be done about it except to improvise a substitute.

Curiously enough, the men who had been the worst troublemakers in time of peace, became our most shining examples in wartime. Perhaps they had just too much restless energy for their own good when things were normal, but this same quality enabled them to perform prodigies when the chips were down.

When the last of the submarines had pulled out just before the New Year opened, we were left with something of the feeling of a mother when the last of her children has grown up and left the home fires, to battle the world alone. Nothing would seem more useless than a submarine tender with no submarines to look out for, but we were soon to find that there were orphans aplenty to be adopted.

There were many small Navy ships which were also stranded by the tide of war ebbing south. These needed constant repairs as well as additional equipment for the task ahead of them. The word got around to all Army and Air Force units, of the well equipped shops which could and did accomplish miracles of improvisation, and these groups were not slow in making full use of our facilities. Again, the men of the *Canopus* could feel that they had a major share in the new mission—to hold Bataan.

HOWEVER, OUR FIRST BOMBING had made it apparent that the ship was not exactly a safe spot to while away the daylight hours, so the policy was adopted of scattering as many of the crew as possible ashore to sleep during the day, and return for work all night.

Just a week after the first bombing, the enemy sent another squadron of planes over *Canopus* to try to settle the affair once and for all.

Again the closely bunched bomb pattern blanketed the ship, but again only one missile made a direct hit. This time it was a quick-acting smokestack, and literally sprayed the upper decks with small fragments. The gun crews, who had ducked behind their shields at the last instant before the bombs landed, had little protection from splinters coming down from above, and three-quarters of them were wounded—fortunately with no fatalities. No serious fires were started, but the upper decks looked like a sieve as hundreds of fragments had pierced the light plating.

The damage due to the one direct hit had been only superficial, but inspection below decks disclosed that several near misses had also taken their toll. Each side had been pierced a few feet above the water by 40 or 50 fragments of bombs exploded by contact with the water alongside. Another bomb had exploded deeper in the water and dished in the hull two or three inches, cracking the plating and loosening rivets. These were the wounds which had to be bound up to make the vessel again seaworthy, and the welders were soon on the job, plugging the openings.

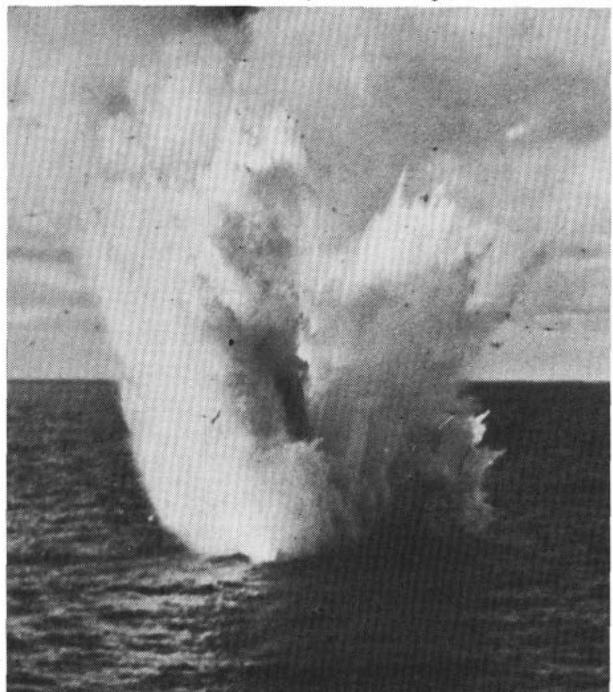
The tough old girl was not ready for her grave yet, but if she were to continue a career of usefulness, it seemed best to make the enemy think the last salvo of bombs had done the trick.

It was useless to pretend any longer that we weren't there, but at least we could make them think that what was left was useless.

The next morning when "Photo Joe" in his scouting plane came over, his pictures showed what looked like an abandoned hulk, listed over on her side, with cargo booms askew and blackened areas around the bomb holes, from which wisps of smoke floated up for two or three days.

What he did not know was that the smoke came from oily rags in strategically placed smudge pots, and that every night the "abandoned hulk" hummed with activity.

NEAR MISS—Constant bombing included direct hits and many near misses that did great damage to the tender.



Evidently he was completely deceived, because only one half-hearted attempt was made a week later by dive bombers to finish off the ship, and that was driven away without damage, by our anti-aircraft machine guns. These had been taken off the ship and mounted on the hills nearby, so as not to draw further retaliation to the vessel.

SOME SORT OF PROTECTED LIVING QUARTERS ashore were a necessity if the night workers were to get any rest. This problem was partly solved by taking over a large storage tunnel just completed and building bunks, offices, hospital accommodations, a radio and telephone communication center, and a makeshift field kitchen for cooking our two meals a day. More than a hundred men not having repair duties lived underground with reasonable comfort, at least after the water dripping from bare rocks overhead had been trapped and piped to a shower spray, so that baths might at least be voluntary.

Many of the repair force slept during the day in this shelter, but most of them scorned the dank air and preferred to take their chances in the wide open spaces in the nearby hills, where they learned to sleep under the shade of tropical trees, leaving a lookout to warn them in time to roll into a fox hole whenever a bomber looked threatening.

By no means were all of our men in the night-owl group. Machine guns on every hilltop were manned by sailors with itchy trigger fingers.

Mariveles Harbor seemed to be well defended against surprise attack by the naval forces clustered around it and the Army had stabilized a front about 20 miles further north, on the other side of Mariveles mountain—but what about the seacoast between? Most of it was very rugged, and backed up by thick jungle, but the one road which provided the only line of communication to the front lines passes quite close to the sea at many points. Commander Francis Bridget, who had been left in charge of the remnants of naval aviation in the Philippines, did not think that this tenuous lifeline was adequately defended against a sudden landing on the coast.

He sold the proposition to other naval organizations in Bataan, and collected 130 men from *Canopus*, about 80 from the Ammunition Depot detail, a hundred or so Marines, and a few refugees from the Cavite Navy Yard.

The heterogeneous groups Bridget formed into the "Naval Battalion."

EQUIPMENT WAS A SERIOUS PROBLEM. However, rifles and ammunition of some sort were finally begged, borrowed or stolen for most of the men. Their white uniforms were dyed to what was supposed to be khaki color, but which turned out to be a sickly mustard yellow. Only about one canteen could be found for every three men, but the great American tincan was pressed into service to make up the deficiency.

Training was the next essential. Perhaps two-thirds of the sailors knew which end of the rifle should be presented to the enemy, and had even practiced on a target range, but field training was practically a closed book to them. The experienced Marines were spread thinly throughout each company in the hope that, through precept and example, their qualities would be assimilated by the rest.

Thus equipped, the men sallied forth one day late in January for a preliminary hike to the coast to harden them up. At the base of Mt. Pucot near the sea they met an agitated group of soldiers who had just been



STORMY PORT—As harbor is destroyed by bombing, *USS Canopus* vacates Cavite and moves to Mariveles.

chased away by Japanese from their signal station on the mountain top. Apparently a landing had been made nearby the night before, just as Bridget feared, and the invaders were working their way inland toward the communication road.

Here was "field training" with a vengeance for our budding infantrymen. Figuratively thumbing their manuals, they hastily deployed in accordance with the best traditions of the books, and advanced in line of skirmishers. Contact was established as might be expected and the maneuver drove in the advance patrols of the surprised Japanese.

THE STRENGTH of the main forces next encountered convinced our men that they had a bear by the tail and since the book failed to provide the proper procedure in such a contingency, they threw it away. Five days of what was probably the weirdest jungle fighting in the annals of warfare ensued, with all accepted principles violated, and no hold barred.

Adjacent units were unable to maintain contact with each other during the night, so, of course, the enemy took advantage of his famous infiltration tactics. However, this did not have the expected results, because, not having been indoctrinated into the ancient Army principle that it is fatal to be outflanked, we simply held our ground and sent back detachments to clear out the annoying intruders behind our lines.

Another essential item which had somehow been overlooked in the plans was the service of supply. In the excitement, nobody thought much about that until nature began to assert itself as night came on and we began to get hungry and tired.

A hurry call was sent back to *Canopus* to "send plenty of everything," and trucks were rushed to the new front with food, ammunition, blankets and stretchers for the wounded. For days, all other work was dropped and all hands were pressed into service to make sure the fighting men lacked nothing that would help.

The enemy landing party was made up of picked men, larger and stronger than the average, and well equipped for jungle fighting. Had it made a determined assault, it could undoubtedly have wiped out completely our whole ragged battalion. But they knew the business of war, and were sure our front lines must be backed up by powerful reserves somewhere. If they could only find out where these reserves were located, they would know where best to make their drive.

The big push was held up while their scouts searched for the elusive forces. How could they guess that the crazy Americans were so ignorant of the art of war as



SIDE BY SIDE—From shore positions, Navymen, Marines, Army and Philippine Scouts held off 200,000 of enemy.

to blithely ignore the necessity for reserves? Sixty more Marines with trench mortars were brought over from Corregidor to counteract the advantage the Japanese had enjoyed with similar weapons, but they were also used in the front lines, and could hardly be called reserves.

A diary later found on the body of a Japanese officer testified to their complete bewilderment, describing the strange conduct of the "new type of suicide squads, which thrashed about in the jungle, wearing bright colored uniforms, and making plenty of noise. Whenever these apparitions reached an open space, they would attempt to draw Japanese fire by sitting down, talking loudly and lighting cigarettes."

Bataan may well have been saved from a premature fall by the reckless bravado of those sailors, because if the Japanese had succeeded in cutting off supplies to the western Army front, a general retreat from those prepared positions might have been necessary.

ON THE FIFTH DAY, the 57th regiment Filipino Scouts arrived to relieve the Naval Battalion. These Scouts were the cream of the crop, intensely proud of their service. The Scouts could, and did, outdo the best of the enemy in the jungle fighting.

The officers swore that their men could smell a sniper in the trees, and cited numerous cases where Scouts stalking through pitch-dark jungles at night would suddenly fire a shot upward into the trees, bringing down a sniper. Any scout who used more than a single shot to bring down his enemy had to face caustic comment by his mates.

The landing force of the enemy was down, but not yet out. The rugged cliffs under which the remnants had taken refuge, were honeycombed with crevices and caves, washed into the rock by wave action in ages past. Practically well-nigh inaccessible from the land side, it was suicide to try to ferret them out, and they still had plenty of food and ammunition to stand a long siege.

CDR Bridget's men had been relieved of the land fighting, but they had not lost interest in the course of events. Attacking the problem from a sailor's viewpoint, they conceived a plan for cleaning out the hornet nests by shooting into them from the sea. Here again, *Canopus* repair men rose to the occasion.

Conversion work was started on three of her 40-foot motor launches, to make them into "Mickey Mouse Battleships" armed with heavy machine guns and a light

field piece, and protected by boiler plate around the engine and gun positions.

It was a seven- or eight-mile cruise by water to Longoskawan Point, but they made two round trips the first day, blasting scores of Japanese out of their caves with gunfire. As evidence of their success, they brought in two prisoners, alive but dazed, and three others who had not survived the return voyage.

The second midget man-of-war was completed on the next day, and both craft steamed out for further glory. However, this time the hunting was not so good, although all the area was thoroughly combed.

There was soon more work for our miniature craft, however. Just after Longoskawan Point had been cleared, another landing had been made on Quinauen Point, several miles further north. This landing had not been made without opposition, since Bulkely's mosquito craft had attacked the landing barges and the war vessels guarding them, while the Army's few remaining P-40 fighters bombed and strafed everything in sight. Thirteen loaded barges were reported sunk, and a large destroyer hit by one of Bulkely's torpedoes, but many of the Japanese troops got ashore, and there was more work for the Scouts. This time a whole week was required to push the Japanese over the cliffs, as persistent efforts were made to reinforce their beachhead, supplies even being dropped by parachute during the battle. However, the Scouts, reinforced by light artillery, were not to be denied, and at last, our sea-borne cleanup squad was again called in to disinfect the cave of Quinauen Point.

THIS TIME, the little expedition was not so lucky. Four Japanese dive bombers, probably in belated response to a radio call for help, dived out of the sun on the boats. One was shot down by Gunner's Mate Kramb, who died at his machine gun while pouring bullets into the attacking plane, but a salvo of bombs crashed all around the leading boat, blowing a hole in its bottom. Goodall was badly wounded in both feet, but ordered the little boats beached to save the lives of the men still unhurt.

Three men had been killed, and four others wounded by the attack, but the survivors improvised crude stretchers for the wounded men, and laboriously cut their way through the jungle to the road. There a friendly truck driver gave them a lift back to *Canopus* and medical care.

The Naval Battalion had served its purpose, and their work in Bataan was done. Light naval guns were now being mounted along the coast, and machine gun nests established by the Army in order to make further landing attempts by the Japanese extremely difficult. However, the beaches of Corregidor and the other fortified islands were long, vulnerable and only lightly guarded. The Japanese forces near Manila were preparing for landing operations, so the Naval Battalion soon left us to join the 4th Marine Regiment defending those beaches. Goodall being out of action, our Engineer Officer, Lieutenant Welch, stepped into his place.

ENEMY SCOUTING PLANES and occasional light bombers were still seen almost every day, mostly over our front lines or airfields, but nothing was attempted that could compare with earlier attacks. Perhaps the answer was that the Japanese were busy on other projects—it was during this time that drives on Singapore and Java were in full fury.

Whatever the reason, Navymen in the Mariveles area

frequently found themselves on the verge of boredom, and even though *Canopus* repair men had plenty of work, other ratings sometimes found time for idle speculation and conjecture. The radio always brought us daily news of fighting on other fronts, and broadcasts were always followed by meetings of amateur boards of strategy, intent on devising ways and means by which relief could be sent to the islands, or routes by which the marooned ships could escape from the trap, to rejoin the Fleet fighting far south of us.

After all, if little merchant ships could slip through the southern Philippine ports and return, as they did several times during the lull, why wouldn't *Canopus* or any of the smaller ships have a chance of getting through to Australia? Nevertheless, the answer from the high command was always an emphatic "NO" and that was that.

In spite of rebuffs, our men never quite gave up hope that the situation would some day change so that they could sail the seas again, and they were determined to be ready for that day—if it came. The fuel in *Canopus'* tanks was hoarded like gold, representing as it did even more value in terms of possible salvation. The ship's boats were kept tuned up, and plans laid for just such a dash as LCDR Morrill and his men later made when capture was imminent. Almost anything that would float was an object of speculation as to its possible value in escaping capture if the worse came to worst.

DURING THE LAST WEEK in March a heavy and sustained offensive suddenly broke against our weary and undernourished troops.

Supplies and equipment had evidently been stocked at captured air fields, so that they could now be used as bases for sustained offensive operations. It was only about a 15-minute trip by bomber from these fields to Bataan or Corregidor, which made it possible for the Japanese to keep the air filled with planes throughout the day and night.

For the first time during the siege, they experimented with night "nuisance raids." The planes came in either singly or in pairs. Their pilots were usually blinded by Army searchlights so that their bombing was inaccurate, and effective only in breaking up the rest of our weary defenders.

Constant day attacks, however, took a more substantial toll. Much of the Navy's oil supplies, scattered in small caches in the underbrush around Mariveles Harbor, was touched off by searching bombs. Exposed water pipes, telephone and power lines had to be repaired daily to maintain services. Few of the temporary buildings, set up to provide shelter during the approaching rainy season, were untouched. Word was gotten to the Japanese that *Canopus* was still an effective unit, resulting in four more unsuccessful attempts to destroy her.

With enemy planes hovering constantly overhead, the artillery, which had been a major factor in stopping previous attacks, was unable to keep any effective fire. Showers of bombs would crash around any emplacement when its position was disclosed by the smoke and blast of discharge.

It was scarcely a surprise when we heard reports on 6 April that the front lines were in serious trouble. Under a terrific artillery barrage, the Philippine Army troops in the center of the line had given away, and exposed the crest of Mariveles mountain to capture. Now indeed our artillery was blind, having lost the

elevated observation posts which were their only means of directing the fire of their guns. Unless the lost positions could be recaptured, the whole peninsula would be exposed to Japanese artillery fire.

All reserves were drawn in for the supreme effort, and every remaining tank was thrown into the breach. Even the beaches were left unguarded in order to provide all possible reinforcements, but the task proved too great for the weakened troops. On 8 April came the news that Army forces of the eastern flank were retreating toward Mariveles Harbor, destroying stores and ammunition dumps in the path of the victorious Japanese.

ALL HOPE OF HOLDING BATAAN was gone, leaving us with the grim duty of destroying everything that might be of value. Early in the day, the Commandant had told us that no Army or Navy forces would be evacuated to Corregidor, since that island was already overcrowded. However, at 2230 that night, he telephoned that General Wainwright had decided to accept on the island one Scout regiment and the naval forces at Mariveles.

These favored units were to augment the beach defenses of Corregidor, thus continuing the fight from a new set of fox holes. Unfortunately, it later developed that very few of the Scouts were able to reach an embarkation point for Corregidor before the Japanese cut them off.

Evacuation of the Navy forces had to be completed before dawn brought over more swarms of bombers or an advance guard of Japanese tanks. Without defenses and shelters which were being destroyed, the sailors would be helpless. That wild and horrible, yet weirdly beautiful night must be imprinted forever in the memories of all who lived through its spectacular fury.

For miles back on the slopes of the mountain, burning Army ammunition dumps lighted the sky with showers of rocket-like streamers, while the ground shook with heavy detonations of exploding ammunition. A severe earthquake shock felt on Corregidor was not even noticed on Bataan, which was continually vibrating with man-made earthquakes.

Roads were choked with retreating troops, often stopped for hours waiting for a dangerously near ammunition dump to burn itself out. Around the shores of Mariveles Bay, Navymen blew up the Dewey floating drydock, which had served the Asiatic Fleet for so many years, and scuttled the ships which had no part to play in defending Corregidor.

Canopus seemed reluctant to go, but her crew still takes pride in the fact that the Japanese were unable to knock her out—and she was able to back out under her own power to deep water.

There she was laid to her final rest by the hands of the sailors she had served so faithfully.

HARD HITTING torpedo boats were jury-rigged from motor launches by repairmen chasing enemy from caves.



TAFFRAIL TALK

AS FURTHER EVIDENCE of our rapidly changing Navy, we offer for your consideration the claim of Chief Allan G. LeBaron, ETC, of the Great Lakes, Ill., ET school.

Based upon their former ratings, the 27 electronics technicians of the COMDIV staff could, without any more than normal strain, get a ship underway. Most of these men reached first class or chief in other ratings; then converted to ET. All have at one time or another served aboard ship in their old ratings.

Within the division, there are ex-machinist's mates, damage controlmen, enginemen, quartermasters and torpedomen. There is also one each from the following ratings: shipfitter, gunner's mate, electrician's mate, yeoman, machine accountant (he might not have too much to do with getting the hypothetical ship underway, but he could help in getting the men), machinery repairman, disbursing clerk (essential to *any* operation), and a pipefitter.

Also included are three ex-boatswain's mates. The division does lack an ex-hospital corpsman, but the Division Officer, CWO Wayne E. Conner, has done considerable work with naval medical research. He could, suggests LeBaron, fill the billet on a temporary basis.

All chiefs and no Indians? Not at all, says LeBaron in the Great Lakes *Bulletin*.

"The men cited above are all ET instructors. They teach students. The students are all young healthy and intelligent—capable of being converted to excellent seamen. They could furnish the manpower for such essential jobs as mess cooking, side cleaning, bilge cleaning and other necessary functions not usually performed by senior petty officers."

Convinced? Of one thing we are assured. Such a ship would make history, however brief her career.

★ ★ ★

Our EICOCWCID—or, as you'll recognize, our Editor-in-charge-of-credit-where-credit-is-due—reminds us about Bruce Bennett. Bruce Bennett is a PHI attached to LANTFLTMOPOHOU of FAU COMNAVAIRLANT. An accomplished photographer, he recently gave ALL HANDS a lot of help. So, here's CWCID for Bruce Bennett.

★ ★ ★

Here's a scoop: Frank Palmer, traffic expert over with OIR, tells us that the Chief of Naval Personnel and the Commandant, Marine Corps, are just about to approve crash helmets as part of the uniform for men riding motorcycles and scooters. "Can you tell your readers that we highly recommend safety helmets?" asked Mr. Palmer. "Sure," we said. So—if you ride a motorcycle or scooter, why not take the advice of the experts—wear a helmet.

★ ★ ★

We understand that SecNav Franke and VADM Smedberg are interested in food. The Navy Secretary and the Chief of Naval Personnel are taking a personal interest in the Ney Awards for food service. RADM Boundy, Chief of BuSandA, now has an inter-bureau and civilian team inspecting the six Navy finalists (three afloat, three ashore), from which one ship and one station will receive the award. We'll tell you the results as soon as we can.

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.

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The Bureau invites requests for additional copies as necessary to comply with the basic directives. 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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Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Request from Marine Activities should be addressed to the Commandant.

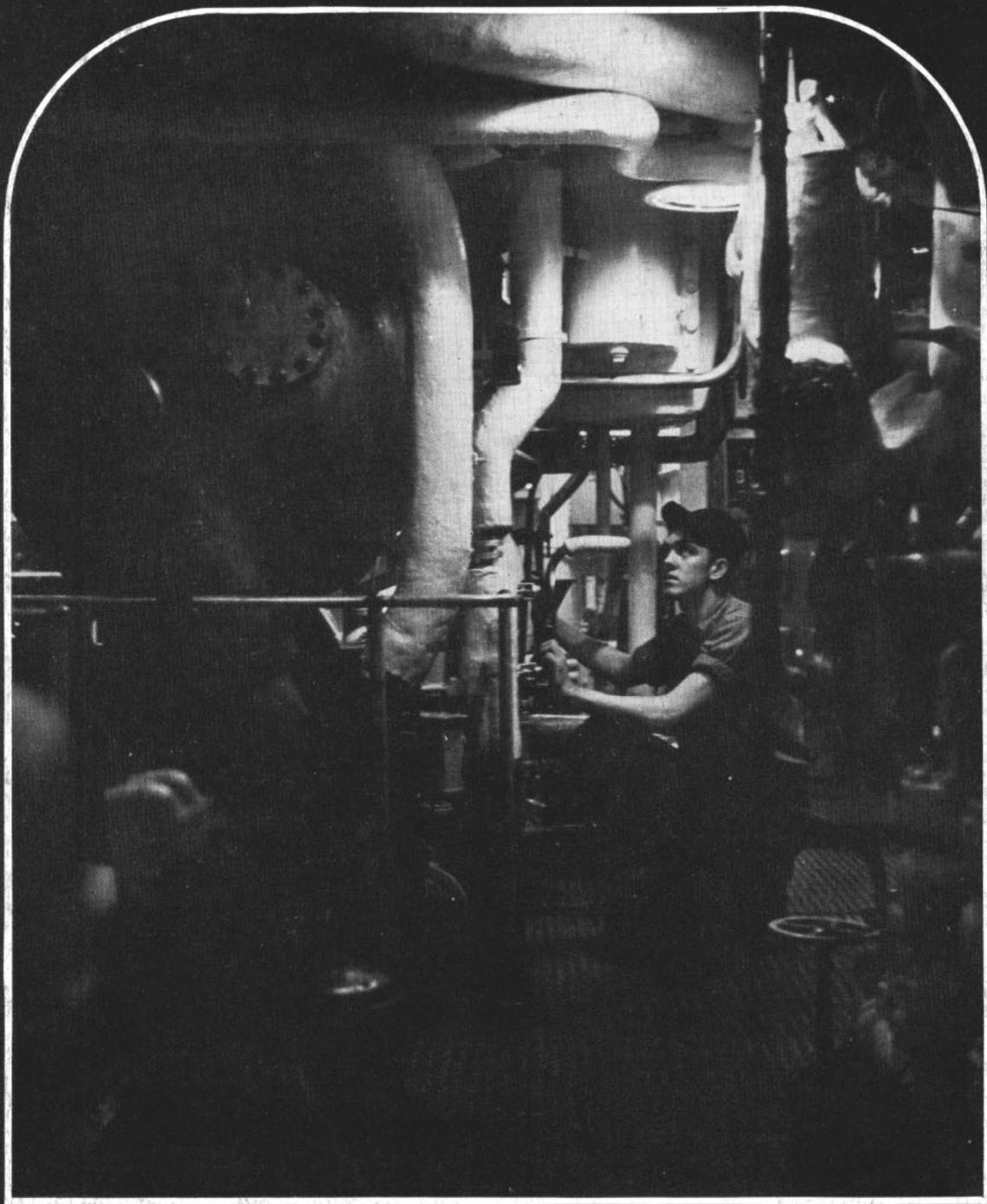
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