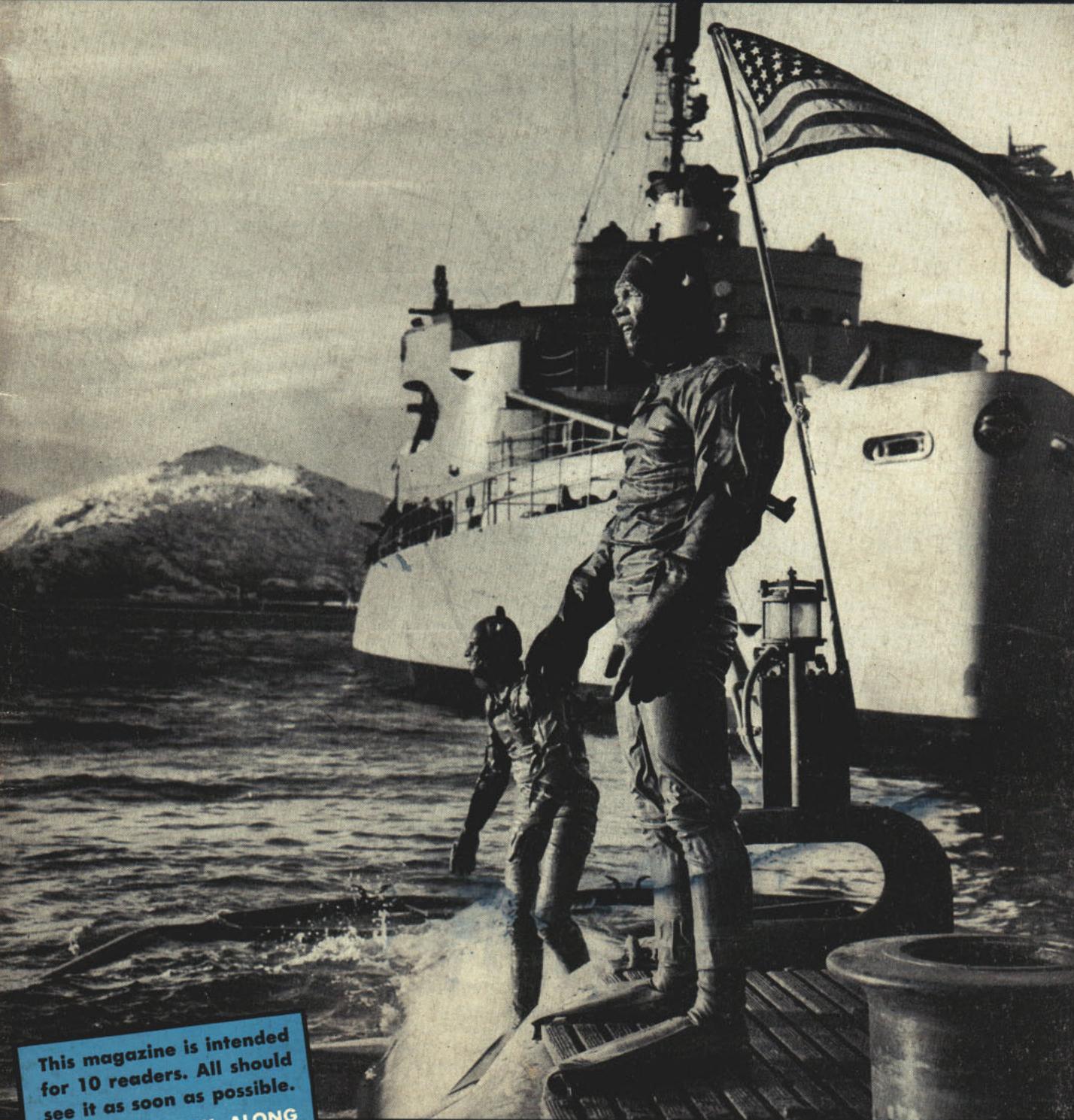


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

*Handwritten:* G.O.U.

NAVPER-0



This magazine is intended for 10 readers. All should see it as soon as possible.  
**PASS THIS COPY ALONG**

MAY 1950



**COLD  
WAVE**

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1950

Navpers-O

NUMBER 399

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The Chief of Naval Personnel

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• FRONT COVER: Rugged swimmers from UDT-1 enjoy a dip in the icy waters off Kodiak, Alaska, during fleet and detachment exercises held in that area. See p. 2.

• AT LEFT: During operations in the North Atlantic, the light cruiser *us Worcester* (CL 144) takes blue water over the bow and ice forms on the ship.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated: p. 43, upper right, LT Walter J. Ellis, USN; p. 59, New York Herald-Tribune; back cover, LT E. L. Hayes, USNR; pp. 15-18, Paul Begley, AFC, USN.



## Demolition Demons

**A**N ARCTIC wind whipped frothy white caps across the surface of the bay and sent rollers crashing against the quarter-mile strip of sandy beach. Between broken masses of drifting clouds, the moon gleamed dully on the black water. On shore, enemy troops in lookout towers peered through the darkness out over the wind-swept bay. Except for the scattered patches of floating ice, the sea was empty.

That is, it appeared empty. But 60 feet beneath the surface of the bay a U. S. submarine cruised slowly toward the shore. Its periscope broke the surface, and scanned the scene. Slowly the undersea craft nosed upward and its conning tower emerged. Its engines slowed until it lay almost motionless in the water.

On board the sub, an officer was giving last-minute instructions to a group of strangely-clad men. He pointed to an aerial map. "Okay, you've got all the available dope on this area," he said. "We are now about one-half mile off shore. That strip of beach out there is the only available landing area within 100

miles, and it's probably crawling with enemy troops. I don't need to tell you how it would foul up the landing if any of you swimmers should be spotted while reconnoitering the area." He paused and grinned. "Just think of all the operation orders the yeoman would have to retype."

Underwater Demolition Swimmer Bill Rigger, CM3, USN, checked his equipment. Over his heavy woolen underwear was a one-piece rubber suit that left only his face exposed. Rubber swim fins were stretched over his feet. Around his waist were fastened a razor-sharp knife, a plexiglass slate, and a pencil. A waterproof compass and watch were clamped on his wrists. Rigger picked up his heavy breathing lung and strapped it on, adjusting the face mask. He followed seven other similarly-dressed swimmers through the narrow hatch that led topside.

Crouching on deck in the whistling wind, each pair of swimmers fastened long pieces of line between them. Rigger squinted through the darkness at the vague silhouette of the coast, calculating where the section

of the beach he was to reconnoiter lay. Quietly he slid off the sub's deck and beneath the icy water.

The group of powerful swimmers headed silently toward the shore. Using a paced breaststroke, Rigger glided smoothly through the water. By the movement of the line between him and his swimming buddy, he knew the other swimmer was moving through the black water almost abreast of him. Overhead he could see the foam-flecked surface of the water, dotted with chunks of ice. He glanced at the luminous dial of his wrist compass and veered to the right.

A few minutes later, after calculating the distance he had covered, Rigger dived downward until his hands encountered the bottom. He scooped up a handful of dirt and rubbed it between his rubber-covered fingers. It felt gritty. On the plexiglass slate he scribbled:

*Estimated 500 yards from shore. Approximate depth 30 feet. Sand bottom.*

Moving into shallower water, he hugged the bottom to keep from

being sucked up by the big breakers and flung upon the beach. The undertow tugged at him, making swimming more difficult. His groping hands encountered big rectangular log barriers — “cribs” in UDT language, because of their resemblance to a baby crib.

Closer inland the underwater obstacles became thicker — row after row of barriers cleverly planted to prevent boats from approaching the shore. Imbedded in the sand were “Belgium gates,” wicked-looking sharpened iron rods resembling large gates; big cement blocks that would smash any boats that rammed them; pieces of railroad tracks driven deep into the bottom and projecting seaward at a 45 degree angle. A boat ramming one of these would be ripped wide open. Most numerous were the “horn sculleys,” row after row of heavy steel beams set up tripod-fashion and imbedded in cement.

Guided only by touch and the faint moonlight that occasionally seeped through, Rigger laboriously crept over the bottom. He did not allow his thoughts to dwell upon what would happen if he should step upon underwater mines, which were probably buried in the sand.

Now that he had stopped swimming the cold began to creep over him. His underwear, damp with sweat, began to feel icy. A small fish darted by his face, startled by the weird-looking creature invading its world. Rigger glanced at the glowing hands of his watch. Somewhere out in that black wall of water lay the submarine, cruising idly while waiting for the swimmers to return. He finished scribbling information on his slate. Time to start back.

His swimming buddy pulled over close to him and the two men stroked close along the bottom. Stroke and kick. The rubber suit began to chafe Rigger’s legs, and even the exertion of swimming no longer warded off the numbing cold. Sucking air through the face mask became more difficult. He surged upward and poked his head above the surface. His eyes strained through the darkness in search of the sub’s periscope — a tiny pinpoint projecting from the vast expanse of sea. Nothing in sight. He plunged back under the inky liquid, stroking ahead. A vast object loomed ahead. He bumped into the metallic surface of the sub.

His teeth chattering, Rigger and



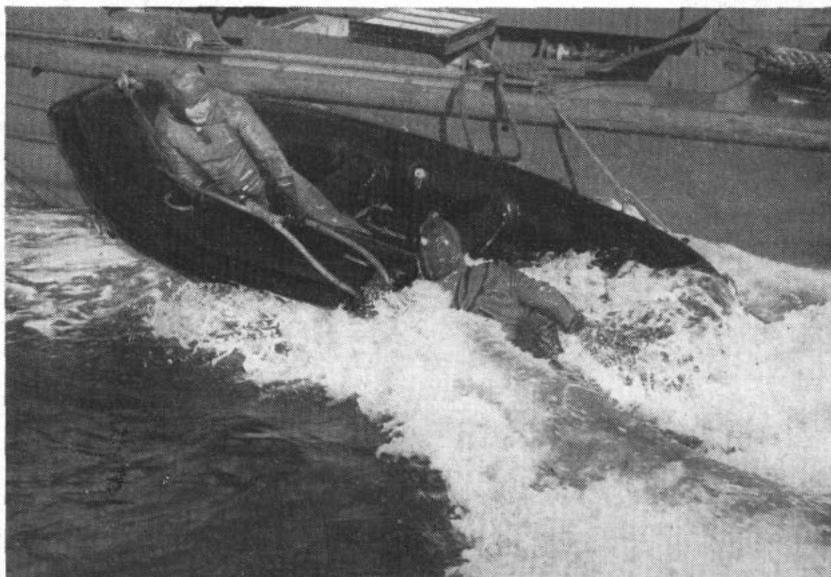
**PRE-DAWN** bombardment roars around UDT swimmers waiting in boats for signal to swim ashore and blast the beaches clear of underwater obstacles.

his swimming buddy clung to the hull of the submarine until all the swimmers returned. The conning tower nosed out of the water and the swimmers hustled on board. The sub sank back below the surface and headed out to sea.

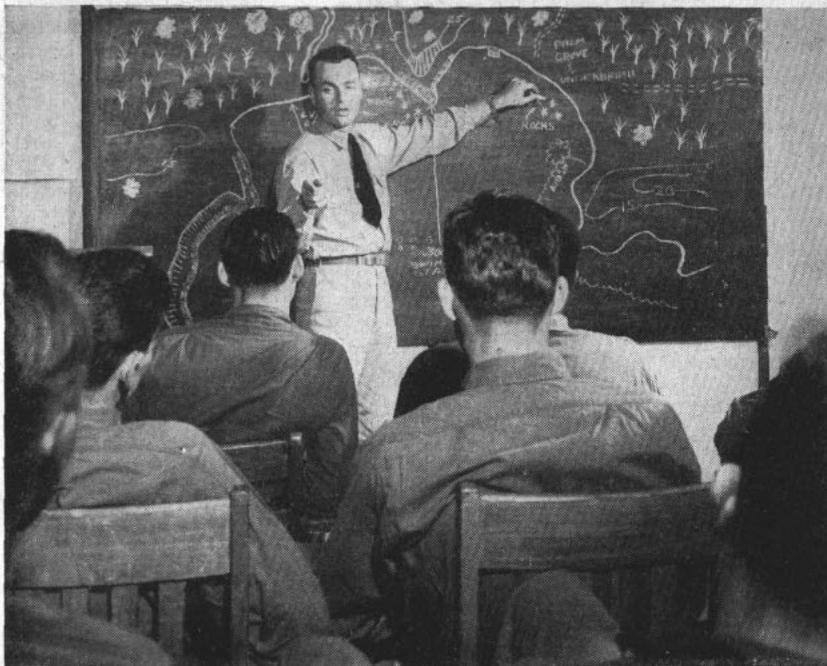
Back in the warmth of the submarine, the swimmers peeled off their heavy equipment, gulped steaming coffee and began filling out reconnaissance reports. Questions were asked by the interrogation officer. How was the beach for unload-

ing landing craft? Okay, except those obstacles would have to be cleared out first. Had anyone located any underwater mines? No. Had anyone been forced to surface near the beach? No, everyone had kept well underwater.

From the swimmers’ reports, a master chart of the beach area was prepared to show water sounding, location and type of obstacles, type of bottom and other information. Soon copies of this chart were in the hands of those senior officers who



**PICK-UPS** are accomplished at speeds up to 12 knots by means of a snare. Man in water hooks it with his arm and is literally flipped into rubber boat.



**BRIEFING** is of vital importance to every mission. Blackboard skull practice acquaints each swimmer with points he is to check on his swim to shore.

would decide when and where the landing force would strike.

Reconnoitering enemy shores, whether located in frigid polar regions or in shark-infested tropical waters, is the primary mission of the Navy's Underwater Demolition Teams. But whether this phase of their work or any of a half-dozen other hair-raising tasks they perform is more hazardous, would be difficult to decide. One point is crystal clear, however. In war or peace, UDT men have the most rugged duty in the Navy.

Actually, the operation described above has never taken place. There is no UDT swimmer by the name of Bill Rigger. However, many reconnaissance operations similar in most respects to the one described have been conducted, both during World War II and in training exercises since the war's end. The role of Bill Rigger could be filled by any UDT swimmer, who would consider it a routine assignment.

Beach reconnaissance is only one phase of the work performed by UDT personnel. After a beach has been scouted by UDT men, and prior to the assault landings, these highly-skilled swimmers — known throughout the Navy as "frogmen" — swim back into the beach area lugging heavy packs of TNT and other ex-

plosives. Charges are skillfully fastened to both man-made and natural obstacles, with fuses attached to a main trunk-line. When the charges are planted, all swimmers except two leave the area and are picked up by boats.

The two fuse-pullers, on a signal, ignite the trunk-line fuses and swim furiously for the recovery boat. Shortly after they are yanked out of the water the beach erupts with an ear-shattering roar as hundreds of pounds of TNT explodes simultaneously.

After blasting a lane to the beach, the frogmen continue their work of clearing the beach area, improving landing points, blasting waterways through channels, and demolishing wrecked ships, boats and other equipment which may impede the landing operation.

Let's join Bill Rigger and members of his team as they return to the Arctic beach, this time for demolition work. The team is on board an APD, moving toward the shore line. By now, the bay is dotted with ships, units of the pre-assault bombardment force. The APD moves past the cruisers and BBs that are belching flame as they pound the beach with salvos from their big guns. At 6,000 yards offshore the APD launches the four LCPRs in which the UDT is em-

barked. Each of the LCPRs is towing a small rubber raft close along its port side.

The swimmers are again dressed in their cold weather one-piece rubber suits, and the upper parts of their faces are covered by waterproof goggles. Heavy grease is smeared over the exposed lower part of their faces. This trip they will swim on the surface — part of the time, anyway.

At Roger Hour the four LCPRs pass the line of DDs which are pumping shells into the beach defenses. Moving in closer, the boats pass the line of gunboats and close the beach to 500 yards. The bombardment ships increase the tempo of their salvos, and the gunboats began to unleash showers of rockets. The LCPRs turn left and race parallel to the coast line. Overhead a squadron of dive bombers peel off and strings of bombs crackle along the shore. Heavy clouds of smoke rise above the sand. The continuous roar of exploding shells is deafening.

Rigger crouches on one side of the speeding boat, preparing to hit the water. Every 50 yards a heavy pack of explosives, to which floater balloons are attached, is tossed off one side the speeding boat and a swimmer dives off the other. At the signal, Rigger leaps overboard, locates his floating pack of explosives, and strokes for the shore. Like all UDT swimmers, he uses breast or side strokes that produce little or no



**TRAINEES** accustom themselves to the cold weather suits which earned them

splash, thus reducing the chances of being hit by enemy gunfire.

As the rows of obstacles bob up ahead, Rigger knows exactly what he is supposed to do. Each swimmer has been assigned an area of the beach that he is responsible for detonating. As a result of their previous reconnaissance, the exact number, type and size of obstacles in each area is known. The amount of powder needed to blow up each obstacle has been prepared.

Other swimmers are already un-reeling trunk lines and cross-connections to which the fuses from individual charges will be attached. Working in perfect coordination, the frogmen rapidly began "setting up" the beach.

Yanking plastic shaped-charges from his explosive pack, Rigger rapidly lashes them to the horn sculleys in his area. A splattering on the water close by warns him he is under fire from the beach. He bobs and weaves in the water to make his exposed head a more difficult target. Mortar shells began dropping in the vicinity, sending heavy concussive shudders through the water. Other swimmers near him are laying their charges. He glances seaward. There, spitting fire, are the gunboats — the UDT swimmer's best friend. Rigger connects his last charge and heads away from the shore.

Five hundred yards out the swimmers, spaced 50 yards apart, line up



nickname, 'frogmen,' as they study life-saving and water safety in indoor pool.



**INTERROGATION** following reconnaissance missions turn up information on terrain and beach obstacles which is essential to the success of an invasion.

to be "snared" by the returning LCPR. The boat approaches at nearly full speed. On the towed rubber raft a crewman leans out, extending the snare — a long flexible cable with a loop at the end. As the boat zips by, Rigger grasps this loop and the momentum of the boat yanks him clear of the water, dropping him in the rubber raft. He climbs into the LCPR. The next swimmer along the line is recovered in the same manner.

Shivering and blue-lipped, the frogmen are sped back toward the APD while one boat remains to pick up the fuse-pullers. A few minutes later Rigger turns to watch a solid sheet of water rise 100 feet high along the shore line. The LCPR rocks from the turbulence of the explosion.

Underwater Demolition Team personnel, both officer and enlisted, are all volunteers. There are no special requirements for this duty in regard to height or weight, a principal requirement being that applicants must be in good physical condition.

Applicants don't even have to be swimmers. UDT officials state that some of their best men — swimmers that now can travel for miles in rough seas and through treacherous currents — could not swim the length of a 50-yard pool when beginning their training.

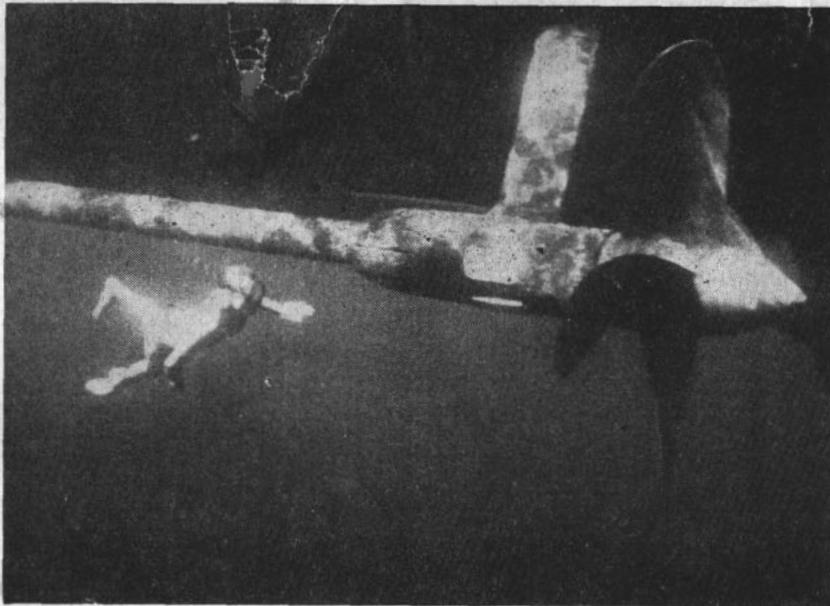
Each year approximately 150 vol-

unteers of such varied ratings as electronics technicians, stewards and hospital corpsmen turn up at the two training bases for UDT personnel at the Naval Amphibious Bases, Little Creek, Va., and Coronado, Calif. Several officers are usually included in this group. About 15 per cent of these men are immediately screened out for either physical or mental reasons. The remainder start on a two-month course of the toughest training ever devised.

In UDT training, the most rugged part of it comes first — a nightmarish, grueling six-day endurance test aptly called Hell Week. During this period the men subsist on K rations.

For the six days and nights of Hell Week the trainees are subjected to every trial of stamina and nerves their resourceful instructors can devise. Long marches are made through swamps, mud, surf and jungle growth each day, preceded by a three-mile run at dawn. All during each day explosive charges are detonated without warning around them, usually so close the trainees are showered with rocks, sticks and other debris.

The UDT candidates are sent through undergrowth lined with booby traps, and harassed with explosives until they are afraid to move. Then the ground is blown out from under them to get them started again.



**UNDERWATER** shot shows UDT man swimming beneath hull of a ship. Merely holding breath, some frogmen can stay under water three minutes.

Early morning swims, each progressively longer, are made in overcoat weather. As late as early December, trainees take daily plunges in the chilly Atlantic wearing only swim trunks.

At the end of Hell Week about 40 per cent of the trainees have been dropped.

UDT officials know what they are doing by subjecting candidates to such harsh treatment at the beginning of the training period. They determine right from the start those men who are not mentally and physically equipped to stand the rigors of UDT duty, thus eliminating the expense of training men who probably would eventually fail to measure up to UDT requirements.

At the end of the training period, the candidate must be able to swim at least one mile in a choppy sea without any type of special equipment. By the time the "graduates" receive their swim fins, about 65 of the original 150 applicants remain.

Currently the Navy has four underwater demolition teams in active commissioned status. Two of these teams are assigned to the Pacific Fleet, and are based at Coronado. Both Atlantic Fleet teams are located at Little Creek. Each team has a complement of about 45 enlisted personnel and seven officers. The new frogmen trained each year are assigned to these teams, replacing men discharged or otherwise detached.

During World War II little was known about the magnificent work performed by UDT personnel, because their very existence was confidential. Early in the war it became evident that some new method of reconnoitering and clearing selected landing beaches was needed. The Navy had good hydrographic charts — but they were designed to keep ships off the beach. Experience showed that in spite of excellent photographic intelligence by airplane and submarine, a landing beach was



**ICE SLABS** on which to knock the noggin fail to cool the enthusiasm of frogmen in Alaskan waters.

seldom what it appeared to be. Underwater demolition teams were the answer.

The work of these World War II UDT men is now a matter of history. At Assan Beach, Guam, UDT frogmen blasted 620 coral cribs, using 10,600 pounds of tetrytol. A reef edge extended off this beach 300 yards seaward from the obstacles. There was but one to three feet of water over the reef, and explosives had to be carried in on back packs. Five complete demolition operations were necessary, and often the swimmers were so exhausted they could not swim back out to the boats. At Balikpapan, the frogmen cleared 2,000 feet of beach.

Hair-raising antics of frogmen in the last war have the makings of many legends. Several instances are known in which the demolition men, taking a temporary time out from their work on beach obstacles, dashed ashore amidst the fire of both enemy snipers and their own friendly bombardment vessels, to scoop a favorite message out of the sand. It read, "Hello Marines."

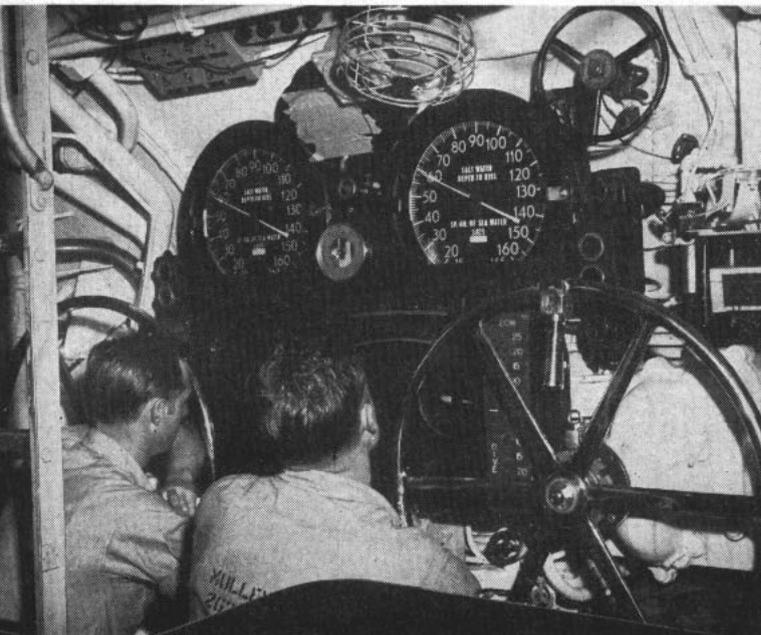
Another bizarre tale is the one about the invasion in which the Japs, with rifle and machine gun fire, were interfering no end with demolition work on their beaches. It finally became so hot for the frogmen that they gave it up for a time to let the situation on the surface cool down. Retiring to the bottom of the beach, well under the surface, one man watched the bullets burrow into the water over his head, lose their momentum, and fall slowly downward. Right then and there he invented the new pastime — special for UDT men — of sitting on the bottom and catching lead slugs in his teeth.

Previously, UDT personnel received no special pay for performing their hazardous work, but under the new pay bill they are listed among the groups entitled to hazardous duty pay. But with or without extra money, the men of the underwater demolition teams like their job. There are few cases of UDT men requesting assignment to other duty. They take an immense pride in their organization and have an esprit de corps comparable to that instilled in submariners, paratroopers and marines. They know they are members of an elite corps in which only the fittest have survived. — Earl Smith, JOC, USN.

# Underseas Oiler



NEW UNIT for underseas task forces of the future is the Navy's sleek but slightly pot-bellied submarine oiler USS *Guavina* (above). Converted from a standard fleet submarine at the Mare Island Naval Shipyard, *Guavina* (SSO 362) is currently undergoing exhaustive evaluation tests. Exterior tanks (see photo at right) add 10 feet to the boat's beam, slow her slightly, make her a better riding vessel on the surface. Below: Alert crew members man the diving planes during the first series of test dives off the west coast.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **1952 UNIFORM** — The Chief of Naval Operations has given his approval to the forthcoming modifications in the enlisted man's dress blue uniform.

In a directive, Admiral Forrest P. Sherman, USN, stated: "Articles have recently appeared in periodicals criticizing and alleging unpopularity of the changes to the enlisted man's dress blue uniform approved by the SecNav in 1948 but not yet issued to the service either for test or general wear.

"The CNO has inspected and approved the minor changes which greatly improve the wearability, smartness and comfort of the uniform without change in its traditional appearance.

"These changes consist of a zipper fly front instead of the buttoned flag front, addition of two front slash pockets and two hip pockets in the trousers and belt loops replacing the lacing in the back of the trousers.

"The general cut of the trousers remains unchanged and the jumper is

unchanged except for replacing the former tight cuffs with a sleeve similar to that on the white jumper.

"This is *not* one of the uniforms incorporating radical changes which were submitted to the fleets in 1947 for trial and comment. The approved changes in the uniform are those recommended by the men who will wear it and will permit them to wear the uniform properly with greater convenience and comfort."

● **TITLE CHANGE** — The title "Director, Naval Communications" is now correct Navy usage once more. Since 1945, the designation had been "Chief of Naval Communications."

The title "Chief of Naval Communications" had been shortened to "CNC." People who were in naval communications work in 1945 and earlier will find it no effort to return to the former title, one that has existed for many years in the Naval Communications Service and was shortened as "DNC."

● **COURSE EXTENDED**—The machine accounting course at Treasure Island has been extended from eight to 10 weeks in order to include more material.

The new 10-week course went into effect in late April at the Naval School, Machine Accounting (Class C) at Naval Station, Treasure Island, San Francisco, Calif. The next class will convene on 19 June 1950.

As a result of the change, the curriculum at the school has been revised to include one more week on electric tabulating machines and one more week on records and procedures.

● **HEALTHY NAVY**—U. S. sailors are healthier than ever before, Navy doctors report.

The average person in the Navy lost less than a week's time, actually 6.7 days, from duty because of illness during 1949. That's a new record. The previous low mark was eight days lost.

Two big reasons why the Navy's health is so good, the medicine men say, is that sailors are coming down with fewer common colds and venereal diseases. There was a dramatic 33 per cent drop in venereal disease.

During the record-breaking year, new low records were set for incidence of diseases, injuries and deaths as well as days lost because of sickness.

## Personnel of USS Maury Make Personal Survey of Pakistan

Like the venerable old merchant in the picture, the people of Karachi, Dominion of Pakistan, were glad to see sailors of the survey ship USS *Maury* (AGS 16) when the ship paid a visit to the port.

Karachi is the main seaport of the new dominion, which until recently was a part of India. Situated on the Persian Gulf in the Middle East, Karachi offers excellent harbor facilities and is a route to the rich wheat and cotton growing sectors of India and Pakistan.

The city's citizens promptly gave a round of parties and receptions for the officers and men of *Maury* as well as for the officers and men of a visiting British cruiser, HMS *Mauritius*.

To return the favors, *Maury* received many of Karachi's officials aboard ship at a reception and con-



PAKISTAN merchant poses with H. Herrick, QMC, during visit of USS *Maury* to ancient port of Karachi.

ducted a tour of the ship for a high Pakistan official, the Mir of Hunza, Mohammed Jammal Kahn.

One of the social events held jointly for the American and British sailors was a dance sponsored by the Karachi YMCA.

With the Mir came his wife (the Rani), his children and the members of his household. Although the Mir had been aboard ship before, the visit marked the first experience for the Rani. It also marked the first time she had removed her veil in public.

The officers and men played host also to a group of children from several Karachi orphanages and embassies.

Telling the kids about the ship wasn't as hard as the men of *Maury* feared it might be. The kids all spoke English.

## Navy Drops to 388,512: MarCor Total Is 79,500

Navy personnel on continuous active duty totaled 388,512 at the beginning of March 1950, a drop of 13,393 below the figure for a month earlier. Marine Corps strength stood at 79,500 on 1 March, 600 below the 1 February level.

The Navy recruited 6,637 persons during February, of whom 2,162 were new enlistments. Immediate reenlistments accounted for 3,363 and other reenlistments for the remaining 1,112.

The decline in strength figures is largely a result of discharges under the "saved pay" provisions of the Career Compensation Act. Stepped-up recruiting is underway to offset it.

• **UNIFORM CHANGE** — The blue, male officer type Navy raincoat will be modified by the addition of shoulder straps and, for officers, the wearing of metal rank insignia. The shoulder straps may be worn immediately but are not compulsory until 1 July 1952. Rank insignia on the straps will not be worn until that date, when they too become a required part of the uniform.

This new regulation applies to the blue and khaki raincoats and to the tan aviation winter working overcoats. The metal insignia will be the same size as those used at present by the Marine Corps and the Air Force. They will be larger than those worn on officers' shirt collars, but smaller than Army insignia. CPOs will not wear insignia on their shoulder straps.

• **CLASSIFICATION**—All enlisted personnel will be interviewed in the near future so that their highest level of Navy job skill within rate or rating can be determined.

A new Manual of Enlisted Navy Job Classifications, NavPers 15105 (Revised 1949), is being distributed this month. The revised manual requires a change in the manner in which the primary Navy job classification is to be assigned. It requires that the primary Navy job classification indicate the enlisted person's highest level of job skill *within his rating*. In the case of personnel in pay grades E-1, E-2 and E-3, the highest level of job skill will be determined within his rate or the rating for which he is striking. A secondary Navy job classification or special program-job

code may be assigned to indicate additional job skills, either within or outside a person's rate or rating.

Information regarding transition to the revised manual is given in BuPers Circ. Ltr. 34-50 (NDB, 15 March 1950). During the past three years, classification of enlisted personnel has been based strictly on his Navy skills, regardless of his rate or pay grade. This, the directive points out, has proved impracticable.

Transition to the new classifications and codes will commence on 1 July 1950. The circular letter gives detailed instruction to assist COs and their administrative personnel in carrying out the task. Importance of the changeover is emphasized. "The Chief of Naval Personnel," the directive states, "considers that the transition to the revised Navy job classification structure is of such importance as to warrant the personal attention of commanding officers. The instructions set forth in this letter and in the introduction to the revised manual must be completely understood and complied with by all personnel concerned with assigning and recording the revised Navy job classification codes."

• **NEW FORM** — A new Department of Defense form, known as Form DD-93, is being distributed to all ships and stations. All uniformed military personnel are required to execute the form as soon as it is received.

Department of Defense Form DD-93 is designed to provide a record of data for use in emergencies to expedite service for and to dependents. Data to be recorded includes:

• Person to be notified in case of emergency . . .

• Person to receive 6 months' death gratuity . . .

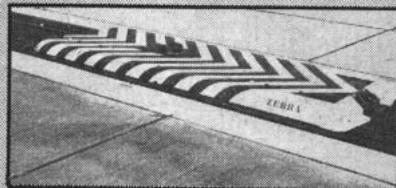
• Person — including commercial insurance companies or banks — to receive money by special class E allotment, and the amount to be received . . .

. . . all in the event that the service person "becomes missing, missing in action, beleaguered, besieged, interned in a neutral country, or is otherwise prevented from returning to naval jurisdiction."

BuPers Circ. Ltr. 44-50 (NDB, 31 Mar 1950) gives instructions concerning Form DD-93 and emphasizes the importance of keeping the form up to date at all times. Not to do so will be a disservice to next of kin.

# QUIZ AWEIGH

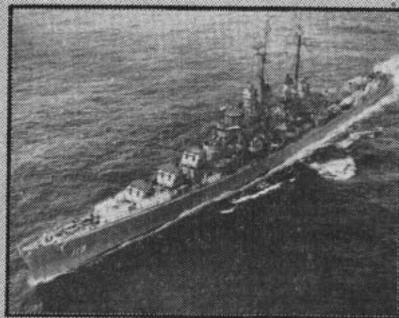
You may be an Einstein when it comes to remembering phone numbers but how does the old noggin function when confronted with facts and figures more nautical?



1. Zebra, the appropriately nicknamed gizmo above is (a) high-speed sled for testing lubricants (b) aircraft launching device (c) device for measuring aircraft acceleration.
2. It is powered by (a) rockets (b) compressed air (c) electricity.



3. The proper form for addressing an officer of the rank of commander wearing the corps device on the left would be as (a) mister (b) chaplain (c) commander.
4. Officers wearing the device on the right are members of (a) dental corps (b) medical service corps (c) medical corps.



5. This magnificent cruiser, her crew manning the rail, is (a) USS Juneau (b) USS Salem (c) USS Baltimore.
6. One of nine ships in her class, her full loaded displacement is approximately (a) 6,000 tons (b) 7,500 tons (c) 9,000 tons.

# DUTCH TREAT

**D**UTCH liberty, replete with windmill, dyke and diamond factory, caught the fancy of 500 lads from the destroyers *uss Power* (DD 839) and *uss Steinaker* (DD 863) when the ships put into Amsterdam, The Netherlands, for a five-day goodwill visit.

Although wooden shoes, baggy pants and white-aproned lassies were not much in evidence in the busy port of Amsterdam, the men found all of these plus many other ramifications of story-book Holland as they journeyed through the Lowland country on liberty and leave.

At the Zuider Zee fishing village of Volendam they found that the national dress of the Dutch is preserved in every detail. First costume custom to come to the attention of the crew of *Power* and *Steinaker* was the trailing apron strings of the Dutch girls. This apparently sloppy habit in the face of an otherwise perfectly neat lady meant, they soon found out, that she was unwed. Valuable intelligence this for the "visiting firemen."

The Peace Palace at The Hague proved an education for the sailors, many of whom were conducted on a private tour through the Andrew Carnegie endowed home of the Inter-



TRADITIONAL WINDMILL looms large behind American sailor sightseeing in the Netherlands (above). Lower left: Watching Amsterdam's world-famous diamond cutters in action. Lower right: Elderly fisherman gives directions.



national Court of Justice and Permanent Court of Arbitration.

Considered Holland's most interesting building, the Peace Palace is an architectural gem, set in exquisite gardens and steeped in modern history that was unfolded for the U. S. Navy men during their visit.

On a trip to the Asscher Diamond Works, many of the men from *Power* and *Steinaker* met the diamond cutter who polished the component parts of the Cullinen Diamond and saw the elderly diamond cutter at work in the Amsterdam headquarters of the world's largest firm of its kind. The delicate processes of preparing the precious stones for sale proved a fascination for the sailors and officers who were guests of the Dutch company.

In Amsterdam they visited the home of Rembrandt and saw some of the drawings and paintings of Holland's greatest painter. Many of the men took boat trips through the labyrinthian canal system of the port. The ancient city, built in the form of a series of half moons radiating out from a central hub, presented a startling contrast in architectural study. Some portions of the city date back hundreds of years and form a backdrop for the modern Amsterdam that is referred to in Europe as the Mecca of modern architecture.—Kenneth Barnsdale, JO1, usn.

### Quonset Hut Flown to Alaska

When the Navy's Petroleum Project Four, stationed on the frosty northernmost point of Alaska, sent out a call for a special cold weather Quonset hut, there was just one way to get it there — by air. Except for a short time in summer, the sea approaches to the Point Barrow region are locked in by vast sheets of ice, and land passage with heavy equipment is impossible.

Two R5Ds of the Navy's Fleet Logistic Support Wing were given the job of transporting the 17,053 pound hut to its new location. At Point Mugu, Calif., after much head scratching and slide rule calculations, the bulky cargo was dismantled and stowed on board the two planes.

The flight was made without mishap, and the Navy's northernmost sailors are now equipped with a cozy new hut. On their return flight, the R5Ds picked up 68 passengers with bag and baggage and dropped them off at Seattle.

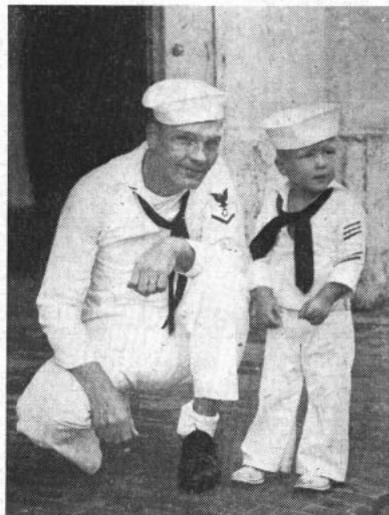


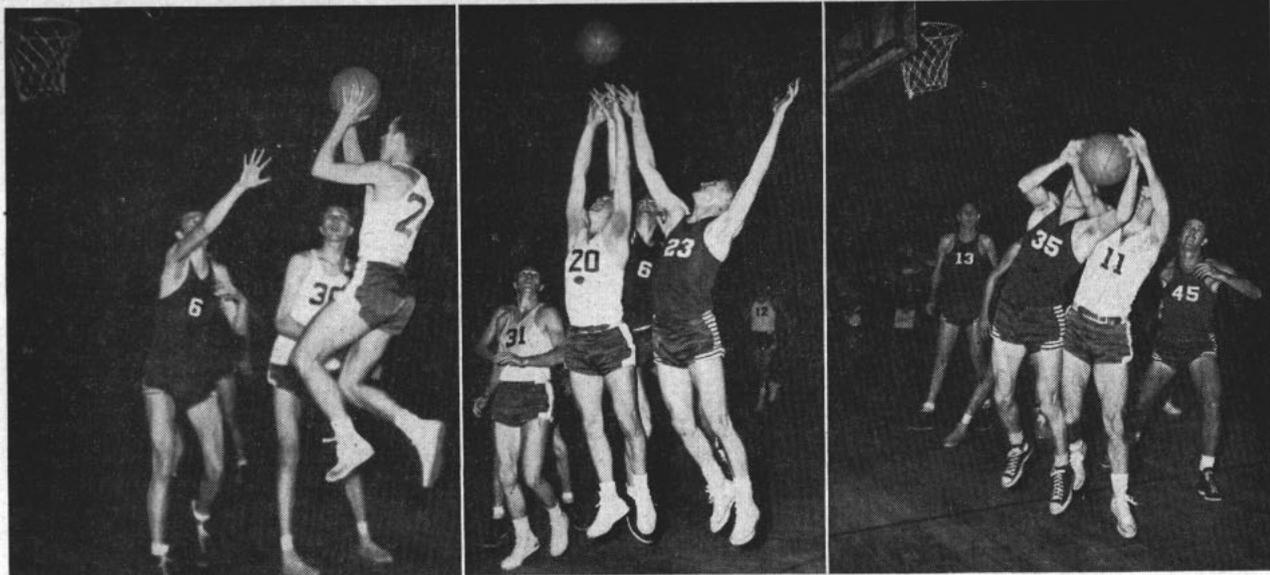
## Navy Dependents Overseas

The Navy doesn't hang a "For Men Only" sign on its famous offer to see the world. As these pictures indicate, the distaff side and the small fry too get to see a fair share of this old globe.



HAPPY TIMES—J. A. Goodrich, YNC, and wife greet daughter and granddaughter in Hawaii (above). Right: Joe Grey, CS3, and son Ken, age 3, in Cristobal, Canal Zone. Below: Wm. F. Hale, ACCA, and family at Kodiak, Alaska.





ACTION—Right: SubPac's E. Bodner (35) and Flyers' R. Cruise (11) battle for ball under basket. Center: T. Tomlin (20), J. Farrell (6) and G. Owens (23) go up after a rebound. Left: F. Harrison (24) shoots over Farrell's arm.

## Flyers Win Their Second All-Navy Hoop Crown

Ring up an average of two points per minute with salvo after salvo of deadly shots, the precision court-machine of the Norfolk Flyers swept over the battling quintet from Submarine Forces, Pacific Fleet, to capture their second All-Navy basketball crown in a row.

Played in the city auditorium at Norfolk, Va., the final stage of competition for the gleaming silver Secretary of the Navy basketball trophy

matched the same two teams that brought last year's All-Navy tourney to a thrilling climax. Last season it was the combined U. S. Naval Air Station team that made the 4,000 mile journey to Pearl Harbor for the final round of play. This year the Pearl Harbor submariners made the trip, outshooting all competition along the way.

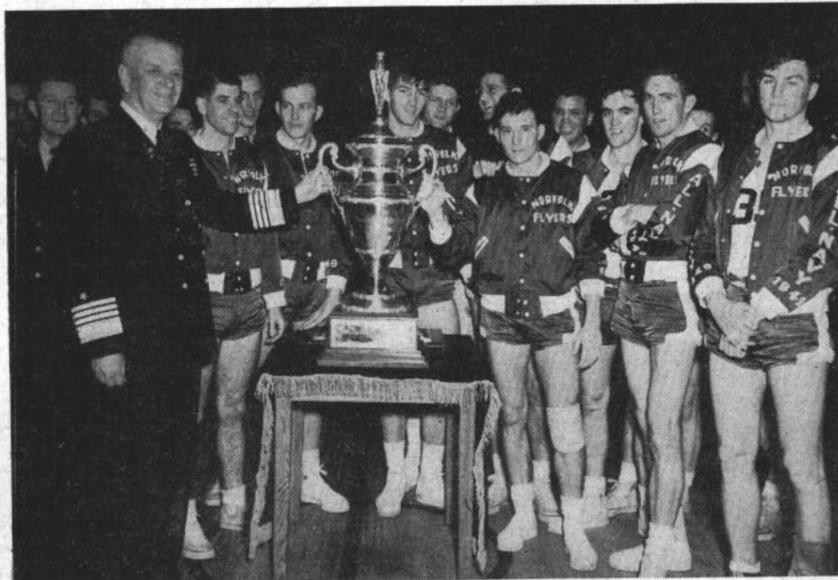
In the opening game the undersea-men held their own for the first eight

minutes of play, but soon the phenomenal set shots of Lloyd Wood, AD1, usn, Flyer guard, pulled the Norfolk team ahead. Other Flyer sharp shooters — flashy guard Leroy Pasco, AN, usn, and centers James Castano, AD2, usn and Don Lange, SN, usn — began hitting the hoop with clock-like regularity. By half-time the Flyers led 47-29.

In the second half the Flyers' coach, LCDR Robert Shoemaker, usnr, substituted freely, with speedy guard Fred Harrison, SN, usn, whipping in accurate left-handed net swishers. When the final gong sounded the score was Norfolk Flyers 100, SubPac 62. Scoring honors for the victors went to Wood with 21 points and to the Submariners' R. H. "Slick" Ortleib, SH3, usn, who played a splendid game in the guard position, hitting the nets for 19 tallies. Also outstanding for SubPac was guard E. P. "Pete" Bodnar, EM3, usn, who pushed in 15 counters.

In the second of the best two-out-of-three series, a determined SubPac squad matched the defending champions point for point for almost the entire first half. With center Obra Abbott, YN3, usn, hitting hook shots that had bounced off the rim the previous night, the Submariners trailed by only three points at halftime.

However, in the second half, the Flyers, playing brilliantly, quickly



WINNERS and still champs, the Norfolk Flyers pose with SecNav basketball trophy which was presented by ADM W. M. Fechteler, USN, CinLant.

forged ahead. Don Lange, the Flyers' much-discussed center, began to hit his stride. A sinewy six-foot-five beanpole with long arms and big hands, Lange's soft-touch hook shots — fired with either hand — began to rain devastation on the Submariners. By the end of the game he had scored 31 points.

The SubPac team fought valiantly, but the Flyers' combination of Lange, Pasco, Wood, Alfred Bullard, YN2, usN, Ted Tomlin, AN, usN, and Frank Blatcher, SN, usN, proved unconquerable. The game — and tournament — ended with the victorious airmen winning by a 82-71 score.

### Basketball Competition

Here are the results of upper-level All-Navy basketball competition during the 1949-50 season:

- *Far East Group* — won by Fleet Marines Forces, Guam, M. I.

- *Hawaiian Group* — won by team representing Submarine Forces, U.S. Pacific Fleet.

- *Pacific Fleet Group* — won by team representing Cruisers-Destroyers, U. S. Pacific Fleet.

- *West Coast Group* — won by Marine Corps Recruit Depot, San Diego, Calif.

- *Northeastern Group* — won by Naval Air Station, Atlantic City, N. J.

- *Middle Atlantic Group* — won by Naval Air Station, Norfolk, Va.

- *South Central Group* — won by Pre-Flight School, NAS Pensacola, Fla.

- *Atlantic Fleet Group* — won by team representing Amphibious Forces, U. S. Atlantic Fleet.

Western quarter-final — Hawaiian Group team (SubPac) defeated Far East Group representative (FMF Guam).

Western quarter-final — West Coast Group team (MCRD San Diego) defeated Pacific Fleet Group representatives (Cru-DesPac).

Eastern quarter-final — Middle Atlantic Group team (NAS Norfolk) defeated Northeastern Group representatives (NAS Atlantic City).

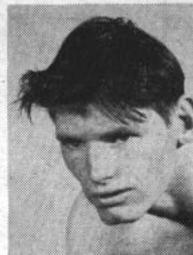
Eastern quarter-final — Atlantic Fleet Group team (Amphibs) defeated South Central Group team (NAS Pensacola).

Semi-finals — NAS Norfolk (Norfolk Flyers) defeated Amphibs in Eastern semi-finals.

Semi-finals — SubPac defeated MCRD San Diego in Western semi-finals.



C. T. Barnhart  
Flyweight



R. E. Collyar  
Bantamweight



F. A. Gigletto  
Featherweight



I. V. Renner  
Lightweight



A. E. Good, Jr.  
Welterweight



G. S. Vohden  
Middleweight



R. J. Hamm  
Lighthavy



J. D. Gibson  
Heavyweight

### All-Navy Wrestling Results

The group of powerful wrestlers who traveled across-country to Washington, D. C., for the All-Navy wrestling tournament did not make the trip in vain.

The eastern wrestlers started off as if they were going to dethrone several of the favored West Coast matmen. In the opening match, Charles Barnhart, PFC, usMC, of Camp Lejuene, N. C., pinned Robert Wehrheim, PFC, usMC, of Camp Pendleton, Calif., for the 115-pound flyweight title. It took him seven minutes and 45 seconds to accomplish it.

Then the westerners began to roll. Richard Collyar, HN, usN, of Naval Hospital, San Diego, Calif., successfully defended his title against Herbert Crane, ALAN, usN, his hustling opponent from NAPS, Newport, R. I. Collyar emerged the victor by a close 5-4 decision.

In the 135-pound featherweight title tussle, Frank Gigletto, CPL, usMC, of MCRD San Diego, a muscular, cat-like wrestler defending his last year's crown, defeated Richard Glueck, PFC, usMC, of MCAS Cherry Point, N. C. for a new one-year lease on his title.

Ira Renner, ADC, usN, of Fasron Eight, NAS Alameda, Calif., came back to win the lightweight title he lost last year.

The most thrilling match of the evening was between the welterweights. In this furious bout, Alfred E. Good, HN, usN, of Naval Hospital, San Diego, clenched with Sylvester Belcher, Jr., HSSA, usN, of NTC Great Lakes. A beautifully executed reversal gave Good the extra point needed, and the defending champ pulled his title out of the fire in the last few moments. The final score in this hard-fought bout was 7-6.

The second victory for the East Coast wrestlers came when George Vohden, CPL, usMC, of MCAS Cherry Point, downed and pinned PFC Bill Andrews, Marine Barracks, NOB, Guam, in five minutes and 35 seconds to capture the middleweight crown.

In smooth, workmanlike style, Ray Hamm, CPL, usMC, of MCRD, San Diego, captured the All-Navy light-heavyweight crown for the third successive year.

New All-Navy heavyweight titleholder is John Gibson, SN, usN, of NTC San Diego. — J. M. Gregory, JO2, usN.

### All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.

#### Boxing

Week of 14 May 1950  
San Diego, Cal.



#### Tennis

Week of 16 July 1950  
USNA, Annapolis, Md.



#### Golf

Week of 6 Aug 1950  
Pensacola, Fla.



# SIDELINE STRATEGY

Now that the All-Navy sports program is destined to fold, officials of the Navy, Army and Air Force are jointly studying plans to merge the sports programs of the three services. One plan under consideration is that sports areas or groups of the three branches could be revised to conform to the same geographic area. Leagues, made up of teams from all three services would be formed within these areas, with one All-Service area champion emerging.

If transportation were available — and currently it isn't — these All-Service group champs would get together for an All-Service championship tournament. Should the plan eventually be adopted — and many knotty problems in connection with it have yet to be solved — probably only baseball, basketball, boxing and one other sport would be placed on an All-Service basis for the first year of competition.

\* \* \*

Latest new-fangled sport indulged in by athletic-minded sailors of NAS Quonset Point, R. I., is "ghost basketball." It appears quite simple to play. The opposing teams wear contrasting colored phosphorescent uniforms. The court lines, basketball, baskets and officials are also decked out phosphorescently. The lights are then turned off, the whistle blows, and the game gets underway. The basketball floats weirdly

through the air, propelled by unseen hands. The method used for detecting fouls was not revealed.

\* \* \*

The only man ever to win an All-Navy wrestling crown three years in succession is Ray Hamm, Cpl, USMC. The powerful Marine reported that his toughest match this year was against Sam Baris, AirPac's light-heavyweight representative. The two wily grapplers tangled so aggressively that one point — the only point scored in the match — determined Hamm the victor.

It was Baris' last chance to capture an All-Navy title. His active naval career ends in September, when the veteran CPO transfers to the Fleet Reserve.

\* \* \*

When groups of eagle-eyed Marines from Camp Pendleton and MCAS El Toro get together for a skeet shooting contest, it's usually such a neck-and-neck affair that even the spectators are biting their nails. In a recent contest between the two activities, each member of both teams averaged shattering better than 95 out of each 100 clay pigeons. Each member but one, that is, Pendleton's Second Lieutenant T. S. Vogt, USMC, who coolly shot down exactly 100 of the 100 pigeons he fired at. Pendleton won 484-480. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



## All-Navy Sports Discontinued

Because of the restrictions imposed on the transportation of athletic teams by naval aircraft, and the cancellation of cross-country MATS flights, the Chief of Naval Personnel has announced the All-Navy Sports Program will be discontinued. However, All-Navy championship tournaments in boxing, tennis and golf will be conducted during 1950 only.

The directive, BuPers Circ. Ltr. 46-50 (NDB, 31 Mar 1950), points out that to attempt using commercial aircraft to transport teams would be a prohibitive expenditure of recreation funds.

In order that the largest possible number of naval personnel may continue to receive the physical fitness benefits of an extensive athletic program, BuPers recommends the formation of district and area leagues in softball, basketball, baseball, volleyball, boxing and bowling. Athletic programs which include football, wrestling, swimming, golf and tennis are also encouraged by BuPers if sufficient local recreation funds and transportation are available.

The directive stressed that every effort should be made to stimulate interest in inter-service athletic competition by scheduling play-offs with leading Army and Air Force teams within a district or area; or by forming leagues of service teams.

In the geographically larger naval districts, where long distances between activities make it impracticable to form leagues or participate in inter-service playoffs, BuPers recommends that COs stress intra-mural competition.

A recommendation was made to the Fleet to continue its athletic program on the basis of competition between teams of the units of a type command, and between representative teams of the various type commands.

## TI Waves Win

The Waves basketball team of the Receiving Station, Treasure Island, Calif., became the top servicewomen's basketball team on the West Coast after defeating the Wave quintet from NAS Seattle, Wash., in a three-game series.

Previously the sharp-shooting TI Waves had won the Bay Area Women's Armed Forces basketball league, and defeated the Wave teams from NAS and NTC San Diego, Calif.



CORRESPONDEX speeds flow of letters through Unit Plan, efficiently avoids sending out 'canned' correspondence.

## Giving Your Letters Speedy Answers

HOW would you like to receive — and have to answer — more than two thousand letters a day, every work day of the year? Perhaps it wouldn't be as bad as you might think — if you had a staff and an organization such as makes up the Enlisted Services and Records division at BuPers.

This division — called also the "Unit Plan" — is the organization that receives and answers most of the mail of enlisted people who write to the Bureau of Naval Personnel. This is true whether your letter is an inquiry about what medals you rate, for instance — or about a travel claim, or if it's a request for a Navy pension. Letters about a lot of other things are received and answered by that divi-

sion, too. They may not always be letters *from* the sailor whose record reposes in the division files. They may be *about* him. Often several questions are included in the same letter, and this is where the Unit Plan really shines.

*It used to be like this:*

A man out somewhere in the Fleet would write to BuPers about three or four things that were unsettled in his mind. Perhaps he was getting ready to transfer to the Fleet Reserve, and

wanted to get some loose ends tied up. So he would fix up a letter with the questions listed, and mail it off.

The way it was then, the letter would be routed first to the activity which could best answer one of the writer's questions. Maybe it would be the first question, the most important question, or just any question. Anyhow, the activity concerned with that particular question would answer that particular question in a complete letter which it would send to the man.

The letter of inquiry would then go to the activity in BuPers which could best answer another of the questions. Then *that* activity would write the sailor a letter and mail it. So it would go until all the questions had been answered. And by that time

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**EMs Who Write to BuPers  
Thank Unit Plan for  
Prompt, Accurate Replies**

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**MAKE READY** section receives incoming correspondence and codes it as to the nature of requested reply and action to be taken in obtaining jackets.

the inquirer would probably be in the Fleet Reserve with his first crop of chickens already hatched and laying.

Well, it isn't that way any more. In fact, it has been getting less that way all the time since the summer of 1948 when the Unit Plan was first established. Nowadays, the division handles approximately 85 per cent of all correspondence regarding enlisted personnel, and handles it a lot faster.

Let's pretend now that you're writing to the Bureau of Naval Personnel. You have to get in touch with an old shipmate named J. Algonquin Smersch, and you don't know his present address. So that's what you're asking about.

Following that letter like a little ant that might have got sealed up in it, we begin to see how the Unit Plan operates right off the bat. We find out first of all that incoming mail isn't funneled into a big mixed-up heap from which letters are pulled one by one to be worked on. Instead, the letter about Smersch is separated from the mass along with others from — or about — people whose last initial is in the same part of the alphabet. Those letters would be sent to Branch Five, which has the Bureau records of men in that alphabetical group. Had this letter been about Adams, it would have gone to Branch One; an epistle concerning Zombie would go to Branch Six.

As one would probably guess from

that, there are six branches of the division. They, along with their records, occupy one floor of three huge wings of the Navy Annex in Arlington, Va., across the Potomac from Washington, D. C. The division has a seventh branch at Garden City, Long Island, N. Y., where records are sent after a man has been out of the Navy for more than 20 months.

Well, let's assume that Smersch has been out of the Navy 17 months. So his record is there in Branch Five of

the Enlisted Services and Records Division at BuPers. Now the first thing that happens to your letter after it reaches that wing is that it goes to a place called the Make-Ready Section. There trained personnel spend a good share of their time reading incoming mail to find out what the writer's trouble is. As soon as that is determined — or what the *principal* question is — somebody attaches a slip with a code letter. The code letter is the same for all letters asking much the same thing: "M" for questions about medals or awards, for instance; "C" for travel claims and other letters for other types of questions.

At the same time, somebody else in Make-Ready gets the record of J. Algonquin Smersch out of the great green banks of filing cabinets near by. When the record is acquired, the letter with its code slip are attached. Somebody then sticks the whole works into a hole in the wall marked with the same code letter as the correspondence has been given.

Almost immediately somebody on the other side of the wall removes the sheaf of material and places it on a desk. Your letter has now entered the department called the Examining Section. There, other trained personnel go to work on it. This being a simple question whose answer is readily available, Smersch's address given at the time of his separation from the service is probably jotted down in short order. The piece of paper on



**HUGE TASK** of changing over the field pocket-type enlisted records to the newer, more convenient flat folder type has finally been completed.

which it is jotted is attached to the rest. Then, service record, your letter, code slip and the penciled answer move on — to Disposal Section.

But before we follow it to Disposal Section, let's see what would have happened if the question had been more complicated or if there had been more than one question to be answered.

When the Unit Plan was set up in the Bureau, it found itself with thousands of form letters inherited from other divisions. These have now been reduced to 54 form letters and a "correspondex" system. The division has tried constantly to avoid sending out "canned" or "assembly-line" correspondence, and the correspondex system is one way of avoiding it efficiently. This is done without disturbing the assembly-line precision and speed of the whole, letter-saturated division.

The correspondex is simply a grouping together under specific subject-matter headings those paragraphs most frequently used. The paragraphs are numbered, and thereby the examiner can indicate what paragraphs should be used without writing them out. A letter may be made up entirely of paragraphs out of the correspondex book, or these paragraphs may be used along with other, original, paragraphs. Other letters may be written especially for the correspondent from the ground up, so to speak. This is especially likely when the Bureau has to give an answer which may prove to be disappointing to the man who will receive it.

No matter how the reply is to be formulated, the whole shebang — record, letter, code number slip, and material for the reply — now goes to Disposal. In Disposal, your answer is typed up in smooth form as indicated by the rough material or paragraph numbers received from Examining. Where form letters or numbered paragraphs are used, the people in Disposal employ a manual in which the letters and paragraphs are given, identical to the one used by Examining. "Form material" such as given in these manuals is constantly being revised and improved.

Down toward the end of Disposal Section, your letter and its answer will be thoroughly checked against the record by somebody who has had no previous contact with the case. This assures accuracy through a careful and unprejudiced reviewing. Then



**POURING** into BuPers at a rate of over 2,000 letters every day, mail is answered promptly and accurately by means of the efficient Unit Plan.

the letter is signed, sealed and sent to you.

All this is done in a very short time in most cases. A few take longer, but the division makes every effort to close out cases which are more than a month old. People who work there have a special procedure they use when something needed for an answer is hard to find. When this was written, the number of cases held up for cumulative searching added up to zero. Everything was moving.

The division is catching up with things all around. When the Unit Plan was set up, there were more than 1,760,000 pieces to be filed. At the end of 1949 there were around 66,700. One year ago there was sometimes a backlog of 48,000 letters awaiting action. On a recent Friday evening there was less than two days' work of correspondence to be answered. Unit plan people say they wouldn't want the backlog to be any lower. They need a little work to keep



**RECORDS** of personnel germane to the correspondence are dug out of the great green banks of filing cabinets in one of the division's six branches.



**CODED** letter and jacket are placed in appropriate hole in the wall for transfer to the examining section where trained personnel prepare answers.

busy on till the morning mail is sorted.

While the whole unit operates like a well oiled machine, it has been careful not to lose the human touch. Flexibility, too, is accentuated. Two classrooms are in operation a good share of the time, training specialized clerks to become "generalists." Making generalists out of specialists permits shuffling personnel to jobs where the work-load is heaviest and also permits ready filling-in when some-

body is absent. The unit plan as a whole has proven to be so successful that a similar system is being developed for officers.

Answering letters isn't all that people do in the Enlisted Services and Records Division, although a person might get that impression at times. The truth is, they had a total of 67 projects under way during a single month not long ago — aside from the obvious correspondence. Here is a cross-section of what was going on:



**COMPLETION** of two-year jacket conversion project is witnessed by **RADM F. W. McMahon**, Deputy Chief of Naval Personnel, and **D. V. Greenlee, BTC**.

- Classification of job sheets covering more than 600 civilian employees who work in the division.
  - Formal classroom training in all technical subject matter fields.
  - Statistical samplings. This is a sampling of the division's work by inspectors who withdraw random pieces of the division's correspondence for examination.
  - A correspondence improvement program. This is the constant effort to improve the "correspondex" system and form letters which was mentioned earlier.
  - Changing the field pocket-type enlisted records to the new flat folder type. This has been a huge task, but is nearing completion.
  - Comprehensive study of deserters and their records.
  - Writing, editing and revising procedural manuals.
  - Development of examinations and tests in all fields in which personnel of the branch are required to have technical knowledge.
  - Writing a comprehensive policy directive concerning release of information contained in enlisted records.
  - Formal education of administrative, staff, and clerical personnel. Much of this is done on the premises of other government bureaus as well as in evening courses offered by colleges and universities in the Washington area.
  - Formulation of production norms. That is, determining the amount of work which can be expected per man-hour.
  - A survey of the reasons for BuPers' use of enlisted records located in Garden City, N. Y. The bureau hopes to eliminate most of the traffic of enlisted records between Arlington, Va., and the Naval Records Management Center at Garden City.
- Most sailors write to the bureau very reluctantly, and then only after trying by all other means to obtain the information they want. After they leave the service, the only way they can get the information they want is to write to BuPers in many cases. That is why the records are kept there as long as they are. Most discharges, it has been found, have written their last letter to BuPers before they have been a civilian as long as 20 months.
- Regardless of the reason for letters, or their frequency, most people who drop a line to the great and mysterious BuPers would like to know what happens to it when it gets there. This is the answer in brief.



## How Slow Can We Fly?

THE NAVY is sponsoring a couple of projects to make airplanes fly more slowly.

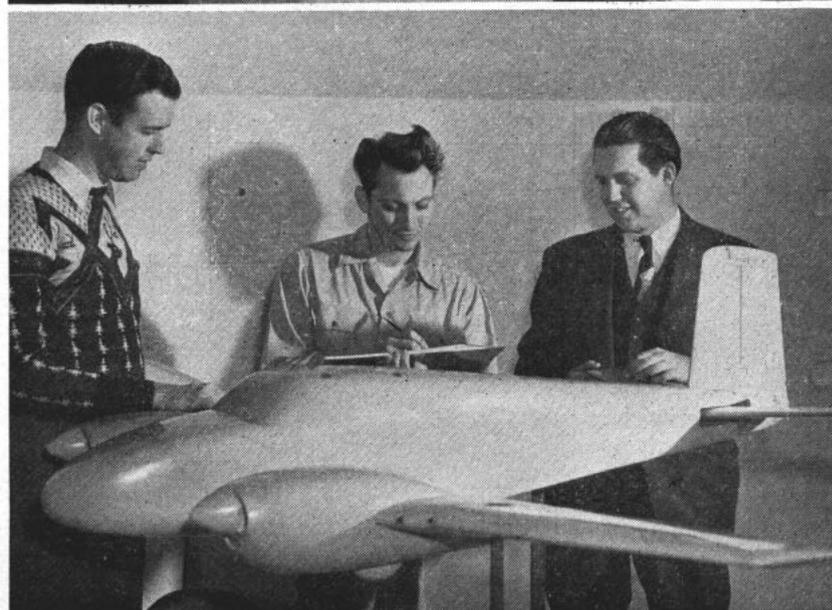
That's right — the word is *slowly*.

As almost everybody knows, ordinarily a plane has to keep battling right along if it's going to stay up in the air. That is, unless you're talking about helicopters, of course. As a rule, one would think that there's not much harm in fast flying — but sometimes there is. For one thing, if a plane can't go any more slowly than 85 or 90 miles an hour, it has to have a nice smooth surface to land upon. If you don't think so, try taking off across a cow pasture at 85 or 90 in an automobile some time. On second thought, you hadn't better — but just imagine. For private planes, a landing speed of 10 miles an hour would be about right.

There are other advantages in being able to slow down to a hummingbird's pace as well. Reconnaissance would be one. A plane capable of idling along at 30 miles an hour would be fine as a lookout tower. Nosed into a 30-mile breeze, it would be motionless in respect to the



**INSTRUMENTATION** of one of the largest wind tunnels in the Midwest provides data from scale models in the test section (top left). Clockwise: Students construct special air-foil section with slots for interior air flow. Boundary layer control model is readied for tests. Tunnel tests on a conventional model are analyzed.





FOR 57 YEARS, a Theodore Sevenhuysen has played in the Marine Band. 'Old Ted' joined up back in 1893. 'Young Ted' will retire soon on 30.

## Father and Son a Marine Band Tradition

When "Young Ted" Sevenhuysen leaves the Marine Band this year it will mark the end of a familiar band name.

A Sevenhuysen — either father or son — has been associated with the crack Marine Band ever since "Old Ted" came to this country from Netherlands to join the band in 1893.

"Young Ted" is Master Sergeant Theodore A. Sevenhuysen, Jr., USMC. He plays lead trumpet with the band and doubles in violin with the Marine Symphony Orchestra.

"Young Ted" has 29 years in the Corps this year. Soon he will leave the band to finish up his 30 years with a Marine Corps Reserve unit near Sarasota, Fla. At the end of that year, he hopes to retire and "just hunt and fish."

Both Sevenhuysen Sr., who played not only bassoon but baritone horn and violin while he was active, and Sevenhuysen Jr. have had some interesting experiences while playing their respective horns with the band.

"Old Ted" laughs as he tells about the time the Marine Band played for President McKinley aboard the President's yacht *Sylph*. While cruising down the river the yacht began to rock furiously.

It rocked so furiously that the platform on which the band was seated became unstuck and slid smartly across the deck, throwing

the bandmen head over teacups onto the wet, slippery planking.

After he retired, "Old Ted" played engagements under such gifted conductors as Hans Kindler and Victor Herbert with the National Symphony Orchestra in Washington. He also played in the orchestras of several movie theaters.

"Young Ted" recalls most vividly a recent appearance he made with the Marine Band at the Salt Lake City Mormon Tabernacle. With the band playing the accompaniment, the Tabernacle Choir of nearly 100 voices filled the great hall with "The Lost Chord."

On other memorable occasions, the band played before the king and queen of England in 1939 and gave a concert in honor of Britain's Winston Churchill at the Massachusetts Institute of Technology last year.

The Sevenhuysens played together only once. That was in 1924 at the 25th anniversary of the reorganization of the Marine Band. First Class Musician Sevenhuysen Sr. was called back from retirement to show the bandmen a thing or two about the bassoon. Sevenhuysen Jr. proudly joined in from the trumpet section.

Mrs. Sevenhuysen Sr. adds the final word on the retirement of her two musicians. "I've lived with the Marine Band for 57 years," she says wistfully. "I'll sorta miss it."

ground. Observers could photograph the countryside and peer about with binoculars to their hearts' content. Slower speeds for landing and take-off would simplify carrier operations, too.

Probably the best way to make planes remain controllable at very low speeds is by utilizing "boundary layer control." That's mainly what they're working on in the two projects sponsored by the Office of Naval Research. One of these projects is underway at the University of Wichita, by the way, and the other is being conducted at an aircraft plant at Van Nuys, Calif.

Boundary layer control, like most aerodynamic problems, concerns air movement. The air right next to the surface of a plane's wings is dragged along a little by friction, and doesn't slide past quite as rapidly as it should. That stratum of air is called the boundary layer. Being able to control its flow — especially over control surfaces — permits successful flying at much lower speeds than otherwise possible. German aircraft designed with boundary layer control have flown consistently at 30 miles an hour or less.

Boundary layer control is obtained by removing much of the slow-moving air at strategic points on the wing surface. Blowers or suction pumps powered by the plane's engine do the job. Plenty of power is available for this task, for at such low speeds only a fraction of the engine's horsepower is used for propelling the plane.

In the Van Nuys project another scheme is being tried out, also. It consists of employing wings with an elliptical cross-section. Their after edge is blunt and rounded like the forward edge instead of tapering off.

Naval Reservists who are taking graduate work in aeronautical engineering are assisting scientists employed on the Wichita project. Tests will be run in the university's seven-by-10-foot wind tunnel — one of the largest in the midwest. Models with wing spans up to eight and one-half feet will be tested. Complete force measurements will be taken during all runs.

The Office of Naval Research has been working at low-speed flight problems for two years or more. Out of these investigations the Navy expects new developments which will be valuable to itself and to the public at large.



SALTY members of Army and Navy Union are shown on New Year's Day 1898 aboard *Olympia* at Nagasaki, Japan.

## Old-Timer Has Long and Varied Career

ONE of the pioneers in the U. S. submarine service, William H. Reader, Chief Gunner's Mate, usn, had a long, colorful and varied naval career. Now residing in Hamden, Conn., the 82-year-old retired chief is still enthusiastic about the Navy.

Back in 1900 he served as chief-of-the-boat in *uss Holland*, the first Navy submarine, along with LT H. H. Caldwell, the first Navy sub skipper.

Prior to submarine duty, Reader served with Admiral Dewey in the flagship *Olympia* during the Battle of Manila in the Spanish-American War. Not many chiefs can make that claim. What's more, Reader has pictures to prove it.

In the picture at the top of the page taken aboard *Olympia* at Nagasaki, Japan, on the New Year's Day preceding the outbreak of the Spanish-American War, Reader is the sixth from the left in the top row — not counting the quartermaster on the bridge.



FIRST chief-of-the-boat in U. S. submarine history, William H. Reader (left), GMC, is shown with the rest of *USS Holland's* six-man crew and others.

# Reserve Training Centers Completed

WHEN the last nail is hammered into place, probably sometime next month, at the Naval Reserve Training Center in Daytona Beach, Fla., the four-year program to house the trainees of the "part-time Navy" will be 100 per cent complete.

Springing up all over the nation, this network of efficient training centers for Naval Reservists extends from Tuscaloosa - to - Tucson - to - Tacoma. It includes in the chain stops at such typical centers as Asheville, Topeka and San Jose - in all a total of 316 NRTCs.

The NRTC is rapidly becoming not only a seat of higher education for the Reservist, but also a center of organized aid to the community in time of emergency or local disaster.

And as the "home" of the Organized Naval Reserve, the NRTC is keeping pace with one of the leading civilian components of the nation's defense system.

Designed and proved in World War II, the new type of training center is familiar to every Navy man, who may have seen its prototype originally in the jungles of Guadalcanal or on the volcanic ash shores of Bougainville.

The majority have been constructed of quonset-hut or butler-hut material; others have been converted from existing structures, and in some cases the quonset or butler type

buildings have been used to expand existing facilities. Of the 316, a total of 313 has been completed and in operation and three remain to be officially established.

The total costs of construction or modification of the NRTCs is estimated at approximately \$70,000,000. In addition, millions of dollars of equipment, ranging from the most complex sonar and radar gear to mock-ups of a submarine interior, have been installed to provide the training for the peace-time reserve of one of the largest technical organizations the world has ever known - your Navy.

A lusty four-year-old, the postwar Organized Naval Reserve is making progress, and has received a critical "okay" from the Naval Reserve Inspection Reviewing Board, after a careful scrutiny on a nation-wide tour.

The 25,000-mile, four-month-long inspection of the surface and submarine components has resulted in an annual report stating that they have shown "commendable growth."

"Much progress was made in 1949. Keep up the good work," says the Assistant Chief of Naval Personnel for Naval Reserve, Captain J. H. Shultz, USN.

The Organized Reserve is now well housed, according to the inspection board, which was headed by Captain W. H. Duvall, USN. Also, with the ex-

ception of CIC equipment and emergency power source, the installation of its equipment is well along to being completed.

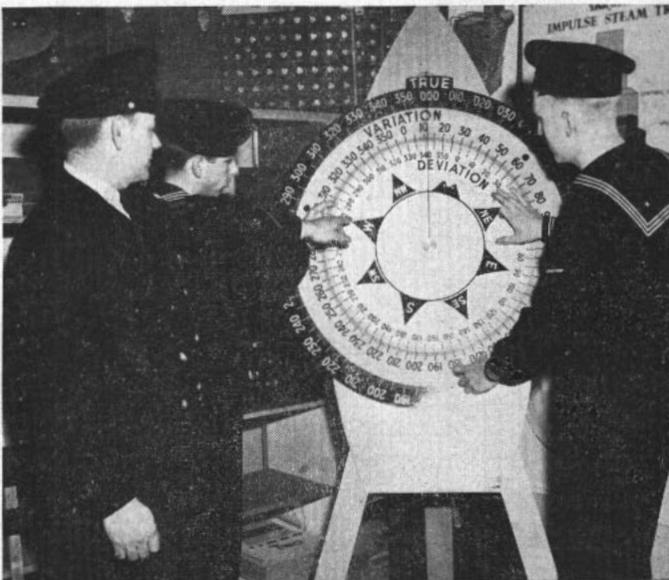
This is what a typical Naval Reserve Training Center - in your hometown - may look like.

Take for example the center in Hamilton, Ohio. A quonset-type structure, this NRTC consists of three wings, each 40 feet wide by 100 feet deep, fronted by a connecting headquarters building 154 feet by 26 feet, which contains office space, a recreation room for enlisted men and a wardroom for officers.

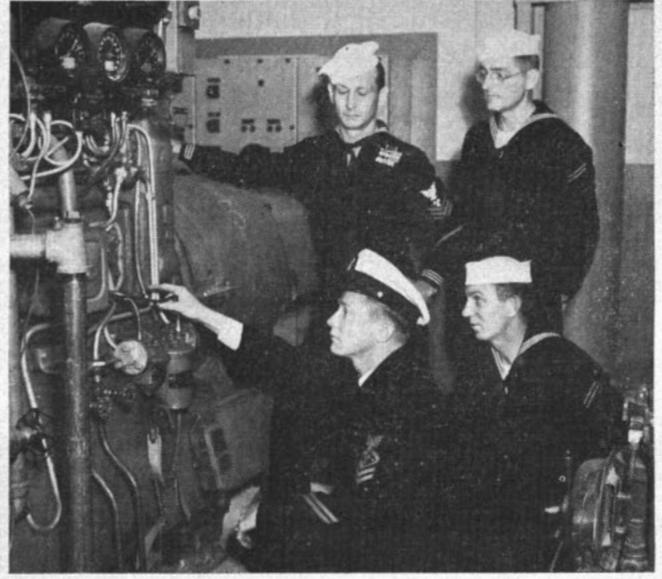
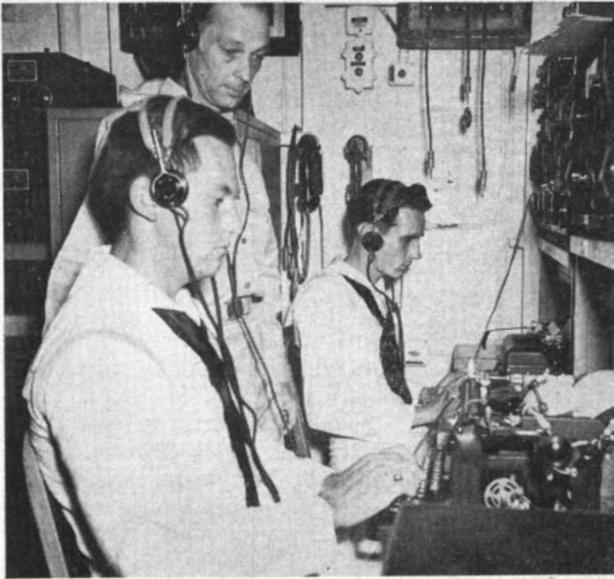
An open-top model of the quonset style of NRTC would show an arrangement of classrooms and shops, which vary according to the activity, since each training center does not train the same rates.

A typical model like the Hamilton NRTC will contain a carpenter shop, classrooms and a sickbay house in one of the prefabricated wings. The second wing will contain an ordnance room, electrical shop, and radio room, while the third of the row of huge huts will contain space for electronics and transmitter rooms, forge and maintenance shops, lockers and a boiler room.

On drill nights the 300-odd training centers become the headquarters of some 150,000 Reservists, all of whom are members of, or associated with organized units. (Naval Air Re-



INSTALLATIONS of training equipment in NRTCs well along except for CIC gear and emergency power sources.



DRILL NIGHTS training centers become headquarters for 150,000 Reservists comprising over 750 drilling divisions.

servists train at separate activities, such as air stations and NARTUs.)

These are some of the specialties in which they train — to name just a handful: machinist's work, diesel engines, radio, electronics, electricity, quartermaster and general deck ratings — and cooking. (Navy cooks have a world-wide reputation, which puts them in the same class with French chefs, according to some sources!)

In addition, thousands of Volunteer Reservists, who are members of approximately 2,000 units which drill without pay, utilize the accommodations of the NRTCs. In a year these Volunteer Reservists accumulate close to 3,000,000 man-hours of training during their regular meetings and study.

The Naval Reserve Inspection Reviewing Board studied the progress of Reserve training and the condition of facilities. Here is a summary of its report, based not only on the inspections but also on informal critiques in which Naval Reservists were encouraged to give their opinions.

The shipshape appearance of NRTCs all over the nation drew from the board praise for the station-keeper Reserves, who showed commendable initiative in making the centers attractive, clean and orderly.

While the pre-war type of armory does not provide as good a type center for our present-day Naval Reserve (because too much space is taken up by drill halls with consequent reduction in space for class-

rooms and shops) attempts to overcome this handicap have in general been satisfactory.

The butler and quonset hut types make neat and good-looking centers with maximum use of space. Some of them, however, do not have an assembly hall, and recommendations have been made to provide space in order to have musters and inspections.

The installation of equipment in all the centers is well along, with the only important lags existing in CIC installations and emergency power sources. The report recommended that this work be expedited, especially in the case of Combat Information Centers, because of their value in group training.

While the generally good condition of the centers was laudable, the condition of training ships moored alongside or in the vicinity of NRTCs varied from "outstanding" to "unsatisfactory."

Some *titivating*, according to the report, could well be used on many of the ships, along with a thorough painting job, for the purpose of "sprucing up."

Training submarines, on the other hand, ranged from "excellent" to "outstanding" from the standpoint of maintenance. The only major criti-

cism of them was that they were not put to the fullest use in group training.

A mistaken attitude on the part of administrative personnel and instructors, the board commented, is that the Reserve training ships are for the purpose of underway instruction only. Dockside group training of the vessels, it emphasized, should be utilized for training personnel in such problems as "how to drop anchor," and for identification training.

To facilitate this type of indoctrination, the board suggested that each Naval Reserve training ship post operating and safety instructions for the trainees, and that equipment, piping and machinery, etc., be marked for ready identification.

The report on Reserve personnel recommended that 'more time be given to military muster, inspections and simple military evolutions by small groups, in order to develop smart appearance and build up qualities of leadership. Correct postures must be stressed to improve military bearing.

Typical bugbear from the standpoint of uniform appearance was—as usual—the "shoestring" neckerchief, which remains the most flagrant irregularity, followed by missing service stripes and failure to wear campaign ribbons.

Nucleus of the Organized Reserve's surface and submarine components, the board states, are its more than 750 drilling divisions. Every division consequently must have an adequate

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### Annual Inspection Finds Reserve Well-Housed, Its Growth 'Commendable'

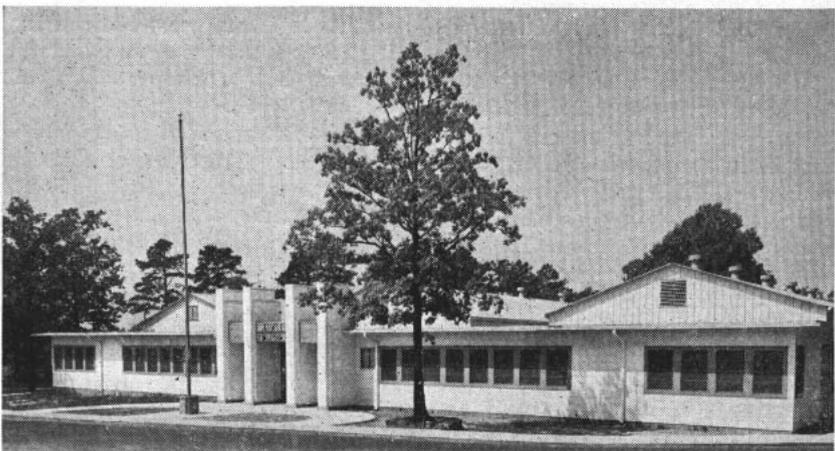
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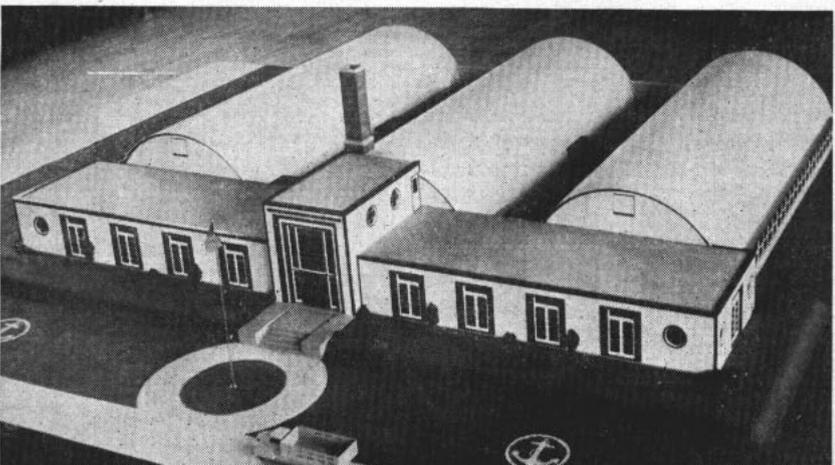
PART-TIME NAVY in Seattle, Wash. area is housed in the building above.



ARMORY in Santa Barbara, Calif. (above). Below: NRTC in Little Rock, Ark.



MODEL of the simple and functional quonset-type center is shown below.



number of members to be a going concern.

The board reported that only a limited number of surface units have brought their personnel quotas up to 100 per cent. The submarine divisions generally stand far below strength at the present time. None of the latter has reached more than 50 per cent of its quota.

To remedy this the board recommended that in localities which support multiple divisions or organizations which cannot reach full quotas, consolidation of units should be made.

Increased emphasis is being placed on training, since "the attraction which the Reserve program has for a Reservist depends mainly on the effectiveness of the training program."

Organized Reserve training can best be obtained on the unit level of the division and for this reason the most efficient results would probably be obtained if divisions using the same training center were to meet for drills on different nights, whenever practicable.

In this way the division retains its identity and helps to develop leadership qualities in its members.

In the Submarine Reserve there is a tendency to depend too much on the active duty shipkeepers in matters of administrative routine.

During the current year the inspection program will be enlarged to include annual contests in the following additional groups, which will compete for the title of "best in the nation" in their field:

- Seabee Reserve
- Military Sea Transportation Service
- Ship Repair
- Submarine Repair
- Communications Supplementary Activities

- Electronic Warfare Companies.

The inspections by the reviewing board, which culminates each year in the selection of the best organized surface and submarine units, showed the steady progress made by the Reserve component, although there is still plenty of room for improvement.

The naval districts will complete their "eliminations" in each of these fields for the period of the fiscal year 1950 by 30 June, and final selections will be determined this fall, after reviewing boards have made their annual tours of inspection.

# LETTERS TO THE EDITOR

## Shore Duty and Sea Duty

SIR: The following information is requested on shore and sea duty status:

(1) Are general service personnel who serve with an aviation squadron which is classed as sea duty, credited with sea duty for purposes of pay, advancement in rate and rotation of duty?

(2) Would an aviation code number for such personnel make any difference?

(3) The general service personnel of this squadron are receiving sea pay but after two years, as in my case, they are considered as having completed a normal tour of shore duty. Could you tell us just where we stand? — P. O. R., BM2, USN.

● (1) Concerning the duty status of general service personnel attached to an aviation squadron, the service defined below constitutes sea duty:

(a) Service performed by all personnel attached to ship based aviation units, including periods temporarily based ashore.

(b) Service performed by personnel under flight orders attached to fleet, sea frontier, or local defense units.

(c) Service performed by personnel under flight orders attached to Fleet Logistic Air Wing Command for periods of flights beyond the continental limits of the United States.

Aircraft Development Squadron Three (VX-3) is a fleet unit, and only those personnel under flight orders are considered to be performing sea duty.

Above definitions are not intended as service constituting sea duty for pay purposes for any period subsequent to 30 Sept 1949, as such instructions, based upon the Career Compensation Act of 1949, are in process of study, but are merely intended to point out just what constitutes sea duty prior to 1 Oct 1949.

(2) Rotation of general service ratings from VX-3 to sea duty is administered by ComServLant. The duty is considered shore duty for these ratings for the purpose of rotation and an aviation code number would make no difference. Names of the general service ratings are included on a survey upon completion of shore duty so that new men can be brought in for their share of shore duty.

(3) Duty with aviation units of the active fleet will count as sea duty for purposes of advancement in rating. (This includes general service personnel so assigned.) BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950) provides that sea pay is not a governing factor in determining whether a particular type of duty shall be considered as sea duty in determining eligibility for advancement in rating. — Ed.

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

## Enthusiastic Trailerite Offers Info

SIR: Your story in the March issue of ALL HANDS covering the Great Lakes trailer park was both interesting and timely. I believe it would be to the best interests of all naval personnel if further information were available on the subject. I will gladly reply to all letters requesting information about facilities in the Norfolk area for trailerites, provided the sender includes a self-addressed stamped envelope. Queries should be addressed to Hulon C. Smith, MSgt. USMC, H&SBn, FMF Atlantic, NB, Norfolk, Va.

I would like to add a remark for the benefit of skeptics. In our 33-foot house trailer we have adequate space for clothing and belongings. We have comfortable sleeping accommodations for ourselves and two children, with a day bed to spare. We have learned that our trailer includes more built-in luxury than the majority of better-class furnished apartments we inspected before "going mobile." — H.C.S., MSgt. USMC.

● As information on trailer housing for naval personnel becomes available to ALL HANDS — either through staff coverage or in material submitted from various commands — we plan to publish it for the benefit of Navy and Marine Corps readers. — Ed.

## Settlement of Unused Leave

SIR: Can you tell me if any provisions have been made for settlement of unused officers' leave in the case of Regular Navy officers who reverted to chief petty officer prior to 1 Sept 1946?

I reverted from chief warrant machinist to chief machinist's mate in August 1946 and was informed by BuPers in August 1947 that such legislation was pending. As yet I haven't heard of any such bill although many similar ones have been passed, including Public Law 314, 81st Congress. — W. F. A., MMC, USN.

● Remedial legislation was introduced by the 80th Congress to permit officers who were separated prior to 31 Aug 1946 to be compensated for officers' leave due them, but it failed of enactment. — Ed.

## Replacing Lost GC Medal

SIR: I was awarded a good conduct medal in 1941 for my previous enlistment. Through carelessness on my part I lost it and would like to know if it is possible to get this replaced even at my own expense. What is the procedure? — T. F. W., EMC, USN.

● Records show that you are entitled to the Good Conduct Award for the period of service ending 17 Nov. 1941. If you desire to purchase a replacement for the lost medal, it may be obtained from the Superintendent of the U. S. Mint, Philadelphia, Pa., on submission of a check or money order for \$2.50.

If the medal had been lost through no negligence or fault on your part, the Bureau of Naval Personnel would consider replacing the medal without cost to you upon submission of an affidavit to the effect that it was lost through circumstances beyond your control. However, since you state the loss was due to your own carelessness, you will have to pay for a replacement. — Ed.

## Transfer to LTA Craft

SIR: Is it possible for an EM1 and an EN1 or EN2 in the Regular Navy, general service, to transfer to lighter-than-air craft? — R. W. L., EM1, USN; B. B., EN1, USN; L. E. H., EN2, USN.

● Inasmuch as no LTA activities have allowances for ENs, no transfer of these ratings to the LTA program is authorized. EMs, however, may submit requests in accordance with current directives for duty to a lighter-than-air craft organization. — Ed.

## More on New Pay Bill

SIR: On page 46 of ALL HANDS November 1949 it is stated that the Career Compensation Act of 1949 specifically repeals legislation pertaining to payment for enlisted men's travel allowance on discharge. Is this statement correct or is it in error? — F. T., LCDR, USN.

● While it is true several of the laws listed in the article you mention were repealed, you might not realize that some provisions of previous law were written into the Career Compensation Act under different names.

In this case, the payment previously made under travel allowance now comes under the heading of mileage, and it's paid on the same basis — five cents a mile to enlisted personnel from the place of discharge to the home or the place of acceptance for enlistment, as the case may be. — Ed.

**Regulars and GI Benefits**

SIR: This is the case of a Regular line officer who graduated from the Naval Academy and served during the war continuously since his commissioning and consequently has no discharge certificate. Under these circumstances, is it possible to obtain a veteran's housing loan or any other benefit under the GI Bill? — F. B. B., LTJG, USN.

● *No person without a discharge or release from active service, regardless of World War II duty, can qualify for a GI loan or any other benefit provided by the GI Bill. Separation from service is also a basic requirement for most other major federal benefits for veterans.* — Ed.

**Retirement Pay**

SIR: This question concerns the current retirement law. Consider a permanent commissioned warrant officer who was serving satisfactorily as a lieutenant (junior grade) on 30 June 1946 and drawing the pay of a lieutenant at that time due to his having over 10 years' service. Subsequent to that date he was promoted on the active list to lieutenant and is now serving satisfactorily as such.

The question: Will this person be retired, after 30 years' active service, with retired pay based on the pay of a lieutenant (junior grade), a lieutenant, or a chief warrant officer? Will he have any choice? — F. N. Q., Jr., LT, USN.

● *If serving as a lieutenant at time of retirement, he will be retired in that grade with retired pay based on that grade unless otherwise entitled to higher retired pay. If his pay as commissioned warrant officer is greater than that of lieutenant, he will be entitled to pay based on grade of commissioned warrant officer.* — Ed.

**Ten Stars for USS Conner**

SIR: Could you give me some information on how many battle stars are rated for USS Conner (DD 582) from the time of commissioning to October 1944? — J. H. J., SN, USN.

● *From her commissioning date until October 1944, USS Conner (DD 582) is entitled to 10 stars on the Asiatic-Pacific Campaign Medal.* — Ed.

**Saluting National Ensign**

SIR: The July 1949 issue of ALL HANDS, p. 28, states "If the ensign is not hoisted this salute is rendered only when leaving or coming on board ship." Article 2108(1), U. S. Navy Regulations, 1948, states "Each person in the naval service, upon coming on board a ship of the Navy, shall salute the national ensign if it is flying."

Regulations and ALL HANDS do not seem to agree on this point. Which is correct? — R. V. E., RMC, USN.

● *Navy Regulations spell out the law, which requires the national ensign be saluted when flying. Navy customs and traditions go a little further, and require Navy men to salute the quarterdeck when leaving or coming on board when the flag is not flying.* — Ed.

**BAQ for Dependent Parent**

SIR: I was recently converted to the new pay bill and the Class B-1 Allowance to my dependent parent was stopped accordingly. However, I believe that I am entitled to BAQ under the provisions of the new pay bill because my dependent is maintained at my legal address. Or, is entitlement to BAQ restricted to wife only. I am not married nor do I claim other dependents. If I am entitled to BAQ, please give the authority. — L. A. O., TS, USMC.

● *In general, a member with the rank of technical sergeant is entitled to basic allowance for quarters on account of his parent if the parent (a) is in fact dependent on the member for over half of his or her support and (b) actually resides with the member in the member's household.*

*The instructions pertaining to entitlement to and substantiation of basic allowance for quarters on account of a parent are contained in Military Pay Instruction Memorandum 3, Volume V, Bureau of Supplies and Accounts Manual, and it is suggested that you obtain from your disbursing officer the information as to whether or not you are entitled to such allowance on account of your parent.* — Ed.

**Service for Retirement**

SIR: Does commissioned service for retirement purposes as a warrant officer commence with the date of rank of permanent warrant commission assigned by BuPers Circ. Ltr. 108-48? — R. L. J., LT, USN.

● *No. The date of rank assigned by BuPers Circ. Ltr. 108-48, merely establishes precedence in the permanent grade to which appointed. Commissioned service for retirement purposes begins with effective date of first appointment to a grade above warrant officer.* — Ed.

**Travel Allowance for Dependents**

SIR: I'm writing you in regard to travel allowance for dependents. In 1943 I sent my dependents from Miami, Fla., to Tremont, Ill. I was told to submit a claim for their travel expenses, but didn't do so. At that time, there was a special act or law that allowed you to send your dependents home at government expense if you were going overseas. I would greatly appreciate it if you would tell me the number and date of that directive. — H. P. S., ENC, USN.

● *The directive you want is a BuPers circular letter dated 23 Dec 1943 which implemented Public Law 193, 78th Congress. This letter, now designated 44-609, can be found in the Navy Department Bulletin, January-June 1944 (p. 77). Public Law 193, 78th Congress, permits personnel transferred to sea duty or to secret or confidential destinations to transport their dependents at government expense to a place of their selection in lieu of the new duty station.*

*You should submit a claim in accordance with the directive mentioned here completing the necessary certificates which are required.* — Ed.

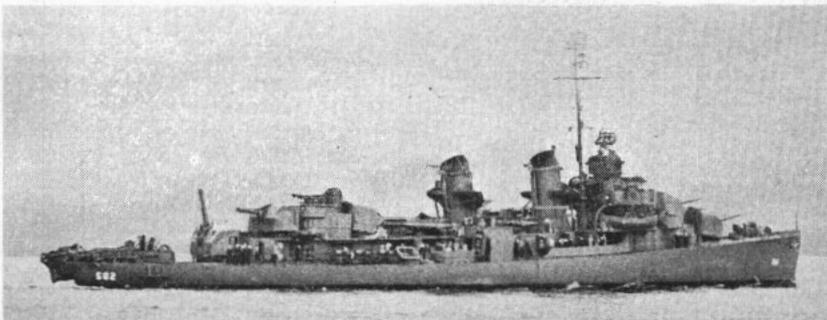
**Hashmarks Okay—But No GCM**

SIR: Because of broken service I wonder if I am still entitled to wear a hashmark and a good conduct medal. I have a total of five years to my credit. — R. P. W., FN, USN.

● *Hashmark, yes. Good conduct medal, no. Insofar as the Navy Good Conduct Medal is concerned, only continuous active duty may be counted.*

*In accordance with Uniform Regulations, enlisted personnel wear one service stripe for each four years of active duty in the Navy, Marine Corps, Coast Guard or Army or active service in the Naval Reserve, or any combinations thereof. Broken service does not matter.*

*Active service in the Naval Reserve is considered as meaning service on the active list of the Naval Reserve, whether performed in an active or an inactive duty status or the two combined. All service in the Naval Reserve (which includes all classes thereof) may, therefore, be counted in determining eligibility for service stripes.* — Ed.



USS CONNER (DD 582) is entitled to ten stars on the Asiatic-Pacific Campaign Medal.

## Studying for Exam

SIR: I have been nominated for YN2 and am scheduled to take the examination 17 July. Although I have passed the appropriate Navy Training Courses, i.e., NavPers 10403, with a satisfactory mark, I would like to know if there are any current manuals to study. The training courses mentioned were of the 1945 edition and somewhat obsolete.—E. J. P., YN3, USN.

• *The revised edition of yeoman 3 and 2 is at the printer but will not be available in time for the advancement examination in July. It is particularly important, therefore, that you examine the Qualifications for Advancement in Rating (NavPers 18068) for yeomen and make sure that you prepare for all the examination subjects listed therein.*

*Column Six of BuPers Circ. Ltr. 187-49 (NDB, 15 Nov 1949) suggests additional publications which will be of some assistance. Your division officer and your educational officer will also be able to help you find study materials. In selecting additional references, be careful to discriminate between obsolete information and that which is up-to-date.* — Ed.

## Reserve Retirement Benefits

SIR: Can I put 16 years active duty in the Naval Air Reserve, then enlist in the Regular Navy (within 24 hours) for four years and be eligible to ship into the Fleet Naval Reserve and draw retainer pay?

From what I now know, Reserve personnel in the Naval Air Reserve Program cannot become members of the Fleet Reserve, thus making them ineligible to receive retainer pay.—E. C. B., YN3, USN.

• *Yes, providing you are eligible for enlistment or reenlistment in the Regular Navy. However, further inquiry concerning enlistment or reenlistment in the Regular Navy should be made at the nearest Naval Recruiting Office.* — Ed.

## Duty in Europe

SIR: After reading about the duty in Europe in the December 1949 issue of ALL HANDS, I would like to know what the chances are for a man of my rate and classification to obtain a transfer to some activity in Europe other than England. I am married and have no children. If at all possible, I would want to take my wife with me.

At present, I am on active duty with the Naval Reserve on a training ship attached to that program. My rate is DK2, V-6, USNR. — J. P., DK2, USNR.

• *There are no authorized military allowances outside the continental United States for Naval Reservists.* — Ed.

## Right to Vote Denied?

SIR: Were members of the armed forces, or in particular members of the U. S. Navy, denied the right to vote at any time in the past? If so, by what authority?—R. G. DeW., HMC, USN.

• *There have been no federal prohibitions against voting by members of the armed forces. For information regarding state prohibitions, if any, it is suggested that you communicate with the Secretary of State of the state in which you may be particularly interested.* — Ed.

## More On Saved Pay

SIR: Several of us fellows at the U. S. Navy Recruiting Station, Philadelphia, Pa., are drawing "saved pay" under the Career Compensation Act of 1949. Several of us have recently completed another three-year period for longevity, but the paymaster here says that we are not entitled to an additional five percent of basic pay. Why is this?—E. D., YNC, USN.

• *Because, by drawing "saved pay" you are now getting more money than you would if you were drawing your new pay plus your latest increase in basic pay for longevity. If, on the other hand, you would get more money by drawing your total new pay, your disbursing officer would shift you over to new pay.*

*But you cannot mix new pay and saved pay. You can draw one or the other, whichever is higher, but not both. Moreover, your saved pay figure can never increase beyond the amount you were drawing when the Career Compensation Act went into effect, 1 Oct 1949.* — Ed.

## Who Gets Shipping-Over Bonus

SIR: The active duty Naval Reserve personnel at this activity have been discussing reenlistment bonus. Will you please clarify this matter for us?

Will a person on active duty receive a bonus for previous continuous service on active duty or will he receive a bonus for his new enlistment? If the active duty personnel (stationkeepers and shipkeepers) receive an enlistment bonus, on what basis will they be paid?—H. M. C., YN2, USNR.

• *If a person reenlists in the Regular Navy within three months from date of release from extended active duty of one year or more in the Naval Reserve, he will be entitled to a reenlistment bonus for the forthcoming enlistment. The amount is determined by the number of years for which the person reenlists. Reenlistments are being made for four or six years only, at present.*

*As in the past, Naval Reservists are not entitled to reenlistment allowance for reenlisting in the Naval Reserve.* — Ed.

## Answer to Exam Question

SIR: This is prompted by a little discussion several of us had not so long ago about a question on a storekeeper exam that was given at the Navy Recruiting Station, Little Rock, Ark.

The question: On board ship, which of the following officers has custody of the duplicate keys to the Supply Officer's storerooms. (1) Executive Officer (2) Supply Officer (3) First Lieutenant (4) Damage Control Officer (5) Engineering Officer.

Various opinions were expressed and publications were quoted, viz., U. S. Navy Regulations, Bureau of Supplies and Accounts Manual, Bureau of Ships Manual, etc. However, "some people convinced against their own will are still non-believers." — J. A. H., SK1, USN.

• *Duplicate keys to Supply Department storerooms are in the custody of the Supply Officer. Authority for this is contained in paragraphs 31017 and 81003, Bureau of Supplies and Accounts Manual.* — Ed.

## Saluting When Honors Are Rendered

SIR: Article 231, U. S. Navy Regulations, 1941, prescribes the manner of rendering honors to a flag officer aboard a station. When the ruffles and flourishes are followed by a march, paragraph (f) of the above reference requires the hand salute (by the station officers and men) to terminate after the ruffles and flourishes. Does the recipient of the honors also terminate his hand salute after the ruffles and flourishes? Is the procedure the same for the Army?—J. K., SC, USMS.

• *U. S. Navy Regulations, 1920, have been superseded by U. S. Navy Regulations, 1948. The new regulations do not prescribe the manner in which the hand salute is to be made in the case you describe. However, Navy custom dictates that the person honored terminates his hand salute if the ruffles and flourishes are followed by a march. If followed by the National Anthem or "to the colors" the hand salute is terminated at the last note of the music or call.*

*Neither the Army or Air Force follows the above procedure, but require the recipient of honors to remain at the salute until the last note of any music which may be played.* — Ed.

## Light Blue Stripe for CBs

SIR: What is the color of the stripe to be worn by non-rated personnel of the CBs, specifically for the ratings of CN, CP and CR.—F. J. E., CHCARP, USNR.

• *Article 9-50, U. S. Naval Uniform Regulations (1947) states: "Construction man, construction apprentice, and construction recruit wear light blue stripes on blue and white uniforms."* — Ed.

**Reservist to Regular**

SIR: (1) I would like to know if either the Act of 7 May 1948, Public Law 517, 80th Congress, or the Act effective 1 Oct 1949, Public Law 351, 81st Congress, modifies the Act of 6 Oct 1945 whereby a person who held a commission in the Naval Reserve and subsequently reenlisted in the U. S. Navy may retire with the highest rank held in the Naval Reserve.

(2) I would also like to know if inactive time in the Naval Reserve counts in computing a total of 30 years' service and whether or not the additional longevity gained by having been in the Reserve would be included in computing retainer and retired pay. — J. R. R., Jr., SKC, USN.

● (1) *The Act of 6 Oct 1945 does not provide that a person who held a commission in the Naval Reserve and subsequently reenlisted in the U. S. Navy may retire with the highest rank held in the Naval Reserve. There is, however, a provision to that effect in section 8(a) of Public Law 305, 79th Congress. Neither Public Law 517, 80th Congress, nor Public Law 351, 81st Congress, invalidates this provision.*

(2) *To be more specific, the inactive Naval Reserve time will be included in computing the 30 years' service for retirement after transfer to the Fleet Reserve. Also, the additional longevity gained by having been in the Reserve will be included in computing retainer and retired pay.* — ED.

**Lump Sum Leave Pay**

SIR: When an enlisted man of the first three pay grades elects to draw lump sum terminal leave pay upon being discharged for immediate reenlistment, what rate of pay does he draw for quarters?

Is it the old rate of \$1.25 for M.A.Q. or the new rate of \$2.25 for B.A.Q.? — H. R. S., SKC, USN.

● *The rates as prescribed by the Armed Forces Leave Act were not changed by the Career Compensation Act. The following rates remain in effect: 70 cents for subsistence and \$1.25 for quarters.* — ED.

**Officers' Retirement Changed?**

SIR: Do you know of any action being taken or contemplated towards changing the retirement act which provides for retirement of officers after 10 years of service in a commissioned status? How would this act affect a member who served 10 years as a warrant officer (not a commissioned warrant officer)? — J. E. C., CWO, USMC.

● *At the present time no action is contemplated to change Public Law 305-79th Congress which will permit time served as a warrant officer to count toward 10 years' commissioned service. However, the retirement question in general is being studied by the services toward coordinating the views of the various services.* — ED.

**Electronic Technician Billets**

SIR: (1) I will soon be eligible for shore duty and would like to know if there are any electronic technician billets on a naval air station such as the one at Alameda.

(2) Are electronic technicians ever put in aviation electronic technician billets?

(3) If I pass the exam for first class while under ComPhibPac and get transferred to shore duty, will there be any chance of my rate not coming through? — C. W. W., ET2, USN.



● (1) *Yes, ETs are assigned to naval air stations.*

(2) *ETs are put in aviation electronic technician billets only if needs of the service require it. They are trained for and needed in non-aviation billets.*

(3) *The last quota for advancements under fleet and area-wide competition has been issued. Future fleet-wide exams will be utilized only for filling any portion of this quota which may have been unused on 31 Mar 1950. Beginning in July 1950, advancements will be under service-wide competition and transfer to other duty will not effect advancement status of successful candidates.* — ED.

**New Offense on Probation**

SIR: The publication *Naval Justice* (NavPers 16199-A) states that when a reviewing authority places a man on probation and during the probationary period the man commits a new offense, his commanding officer has three possible courses of action. He may (1) execute the suspended sentence; (2) award a court-martial; or (3) execute the suspended sentence and award a court-martial.

From this it seems to me that when a man is on probation and commits an offense, the commanding officer must take one of the three steps outlined above, and not award such other punishment as deprivation of liberty, extra duty, and so forth. Am I correct in thinking this?

Another question: Can a man who has agreed to extend his enlistment which expires in one month be awarded probation for six months, loss of pay for three months and deprivation of liberty for two months by a summary court-martial? Or must the sentence awarded be served and/or completed prior to the effective date of his extension? — E. S. M., YNC, USN.

● *In regard to punishments which may be awarded a man who commits a new offense while on probation, the commanding officer may take any of the three courses of action outlined in Naval Justice (NavPers 16100-A), but it is not mandatory that he take any of these*

**Souvenir Books**

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

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

● *uss Quincy*—Many inquiries and requests for souvenir books of *uss Quincy* (CA 39) have been received by the Commander of the Bremerton Group of the Pacific Reserve Fleet. There are no souvenir books available for this ship at this command. The Bremerton Group, Pacific Reserve Fleet, is maintaining *uss Quincy* (CA 71) in an inactive status. This vessel succeeded the original *Quincy* (CA 39), which was sunk at the Battle of Savo Island in August 1942. Records and publications maintained in *uss Quincy* (CA 71), now moored in the Bremerton Group, have no

bearing on the activities of the original *Quincy* and consequently there are no souvenir books available as requested, contrary to the information printed in ALL HANDS, February 1949, p. 30, which inadvertently published the cruiser's designation as (CA 39) instead of the correct (CA 71) in referring to the *Quincy* now in the Bremerton Group. While no souvenir books are known to be available for *uss Quincy* (CA 39), a mimeographed short history of this cruiser may be obtained without charge by writing to the Ship's History Branch, Room 2511, Navy Department, Washington, D. C.

● *Guadalcanal*. This is a historical monograph of this bitter island campaign by a major (John L. Zimmerman) who served as a Japanese language officer with the Second Marine Division. It's the official Marine Corps history of the campaign and is the fifth in a series of historical monographs of Marine campaigns. You can buy it for \$4.25 from the Office of the Superintendent of Documents, Government Printing Office, Washington, D. C. When you order, use the catalog number: D 214.2:G93.

steps. He may instead (or in addition) award such other punishment as authorized by the 24th Article for Government of the Navy.

Whether or not a man has agreed to extend his enlistment has no bearing on whether he can be awarded probation that would extend beyond the date his enlistment would normally expire. *AlNav 155-41 (NDB, Cum.Ed. 1943)*, (modified by *BuPers Circ. Ltr. 6-49, AS&SL Jan-June 1949*) states in part . . . "Enlisted personnel who, after disciplinary measures, are restored to active duty on probation extending beyond the normal date of expiration of enlistment shall not be discharged by reason of expiration of enlistment if violation of probation would result in a bad-conduct or dishonorable discharge until (1) the expiration of the prescribed probationary period, if the probationary period is for less than six months; or (2), the expiration of six months of the prescribed probationary period if the probationary period is for six months or more. In other types of probation, discharge shall be effected whether or not the period of probation has expired."

A summary court-martial can award "deprivation of liberty on shore on foreign station, loss of pay not to exceed three months and extra police duties," (see 30th AGN) but other deprivation of liberty or "restriction" is not an authorized SCM sentence. — Ed.

### Transfer and Retirement

SIR: I enlisted in the U. S. Navy on 10 Nov 1925 (minority enlistment) and was discharged in April 1931 after completing a two-year extension. I enlisted in the F-2 class Naval Reserve and re-enlisted in the Regular Navy in June 1934, and have been on active duty since that time.

(1) Does my time in the F-2 class count toward computing retainer pay under the Career Compensation Act?

(2) I plan on retiring in 1951. How many years' service will I have toward computing my retainer and retired pay?

(3) I also held a commission of lieutenant (junior grade) with the retainer pay of a CPO, or must I go on full retirement before receiving the retirement pay of the highest rank satisfactorily held? — C. P. W., MMC, USN.

(1) The time you served in the F-2 class will count toward computing retainer pay under the Career Compensation Act for basic pay purposes but not for transfer purposes.

(2) For basic pay purposes, you would have the aggregate of service creditable for pay purposes plus service accumulated to date of transfer to the Fleet Reserve.

(3) Under existing law you would not be entitled to rank and pay of highest rank satisfactorily held and pay based on that rank until transferred to the retired list. — Ed.

### Ship Reunions

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

● **Armed Guard** — Members of the World War II Armed Guard will hold their first reunion 27 May at 6 p.m. at the "old" Brooklyn Armed Guard Center, 52nd Street and First Avenue, Brooklyn 32, New York. For further information write William Monnot, 428 E. 136th Street, Bronx 54, N. Y.

● **uss Eldorado (AGC 11)**: Reunion to be held during the Memorial Day holiday — 27 through 30 May 1950, in New York City. Write to Charles Ruzic, 6421 S. Honore St., Chicago 36, Ill.

● **Abbot Hall Graduates**: A reunion dinner is scheduled for 6 May at the Knickerbocker Hotel, Chicago, Ill., for staff members of this association and Naval Reserve Midshipmen's School graduates. Address Commander William Burry, 209 South LaSalle St., Chicago, Ill.

● **uss Bunker Hill (CV 17)**: Annual reunion for officers and enlisted men. Stag luncheon on 25 May 1950 at "400" Restaurant, 1423 F Street NW., Washington, D. C., commencing 1230. Reservations must be made before 18 May 1950 with Lieutenant R. W. Koster, USN, Room 2083, Bureau of Aeronautics, Navy Department, Washington 25, D. C.

● **American Defenders of Bataan and Corregidor**: The fifth national convention of this organization is scheduled for 5, 6 and 7 May at the William Penn Hotel, Pittsburgh, Pa. Frank J. Margiotto is secretary. Address: Room 426 Walker Bldg., 220 Boylston St., Boston 16, Mass.

● **302nd Construction Battalion**: A reunion will be held on 30 June and 1 and 2 July at the Palmer House, Chicago, Ill. For further information, write J. Lester Neeson, 8840 South Ada St., Chicago, Ill., or Harry W. Price, Jr., 135 West Third St., Lewistown, Pa.

● **uss Billfish (SS 286)**: All interested in organizing a reunion of *Billfish* personnel get in touch with Kenneth A. Mayes, 2nd and Campbell St., Youngstown, N. Y.

● **uss LST 970**: All interested in organizing an LST 970 reunion should contact Edward Feldman, 122 Plant St., New London, Conn.

● **uss Adria (AF 30)**: A reunion of the original crew members is planned for some time this summer, in Washington, D. C., or another suitable place. Interested persons should contact Seward M. Bacon,

3000 Connecticut Ave. NW, Washington, D. C., or Claude A. Taylor, 6137 33rd St. NW, Washington, D. C.

● **uss Charles E. Brannon (DE 446)**: A reunion of all former crew members of *Brannon* is scheduled for 3, 4 and 5 November, in New York City. For information and reservations, write Raymond F. Stockmal, 302 Howe Ave., Shelton, Conn.

● **28th Construction Battalion**: Second annual reunion will be held on 10 June 1950 at the Hotel New Yorker, New York City. Persons interested should get in touch with Louis Koch, 719 Grand Ave., North Bergen, N. J.

● **52nd Seabees**: The third annual reunion of officers and enlisted men of the 52nd Construction Battalion will be held in Dallas, Tex., at the Adolphus Hotel on 4, 5 and 6 August. For added information, write R. R. Struve, Abernathy, Tex.

● **Composite Squadron VC-41**: All personnel assigned to this squadron in training or on board *uss Corregidor* may obtain copies of the annual squadron letter and information on a reunion by writing Dick Helm, 701 N. Wayne St., Arlington, Va.

● **Utility Squadron VJ-17**: Vic Mazzotta of 442 Ridge Ave., New Kensington, Pa., is interested in helping arrange a reunion of this squadron. Place and date to be decided.

● **uss Savannah (CL 42)**: A committee is completing plans for a reunion of all crew members of this ship. For information, write Francis E. Geis, Chief Metalsmith, USNR, 58 Martin Terrace, Woodridge, N. J.

● **VPB-52**: Arrangements are being made for a reunion in Cleveland, Ohio, on 3 and 4 July, at Hotel Statler. Former members of this squadron may obtain additional information by writing Herbert McPike, 128 Grove St., Chelsea 50, Mass.

● **uss Decker (DE 47)**: All former personnel of this ship who are interested in a reunion should contact Henry J. O'Hara, 941 East Broadway, Stratford, Conn.

● **uss Henrico (APA 45)**: The third annual reunion of former officers and enlisted men of this ship is scheduled for the near future, with time and place to be announced. For information, write to Joseph Chiarini, 1721 76th St., Brooklyn 14, N. Y.

● **uss Helm (DD 388)**: Former crew members of this ship who are interested in holding a reunion should contact Lieutenant James R. Ford, P.O. Box 283, Owenton, Ky.

# Tablet Helps You Become an Old Salt

THOSE long-suffering sailors — the men who do their daily work deep in the insides of a fighting ship amidst a maze of snorting valves and puffing boilers — can take heart from a new development in the field of preventive medicine.

A new salt tablet is now available that will do away with those occasional cases of heat cramps and that old tired-out feeling, maladies that have long been accepted as occupational hazards of engine room duty.

Best news of all is this: you don't have to worry about feeling sick to your stomach after you take this new pill.

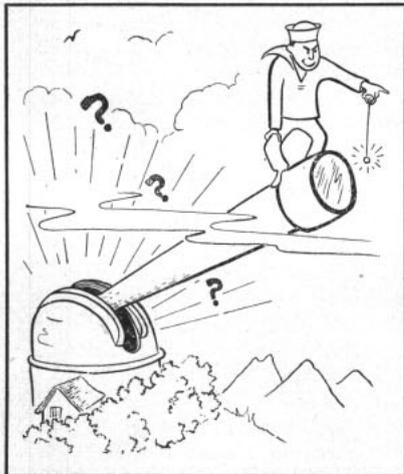
This last little wrinkle — the complete digestability of the new salt tablet — shows bright promise of banishing forever the bogey of heat fatigue from the simmering platforms of the engine room spaces.

Up to now, the use of salt in various forms to combat the threat of heat fatigue has been well known. The trick was to design a tablet that would be tasty to the tongue but at the same time friendly to the stomach. The stomach, it will be seen, presented the greater problem.

The Navy has long recognized three different forms of heat sickness:

- Heat cramps — Painful contractions of the muscles of the legs, arms and stomach caused by the depletion of sodium chloride (salt) in the body due to excessive perspiration.

- Heat exhaustion — Caused by failure of circulation of blood in the small blood vessels.



'... development of a new salt tablet was a challenge to researchers ...'



'... Army men refused to take tablets in North African campaign ...'

- Heat stroke — The most serious of the three. It results from a derangement of the heat-regulating center of the brain and can cause death.

Heat cramps do not end fatally but they can lead to heat exhaustion or to heat stroke. Immediately following Pearl Harbor, fighting ships had to be tightly "buttoned up" and certain ports sealed to improve watertight integrity. Doctors immediately reported a jump in the number of cases of heat cramps due to the resulting decrease in effective circulation of air throughout the ship.

Heat stroke is more serious than heat cramps or heat exhaustion. Contrary to popular opinion, heat stroke is no respecter of age. Otherwise healthy persons, no matter what their age, can fall victims to heat stroke. It is especially likely to hit those who work hard physically while exposed to great heat.

When the U. S. Army invaded North Africa in 1942, it ran smack into Old Man Heat. The soldiers, hard at it all day under the broiling sun, found they couldn't take it. Many of them suddenly found themselves getting very tired and sometimes they fainted.

The Army had salt tablets along during the North African campaign but many men refused to take them because their stomachs would become upset. As a result, they got too little salt to combat the constant heat.

The alarming rise in heat exhaustion cases in North Africa raised a

clamor for a salt tablet that would effectively replace the salt lost from the body through excessive perspiration and which would stay down once a man swallowed it.

Navy biological research specialists were called into the picture. Here, they were told, was what they had to develop. A salt tablet was needed which —

- Would not cause vomiting or nausea.

- Would do its work within a few hours.

- Would not leave a bad taste in the mouth.

- Could withstand the roughest handling and could be stored for many weeks in a battle zone without deteriorating.

The problem presented no easy task. Salt would turn the trick, that they knew. Salt had been experimented with for 50 years in various forms. It had been given to heat patients in pills, through injections into the veins, through injections under the skin and dissolved in water.

Salted candy had been offered to sweating steel workers to coax them into taking their required daily dose. The workers ignored the concoction. Salted drinking water had also been tried. Workers ignored that too. What's more, workers did not like the salt tablet given them either. It caused too many stomach upsets.

Shortly after the Navy turned the task over to its research people, it was discovered that the basic approach to the salt tablet problem had been



'... Navy volunteers were given the salt tablets at regular intervals ...'

wrong. One of several forms of salt tablets then in use in the armed services and in industry was the cornstarch-salt tablet. The advantage attributed to this tablet was that when swallowed, it disintegrated at once and dissolved in a very short time.

The idea was that the faster the pill dissolved the less irritation the concentrated salt would have on the lining of the throat and stomach. In reality, they found, this was no advantage at all; in fact it was a severe handicap. If the pill was made to dissolve *slowly* it caused less irritation and was more apt to be assimilated by the salt-depleted individual.

To prove the point, 60 men were rounded up at the Naval Medical Research Institute at Bethesda, Md. Each man swallowed several cornstarch-salt tablets at carefully timed intervals. Fully half the men either vomited or became queasy in the stomach.

Having once concluded that slowness in dissolving rather than speed was the key to a successful salt tablet, Navy researchers set about to slow down the dissolving rate.

This was not as simple as it may sound. For salt, dropped into the human stomach, spreads quickly like cream in a cup of coffee.

After several fruitless months in the laboratory trying out new ideas, however, one scientist hit upon the answer. Why not make a pill like a miniature honeycomb of plastic cells, each tiny cell containing a salt crystal, to be released one at a time in a sort of a chain reaction?

That sounded fine except for one thing: the honeycomb substance must not be poisonous to the body. More

experiments followed. Finally, two substances were found that were completely indigestible and therefore would go right through the body and create no reaction.

One of the two, cellulose acetate (cellophane is mostly cellulose acetate), was chosen and soon a "cellulose acetate impregnated salt tablet" was stamped out in the laboratory. Now the tests could begin. Each new medical item issued to the Fleet must undergo rigorous and comprehensive tests of all kinds before an order for the new item can be placed and the order distributed for use in the Fleet.

The first test of the "impregnated salt tablet," as it came to be called, was run on 15 volunteers taken from the same group at the Naval Medical Research Institute. The 15 were all known to be "salt sensitive" as proved in the first test with the cornstarch-salt tablet.

In this test, each volunteer was given one tablet an hour for eight straight hours. One of the 15 became nauseated after taking the last pill but not one of the remaining 14 reported any ill effects whatever.

Encouraged, the research men now took their tablet and went aboard a ship. They chose *uss Franklin (CV 13)*. *Franklin* at this time was on her shakedown cruise in a good hot climate — near Trinidad in the Caribbean.

Here, they agreed, was a hot enough spot to give their "anti-indigestion" pill a real run for the money. Without hesitation, the researchers picked for the test 143 sailors who worked in the hottest part of the ship — the engine room. Of the 143, 48 had regularly become sick when they took the cornstarch-salt tablets.

The experiment ran for five sweltering days. During that time, each man swallowed 15 tablets and went about his usual tasks in the withering heat of the boiler, generator or engine room.

On the final day, *not one man* had become nauseated. What's more, many said they wouldn't mind taking the pill several times a day if that would help relieve the heat. The test was pronounced a complete success.

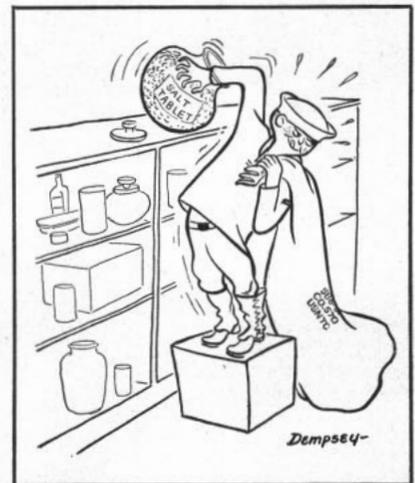
Hereafter, there will be good reason to call a sailor an old salt, because the experienced sailor will make sure he gets his daily dose of it if he is going to play nursemaid to a broken down evaporator at 140 degrees in the shade.



'... why not make pill like a miniature honeycomb of tiny plastic cells? ...'



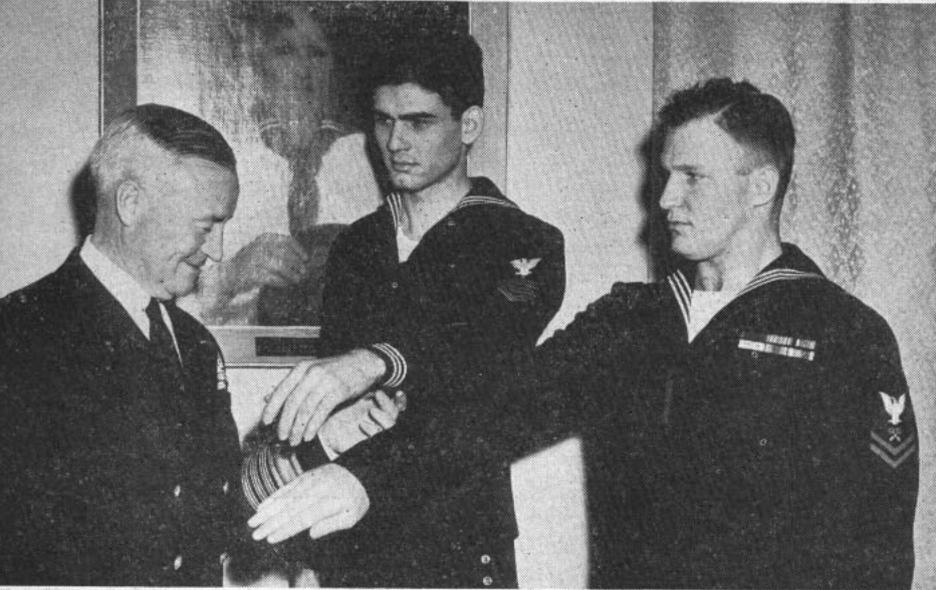
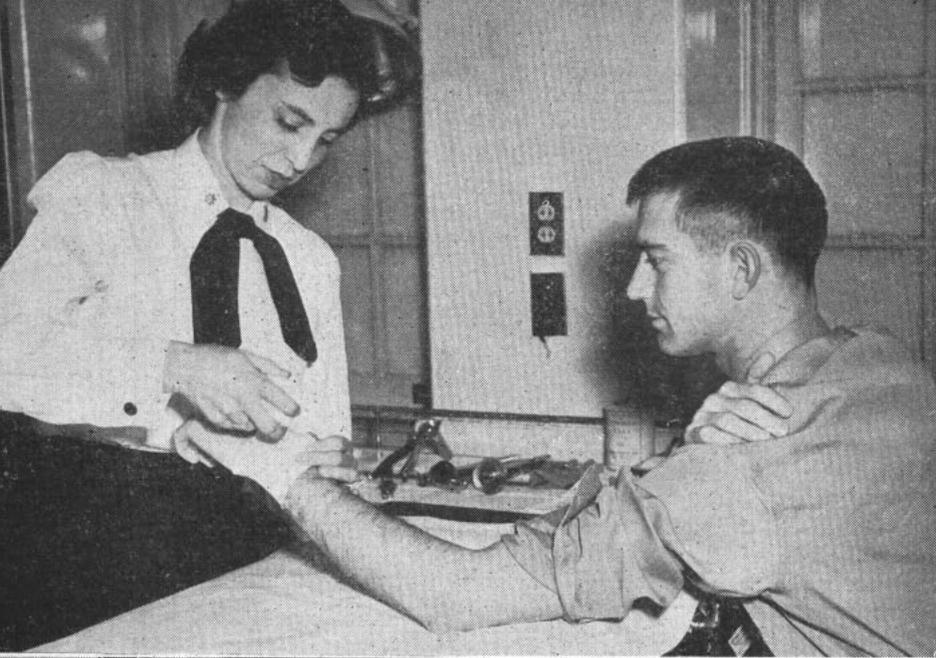
'... pleasant methods of administering the pills had to be devised ...'



'... hereafter there will be another reason to call a sailor an old salt ...'



'... the trick was to design a tablet that would be tasty to the tongue ...'



# TODAY'S NAVY

## Ships and Stations to Be Viewed by Public As U. S. Observes First Armed Forces Day

The nation will celebrate its first Armed Forces Day on 20 May. Armed Forces Day replaces separate celebrations formerly held by each service.

As flags flutter from the masthead of "dressed ships" and parades wind their colorful way down Main Street, U. S. citizens will turn out to inspect their Army, Navy and Air Force.

In order to familiarize the public with the state of the nation's defenses, "Open House" will be held at many Army posts, Air Force fields and on board Navy ships. Much of the latest equipment in modern warfare will be put on display by soldiers, sailors and airmen.

Special attention will be focused upon the Armed Forces throughout the week of 14-20 May, "National

Defense Week." Radio and television stations will broadcast special shows. Newspapers will print feature stories on the services.

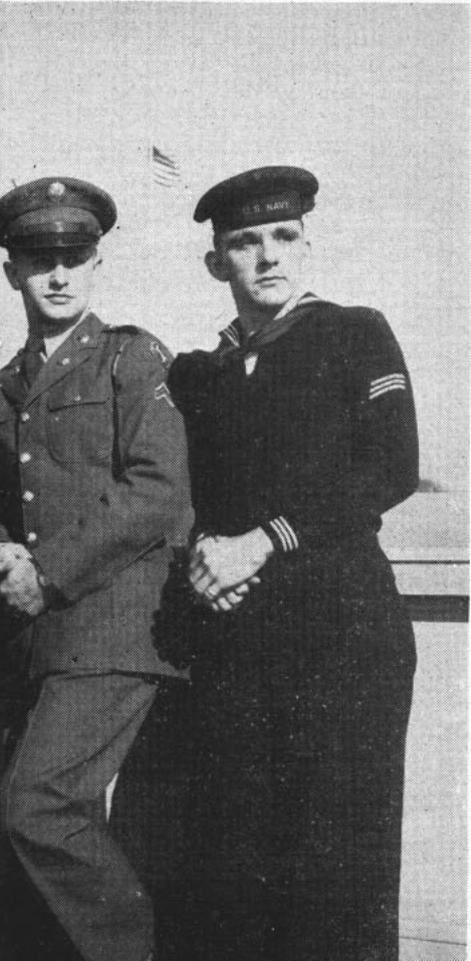
Service chaplains have been invited to preach to congregations from many of the country's pulpits. Schools and universities will contribute educational programs.

Servicemen of all the services will march side by side with civic and patriotic organizations, veterans groups and Reserve units. The use of military equipment in parades has been authorized for the occasion.

The celebration of Armed Forces Day will also include speeches by the President, top-ranking defense secretaries and high military officers. President Harry S. Truman and Secretary of Defense Louis Johnson will address the nation from Washington. More than 30 generals and admirals will appear on speaker's platforms across the country.

Plans for the Navy's ships follow much the same pattern as they have for previous Navy Day celebrations. Most ships operating from coast ports will return for the occasion. Ships will be put in tip-top shape and open house will be held in whatever port the ships are assigned.

Ships have been assigned to all major ports on the Atlantic, Pacific and Gulf coasts. In addition, smaller ships such as destroyers and landing craft will venture up rivers to appear at several inland cities.



### ← The Navy in Pictures

FLAGSHIP on Reserve-Sea Scout cruise, USS Colahan is berthed at Treasure Island on return trip from Hawaii (top right). Top left: LCDR Bernice R. Walters holds distinction of being first woman doctor ordered to duty aboard Navy ship—the hospital ship *Consolation*. Left center: ADM Forrest P. Sherman, CNO, compares old and new dress blue uniform. Bottom left: Navy doctor, LTJG George McNeilly, waits with family to emplane for Tinian Island where he will be volunteer OinC of the leper colony. Lower right: Rugged foursome symbolizes the 'Teamed for Defense' spirit of Armed Forces Day, 20 May.

### YESTERDAY'S NAVY



USS KEARSARGE sank the raider ALBATROSS 19 June 1864. Constructor Hobson attempted to close harbor of Santiago 3 June 1898. U. S. and Jap fleets met in combat in Pacific between Marianas-Philippines 18 June '44.

### JUNE 1950

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



HONOR GUARD of U. S. Marines is inspected by President Truman on his arrival in Key West, Florida. USS *Williamsburg* is in the background.

### Highly Successful Cruise

It was hailed as the largest peacetime movement of Naval Reservists from an inland city ever staged. Ten Pullman cars were required to transport the 246 members of Organized Surface Brigade 9-2 who participated. The Navy added a fifth destroyer to the four waiting at New Orleans.

The mass migration of Reservists stemmed from Indianapolis, headquarters of Organized Surface Brigade 9-2. Hometown people gave the part-time sailors a rousing send-off, complete with band music at the railroad station.

In New Orleans the Hoosiers moved aboard the five destroyers making up DesDiv 122. There they were joined by the governor of Indiana and 12 other distinguished Indiana citizens, all of whom had come down from Indianapolis by air. The governor and his party made a conducted tour of the division's flagship. After that, they remained aboard for the first hour and a half of the journey to the Gulf of Mexico.

Fourteen days of training at sea was lightened by liberty in Key West, Fla., and in Panama. A special train was provided in Panama to take the Reservists to the Pacific side of the Isthmus to round out their sightseeing in that area. Exercises at sea included drills, battle problems, torpedo runs, firing practice, fueling at sea, and ship handling. A brisk, steady wind kicked the Caribbean

into bounding whitecaps throughout the period.

Two Indianapolis newspapers sent top-flight feature writers along on the cruise. These reporters sent back daily news releases by radio to keep the folks at home informed of events involving the reserve sailors. A 9th Naval District photographer provided pictures.

The training cruise was considered highly successful. There were many comments about the advantages of having men from a specific area served together in such a cruise.

### Portrex Called 'Terrific Show'

The joint Navy, Army, Marine Corps and Air Force airborne-amphibious maneuver known as Portrex is over, and most of the 80,000 men involved are back at home bases. A post-maneuver liberty period scattered the 40 ships to 13 Caribbean ports for a three-day recreation stop before they headed home.

Outstanding throughout the operation was the performance of Navy F9F *Panther* jet planes. Of the 23 assigned to the operation, 22 were still flying as the maneuver came to a close. Availability of these planes throughout was 75 to 90 per cent. Also highly praised was the performance of the Navy's F4U *Corsair* night fighters and the good radar early warning given by Navy converted radar-equipped B-17s. Formation flying of C-82 troop planes which dropped a battalion of the Army 82nd Airborne Division on D-day fascinated observers.

The operation wound up with a day of ground attack, supported by air strikes. Sixty-eight carrier planes and 36 AF jet fighters pounded the "contact area" some distance in from the beach while men and machines advanced on the ground. Theoretical softening-up of beach-heads was done by the guns of combat ships, since it was computed that more fire power could be brought to bear by that means than by the planes on hand.

When the maneuver ended, in-



STREAMING homeward bound pennant, USS *Columbus* is greeted on entrance into New York harbor by helicopters and blimp from NAS Lakehurst.

vading forces had put ashore more than 15,000 men, 35,000 tons of cargo and 1,600 vehicles in less than three days.

Operation Portrex, slightly more than two weeks in length, had more than one moment of genuine peril for some of the men involved. Early in the game, a Navy PBM flying boat had to be ditched in the Atlantic when both its engines failed. The plane had been in search of invading forces, some 300 miles north of Haiti. Two Navy surface vessels rescued the PBM crew shortly after their forced descent. Sixty-two men were injured in some degree in parachute jumps — none seriously — during airborne invasion of Vieques.

Defenders of the island, also American personnel in training, came in for some hearty compliments by observers. Their beach defenses, on which 2,000 men worked for 35 days, was a terrifying network of steel cable, fallen trees, heavy armor plating and deep ditches. Even after holes were blown in the barricade with dynamite, infantrymen found it hard going to work their way through.

The defenders, considered the "enemy," were equipped with submarines and planes, but not with surface craft. Both sides "lost" many vessels in the pre-invasion action.

Operation Portrex was described as a terrific show by many observers. For those who took part, it was more a school than a show.

### Woman Doctor to Sea

The first woman doctor to be ordered to sea duty by the Navy will report aboard ship late this summer.

LCDR Bernice R. Walters, MCR, is the lady medico's name. The hospital ship *uss Consolation* (AH 15) will be her assignment. Dr. Walters received her commission in the Naval Reserve in June 1943. She served at several stations in the eastern U. S. during World War II. Although released from active duty in 1946, she again volunteered for active duty. She has been serving at Naval Hospital, Pensacola, Fla., since July 1948.

Dr. Walters holds a private pilot's license, and has served as medical officer of a civilian air patrol squadron.

Although this will be the first occasion of a woman doctor serving aboard a Navy ship, nurses have been assigned to hospital ships for many years.

## Self-Education Is This Chief's Hobby

For a man who left school in the eighth grade, the chief has done right well by himself. Matter of fact, his accomplishments wouldn't be out of place in a Who's Who:

Karl Anderson, ADC, USN. Member, Institute of Aeronautical Sciences, Member, Society of Motion Picture Engineers, Member, Optical Society of America, Member, American Institute of Physics.

A good self-education was the goal early set for himself, and Chief Anderson has stuck with it consistently. He had help and opportunities from the Navy, like everyone else has, but by and large he was helped most by helping himself, giving up leave time to study and poring over books during the night hours.

Now mathematics instructor for a class of ADs and AMs at the Naval Air Technical Training Center, Memphis, Tenn., Chief Anderson is still at work during off-hours piling up education credits leading to a college degree. At present he's enrolled during off-duty time in nine quarter-hours at the University of Tennessee extension division in Memphis.

Chief Anderson joined the Navy in Opalocka, Fla., in 1933. By that time he had already studied almost enough for his high school diploma by studying while knocking around with a local orchestra.

His first four years in the Navy saw the chief come up with certificates in Automotive Electricity and Diesel Mechanics, in addition to a Class 'C' communications license.

Transferred to the Naval Air Reserve Station in Atlanta, Ga., he enrolled immediately in a Vocational Training Program for defense workers. This program helped him increase his proficiency rating by instruction in Aircraft Drafting, Blueprint Reading, and Shop Mathematics.

By the time his reenlistment leave was at hand in the summer of 1941,

Chief Anderson was looking around for some kind of instruction in carburation. There was none in the vicinity, so he took his leave to attend the Carter Carburetor Factory Service School in St. Louis, Mo. Naval aircraft carburetors give him no trouble any more, and the chief considers this training to have repaid his investment for travel and enrollment "at least a thousand-fold."

Back at NAS Atlanta, he enrolled in the Aeronautical Engineering course given by the Georgia Institute of Technology, and during the next four semesters he completed every course leading to a B.S. degree in that subject. Then, to enable him to continue his studies as a regular day student, he transferred to the night shift of the base's A and R department.

Even on sea duty, when it came, Chief Anderson was able to continue his studies. Attached briefly to NAS San Juan, P. R., he took advantage of the time to enroll in an off-duty course in Conversational Spanish. When reenlistment leave came again in 1946, he used the newly learned language while taking instruction at the University of Puerto Rico's College of Mechanical Engineering during the leave.

In 1948 Chief Anderson had a request approved for shore duty and, through a good deal of luck, found himself near enough the University of Georgia to enroll as a senior in the college of Aeronautical Engineering.

In addition to his college studies, Anderson has completed the Navy's Gas Producer, Advanced Aviation Machinist's Mate, and Naval Air Technical Training Center training schools.

At present he's studying Psychology and Business Law four nights a week, a course offered by the University of Tennessee extension program to NAS and NATTC personnel at Memphis.

Over the week ends, though, the chief has time for recreation. Holding licenses as private pilot and aircraft mechanic, Chief Anderson has his own plane which he flies over the week end. And he's nearing that bachelor of science degree in between flying and duty time.



Chief Anderson



**INJURED merchant seaman is transferred to whaleboat from SS *Rena* to USS *Serrano* (ATF 112) for the voyage to Adak where he was hospitalized.**

## **Navy Answers Merchantman's Call for Help**

Rough weather and heavy seas offer small deterrent to Navy doctors and boat crews on a mission of mercy.

Last December in stormy weather off the Alaskan coast, Juan Tomas Moldanado, merchant seaman aboard ss *Rena* of Panama registry, fell into the hold of the ship, suffering head lacerations, severe bruises and shock. With no doctor aboard and the extent of Moldanado's injuries undetermined, *Rena* radioed the Naval Operating Base at Adak for help.

Six minutes after midnight on 17 Dec uss *Serrano* (ATF 112), with CDR George M. Lynch of the Medical Corps on board, left Adak to rendezvous with *Rena* about 90 miles south.

At 0900 next morning in a 12 to 18-knot wind and a heavy sea, CDR Lynch clambered up 25 feet of swaying Jacob's ladder to reach the injured man's side. After treating Moldanado, the doctor returned to the whaleboat, and the seaman was lowered from *Rena* in a Stoke stretcher and taken to *Serrano*.

Moldanado was much improved upon reaching Adak that night, where he was transported by ambulance to the USAF station hospital. Within a week he was able to travel.

Later this grateful message was received by *Serrano*:

**SS RENA MASTER OFFICERS  
AND CREW SEND THEIR PROFOUND  
THANKS TO COMMANDER DOCTOR  
AND CREW USS SERRANO FOR  
ANSWERING OUR CALL FOR HELP**

## **Leave in the Philippines**

Enlisted personnel who are citizens of the Philippine Republic or are naturalized U. S. citizens of Philippine extraction have been able to obtain leave in their homeland upon completing a tour of duty in the western Pacific or upon reenlisting immediately on board. A new ruling makes an exception of those who have agreed to extend their enlistment for a specific duty assignment and, having been so assigned, reenlist instead of extending.

Current regulations regarding

leave of naval personnel in the Philippines are contained in BuPers Circ. Ltr. 37-50 (NDB, 31 Mar 1950). Aside from the exception just mentioned, these regulations are much the same as those previously in effect. There are, however, some changes regarding reassigning reenlistees and concerning reports to be made by Commander, U.S. Naval Forces, Philippines.

Administrative personnel who are concerned with leave of Filipino personnel in the Philippine Republic should read BuPers Circ. Ltr. 37-50.

## **Every Beach a Byway**

A method of changing a sandy beach into a hard-surfaced highway at the rate of 720 feet per minute has been developed by the Bureau of Yards and Docks, in cooperation with a Princeton University scientist.

The process involves making a single run over the sand with ordinary road building equipment. Sand is mixed with chemicals and within two hours hardens into a paved surface which can support a jeep. After 24 hours, trucks loaded to a gross tonnage of 13 and one-half tons may make repeated runs over the new highway without damaging its surface.

The new high-speed method was developed at the request of the Marine Corps, and is aimed at reducing heavy loss of life in any future landings on enemy beaches. Chemically, the process involves the low-temperature condensation and polymerization of two liquids through the introduction of a catalytic agent, which speeds up the chemical reaction. This mixing and densification takes place while the road building equipment is on the move.

Actually, the time necessary for the road to harden sufficiently to support heavy equipment could be reduced by using a different catalytic agent that would produce a faster chemical reaction. The material used in the test was chosen because it is plentiful, costs less than 16 cents a pound and was most effective with available, ordinary road building equipment.

Tests of the process are continuing with various types of sand so that it may be used on all kinds of beaches.

One of the knotty problems connected with amphibious landings during World War II was that of getting heavy equipment across spongy beach sand. Tires mired in and cut deep ruts in the sand, stalling equipment. Two amphibious vehicles — the amphibious tractor and the DUKW — were designed to overcome these difficulties, and were partially successful. The DUKW has special tires which can be partially deflated from the driver's seat for greater traction, then automatically reinflated when back on hard ground. But even equipment with sufficient traction to plow through the soft, mushy earth was slowed down, greatly increasing the time required to get supplies ashore. The newly-developed method of hard-surface construction should overcome many of these obstacles.

## Flight Simulator

Thanks to a brand new, almost human machine, the Navy can now tell many things about a proposed guided missile or aircraft before the missile or aircraft has even been built.

With the help of this ingenious device — which engineers have given the dispassionate name of a "flight simulator" — Navy research men are able to "fly" a new missile or plane before its proposed design has been lifted from the drawing board.

No, this isn't magic. Its merely a further logical development of the computers that were developed during World War II and which were installed on fighting ships to position the ship's guns automatically.

Here, roughly, is how the flight simulator does its work. First, a whole set of characteristics of the new missile are gathered together — characteristics such as weight, velocity altitude and wing span.

Next, various values (such as 1, 2, 3, 4) are given to each of these characteristics. Limits of these values have been previously obtained by scientists working with small scale models of the new missile in wind tunnels and on gimbal tables.

Finally, groups of these values are fed into the new machine as "questions." The machine then goes to work on the questions, and in few seconds it spews out an "answer" on a special recording tape.

The flight simulator, one of several types of such high-speed mathematical machines, adds, multiplies, integrates and subtracts at almost unbelievable speed. For example, a computation which would take an able operator 100 hours to carry to completion by hand can be handled by the simulator in 10 seconds, and much more elaborate problems can be handled in a matter of a few minutes.

The machine is a combination of intricate electronic and mechanical equipment. With its control equipment it occupies a large part of a laboratory room at the Massachusetts Institute of Technology in Boston, Mass.

It is the result of a cooperative project involving more than 50 engineers and nearly three years' work. The simulator was built under a Bureau of Ordnance contract.

"The fundamental purpose of this machine is to permit the development of high-speed missiles and air-



PIPED ASHORE for transfer to the Fleet Reserve, Floyd F. Klitzke, BMC, reviews his shipmates at the Mare Island Naval Shipyard for the last time.

## Ceremony Attends Chief's Retirement

If anybody was cheering when Chief Boatswain's Mate Floyd F. Klitzke was "piped ashore" for transfer to the Fleet Reserve, it wasn't the chief himself. He had been looking forward to that event for a long time, but now that the day had arrived, he sort of wished he was sticking around for awhile longer.

It had been a long time at that — 23 years, all told. And all but the last three of those years had been served aboard ship. Some of the ships he had served in were among the most famous in the Navy — the battleships *uss California* (BB 44), *uss Alabama* (BB 60) and *uss Nevada* (BB 36), for instance. Klitzke was on board *California* on Pearl Harbor Day, and on board *Nevada* when she went to Bikini for the atom bomb test.

They gave him a nice send-off at the Mare Island Naval Shipyard on the day when he left for the Fleet Reserve. There were 80 sailors on

hand from the Ship Movements Office, where the chief had been stationed. All the civilian yard pilots were there, and eight CPOs were prepared to serve as sideboys at the end of the ceremonies. A letter of commendation was read and presented to the chief while the shipyard's CO and administrative officer looked on approvingly.

Climax of the rites occurred when Klitzke passed between the two rows of side boys, returning the eight simultaneous salutes. The chief boatswain's mate who was to take over Klitzke's job in the port director's office sounded the traditional call on his boatswain's pipe.

The chief had been as closely associated with ships during his only tour of shore duty as before. His duties at the shipyard involved scheduling tug operations, moving and docking ships at Mare Island, and coordinating shipping to Stockton, Sacramento and other points.

craft with a reduction in the time, expense and number of conventional flight tests," according to Dr. Albert C. Hall, director of the M.I.T. laboratory.

These savings will be possible, Dr. Hall says, because by taking the results of questions fed into the flight simulator, engineers may make simple adjustments to scale models

until the desired results are obtained. These changes can then be incorporated into the plan for the missile or plane before it is constructed.

According to BuOrd experts, application of the new simulator could also save test pilots many hours of flying time since the machine will be able to correct many errors in design before they are built into an aircraft.



**BEAUTEOUS 'Rusty' Russell checks in NavCad D. P. Lindquist—a former SN, at NAS Corpus Christi, Tex.**

**Flag Rank Orders**

Flag rank orders for last month: Vice Admiral Harry W. Hill, USN, Chairman General Board, Navy Department, ordered as Superintendent, U. S. Naval Academy and Commandant Severn River Naval Command.

Vice Admiral Arthur D. Struble, USN, Deputy Chief of Naval Operations (Operations), Navy Department, ordered as Commander Seventh Fleet.

Rear Admiral William K. Harrill, (AV), USN, Chief of Staff and Deputy USN Representative, Military Staff Committee, United Nations, ordered as Member, General Board, Washington, D. C.

Rear Admiral Grover C. Klein, (EDO), USN, Assistant Chief, Bureau of Ships for Naval Shipyards, Navy Department, ordered as Bureau of Ships Inspector for the West Coast, San Francisco, California.

Rear Admiral Clifton A. F. Sprague, (AV), USN, Commander Naval Air Bases 11th and 12th Naval Districts, ordered as Commandant 17th Naval District.

Rear Admiral James L. Holloway, Jr., USN, Superintendent, U. S. Naval Academy, Annapolis, Md., ordered as Commander Cruiser Task Force, Atlantic Fleet.

Rear Admiral Wallace R. Dowd (EDO), USN, ordered to the Bureau of Ships, Navy Department, for duty.

Rear Admiral Richard F. Whitehead, (AV), USN, ordered to Navy

Department Management Survey, Office of the Under Secretary of Navy.

Rear Admiral George C. Crawford, USN, Commander Naval Base, Los Angeles, Calif., ordered as Commander Naval Base, Norfolk.

Rear Admiral John M. Hoskins, (AV), USN, ordered as Commander Carrier Division Three.

Rear Admiral Clarence E. Olsen, USN, ordered to Navy Department Management Survey, Office of Under Secretary of Navy.

Rear Admiral Frank Akers (AV), USN, Commander Carrier Division 15, ordered as Chief of Staff and Aide to Commander Air Force, Atlantic.

Rear Admiral John Harper, (MC), USN, District Medical Officer, 13th Naval District, Seattle, ordered as District Medical Officer, 3rd Naval District.

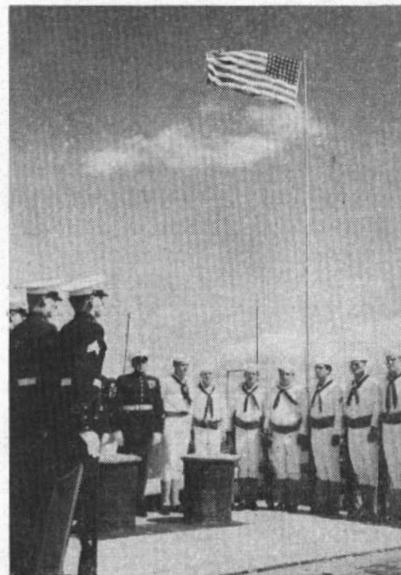
Rear Admiral Joel T. Boone, (MC), USN, ordered to Bureau of Medicine and Surgery, Navy Department for temporary duty.

Rear Admiral Clarence J. Brown, (MC), USN, Office of the Secretary of Defense for duty.

**Aviation Anniversary**

Naval aviation is 39 years old this month.

With jets zooming 15,000 feet per minute and P2V-2 *Neptunes* spanning the Atlantic in three-fourths of a day, the Navy's fly boys have come a long way since 8 May 1911.



**ENSIGN is raised over half-sunken hulk of ex-USS Arizona for the first time since attack on Pearl Harbor.**



**SWABBING deck of the model carrier USS North Island is her bare-footed 'skipper' A. O. Culp, AOC.**

On that date the Navy let its first contracts for aircraft, one for two canvas-and-wood landplanes, the other for its first hydroplane, a craft with wheels retractable alongside its pontoons.

**Longest Continuous Service**

The man believed to have the longest period of continuous active service in the Navy is CAPT Albert S. Freedman, SC, USN (Ret), on the job since 1898. He is on duty at the Naval Training Center, San Diego.

On 29 Oct 1898, more than a half-century ago, CAPT Freedman entered the Navy as apprentice third class. Within two years he was CPO, within 10 years PCLK.

His first duty afloat was aboard the wooden-hulled sloop *Alliance*. Among other vessels in which he served were *Pine Island*, *New Orleans*, *Philadelphia*, *Boston*, *Albany*, *Northern Pacific* and *Virginia*.

During the Boxer Rebellion in China he was in the march from Taku to Peking. Serving through two World Wars, he was district disbursing officer at Pearl Harbor when the Japs struck in 1941. Afterward he assisted in the building and commissioning of NTS Bainbridge.



**CAPT Freedman**

## Training During Summer

Plenty of activity involving midshipman training — for both Naval Academy and NROTC men — is scheduled for this summer. Approximately 6,000 midshipmen of the Naval Reserve Officers' Training Corps, in addition to 2,600 Academy midshipmen, will receive diversified training.

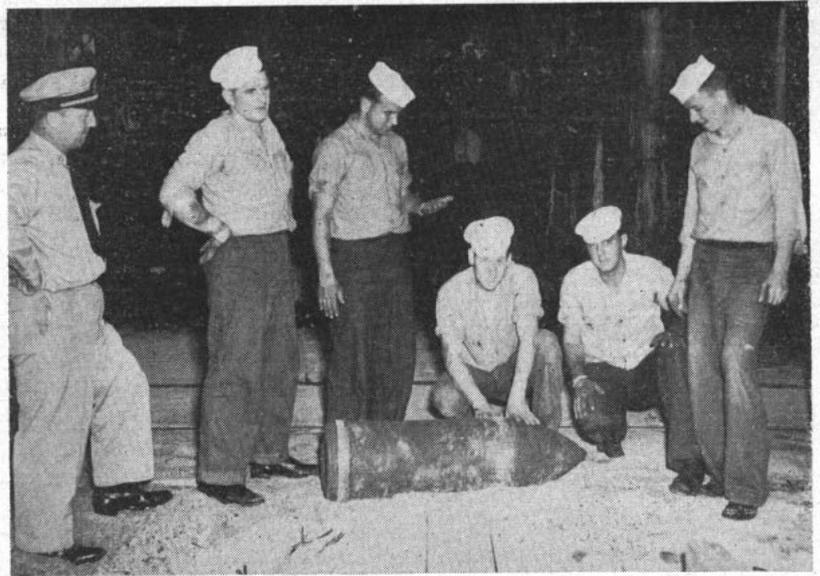
In the Atlantic, NROTC training will be combined with the Naval Academy summer cruises, scheduled to leave Hampton Roads on 4 June and 23 July. More than 1,300 NROTC students will take part in these cruises, along with the Academy midshipmen. Ships and itinerary for these cruises were not named when this was written.

All in all, the summer training will range from submarine training to aviation indoctrination — from amphibious landings to battle problems on the high seas. A new feature will be the training of many NROTC seniors as "junior officers" under instruction in operating the ships.

The NROTC program is designed to supplement the U. S. Naval Academy in producing career officers for the Navy and Marine Corps and keep young, well trained officers flowing into the Reserves. Regular NROTC students are required to take two summer cruises and one summer period of indoctrination in aviation and amphibious training. Requirements are somewhat different for "contract" NROTC students, who are commissioned in the Naval Reserve instead of in the Regular Navy upon graduation. Regular NROTC students are capable of serving side by side with Naval Academy graduates in the Fleet after graduation.

NROTC instruction is given at 52 colleges and universities in the U. S. NROTC midshipmen who will be given training this summer are members of the sophomore, junior and senior groups at these colleges. All the NROTC juniors will receive four weeks of aviation indoctrination at Pensacola, Fla., and two weeks' amphibious training at Little Creek, Va. These midshipmen will be divided into two groups. The first group will report to Pensacola on 26 June and to Little Creek on 24 July. The second will report to Little Creek on 10 July and to Pensacola on 24 July. The second group consists mostly of midshipmen from western schools.

On the Pacific coast, 940 NROTC



PROJECTILE of the type used to protect shores of U. S. during World War I was removed from Spanish fort by Pensacola bomb disposal squad.

## Bomb Disposal Squad Proves It's No Dud

Navy bomb disposal squads are often called upon to do peculiar jobs.

One squad from Pensacola, Fla., traveled to Mobile Point, Ala., to remove an old shell which had been unearthed in a moldering Spanish fort.

Although the moss-covered fort itself probably dates back to early times, the big, 1600-pound shell was only as old as World War I — much to the disappointment of the breath-

less Alabamans who were busy restoring the fort when they stumbled across the projectile.

The shell is the type used by coast artillery guns that protected U. S. shores during World War II.

After seeing that the fuse was removed and the charge was inert, the disposal crew took the rusty old shell back with them to Pensacola — but not for a keepsake. It was later dumped into the Atlantic Ocean in 500 fathoms of water.

seniors and sophomores will sail aboard the heavy cruiser *uss Saint Paul* (CA 73), the aircraft carrier *uss Badoeng Strait* (CVE 116) and four destroyers. They are scheduled to leave San Francisco on 19 June and to stop at Pearl Harbor, San Diego and the San Clemente Island operating area before returning to San Francisco. Return to San Francisco is slated for 30 July.

These midshipmen will receive antisubmarine training en route, as well as instruction in gunnery and tactics. They will witness air operations, and at San Diego the seniors will be given submarine indoctrination.

Altogether, 30 ships in the Pacific and an equal number in the Atlantic will take part in this summer's midshipman training. In addition, junior officer training will be given aboard ships of the Point Barrow Relief Ex-

pedition, which sails to northern Alaska each summer with supplies. Aboard these ships, as in others where junior officer training will be given, midshipmen will have a taste of operations, gunnery and engineering. The date for departure on the Point Barrow trip is set at 5 July.

Two hundred and eighty contract NROTC seniors will report to the U. S. Naval Receiving Station, Norfolk, on 7 July. They are to depart two days later for a training cruise aboard the escort aircraft carrier *uss Mindoro* (CVE 120) and five destroyers. Regular NROTC seniors who have been designated as Marine Corps students will report to the Marine Corps Schools, Quantico, Va., for eight weeks' training. Contract Marine Corps students will receive three weeks' training there, beginning on 9 July.

**Oldest Naval Reserve Unit?**

A Naval Reserve unit at Richmond, Va., claims that it can trace its beginnings back to the rough-and-ready days of the original colony at Jamestown.

Battalion 5, which doesn't look at all historic in its modern new armory, says that actually its great-great-grandpappy was the "Virginia Naval Militia," a force of three sturdy, square-rigged sailing ships, that was organized in the early days of Jamestown to help protect the colony and bring in new settlers and supplies.

To back up its claim to fame as the direct descendant of this hardy out-

fit and as the oldest organized military unit in the U. S., Battalion 5 has assembled some interesting facts about its predecessor, the naval militia.

It seems that in 1611, Sir Thomas Dale was sent to Jamestown with 400 additional colonists to bolster the weakening settlement on the banks of the James River near what is now Norfolk. It was not before Jamestown needed aid.

Dale found that many of the original settlers who had courageously landed on the marshy peninsula four years before in 1607 had died of starvation or had been killed by unfriend-

ly Indians. Not only was there a lack of food and the constant danger, but the colonists had fallen to quarreling among themselves after their adventurous and capable leader, Captain John Smith, had left in 1609 to return to England.

No sooner had Sir Thomas set foot in the primitive little village of log huts and caves than he established martial law. He settled the quarrels with an iron fist. He published *Dale's Code* which in effect made him a dictator over the colonies.

Dale also set the colonists to raising corn and tobacco — corn to eat, tobacco to trade to the Indians. He helped expand the little village to higher ground where the hazards of disease and Indians would be lessened. He organized his three ships into the Naval Militia.

The three ships (their names are not recorded) weren't exactly men-o'-war. As a matter of fact the most they could muster for armament was a line of musketeers at each side of the deck that could spray the opposition with buckshot.

But the ships and their crews didn't lack for spirit. In 1611, they sailed to Maine where they took aboard a group of colonists and brought them back to Jamestown to further add to the colony's strength.

In 1613, they cruised once more up to Maine carrying a force of militiamen who stormed ashore like Marines to conquer several French settlements, claim the land for England and bring back a group of prisoners.

This small but gritty naval militia that Sir Thomas had organized went out of existence soon after this second Maine expedition, but it was revived again in different forms during the Civil War and the Spanish-American War.

In 1930, the Virginia Naval Militia was once again activated and the "First Company, Virginia Naval Militia" was formally incorporated into the Richmond Naval Reserve unit. The present Battalion 5 is directly descended from this prewar Naval Reserve outfit.

In 1611, the commanding officer of the Naval Militia held the title of "Admiral of Virginia." Lieutenant Commander Joseph F. Maher, Jr., USNR, the commanding officer of Battalion 5, claims no part of the title — but all of the tradition — of the historic, old militia. — LT Robert E. Steele III, USNR.



**GOLD** Life Saving Medal was presented to Rowland in 1925 by President Calvin Coolidge for rescue of fellow crewman from crashed F5L seaplane.

**Distinguished Career Ended by Retirement**

A Navy career extending over three decades and the terms of six presidents was brought to a close when LCDR Augustus Butler Rowland, USN, retired after a last tour of duty at NAS Memphis.

Enlisting 5 Aug 1919 from Texas, Rowland was soon rated an AD. On 17 Mar 1925 he was awarded the Gold Life Saving Medal by then President Calvin Coolidge in Washington, for action involving the rescue of a fellow crewman from an F5L seaplane which crashed in Pensacola Bay.

Rowland, suffering a fractured arm and ribs in the accident, also made vain efforts to free two more

mates trapped in the cockpit of the shattered and sunken plane.

Shortly thereafter Rowland was rated CPO and so served until October 1941 when he was commissioned to warrant rank. At the commencement of World War II he was attached to Advanced Base Aviation Training Unit, Task Force 24, then at Norfolk. He has served on the staff of Chief of Naval Air Technical Training for 50 months.

Civilian life begins at 49 for LCDR Rowland, father of a professional baseball-player son and three daughters, and four times a grandfather. He will return to San Antonio to enter business.



**DISH ANTENNA**, when installed, will enable Navy scientists to 'tune in' on radio waves from the sun.

### Listening to the Sun

The oversize antenna you see here is not a new type of radar antenna — it is an antenna by which men "listen" to the sun.

By using this huge, shiny, aluminum dish and other shiny aluminum dishes like it, Navy scientists in their own quiet way are "eavesdropping" on the sun.

This isn't as crazy as it sounds. Our old friend the sun not only sends out millions of waves of heat and light to keep us warm and to light up the earth, it also radiates many high frequency radio waves.

In a cluttered penthouse laboratory near these big antennas, Navy research men sit hunched over a specially built electric panel, ear-phones clapped tightly to their heads, their eyes glued to a roll of graph paper on which a delicate silver stylus is tracing scraggly black lines.

While they sit there, listening and watching, the sun "talks" to them in weird "hisses" and "swishes."

"Often these noises sound like waves gently pounding on a seashore," says Dr. John P. Hagen of the Naval Research Laboratory, Washington, D. C., looking up slowly from his position in front of the electric panel.

"Then, at other times, when things really start acting up on the sun, there are great bursts of sound roaring to a high intensity, then slowly falling off," he says, his eyes return-

ing once again to the dials and lights before him.

From this constant listening in on the party line to the sun, the Navy hopes to learn about many things. It hopes to learn, for example, a lot more about magnetic storms.

Magnetic storms have always been a puzzle to seafaring men. When a ship runs into one of these magnetic storms, magnetic compasses on the ship swing crazily on their axes like a commission pennant in a bad wind, and radio sets start to crackle like a barnyard full of chickens as static all but wipes out any incoming messages.

The evidence points directly at Old Man Sun as the villain of these magnetic storms. Far from being a lamp, gently shining down from the sky, the sun actually is a seething, boiling, bubbling mass resembling the white-hot interior of a steel blast furnace.

Every once in a while, one of the scorching "bubbles" or jets of flame and gas that appear often on the "surface" of the sun, bursts, and a shower of energy in various forms is sent hurtling earthward. This energy reaches the earth in various forms — as ionized particles, and high frequency radio waves, as light waves and as ultra-violet waves. This shower of energy, scientists believe, somehow contributes to the characteristics of the magnetic storm.

To keep an ear on Old Man Sun and find out more about what he is up to, Dr. Hagen and his fellow scientists have rigged up their big antennas as "radio telescopes."

A regular telescope is mounted on the roof and pointed at the sun. Its action is tied to that of an antenna through a computer similar to computers that are used to automatically position the Navy's big guns. In this way, the antenna is kept always pointing in the same direction as the telescope.

Up in the penthouse laboratory, the research men bend eagerly over the panel to see what the antenna is picking up. The graph recorder keeps track of each hiss and swish. Adding up all the hisses and all the swishes, and interpreting their meaning, the Navy gets important clues to what is going on on the sun.

There is plenty we don't yet know about our everyday friend the sun. By means of Dr. Hagen's experiment and others like it, we should learn a great deal more.

## HERE'S YOUR NAVY

★ ★ ★

Certain objects related to mooring Navy ships and to getting aboard them and ashore from them are often confused in sailors' minds—at least as



far as names are concerned. *Gangways* are one. A *gangway*, the Bluejackets' Manual tells us, is only the opening in the ship's bulwark or rail through which the end of a gangplank extends.

★ ★ ★

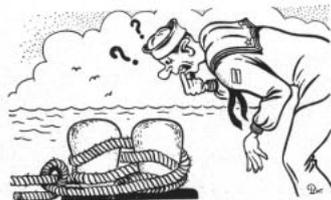
A *gangplank* is the portable walkway that leads from the pier to the ship. But if the *gangplank* is furnished by the people on the pier, it can be called a *brow*. A *brow* is likely to be



larger in every way than a *gangplank*. Something furnished by every well-equipped pier is a number of *bollards*. A *bollard* is a strong post of steel or wood set in the dock, pier or wharf, for securing mooring lines.

★ ★ ★

Aboard ship, mooring lines usually will be secured to *bitts*—pairs of strong steel posts built into a base plate or welded directly to the deck.



Sometimes a mooring line may be fastened to *cleats* at either or both ends, although aboard ship *cleats* are usually reserved for lighter work. Where *hausers* go over a ship's side, they are often led through *chocks*.

★ ★ ★

Brief news items about other branches of the armed services.

★ ★ ★

RECOGNIZING THE NEED for more trained men in the exacting field of guided missiles, the Army has increased its trainees by one battalion.

At the same time, the training program has been revised so that it now will produce a group of soldiers capable of helping scientists service-test the Army's newest guided missiles and capable also of forming the framework for any future operational guided missile fighting group.

Because of its dual purpose the training group is flexible. While the highly trained "third battalion" is out on the missiles range testing new weapons, the "first battalion" and "second battalion" will be training the men who will use them.

It will also be the job of the training group to formulate organization plans for future guided missile operational units. Headquarters of the new group will be Fort Bliss, Tex.

★ ★ ★

HOBBY SHOPS rate high in popularity at Army and Air Force bases.

Most popular hobbies with the soldiers and airmen are: photography, radio operation and repair, and the crafts — crafts such as jewelry making, gem cutting, clay modeling, wood carving, linoleum block and silk printing, leather-working and carpentry.

Together, the Army and Air Force maintain "the largest hobby shop program ever undertaken by any organization." Hobby shops are prime off-duty hang-outs at just about every good-size base and air base in the U. S.

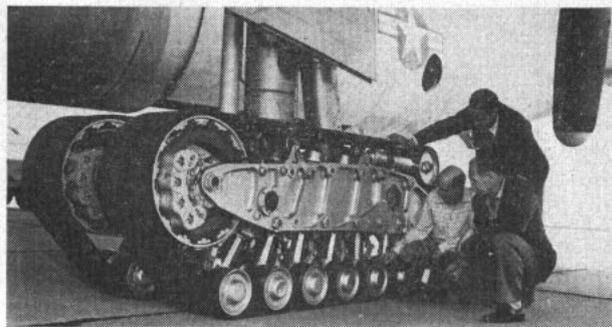
★ ★ ★

THE FIRST production model of the Air Force's B-47 *Stratojet* has rolled off the assembly line. A medium bomber, the plane is 108 feet in length, has a wingspan of 116 feet and is powered by six J-47 jet engines, rated at 5,200 pounds of thrust.

Carrying a bomb load in excess of 10 tons, the swept-back-wing plane has a service ceiling of over 40,000 feet



TOPSPEED high in subsonic zone, the USAF's YF-93A is designed for bomber escort and penetration missions.



TRACK-TREAD landing gear, still in experimental stage, is currently being tested on USAF's ponderous XB-36.

and a combat radius of more than 1,000 miles. An earlier experimental version of the plane, the XB-47, was propelled by less powerful jets and flew a distance of 2,289 miles in three hours, 46 minutes for an average speed of 607.8 miles per hour.

On take-offs, the B-47A employs 18 jato units which provide an additional 20,000 pounds of thrust. The production model of the bomber has many engineering improvements over the experimental version, including a greater fuel capacity.

★ ★ ★

BEFORE LONG, any soldier wearing an old-type hose-equipped gas mask will look as out of date as a Maxwell running board.

One hundred twenty-two thousand new-style gas masks are now in production for the Army, with bids invited for manufacturing 175,000 more. Beyond these, additional new masks will be acquired as funds permit until every man in the Army is supplied. The old masks will be replaced as they become unfit for service.



The new gas mask, designated the M-9, is lighter, better, and less hampering than any previous ones.

NEW-STYLE gas mask eliminates hose connection, is lighter and more efficient than predecessors.

The small air-purifying canister is attached to the cheek, doing away with the hose entirely. Unlike monkey wrenches, the 1950 gas masks come in right-handed and left-handed models. The difference is in the location of the canister. Face sizes are small, medium and large.

Easier breathing, dryer eye-pieces and better vision are promised for wearers of the new gas mask. No poison gas now known can penetrate the canister if encountered in field conditions. The carrier for the M-9 is so watertight that it is of value as a life preserver.

AN ALL-METAL helicopter which can land just about anywhere — on ice, snow, water, tundra, marsh or land — has been bought by the Air Force.

The big, new "flying banana" has a special type of landing gear consisting of wheels, floats and skids, all rolled into one unit which enables the plane to become "omniphibious."

The odd-looking but highly practical aircraft is to be put to work with the Air Rescue Service. ARS is a far-flung group of planes which specializes in picking up injured or lost airmen who may have been forced down or crashed. Air Force officers hope their new helicopter will come in especially handy for picking up these men in the Arctic.

The helicopter, the H-21, is designed so that it can hover over the site of a plane crash, lower a specially designed swivel hoist to the ground, and haul up into the plane as many as 12 litter patients.



**POWER PLANT** in the AF's new H-19 helicopter is located forward of the pilot to facilitate maintenance.

A HANDY GUIDE for military historians probing the raising of an American Army to fight World War I has now been completed by the Army.

With the publication of the third and last volume, the Army finishes its exhaustive job of compiling the facts and figures on the A.E.F.

Taken from official files and carefully checked for accuracy, the three volumes of source material bear the title "Order of Battle of the U. S. Land Forces in the World War (1917-1919)."

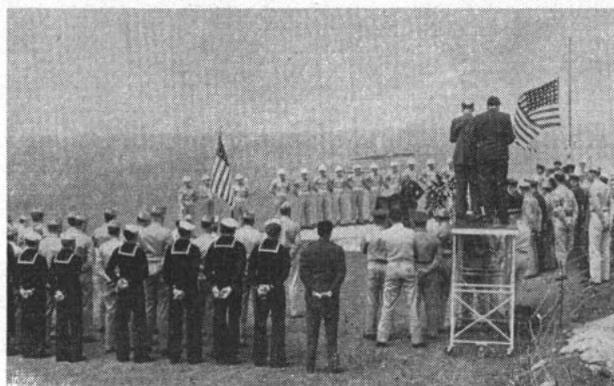
The scholarly project was begun by the Army War College and was later completed by the Army Historical Division which is now hard at work compiling a history of the U. S. Army in World War II.

\* \* \*

EXERCISE SWARMER, a mock ground offensive held in the hills of North Carolina and supplied completely from the air, has taught the Army and Air Force important new lessons in warfare.

The exercise put to a new use the airlift principle that enabled the Western powers to break the Russian blockade of Berlin. It was the first time such a technique had been used to establish an "airhead" from which ground troops could break out and conduct a sustained offensive.

More than 30,000 paratroops and ground troops were



**CEREMONY** is held atop desolate Mt. Suribachi commemorating the fifth anniversary of historic flag-raising.

landed and 22,000 tons of equipment and supplies unloaded within the airhead during the 11-day maneuver.

The Air Force threw more than 600 planes into "Swarmers," more than 300 of which were fighters and fighter bombers and 200 transport planes and troop carriers. Military Air Transportation Service (MATS) diverted planes to the operation and the Navy supplied 90 carrier-based fighters and 15 Marine transport planes.

\* \* \*

AIR FORCE B-36Bs are flying to San Diego, and leaving as B-36Ds. Part of the process which they undergo in San Diego consists of acquiring four jet engines to assist their six piston-type engines.

Some of the B-36s are going to S.D. from Air Force bases and some from the factory at Fort Worth, Tex. All are being flown to and from the modification site on their own power and wings.

The decision to carry out all conversion at the California plant grew out of a survey by Air Force and aircraft company officials. It was indicated that the Fort Worth plant facilities, over and above those necessary for production, were inadequate for efficient modification work. The Air Force also explained that assigning production to one plant and modification to another has resulted in great efficiency in the past.



**ROCKET** boosters and variable incidence wings are significant features of the new XF-91, jet interceptor.

# THE BULLETIN BOARD

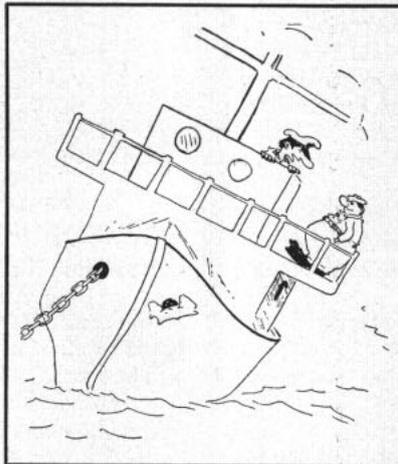
## All Duty Outside Continental Limits Is Sea Duty for Rotation

All Navy duty outside the U. S. continental limits is now considered sea duty for rotation purposes. A normal tour of shore duty for several ratings is now three years, while that for others has been reduced to 18 months. Certain changes have been made in sea duty requirements for shore duty eligibility.

BuPers Circ. Ltr. 36-50 (NDB, 15 Mar 1950) cancels BuPers Circ. Ltr. 101-48, which was the reference authority previously used in transferring enlisted personnel to and from shore duty. The new directive, which became effective on 1 May, brings into being several changes, among which are those mentioned above.

A normal tour of shore duty is now as follows:

Medical (group X and XI) and all YN, PN, MA, PH, AC and JO. 3 years  
Qualified strikers for a pay grade



Harbor Times, Pearl Harbor

"You might be interested to learn that the captain is approving your request for transfer to permanent shore duty."

E-4 rating and so designated who are filling a pay grade E-4 billet. 2 years

All other seamen and firemen, and all SA and FA. . . . . 18 months

All other ratings. . . . . 2 years

However, continuous duty ashore of 12 months or more will be counted as a normal tour if the needs of the service require transfer before completion on the periods listed just above. This rule will be modified only in the most exceptional cases, the circular letter states.

Each case will be decided on its own merits. Requests for waiver of this rule, referencing paragraph 1 (d), Part One, of BuPers Circ. Ltr. 36-50, should be forwarded only after a careful screening of each individual request.

Enlisted men who have accumulated continuous sea duty as follows may submit requests for shore duty:

YNC, YN1, PNC, PN1, ETC, ET1, DKC, DK1, FCC, FC1, TD, AC, FTC, FT1, MNC, SOC, and RDC. . . . . 18 months

Medical (group X and XI) ratings, HN, HA, DN, DA. . . . . 21 months

Construction (group VIII) ratings, CN, CP. . . . . 30 months

Aviation (group IX) ratings, AN, AA, less TD, AC. . . . . 2 years

Pay grades E-7, E-6, E-5, E-4 (including qualified strikers so designated) of LI, PI, JO, PH, SK, TE,

DM, SH, and CS1, CS2, ET2, ET3, YN2, YN3, PN2, PN3, DK2, and DK3. . . . . 2 years

Pay grades E-6, E-5, E-4 (including qualified strikers so designated) of RM, RD, SO, MN, and SN, SA, FN, FA. . . . . 2 years

DCC, DC1, other ratings in pay grades E-5 and E-4 (including qualified strikers so designated) and TN, TA. . . . . 3 years

Other ratings in pay grades E-7 and E-6. . . . . 4 years

Pay grade E-1. . . . . Not eligible

These requirements may be raised or lowered from time to time, depending upon the needs of the service. Upon submitting his request, the man must indicate his willingness to obligate himself for the required service at time actually ordered to shore duty. Also, he must not be in a transient status at time of submitting a request for shore duty.

Regarding required service at time actually ordered to shore duty, here is what the directive has to say:

Prior to transfer, COs must require a man ordered to a normal tour of shore duty to execute NavPers 604 or reenlist as necessary to attain *three* years of obligated service, except that only *two* years of obligated service will be required for those SN, FN, SA, and FA whose normal tour of shore duty is 18 months. This action is necessary in order to justify transportation costs and to promote permanency of personnel at sea and on shore stations.

Here are several items of importance in computing sea and overseas service:

- Men reenlisting under broken service do not receive credit for sea duty in prior enlistments as regards eligibility for shore duty or precedence on the shore duty eligibility list.

- Prior to 1 July 1948, duty in reserve fleets was considered sea duty. After that date, it has been shore duty.

- Overseas service is computed as sea duty.

- For former temporary officers who have reverted to enlisted status,

### Veteran, 90, Discharged From Navy 73 Years Ago

Ambrose Ramsey of Colorado thought that he'd set up a filling station near Alkali Bend.

As a former member of the armed forces, Mr. Ramsey had certain privileges when it came to acquiring a parcel of land, and by cracky he'd use them. He dropped in at the Federal land office in Denver with the proper document at hand — an honorable discharge from the Navy.

The amazing thing about the document was the date upon it: 1877. Ambrose Ramsey had been discharged from the Navy 73 years ago, as a "third class boy." He is 90 years old at present. There was nothing in his own age or in the antiquity of the document to prevent his getting the land at Alkali Springs. Unfortunately, however, the "passel" Mr. Ramsey wanted is reserved by the Reclamation Bureau. So — he said he'd try something else.

Third Class Boy Ramsey served on board *uss Constitution*, *uss Minnesota* and *uss Constellation* during his one year in the Navy.

sea or shore duty under temporary officer appointment is combined with previous and subsequent enlisted service in determining eligibility for shore duty.

- The date of commencing shore duty is the date of first reporting to any shore activity in the continental U. S. The date of termination of shore duty is the date of detachment from last shore duty to sea duty.

- Duty in the continental U. S. between sea assignments for a period of less than 12 months is considered sea duty for computation purposes.

A new request form, known as NavPers 2416 (Rev. 2-50), is now available at district publications and printing offices. This is to be used for all requests for shore duty on and after 1 May 1950. All requests for "Bureau shore duty"—that is, all shore duty requests except for "fleet shore duty"—submitted under Circ. Ltr. 101-48 will no longer be considered applicable after 1 July 1950. Only those submitted on the card NavPers 216 (Rev. 2-50) will remain in effect.

"Therefore," the directive states, "all personnel now on the Bureau of Naval Personnel shore duty eligibility list shall, if they still desire such duty, resubmit requests on NavPers 2416 (Rev. 2-50) in accordance with the provisions of this letter. This resubmission is necessary to provide for equitable consideration under the same eligibility rules of all concerned. Precedence on the shore duty eligibility list will continue to be determined by the period of continuous sea duty since completion of last tour of shore duty. No man presently on the shore duty eligibility list will be removed as a result of modified eligibility requirements, if he submits a card NavPers 2416 (Rev. 2-50) prior to 1 July 1950."

Should a question arise concerning the difference between Bureau shore duty and Fleet shore duty, BuPers Circ. Ltr. 36-50 will provide a clear definition.

Several instructions in the lengthy directive are identical to those previously in effect. Others are of an administrative nature, and should be obtained from the circular letter itself by those concerned with personnel matters. There are, however, one or two other matters of interest to all

## Disposition of Pilots After Hospitalization Listed

New instructions have been issued regarding the disposition of naval pilots after hospitalization.

According to these instructions, a report which includes the findings of a board of one or more flight surgeons must be submitted in cases where a medical survey or clinical board finds a pilot fit for duty following illness or injury. The findings submitted by the board of flight surgeons will indicate the pilot's physical and psychological fitness for actual control of aircraft.

In order that pilots who have been ill or injured may have full benefits of special facilities and trained medical personnel in determining their fitness to resume flight duty—and to insure all necessary information is made available to BuPers and BuMed before pilots in this status return to duty—a directive outlines the procedure to be followed in each case. This directive, BuPers Circ. Ltr. 20-50 (NDB, 28 Feb 1950) states that:

- A medical survey or clinical board shall determine the necessity for further hospitalization and the pilot's fitness for general duty.

- If considered by the survey or board fit for general duty, the pilot will be directed by the CO of the naval hospital to report to the nearest

available aviation activity for a complete flight physical exam by a board of one or more flight surgeons. The pilot's health record, complete with entries relating to the recent illness or injury, will be available to this board, which will make recommendations regarding the pilot's fitness to resume unrestricted flying, limited flight duties, flying with a co-pilot for a specified time, ground duties for a period of time, or such other recommendations as the facts and circumstances indicate.

- Reports from the medical survey or clinical board, plus Standard Form 88 (Physical Examination for Flying) filled in by the board of flight surgeons, will be forwarded to the Bureau of Medicine and Surgery. BuMed will make recommendations to BuPers as to the disposition of the naval pilot concerned.

After BuPers receives the recommendation from BuMed, orders to duty involving flying will be reissued to those pilots found physically qualified for return to duty in actual control of aircraft who, (1) have been ordered by BuPers to a hospital for treatment, or continuation of treatment, or (2) have otherwise been hospitalized a sufficient length of time for their flight status to expire.

personnel who hope to be assigned shore duty.

One of these is that three choices of location for shore duty assignment are now to be given in requests, and the third choice, "Anywhere in the U. S.," is carefully explained. Another is this (an important one, too): If personnel decline to accept shore duty at the location indicated in their orders, they must requalify before becoming eligible to request shore duty again. Previously, a delay of one year, only, was required before again requesting shore duty. Men may still notify BuPers via their COs if their initial choices for shore duty have changed, and every effort will continue to be made to send men to localities of their choice.

Anyone interested in the latest angles on sea duty—shore duty rotation should obtain a copy of Circ. Ltr. 36-50. Your ship's office can show you one.

## NAS Kaneohe Bay Inactivated; First Target of Jap Attack

The Naval Air Station, Kaneohe Bay, Oahu, T.H., first activity to be attacked by the Japanese in World War II, will be inactivated by 30 June 1950. The station will be turned over to the Commandant, 14th Naval District, for possible lease.

Originally commissioned in February 1941, the base was the largest air installation in Hawaii during the early war years, and served as a major staging point for both patrol and carrier squadrons. Its strategic location and exceptional flying weather made it ideal for air operations.

On 7 Dec 1941, Japanese planes enroute to Pearl Harbor peeled off and bombed Kaneohe, inflicting the first American casualties in the Pacific.

Since June 1949, NAS Kaneohe has been in a reduced status.

## Chief Honored for Heroism; Tried to Save Drowning Man From Treacherous Waters

Heroism in an unsuccessful attempt to save the life of another man from drowning in dangerous waters has earned a Navy and Marine Corps Medal for Thomas Cletus Hunter, ADC, USN, attached to NAS Coco Solo, C. Z.

Hunter braved large waves, whirlpools and undercurrents to bring the man ashore, where he administered artificial respiration even though completely exhausted.

Text of the citation reads: "For heroic conduct during the rescue work to save five persons from drowning at Coronado Beach, Republic of Panama, 5 Sept 1949. While lying on the beach at Coronado, Hunter heard cries of help from several people struggling in the water approximately 70 or 80 yards off shore. Observing one man, who had gone to the aid of another, struggling to save himself in the seven foot waves, he plunged into the treacherous waters which were



"Me scared? . . . When you wear the Good Conduct Medal!"

swirling with strong undercurrents and whirlpools, and swam to his assistance.

"Employing excellent training in life-saving technique, Hunter managed to carry the man through the strong undertow which was accentuated by a depression in the beach at this point. Finally reaching the

beach with the unconscious person and, in spite of almost complete exhaustion, Hunter proceeded to administer artificial respiration until he had to be relieved.

"After desperate attempts at resuscitation had been made for an extended period, the man was pronounced dead by two doctors. His heroism and complete disregard for personal safety by voluntarily going to the rescue of another under extremely hazardous circumstances reflect the highest credit upon Hunter."

## 2 Seamen Get Award; Each Saved Life of a Shipmate

A Letter of Commendation with Commendation Ribbon was awarded to Walter A. Stone, SN, USN, for a heroic deed of lifesaving which he performed in Alaskan waters.

The seaman was standing a watch on board his submarine, *uss Baya* (AGSS 318), which was moored at Alaska Native Wharf, Sitka, Alaska, when a shipmate fell overboard. Stone was responsible for saving his shipmate's life. This occurred on 4 Sept 1949. Here is the way the citation describes the rescue:

"Stone, who was at his station as petty officer of the deck, ran forward and, with the aid of a flashlight, located the man struggling in the water about 10 feet away. After a life line had been thrown to the man and he had made no attempt to reach for it, Stone, without hesitation, dived into the icy waters and towed him to the ship's side. There he secured a line about the man's chest, making it possible for others to haul him to safety. By his heroism and voluntary efforts in going to the rescue of another despite the great personal danger, Stone saved the life of a shipmate."

Swimming ability and outstanding courage won for Thomas C. Thomas, SN, USN, of the destroyer *uss Glennon* (DD 840) a Letter of Commendation with Commendation Ribbon.

Thomas's lifesaving exploit took place in the chilly waters bordering Newport, R. I., in early winter. The seaman's heroic action is described in the citation as follows:

"For outstanding heroism while attached to *uss Glennon* in the successful effort to save the life of a shipmate who had fallen into the water while painting, 27 Oct 1949. Quick to

## Seabee Unit Gets NUC for Action Under Fire

Repair and reconstruction of a fighter strip with hand tools while under enemy fire in the Palau Islands helped win the Navy Unit Commendation for the 33rd Naval Construction Battalion. Many other heroic deeds performed by the battalion in the same operation are described in the citation recently awarded it.

Here is the way the citation tells the story:

"Landing with the assault forces under extremely heavy shellfire on D-Day (15 Sept 1944), elements of the Thirty-third Naval Construction Battalion manned and operated transfer barges at the barrier reef. They handled supplies and ammunition from landing craft to beach dumps, served as stretcher bearers and otherwise took part in all shore-party activities.

"Undeterred by treacherous fire from enemy snipers, mortars and artillery, the officers and men of this gallant battalion removed large numbers of mines, booby traps and duds. Although construction equipment had not been landed, they inaugurated the repair and recon-

struction of the fighter strip with hand tools, making it available for operational use by our aerial forces within eight days after landing. In addition, they initiated and completed a bomber strip three days before schedule and ready for use by D-day plus 20.

"The resourcefulness, skill and devotion to duty of these stout-hearted officers and men under difficult and dangerous combat conditions upheld the highest traditions of the U. S. Naval Service."

Announcement of the NUC award to the 33rd Seabee Battalion and to the destroyer escort *uss Buckley* (DE 51), was made in BuPers Circ. Ltr. 32-50 (NDB, 15 Mar 1950). The period for which the 33rd Naval Construction Battalion received the commendation is 15-29 Sept. 1944. That for *Buckley* is 5-6 May 1944. For an account of the action in which *Buckley* earned the NUC, see ALL HANDS, March 1950, p. 35.

BuPers will issue individual authorization and ribbon bar to all eligible personnel without further action on their part.

realize the extreme danger to the men floundering fully dressed in the choppy seas, Thomas dived into the icy waters to assist him. Locating the drowning person submerged at a depth of from five to six feet, he brought him to the surface and, despite almost complete exhaustion, held him until aid had arrived.

"By his heroism and voluntary disregard for his own personal safety, Thomas saved the life of another."

## Retires After Completing 31 Years of Service

Piped over the side by his commanding officer and eight side boys, Barney M. Wilczewski, ADC, USN, bade farewell to the Navy after 31 years of active service. Ceremonies took place at the Naval Auxiliary Air Station, Corry Field, Pensacola, Fla., which he had helped place on commission and where he served over five years of his time in the Navy.

Enlisting 4 Jan 1919 at Newark, his boot training at Pelham Bay was



Chief Wilczewski

followed by seven years as gunner aboard three battlewagons, *Idaho*, *Texas* and *Arkansas*. His interest in aviation took him to the Aviation Machinists School at Great Lakes in 1926. He has since been connected with air duties.

One of the second-generation pioneers in naval aviation, Chief Wilczewski was a member of the squadron flying P2Y-1s that made the first non-stop flight from Norfolk to Coco Solo, C. Z.

The chief came aboard at the old Corry Field in 1927, later commissioning the field at its present location. He saw duty in *Mississippi* and *Augusta*, then returned to Corry Field in 1933 and remained there until joining the crew of *USS Lexington* in 1936.

The outbreak of World War II found Wilczewski at Coco Solo. He later saw duty at NAS Jacksonville and aboard *USS Coral Sea*. Back at Corry Field in 1948, he remained there until his retirement.

With his departure, the chief leaves a son and a daughter in the Navy to carry on.

## Navy and Marine Corps Medal Awarded Heroic AD3

An AD3 has been awarded the Navy and Marine Corps Medal for heroic lifesaving work in San Diego harbor at great personal risk to the enlisted man.

Recipient of the Navy and Marine Corps Medal is Leslie Leon Temple, AD3, USN. The actions which earned him the award involved rescue and resuscitation of two small girls who were in great danger of drowning. His citation reads:

"For heroic conduct in saving the lives of two small girls in the navigable channel of San Diego Harbor on 24 June 1948. After sighting two small girls attempting to swim from a raft drifting approximately 100

yards offshore, Temple, in company with another man, swam to their assistance. Diving under water he rescued one of the girls who had disappeared a few seconds earlier and succeeded in getting her to shore where he instructed observers to give her artificial respiration.

"Reentering the waters, he went to the assistance of the other man who was struggling with the second child and assisted in bringing her safely to the beach. He then administered artificial respiration while instructing another in giving similar treatment to the other girl. His personal courage and alertness were responsible for the saving of two lives."

## New Medal Will Be Awarded Recruits of Special Merit

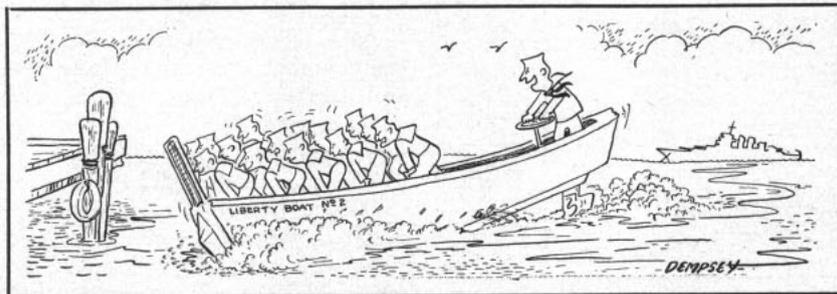
Recruits will soon have a chance to earn a new medal while still in boot training. A medallion called the American Spirit Honor Medal will be awarded to outstanding recruits in the Navy, Marine Corps, Army and Air Force, beginning after 1 July 1950.

Only recruits undergoing basic training immediately following enlistment or induction will be eligible for the American Spirit Honor Medal. Plans call for awarding a medal to the outstanding man graduating each week from NTC Great Lakes, Ill., and NTC San Diego, Calif. One medal per class will be awarded to an outstanding woman recruit at NTC Great Lakes. This is assuming that a qualified candidate has been selected, of course. Other services will make their American Spirit awards on a comparable basis.

Personal qualities which must be

possessed in unusual degree to earn a trainee the American Spirit Honor Medal are honor, initiative, loyalty, and high example to comrades in arms. After being designated by a board of three or more officers of his training activity, the honored recruit will receive the medal in most cases from the hands of a selected civilian. Sponsor of the American Spirit Honor Medal is The Citizens Committee for the Army and Navy, Inc.

No ribbon or other symbol of the medallion will be worn on the uniform. An entry will be made in the recipient's service record, however. Of the estimated 797 American Spirit Honor Medals to be awarded annually, it is expected that approximately 112 will go to naval personnel. Other armed services will grant them to graduating recruits roughly as follows: Army - 286 medals, Marine Corps - 24 medals, Air Force - 375 medals. Requirements are based upon present recruit training activities.



"On your mark . . . Get set . . ."

**25,826 Officers Selected For Reserve Promotions; 9,232 Ensigns, 16,594 LTJGs**

The promotion of more than 9,232 Naval Reserve ensigns to lieutenant (junior grade) and the promotion of more than 16,594 Naval Reserve lieutenants (junior grade) to the rank of lieutenant has been announced.

A new record for the number of officers of a single grade to be chosen by a selection board for promotion was set in the promotions to lieutenant, USNR. The selection board considered almost double the number selected before making its final decision.

The promotion of these two groups of officers marks the last time that USNR officers will be promoted without regard to "promotion credits." Promotion credits are earned through the completion of correspondence courses and periods of instruction. Hereafter, USNR officers must earn an increasing number of these promotion credits in order to be eligible for future promotion.

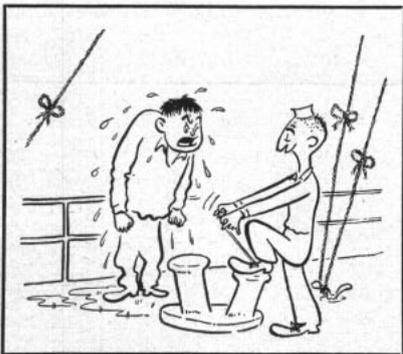
Lists have been sent to various Naval Reserve commands giving the names of all the newly appointed lieutenants and lieutenants (junior grade).

Here's more detailed information on those promoted:

*Ensigns to lieutenant (junior grade)* — A total of 9,232 ensigns were appointed to the higher grade. Officers appointed ensign on or before 31 Dec 1946 were included.

Ensigns who were on active duty under appropriation Naval Reserve were considered qualified for promotion if, in the opinion of their commanding officer, their service in the grade of ensign was satisfactory.

Ensigns who were on inactive duty



"What kinda knot did you put in my stage line?"



were considered qualified if, in the opinion of their naval district commandant, their record was *not unsatisfactory*. Officers affiliated with Naval Air Reserve training units were certified by their Air Reserve command.

Each ensign on the promotion list must report to a designated area in his naval district to present evidence as required and to certify that he remains in good health. If the condition of his health has changed, he may have to take a physical exam.

The new appointment is not effective until the officer reports to take the oath of acceptance at his nearest authorized naval activity. If in doubt, ask your nearest Naval Reserve activity if your name is on the list.

*Lieutenant (junior grade) to lieutenant*—Officers appointed lieutenant (junior grade) on or before 20 June 1945 were in the promotion zone. A few were selected who had dates of rank up to 1 July 1945.

Officers on the promotion list will be notified of their appointment by their district commandant (if he has your correct present address). If in doubt, ask for information on the list at your nearest Naval Reserve activity.

Each officer who is appointed to the new rank must successfully pass a physical exam. He can take his exam at the nearest Naval Reserve activity with medical facilities.

The exam results will be forwarded by the activity to the district commandant, who, if the officer is found physically qualified, will notify the officer and the nearest activity will administer the oath of acceptance.

**Military Personnel Policy Of Department of Defense Is Outlined in Statement**

Mr. Average Guy in the armed forces is the subject of a statement of military personnel policy by the Department of Defense.

Bringing together in one statement, the policies which will guide the Army, Navy and Air Forces in their relation to their respective personnel, the report was prepared by the Personnel Policy Board operating under SecDefense.

"Success in modern war," the statement says, "requires of the Department of Defense the maximum effective management of our most valuable national asset — the men and women of our armed forces. To this end the following objectives are stated:

"Development of professional competency through the efficient utilization of human aptitudes, interests, skills and physical characteristics.

"Development of a high state of morale through competent leadership at all levels.

In return, "the Department of Defense requires of each serviceman:

- "Unswerving devotion to the United States in accordance with his oath of allegiance.
- "Respect for constituted authority.
- "Diligent performance of duty.
- "High standards of personal conduct.
- "Respect for individual dignity and integrity.
- "Development of his own potential abilities and the abilities of those under him.

Moreover, "service in the armed forces is the highest form of public service, but it requires a curtailment of individual freedom more severe than that required of civilians as well as commitment to immediate military action if the situation demands it.

"Therefore, it will be the military personnel policy of the Department of Defense to:

- "Afford the highest mental development through military training.
- "Offer opportunity for spiritual and moral development.
- "Promote physical well-being through provision of food service, medical care, clothing, equipment and shelter.
- "Provide adequate remuneration

during a military career and a measure of economic security upon its honorable completion.

- "Render all practicable assistance to provide for the general well-being of dependents.

- "Provide readily accessible guidance on personal problems.

- "Provide opportunities for advancement with encouragement and inducement to take advantage of them.

- "Insure opportunity to increase individual ability through training and education.

- "Provide information on citizenship, American ideals and current events so that each man realizes his personal responsibility for the general welfare.

- "Afford a variety of wholesome and interesting recreational pursuits in off-duty time.

- "Provide adequate periods of relief from military duty."

If these policies are followed, the statement concludes, the armed forces will develop a better fighting man who has a greater measure of self-respect and personal dignity.

## Leave Policy Set for Men Awaiting Retirement Orders

Disabled Navy men who have been declared unfit for duty and are awaiting final processing of their disability retirement orders will be encouraged to take leave.

This refers only to officers and enlisted men whose cases have been considered by a Physical Evaluation Board and who have been recommended for retirement for physical reasons.

Under the provisions of BuPers Circ. Ltr. 14-50 (NDB, 31 Jan 1950), commanding officers of such personnel have been directed to utilize to the fullest extent those men who do not choose to take leave under these conditions.

The circular letter states: "A member of the service who has appeared before a Physical Evaluation Board and is awaiting final action on his case by the Secretary of the Navy, where the recommended finding is that the member is unfit for duty and where continued treatment or sick leave is not indicated, will be encouraged but not required to take earned leave of absence during the interim period."



"All right, Tarzan . . . Your watch starts in one minute."

## Summer Training Stepped-up Under the ROC Program

This summer will see upward of 500 Naval Reserve Officer Candidates taking advanced training at three training centers, with some 1,400 undergoing basic training. This year's 500 in advanced training are a portion of the 900 students who took basic training last summer under the ROC program.

The Reserve Officer Candidate program was originated to help provide a steady flow of newly commissioned officers into the Naval Reserve. Only the basic course was given last summer. Under the program, students must complete two summer training periods before graduating from an accredited college. Also, although they need take no military training in school, they must be members of the Naval Reserve. Ordinarily, persons who have completed both basic and advanced training are commissioned upon graduation from college.

Training for men will be given principally at naval training centers at Newport, R. I., and San Diego, Calif., this coming summer.

For the 160 women ROCs to be trained — the first in the ROC program — facilities will be provided at the naval training station at Great Lakes, Ill., by cancelling two classes of Regular Navy Wave recruits and adding their quotas to other classes.

According to present plans, candidates applying for the 1950 basic course will be notified about 1 May 1950 as to whether or not their applications were accepted.

## Provisional Selections Made For NROTC Training Program On Basis of Test Scores

Two hundred and twenty-five Regular Navy enlisted men, in addition to 22 USNEVs, 44 Marines and 12 USMC-Vs, are provisional selectees for NROTC training which will begin next fall. Selections were made on the basis of test scores made by these candidates on the Navy College Aptitude Test given on 3 Dec 1949.

A joint BuPers-MarCorps letter of 28 Feb 1950 (NDB, 28 Feb 1950) contains the names of men provisionally selected for NROTC training and gives information and instructions concerning them. These men were scheduled to receive transfer orders during April 1950, to report to U. S. Naval School, Academy and College Preparatory, Newport, R. I., about 15 June 1950. If orders are not received by 15 May 1950, the directive states, COs concerned should notify the Chief of Naval Personnel (Attn: Pers-3637) immediately by dispatch.

Each man named in the joint letter's enclosure (1), the list of Regular Navy selectees, has been notified by individual letter. Included were certain forms to be completed and returned to the Bureau. The directive calls on COs to ensure that these forms are completed and returned as promptly as possible. Transfer orders are not being forwarded to provisionally selected regularly enlisted NROTC candidates who have failed to return the completed forms.

Included in the directive are instructions and information not given here. While not of wide general interest, this information is important to applicants and to administrative people in commands where provisionally selected are serving. These persons should not fail to study the directive.

It is anticipated that the NROTC competitive examination will again be conducted during the fall of 1950.

## 2 More Training Courses Available to the Fleet

The following new training courses have now become available to the Fleet:

Aircraft Welding — NavPers 10322-A

Aviation Boatswain's Mate, Vol. II — NavPers 10383

# Certain Personnel Who Lost Saved Pay Status May Regain It

Certain Navy personnel may be entitled to draw "saved pay" once more.

"Saved pay" refers to that provision of the Career Compensation Act which prevents a Navy man from "losing money" as a result of the adoption of the new pay regulations.

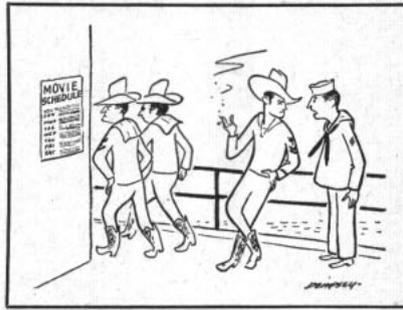
Certain personnel who were originally entitled to draw saved pay but who have subsequently lost entitlement to it may once more be placed under saved pay by the new Alnav.

The directive, Alnav 19-50 (NDB, 30 Mar 1950), restores the payment to certain persons of three types of allowances under the saved pay provisions of the law. The three are:

- Commuted rations.
- Station subsistence allowance.
- Station quarters allowance.

Any person who was entitled to include one of these three in his saved pay computation, and who has subsequently lost entitlement to it, should check with his disbursing officer. He may be entitled to it again.

The Alnav states: "Any member who considers his right to saved pay affected by this Alnav, will request the disbursing officer carrying his ac-



"Any good westerns on board lately?"

count to review his saved pay entitlement."

In some cases, a man may have lost entitlement to one of the three allowances, thereby losing entitlement also to saved pay. As a result, he will have been shifted over to new pay, which was then greater.

For example, take the case of Joe N. Sailor, a petty officer second class with six years' service. He has a wife and two children. When the new pay law went into effect on 1 Oct 1949, he was on recruiting duty and was eligible to draw both station subsistence allowance and station quarters allowance.

Since the amount of money he

made under the old provisions exceeded the amount to which he was due under the new law, Joe's disbursing officer continued him at his old rate under saved pay. It figured out this way:

**Saved pay:** Basic pay — \$126.50; station subsistence allowance — \$67.50; station quarters allowance — \$37.50; and government contribution to family allowance — \$78; total — \$373.50.

**New pay:** Basic pay — \$161.70; basic allowance for subsistence — \$67.50; basic allowance for quarters — \$67.50; total — \$296.70 (for explanation, see ALL HANDS, April 1950, p. 54-57).

However, on 1 Nov 1949, Joe went on two weeks' temporary additional duty (TAD). Upon returning from TAD, he lost his eligibility for station subsistence allowance under the existing regulations. As a result, his saved pay total dropped below his new pay total and the disbursing officer shifted him to the new pay scale.

Under the provisions of the new Alnav, however, Joe may be eligible once more for the station subsistence allowance under saved pay. If he is, the disbursing officer will now shift him back again to his saved pay total, which will be greater.

Alnav 19 will also affect certain persons who were not formerly entitled to one of the three allowances mentioned above, but who have subsequently become entitled to one or more under the old pay provisions.

For example, take the case of Sam B. Bluejacket, a seaman with three years' service. He is married, has no children. On 1 Oct 1949, Sam was stationed at a shore station where he was not entitled to draw commuted rations.

When the new pay act was enacted, his pay worked out this way:

**Saved pay:** Basic pay — \$94.50; government contribution to family allowance — \$28; total — \$122.50.

**New pay:** Basic pay — \$102.90.

As a result, Sam's disbursing officer continued him at his old rate under saved pay, which was more.

On 15 Nov 1949, however, Sam was transferred to another shore station, this time one at which commuted rations were authorized. Sam's

## HOW DID IT START

### Whistling for the Breeze

The legends of many nations hold that a sailor's whistle will bring forth the breeze—an important ability to have when wind was the chief means of propulsion. But there was always the danger, according to the old superstitions, of the breeze becoming a gale if there were too much whistling.

Just why a breeze obeys the sailor's whistle is explained in a legend.

A nobleman and a fisherman were out at sea in a boat one day when a calm set in. The vessel was being carried by the current. Both the nobleman and the fisherman were greatly annoyed, but the fisherman, more resigned to his fate perhaps than his companion, began to whistle to pass the time. What should happen but a god named Norous appeared and blew the vessel to port.

Thankful, the fisherman gave Norous a bottle of wine which the god heartily appreciated. The nobleman made no move until the fisherman reminded him to give Norous something for his trouble. But



when the nobleman offered a gold piece, the god told him to keep it since it hadn't been given voluntarily.

Since that day, the breeze will come at the sailor's whistle but will never heed the nobleman's.

pay was now recomputed. It figured out this way:

*Saved pay:* Basic pay — \$94.50; government contribution to family allowance — \$28; total — \$122.50. Note that commuted rations *could not* be added to this total because of the provision of the law that saved pay previously could not be increased once it had been set.

*New pay:* Basic pay — \$102.90; commuted rations — \$31.50; total — \$134.40.

As a result of the recomputation, Sam was shifted over to new pay, which was greater.

But under Alnav 19, Sam's pay will be recomputed once more. Now it will figure out this way:

*Saved pay:* Basic pay — \$94.50; government contribution to family allowance — \$28; commuted rations (which may now be included) — \$31.50; total — \$154.

*New pay:* Basic pay — \$102.90; commuted rations — \$31.50; total — \$134.40.

It will be seen that Sam now gets more money under saved pay. Therefore, the effect of Alnav 19 in his case is to put him back once more under saved pay for as long as he is entitled to it.

Thus, it is apparent that in some cases, personnel will be eligible to draw saved pay once again instead of new pay as a result of these changes in regulations. Instructions are now being drafted to inform disbursing officers how to revise these accounts. As soon as the instructions reach the fleet, the necessary adjustments will be made.

BuSanda points out, however, that Alnav 19 refers *only* to the three categories listed above. It *does not* include, for example, special foreign duty per diem allowances.

Alnav 19 presents your disbursing officer with several knotty problems he must consider before he can assign your new pay rate. For example, since entitlement to Class B and Class B-1 dependents under family allowance provisions of saved pay ended 30 Apr 50, he must take that fact into account in recomputing your pay.

Moreover, each case, like Joe's and Sam's, must be considered on its individual merits. Few general statements can be made.

## Reservists to Get Numeral Designators

A change has been made in the "officer designator" system which has been in use for Regular Navy officers since 1947, and for warrant and chief warrant officers since 1948.

Regular Navy officers (except LDO officers) whose permanent grade is ensign or above will not be affected by this change which is designed to include Naval Reserve officers in the Regular Navy system.

Now, instead of the former alphabetical classifications such as "D" and "DL," Reserve officers will get a four-digit officer designator number. The designator will group each officer into a broad category within the line and various Staff Corps.

For example most Reserve line officers will get the designator "1105" which means that they are "unrestricted line officers of the Naval Reserve (other than Merchant Marine Reserve) whose permanent grade is ensign or above, and who are not members of the aeronautic organization."

BuPers Circ. Ltr. 33-50 (NDB, 15 Mar 1950), authority for the change, also provides for entirely new designators for warrant and chief warrant officers. In addition, it alters the fourth digit of designators assigned to temporary and retired officers of the Fleet Reserve (see below).

The new change to designators is not expected to be completed until about 1 June.

In the case of all Reserve warrant and chief warrant officers, each warrant or chief warrant officer will have his qualifications jacket reviewed to determine his correct new designator. The same applies to Reservists with the old classifications of SET, SET 1-9, WE, WET, SO, SO2 and WO.

The new designator is *not* meant to classify an officer according to his total experience and skills, but only to place him in a broad grouping. His experience and skills are reflected in another number, his "officer qualifications code." This is a six-digit number.

It is this "qual code" that BuPers consults before it assigns an officer to a job. The Bureau points out that even though a Reserve officer had a classification such as D or DL, a broad classification, his individual

skills have been adequately recognized by his "qual code."

"Qual codes," however, have been in use for some time for both Regulars and Reserves and have no relation to the assigning of the new designators.

Naval Reservists will probably not notice the change to designators until they take a training cruise or get correspondence from BuPers or their naval district. The new designators, however, will be carried in the next edition of the *Naval Reserve Register*, expected to be published in 1952.

Moreover, Reservists shouldn't be

### WAY BACK WHEN



### Hod Carriers

Much has been written about the exploits of Admiral George Dewey who took time out for breakfast while completing his spectacular defeat of the Spanish at Manila Bay. To illustrate the ingenuity with which the naval hero of the turn of the century could meet emergency situations, a retired sea captain who once sailed with Dewey related this story.

A group of Irish laborers had been sent to Dewey's ship as seamen, the captain's story goes. Dewey ordered them aloft, but they refused to go, apparently afraid to risk their necks so far from deck.

Dewey thought this over a moment and sent out to a store for a half a dozen hods. When they were obtained, he ordered the Irishmen to carry bricks to one of the cross-pieces and lay them there.

The captain and his comrades were amazed at the alacrity with which the men, hods over their shoulders, climbed aloft.

disturbed if they continue to receive mail such as copies of the Naval Reservist under their own name and old classification. Addressograph plates used to stamp your address on out-going mail will not be changed because it would cost too much.

Reservists should not write BuPers to inquire about the new designator unless they feel that the designator assigned has placed them in the wrong category. The brief explanation below, should give you a rough idea of how the new designator is assigned.

Take the most common one, for example - 1105.

● First digit - The first digit here is "1." This means "line." Other first digits mean the following: "2" - Medical Corps; "3" - Supply Corps; "4" - Chaplain Corps; "5" - Civil Engineer Corps; "6" - none; "7" and "8" - warrant officers; "9" and "0" - none.

● Second and third digits - Second and third digits further separate one category from another. For example, 1620 is an SDO (Law) officer; 1630 is an SDO (Intelligence) officer.

## Navy Chief's Wife Counts the President and Family

The Navy's commander-in-chief, President Truman, and his family had their census "taken" by the wife of a Navy man.

One of the enumerators engaged in the 17th national census was Mrs. Eileen M. Nolte who "counted" the President's family at the winter "White House" in Key West, Fla. Mrs. Nolte is the wife of Irving F. Nolte, FPC, USN, serving in the submarine tender *uss Howard W. Gilmore (AS 16)*.

● Fourth digit - The fourth digit refers to the status of the officer. In the example, 1105, this digit is "5." This means an officer of the Naval Reserve (except Merchant Marine Reserve) whose permanent grade is ensign or above.

Other fourth digits mean the following: "0" - Regular Navy officer, permanent grade ensign or above; "1" - Regular Navy officer, permanent grade warrant or chief warrant; "2" -

Regular Navy officer with permanent enlisted status; "3" - officer on retired list of the Regular Navy; "4" - officer in the Fleet Reserve; "6" - Naval Reserve officer (except Merchant Marine Reserve) whose permanent grade is warrant or chief warrant; "7" - Naval Reserve officer (except Merchant Marine Reserve) with permanent enlisted status; "8" - Merchant Marine Reserve officer; and "9" - officer on Retired List of the Naval Reserve.

With that as background, here are your new designators and a list of the old classifications that they replace:

1105 - C, CD, CL, D, DE, DET, DET 1-9, DL, E, EL, ELT 1-9, ET, ET 1-9, HS, HW, S, SCOM, W and WC, including any of the above with the suffixes R, X or N.

1108 - DEM, DM, DML, EM, EML, SDEM, SDM and SEM.

1115 - A7.

1135 - CHCP and HP.

1315 - A1D, A3D, A5D, A1, A1L, A1T, A1T 1-9, A3T, A3T 1-9, A5T, A5T 1-9, SA1T, SA1T 1-9, SA3T, SA3T 1-9, SA5T, SA5T 1-9, A3, A3L, A5, A5L, SA1, SA3, and SA5, including any of the above with the suffixes R, X or N.

1355 - A, AD, AL, ALT, ALT 1-9, AT AT 1-9, SA SAT, SAT 1-9, and WA, including any of the above bearing suffixes R, X and N. This designator is for personnel in ground aviation for heavier-than-air planes.

1385 - A2D, A4D, A6D, A2T, A2T 1-9, A4T, A4T 1-9, A6T, A6T 1-9, SA2T, SA2T 1-9, SA4T, SA4T 1-9, SA6T, SA6T 1-9, A2, A2L, A4, A4L, A6, A6L, SA2, SA4 and SA6, including any of the above with the suffixes R, X or N.

1405 - SE, SE1, SE2, SE3, SE3T, and SE4.

1455 - SO1, SO3, SO4, SO5 and SO6.

1615 - SC2 and WC2.

1625 - SL and WL.

1635 - SI and WI.

2105 - MCR, MCS and MCW.

2205 - DCR, DCS and DCW.

2305 - MSC and MSCW.

2905 - NCR.

3105 - SC, SCS, and SCW.

3108 - SCM.

4105 - CHC and CHCS.

5105 - CECR.

## WHAT'S IN A NAME

### Can't Beat the Dutch

The doughty Dutch who challenged the might of the British Navy during the 17th century, even though they failed to vanquish the Anglo armada, have left their mark on the lingo of the sea.

In many a sea yarn and expression, varied usages of the term "Dutch" crop up. Most renowned perhaps, the "Flying Dutchman." This was the ship of the legendary Dutch sea captain, Van der Decken, who was condemned for impiety to cruise forever off Cape of Good Hope. For a long time it was considered to be a bad omen to sight the *Flying Dutchman*. Superstitious seamen were often reporting her. Today a flying Dutchman is a person dogged by bad luck.

The "Dutchman's log" is a crude expedient used in small slow vessels for measuring speed. "Dutch courage" has come to mean liquor-inspired bravery. This comes from the fact that sailors believed gin was served out in the Dutch navy before a battle.

A "Dutchman's anchor" refers to something important that has been forgotten or left behind. It's probably from the old jest about a Dutch shipmaster who had forgotten to bring his anchor along, and so lost



his ship. The "Dutchman's breeches" are a small patch of sky at the end of a storm—a patch big "enough to make a Dutchman a pair of breeches."

An old punishment which consisted of pumping under conditions where drowning would follow cessation of work, was carried out on a "Dutch pump."

And "if that don't beat the Dutch" comes from the early-day British-Dutch sea battles where the English sailors found the Hollanders unexpectedly tough.

# Selecting and Grading Applicants for LDO Commission

"What," a CO inquired of BuPers, "is the proper reference standard by which to grade the present applicants for limited duty commissions?"

He included some comments on the education, technical training, leadership and instructoral experience of present applicants, stating that in many cases today's applicants fail to measure up to those of previous years. In conclusion, he observed that today's applicants are fine raw material but that they definitely require further formal education if they are to carry their own weight in a high-caliber peacetime Navy.

The skipper's initial question has been on many minds and many tongues in one form or another ever since the limited duty program was inaugurated. The Bureau of Naval Personnel's answer to his letter covers that situation about as thoroughly as it has been covered so far. With the permission of those who wrote it, ALL HANDS presents it here, almost verbatim, for the benefit of all who are interested:

During the 1948 and 1949 increments of the limited duty program, selections were made for all ranks to fill vacancies. To establish eligibility for selection in a rank higher than ensign, candidates had to possess certain prerequisites. These were: Sufficient length of service, and possession of unrestricted temporary commissioned rank not lower than the rank for which application was made. These prerequisites provided reasonable assurance that candidates for ranks above ensign would have the necessary officer qualities, experience in at least equivalent ranks, and technical experience for the rank and classification for which selected. Many temporary commissioned officers were limited by the service requirement to eligibility for the rank of ensign only.

Since the screening processes for initial temporary appointments were conducted on an eliminative basis, this may be considered as a preliminary screening for selection in limited duty status. It is therefore logical to assume that, other considerations being equal, the temporary officer, whose basic qualifications were tem-

## QUIZ ANSWERS

- Quiz Aweigh is on page 9.
- (b) Aircraft launching device developed to catapult planes from shipboard and from small fields.
  - (c) Electricity. Termed the 'electropult,' an unorthodox electric motor delivers power in a straight line instead of rotating.
  - (b) Chaplain.
  - (b) Medical Service Corps. This is the Navy's newest corps device.
  - (a) *uss Juneau*. Twin stacks, three forward turrets are identification clues.
  - (b) 7,500 tons.

pered during the war by responsibility and experience, is the best qualified candidate for commission in limited duty status.

However, due to the operation of the eligibility requirements, the number of temporary officers, including chief warrant and warrant officers, who may be considered for appointment as limited duty officers will depreciate rapidly each year. The bulk of future selectees will be procured from among eligible enlisted candidates whose abilities and experience, due to basic differences in responsibility and authority, are not comparable with similar qualities possessed by temporary officers.

An improved system was needed to provide for more complete information regarding the LDO applicant, which would eliminate certain inequalities in selection of candidates due to lack of sufficient information in some cases, and to insure the selection of satisfactory and well qualified limited duty officers. A board was convened in BuPers to recommend procedures to be used in connection with future increments of the LDO program. Its recommendations resulted in formulation of two reports to be used in in-service officer procurement programs. These are the Special Observation Report (NavPers 984) and the Interviewers Appraisal Sheet (NavPers 985), designed to provide selection boards with information obtained through a series of evaluating actions in the field.

In addition, the board recommended a basic minimum education requirement of four years of high

school or its equivalent, effective in 1952. BuPers has since announced by circular letter its policy to accept satisfactory completion of USAFI general educational development tests as being equivalent of up to two years of college, for all in-service purposes.

Three reasons for requiring four years of high school or its equivalent were given:

- To insure that the candidate has the minimum background to permit him to handle the normal administrative details he will encounter as an ensign if selected.

- To permit him to grasp new subject matter to be studied during his commissioned career, and

- To prevent him from being at an insurmountable disadvantage compared to his contemporary junior officers.

The board recommended certain other reforms to reduce the field of eligibles without depriving the individual of a fair chance. These also were adopted.

The minimum educational requirement of high school for selection as limited duty officers is also considered to be the fundamental base from which a limited duty officer must develop in order to acquire the educational requisites for increased authority and greater responsibility. It is necessary, therefore, that the limited duty officer obtain additional education after appointment to insure his satisfactory performance in grade and his success in competition with other LDOs for promotion.

Acquisition of broadened education and of the minimum entrance requirements for a Navy school or course is primarily the responsibility



of the individual. These can be acquired through the use of USAFI facilities, Navy correspondence courses, or part-time courses which may be available locally. By careful assignment of duties, the CO may aid the individual limited duty officer to prepare for increased responsibility. Advanced general and technical training in Navy schools or Navy-sponsored courses for the limited duty officer is now being considered. Suitable announcement of the decisions reached will be made.

At the present time, the Special Observation Report, properly completed by the observing authorities in the field, is the most important instrument from the field available to an LDO selection board. This will be true until technical examinations are available. The value of the report to a selection board lies in the fact that it is designed to reflect the actual, observed performance of a candidate in his rank or rating. Evaluation of candidate must, therefore, be based upon his performance in his rank or rating as compared with the performance of other individuals in the same rank or rating who have been observed by the reporting officer.

In view of the above considerations, COs should approach the problem of grading candidates with the understanding that candidates need not be accomplished officers, but that they should be primarily technicians whose practical knowledge and experience in their respective specialty may be used to the Navy's advantage, and that their potential professional and leadership characteristics will insure their satisfactory transition into good naval officers.



"Friend of yours?"

## Legislation Affecting Naval Personnel

Action by Congress on legislation of interest to naval personnel is summarized below.

Changes in Congressional legislation pertaining to the naval establishment are brought up to date each month. The last summary appeared in ALL HANDS, April 1950, p. 52.

**Annual Leave** — S. 2724: Introduced; to amend existing law so as to permit persons to take annual leave during the year in which it is earned. (Purpose of the bill is to clarify existing law and to validate certain payments for accrued annual leave which have been made in the past. After the passage of the Armed Forces Leave Act of 1946, officers and enlisted men were permitted to accrue leave not in excess of 60 days. Any leave in excess of 60 days at the end of the year was lost to the individual in accordance with the terms of the law. However, a Comptroller General interpretation stated that if an individual has 60 days accrued at the start of an accounting period, then annual leave taken during a subsequent leave accounting period must be charged against accrued leave to his credit and not to the current annual leave. In effect, this says that once an individual has 60 days to his credit, no more leave can be accredited to him, and the only way such an individual could take advantage of his current annual leave is by taking it at the start of the leave accounting period. This proposed legislation will amend the existing law to validate procedures presently carried on by the services.)

**Retroactive Benefits** — S. 3145: Introduced; to amend existing law so as to extend retroactively benefits for members and dependents of members of the Reserve components of the armed forces who suffered disability or death from injuries incurred while engaged in training. (This bill retroactively extends the period for these benefits back to 7 Dec 1941 instead of the present 14 Aug 1945.)

**Retirement Review** — S. 3146: Introduced; to enable any commissioned officer who was discharged, retired, or released from active service without retirement pay for physical disability to obtain a review of his entitlement to retirement pay for

physical disability. (Provides for board of review of five commissioned officers to hear the case presented by any officer discharged, retired, or released from active service without retirement pay for physical disability.)

**Pay Change** — H.R. 7246: Introduced; to amend the Career Compensation Act of 1949 so as to equalize credits for service in the armed forces for pay and longevity purposes. (Pertains to revision of pay standards for midshipmen, cadets and aviation cadets.)

**Retired Advancement** — H.R. 7761: Introduced; to provide for the advancement of certain retired officers of the armed forces on the retired list. (Provides that Regular or Reserve officers of the armed forces retired or granted retirement pay and then recalled to active duty subsequent to 7 Dec 1941, shall as of the date of relief from active duty not later than 1 Jan 1957, be advanced to the highest grade attained not above major general, unless he is entitled to equal or higher grade or rank under other laws. Another provision of this proposed legislation states that no increase in retired or retirement pay shall accrue as the result of such advancement.)

**Tax Exemptions** — H.R. 7768: Introduced; to increase the normal tax and surtax exemption, and the exemption for dependents, from \$600 to \$1,000.

**Academy Leave** — H.R. 7635: Introduced; to amend existing law so as to provide graduation leave upon appointment as commissioned officers in the regular components of the armed forces of graduates of the U. S. Naval, Military and Coast Guard Academies. (Provides that these men "be granted graduation leave not in excess of 60 days, which leave shall not be deducted from nor charged against other leave. . . . Graduation leave granted pursuant to this subsection must be completed within three months of the date of graduation and no such leave shall be carried forward as credit beyond the date of reporting to the first permanent duty station or to a port of embarkation for permanent duty outside the continental limits of the United States.")

**Administering Oaths** — H.R. 6171:

Passed by House; to authorize commissioned officers of the Army, Navy, Air Force and Marine Corps to administer the oath required for enlistment, for appointment to commissioned or warrant officer grade, and any other oath required by law in connection with the appointment or enlistment of any person.

### Bill Now Before Congress Provides New System for Selecting Flag Officers

Present "plucking" provisions of the Officer Personnel Act of 1947 will be replaced by a new system if a bill now before Congress becomes law. The new bill provides instead a system of selecting flag officers for retention on duty.

"Plucking" refers to the present system of designating certain flag officers to retire each year, making room for the promotion of the required percentage of Navy captains and Marine Corps colonels selected for flag rank.

In place of this procedure, the bill, S. 2335 in the Senate and H.R. 5768 in the House, provides that admirals and generals will be selected, after prescribed periods of service, for retention on the active list. Vacancies created by those not selected for retention on the active list will be filled by the newly promoted officers.

The bill has been reported favorably by the Senate Armed Services Committee and a subcommittee of the House Armed Services Committee.

Basically, the bill contains these important provisions:

- Unrestricted line rear admirals will be brought up for selection for retention after completing five years in grade or 35 years total service, whichever is later. If he is not selected for retention, he will retire. Out of the number of eligibles, at least one half will be selected for retention but not more than three fourths.

- Restricted line rear admirals and staff corps rear admirals will automatically retire after seven years in grade or 35 years of total commissioned service, whichever is later, unless retained on a year-to-year basis by action of a selection board.

- In regard to Marine general officers, the bill allows distribution of general officers to be one half brigadier



dier generals and one half major generals, eliminates "plucking," major generals to retire after 5 years service in grade and 35 years total commissioned service, unless retained on a year-to-year basis by action of a selection board.

The bill provides for some major changes in the present system and its progress through Congress is of interest to both flag officers and senior captains of the Navy and comparable ranks in the Marine Corps.

As defined by Vice Admiral John W. Roper, USN, Chief of Naval Personnel, in testimony on the bill, the purpose of the proposed legislation embraces these points:

- To substitute a "selection for retention" procedure for the present "plucking" provisions of the Officer Personnel Act.

- To provide for flexibility in determining the number of officers to be promoted to and retained in flag grade each year based on the needs of the service as determined in a five-year study.

- To eliminate year-to-year jeopardy of all officers on the flag list as regards retention on the active list.

- To provide for an orderly method of reducing the total number of line flag officers to the finite number required by 1957, while at the same time slowing down the rate of promotion to arrive at the normal years of service in grade stated in the Officer Personnel Act, and affording equitable consideration, over the years, of officers concerned for promotion to and retention in flag grade.

### NROTC Uniforms Modified; No Letters Worn on Caps After Changes Take Place

Uniforms worn by Naval Reserve Officers Training Corps midshipmen will, in the future, more closely resemble those worn by Naval Academy midshipmen.

The letters "NROTC" will not be worn on NROTC midshipmen's caps after the changes take place. Such insignia as those worn by company CPOs, company commanders and brigade commanders will be identical in the two groups. A variation remaining will be in the manner of attaching the one-eighth-inch stripes worn on the sleeves. Annapolis midshipmen's uniforms will have the stripes attached directly to the sleeves, the work being done by professional tailors. NROTC midshipmen will receive their corps device and class designation on a two-inch strip of cloth. Cloth, with insignia attached, will be sewn onto the sleeve by a tailor or by the wearer himself.

NROTC midshipmen will continue to wear the corps device and class designation on the left sleeves, between shoulder and elbow.

Issues of uniforms conforming to the changes will commence with the students enrolling in the fall of this year. Insignia will be applicable for all, beginning with the 1950 fall term.

"Since NROTC midshipmen are gratuitously furnished uniforms and insignia by the government," a Bureau of Naval Personnel spokesman said, "the quantity of such items is necessarily limited by budgetary appropriations."



"Ann, I think your new hair-do is simply stunning . . . or didn't you comb it this morning?"

**DIRECTIVES  
IN BRIEF**

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

**Alnavs**

No. 17 — Announces convening of selection board for lieutenant commander, lieutenant (MSC and NC) and lieutenant (MC, ChC and DC).

No. 18 — Concerns Armed Forces Day.

No. 19 — Concerns commuted rations, station subsistence allowance and station quarters allowance under Career Compensation Act of 1949.

No. 20 — Announces President's approval of selection of Medical Corps officers for promotion to commander.

No. 21 — Announces President's approval of selection of Dental Corps officers for promotion to captain.

No. 22 — Announces President's approval of selection of Supply Corps officers for promotion to commander.

No. 23 — Announces President's approval of selection of Chaplain Corps officers for promotion to commander.

No. 24 — Announces President's approval of selection of Dental Corps officers for promotion to commander.

No. 25 — Announces President's approval of selection of Chaplain Corps officers for promotion to captain.

No. 26 — Announces President's

approval of selection of Medical Corps officers for promotion to captain.

No. 27 — Announces President's approval of selection of Supply Corps officers for promotion to captain.

No. 28 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to commander.

No. 29 — Announces President's approval of selection of Civil Engineer Corps officers for promotion to captain.

No. 30 — Announces President's approval of selection of Marine Corps officers for promotion to major.

**BuPers Circular Letters**

No. 29 — Describes Combat Distinguishing Device.

No. 30 — Concerns employment in civil pursuits.

No. 31 — Includes information for supervisory examining board for professional examinations for line officers.

No. 32 — Gives procedure for award of Navy Unit Commendation.

No. 33 — Contains information on change of officer designators.

No. 34 — Lists instructions for transition to Manual of Enlisted Navy Job Classifications, Revised (NavPers 15105).

No. 35 — Describes assignment of permanent commissioned warrant officers and warrant officers, USN, to warrant pay grades.

No. 36 — Lists details on shore duty for enlisted personnel.

No. 37 — Contains information on leave for enlisted personnel of Philippine extraction or citizenship to visit the Philippine Islands.

No. 38 — Concerns distribution of officers' training duty orders.

No. 39 — Announces All-Navy Tennis Championships.

No. 40 — Concerns written professional examination for ensigns due promotion in 1951.

No. 41 — Lists BuPers supplemental regulations for Navy recreation funds.

No. 42 — Concerns physical examination for promotion of Line and Staff Corps officers.

No. 43 — Instructions concerning DeptDef Form 93, "Record of Emergency Data of the Armed Forces of the U. S."

**Changes in Naval Districts  
Within CLUSA Are Listed;  
Map Shows New Boundaries**

A number of changes are now in effect regarding the boundaries of continental U. S. naval districts. These changes, which became effective on 1 April, were made to bring the borders of naval districts into line with those of Army and Air Force "areas." See map on facing page.

Boundaries of Army areas have been identical with those of Air Force areas for some time. While there are a larger number of naval districts than of Army and Air Force areas, no border line of an Army and Air Force area will cross a naval district.

The latest changes are as follows:

- Ohio is now in the 4th Naval District, instead of in the 9th.

- Kentucky is now in the 5th Naval District, instead of in the 9th.

- New Mexico is now in the 8th Naval District, instead of in the 11th. This change took place in September 1949.

There are no new changes involving naval districts outside the continental U. S.

**Titanium Found Useful in Jets  
In High Temperature Areas**

Titanium, the "Titan of metals," is finding a place in the construction of the Navy's new jet planes.

A Bureau of Aeronautics research program which has been under way for four years has revealed the value of titanium in jet plane parts. An alloy composed largely of the "new" metal has proven highly satisfactory in parts which must keep their strength at high temperatures. These include turbine blades, tailpipe shrouds, engine firewalls and parts of the engine itself.

The alloy, consisting of small amounts of chromium and aluminum combined with titanium, is as strong as high-strength steel, but only half as heavy. Its use in planes improves carrying capacity, range, maneuverability and rate of climb. BuAer's alloy department is coordinated with other Government agencies and works closely with commercial interests to speed the expansion of titanium use.

Ample reserves of titanium ores are available in the U. S. and Canada. See ALL HANDS, February 1949, p. 31.



# THE NAVAL DISTRICTS



**1—Boston.**

Maine; New Hampshire; Vermont; Massachusetts; Rhode Island, including Block Island.

**3—New York.**

Connecticut; New York; northern part of New Jersey including counties of Monmouth and all counties north thereof (except Mercer); also the Nantucket Shoals Lightship.

**4—Philadelphia.**

Pennsylvania; Ohio; part of New Jersey, including counties of Mercer, Burlington, Ocean and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel.

**5—Norfolk, Va.**

Kentucky; Maryland; less A Arundel, Pr Georges, Montgomery, St. Mary's, Calvert and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, Westmoreland Counties and the City of Alexandria; also the Diamond Shoal Lightship and all waters of Chesapeake Bay, including its arms and tributaries, except waters within the Fourth Naval District and the counties comprising the

Potomac River and Severn River Naval Commands west of a line extending from Smith Pt. to Pt. Lookout, thence following the general contour of the shoreline of St. Mary's, Calvert and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries.

**The Potomac River Naval Command**

comprises the following areas, excluding the Navy Department: The Potomac River up to Great Falls, the District of Columbia and the counties of Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland, and Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia, and the City of Alexandria, Virginia.

**The Severn River Naval Command**

comprises the county of Anne Arundel, Maryland.

**6—Charleston**

North Carolina; South Carolina; Georgia; Alabama; Florida; Tennessee and Mississippi.

**8—New Orleans.**

Louisiana; Arkansas; Oklahoma; Texas and New Mexico.

**9—Great Lakes, Ill.**

Michigan; Iowa; North Dakota; Indiana; Kansas; Colorado; South Dakota; Nebraska; Wisconsin; Minnesota; Illinois; Missouri and Wyoming.

**10—San Juan.**

All United States territories, possessions, naval reservations and naval activities on shore located within an area bounded as

follows: Beginning at latitude 25°00' N., longitude 72°00' W.; thence to a point on the north coast of Cuba in latitude 22°47' N., longitude 79°47' W.; thence westerly around shore of western Cuba and easterly along shore to Cienfuegos Light in latitude 22°02' N., longitude, 80°27' W. [The land areas of the Isle of Pines and other small coastal islands of Cuba are included in the Tenth Naval District]; thence south to a point in latitude 18°05' N., longitude 80°27' W.; thence to Punta de Gallinas, Colombia; thence along international boundaries to include all of Venezuela, British Guiana, Surinam and French Guiana, to and including eastern boundary of French Guiana; thence east (true) to a point

in approximate latitude 4°20' N., longitude 50°20' W.; thence northwesterly to a point in latitude 25°00' N., longitude 65°00' W.; and then westward to point of origin

**11—San Diego.**

Arizona; Clark County in Nevada, southern part of California, including counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.

**12—San Francisco**

Utah; Nevada, except Clark County; northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof

**13—Seattle.**

Washington; Oregon; Idaho and Montana.

**14—Oahu T. H.**

Hawaiian Islands and islands to westward, including Midway, Wake, Kure, Johnston, and Sands Island and Kingman Reef.

**15—Balboa.**

Panama Canal Zone.

**17—Kodiak.**

Alaska.

# BOOKS: CHURCHILL VOLUME COVERS PEARL RAID

• *The Grand Alliance*, by Winston S. Churchill; Houghton Mifflin Company.

This is the third volume of Winston Churchill's great series on World War II. The other two were *The Gathering Storm* and *Their Finest Hour*.

*The Grand Alliance* broadens the epic story into new dimensions and touches its climax in the Pearl Harbor attack and the historic Christmas, less than three weeks later, at the White House. Here we see the war on a world scale: the German drive to the eastward, the fast-moving battles on the African desert, the Battle of the Atlantic. We see the dramatic sinking of the German pocket battleship *Bismarck*, and the entrance into the war of Russia.

Mr. Churchill is one of the finest writers of our time, a master of the English language. He was the leader, the commander, the very heart and soul of the struggle about which he writes. This book, like the others he has written about the last war, will be studied eagerly as long as books

## New Book Series Emphasizes Role of Sailor-Citizen

To implement the idea that in America a sailor is essentially part of the citizenry and should be educated in democracy's concepts, a series of books entitled *Your America* is being distributed by the Bureau of Naval Personnel to recruiting centers and the Fleet.

Purpose of the series is "to impart a deeper understanding and appreciation of American democracy, its concepts, ideals and practical operation, and to develop in the men and women of the Navy a willingness and an ability to assume their share of active, responsible citizenship," states information in the publication's masthead.

The series covers "Democracy and Totalitarianism," "Democracy in Our Everyday Life," "Privileges of American Citizenship," "Responsibilities of American Democracy," "The Place of the Armed Forces in Our Democracy," and other related subjects.

exist. And despite all his genius, the author never loses the touch of humanity and the occasional hint of humor. (He captions his letters to F.D.R. like this: Former Naval Person to President Roosevelt.)

Numerous maps and diagrams.

\* \* \*

• *The Plymouth Adventure*, by Ernest Gebler; Doubleday and Company, Inc.

What a strange crew it was that manned two little ships sailing out of Southampton! Men, women and children together; religious zealots and the dregs of London alleys. There was cruel, blustering Christopher Jones, skipper of the leading ship; a gentle girl named Priscilla Mullins, and John Alden, a carpenter engaged to care for the casks and barrels. . . .

Yes, *Mayflower* was one of the two ships that set sail across an unknown ocean on that day in 1620 — a cockleshell not twice as large in dimensions as a 50-foot motor launch. The destination at first was the mouth of the Hudson River, but a scheming London merchant had the course altered for Cape Cod, for reasons of his own.

Here is a historical novel which is truly historical.

\* \* \*

• *Escape to Adventure*, by Fitzroy Maclean; Little, Brown and Company.

Mr. Maclean wanted to travel in central Asia, so — he went traveling in central Asia. The first leg of the author's travels took him from Paris to Moscow. From there, he made a lot of trips — many in areas technically closed to travelers, and almost all off the beaten path. Places he got to on these jaunts have strange, seldom-heard names — Lenkoran, for instance . . . Turkestan and Tiflis.

All this is in the first part of the book. The other part is devoted to Mr. Maclean's assignments in World War II, some of which brought him adventure fully as gripping as his prewar excursions.

This is an interesting and adventurous book. It has a definite tone of behind-the-scenes reporting; it carries across to the reader a sense of experiencing the events which are described, of knowing the people de-

scribed. Top flight stuff in true-adventure reading.

\* \* \*

• *Geordie*, by David Walker; Houghton Mifflin Company.

Want to read something really rib-tickling? If so, here it is. It's all about Wee Geordie MacTaggart, a small Scotchman who wanted to be bigger. He got bigger, too — until he turned out to be almost six and one-half feet of good Scottish bone and brawn . . . an Olympic champion in the shot-put, but not much of a lover.

It's warm, friendly humor of the most enjoyable kind. Fiction, of course.

\* \* \*

• *One-Dog Man*, by Ahmad Kamal; Random House.

Three boys and a dog, and a grown-up man. Fabulous battles, boyish excursions from home, a tree house, a deep-sea diving outfit, catastrophe at a concert, an epic spanking. . . .

This book appeared in a slightly shorter form a while back, as a magazine story entitled *Randolph*. It was well liked, deeply enjoyed in that version, and will be in this. Homey, heart-warming, humorous — as only boys and a dog can be.

\* \* \*

Reviewed and chosen by BuPers, these books and others hot off the presses are yours to enjoy. Check with your librarian.

## Rice Paddy Navy's Action In World War II Described

SACO — *The Rice Paddy Navy*, by Roy Olin Stratton, CDR, SC, USN (Ret); C. S. Palmer Publishing Co., is a book about a group of 3,000 U. S. Navymen who fought in World War II in company with 100,000 Chinamen, far behind Japanese lines. Its author was a member of the group — a Supply Corps commander who had come up from the ranks. His book is described as the greatest story ever written about the part SACO, the rice paddy Navy, played in the Pacific theater of World War II.

The book is coming out in a limited edition, aimed primarily at personnel who were attached to the unit. Nevertheless, it will be of interest to 'most anybody who likes an off-the-trail story of the fighting Navy. The publisher's address is 2 Marble Ave., Pleasantville, N. Y. Price: \$5.00.

# 5 Trapped in Submarine S-4, Sunk by Rum Patrol, Hammocked at Provincetown, Down in 108 Feet of Water

Czech Off Provincetown

Five Officers, Crew of 39,

ALL HANDS BOOK SUPPLEMENT

Wilbur Despairs Of Saving M Lost With

## Gale Blocks Rescuers As 6 on S-4 Use Last Oxygen Divers Try To-day to Get Air In by Torpedo Tube

Deny Hoover's

Steel Girt Torpedo Room Where Six Men of the S-4 Remained Alive and Tapped for Aid



# S-4 SOS

OFF PROVINCETOWN: 1927

Six men were locked inside sunken submarine S-4, praying for rescue. From the book by Tom Eadie, I Like Diving, reprinted by permission of the author.

**S-4 Victim's Friends Get His Christmas Cards**  
From the Provincetown Independent  
PROVINCETOWN, Dec. 18.—A Christmas card, a memento to the S-4 crew, which was sent to the S-4 crew, that would be of use for more than a year, was received by the friends of the crew.

**Divers Clear Wreck Snarl On S-4 Deck**  
Day's Salvage Operations Limited to Untangling and Shearing Off Wires, Lines and Steel Splinters  
Masonic Memorial Held Over Sea Grave  
Four at Work in Depths Think It May Be June Before Hull Comes Up

**Searchers Hunting in Midnaper Seize Suspect**  
Two ladders while the legs. the drive would night

**Congress Medal Of Honor Asked For Diver Eadie**  
His Heroic Rescue of Diver Michels, Caught for Two Hours in S-4 Wreckage, Told by Falcon's Captain

**Gale Halts Salvage of S-4 Snaps Falcon's Mooring Wilbur on Way to Scene**  
President Finds Army and Navy

**Hope Ended for S-4 Men; Salvagers Not Expected To Lift Hull Until Spring**  
Phone Saves Ellberg From Death At Grave of S-4 on Bottom of Sea

**Deep Sea Inspection by Lt. Ellberg, in Which Diver Nearly Loses Life, Convinces Navy Efforts Vain**  
Bodies To Be Left Till Wreck Is Raised  
Divers Boing Under Keel for Pontoon Chains While Hoses Lay Pours New, Useless Air Into S-4 Tube

**By Whitney Bolton**  
A Staff Correspondent  
PROVINCETOWN, Mass., Dec. 18.—A day's operations on the sunken S-4 were suspended abruptly at 11 o'clock, because of a gale which blew the mooring tender away from the submarine and the derrick from a dead stern. The derrick was blown down and the derrick from a dead stern. The derrick was blown down and the derrick from a dead stern.

# S-4 SOS



Tom Eadie, GMC

It was a crowded reception room that day in February, 1928, in the executive offices of the White House. People gathered about in small groups, talking in quiet tones until President Coolidge entered and walked up to the Navy chief. "I'm glad to know you," said the President after the introduction, "and I thank you for your services."

Chief Gunner's Mate Tom Eadie gulped out some kind of a reply, and the President turned to look at some of the others in the room. "Quite a large gathering," he said.

"I come of a large family, sir," said the chief.

Introductions over, the party moved outside onto the White House lawn where presentations of the Congressional Medal of Honor are customarily made. When the principals of the ceremony, spectators, photographers and newsmen had reached their proper places, the Honorable William D. Curtis, Secretary of the Navy, commenced reading the citation:

"For display of extraordinary heroism in the line of his profession above and beyond the call of duty on 18 De-

ember 1927 during the diving operations in connection with the sinking of the USS S-4 with all on board as a result of a collision off Provincetown, Mass. On this occasion, when Michels, CTM, USN, while trying to connect an air line to the submarine fouled, Eadie, under the most adverse diving conditions, deliberately, knowingly and willingly took his own life in his hands by promptly descending to the rescue in response to the desperate need of his companion diver. . . ."

Today Tom Eadie, one of the Navy's most famous divers, lives in retirement in Newport, R. I., a highly respected citizen of a city that likes its Navy men and which had presented its own "Medal of Honor" to the nine divers who left there to take part in salvaging the sunken S-4.

Two years earlier, Eadie had taken part in the salvaging of the submarine S-51, which had been run down and sunk at sea some 18 miles south of Newport. The two submarine disasters had pulled the heart-strings of the nation.

Here is Eadie's story of the events during the salvage operation on USS S-4 for which Congress and the nation awarded him its highest honor.

WHEN the submarine S-4 was sunk off Provincetown, the disaster was due to so many little things, one after another, that a man couldn't be blamed if he came to think Fate took an active hand, as if some power actually did one thing after another to make sure of killing those forty men who were in her.

To begin with, the submarine and the Coast Guard destroyer that hit her were practically the only vessels anywhere near the entrance to Provincetown Harbor on that rough winter afternoon. There was a stretch of clear water seventeen miles broad, and only the most exact calculation could bring the S-4 up from her submerged run at exactly the second and exactly in the spot where *Paulding*, the destroyer, couldn't help hitting her.

If she had come up ten seconds sooner, her periscopes would have cleared up enough so she would have seen *Paulding* rushing down on her. If either boat had been a scant hundred feet from where she was, there would have been no collision.

But they did meet, and *Paulding* rode right over the submarine's forward deck and sliced into her battery-room, breaking off a part of her own stem and leaving it in the gash.

That was at 3:37 on the afternoon of Saturday, 17 December 1927, and I first heard of it through a telephone message from the Newport torpedo station to my home in Newport, at 6:15.

I had been in Fall River with my wife and daughter that afternoon, doing Christmas shopping, and we had just come home and had had our supper.

"Come to the station immediately," was the message

on the phone, "The S-4 has been sunk." I was in civilian clothes but I changed into uniform, begged a ride to the ferry—which is about a mile from my home—and caught the boat that left at 6:25. I remember that during the whirl of changing my clothes, my wife was standing by, wildly anxious, and I was trying to tell her what had happened and dress speedily at the same time.

At the station I was met by Commander Causey, the executive officer. He told me details of the disaster, and asked me what gear would be required. I said, "Hardly any. The rescue ship, *Falcon*, will undoubtedly have all the gear that is needed."

We reached Provincetown at 12:30 that night. *Falcon* wasn't in; she had been at New London, and on the first confirmed report had begun to make ready for a quick start. They were all ready to let go and start when the report was confirmed; she was under way sixty-eight minutes after the first report reached her. She got in early the next morning.

2

A young gale had been blowing all afternoon and evening, and next morning—Sunday—it was even worse. The only boat safe for us to go out in was a surf-boat belonging to the Coast Guard at Wood End.

They took us out, with a dory towing astern of the surfboat. When we got out to the scene of the wreck, it was so rough we couldn't go alongside *Falcon*. So we went to windward of her, and two of us got into the dory. I was one of the two.

Captain Hartley of *Falcon* met me. "Eadie," said he, "you'll be the first man to go down."

I said, "All right, sir, as soon as I get into my gear."

We were not even sure then that we had S-4's position. The Coast Guard had grappled and had hooked some object on the bottom. But what they had caught onto could not be known until the catch was proved by a diver.

*Falcon* was anchored right over the submarine, on the mark set by the Coast Guard. She wasn't moored out, for there was too much sea running to place moorings, and it wasn't yet sure we had found the submarine.

I went over the side on the stage. It was bitter cold; the vessel was rolling, and but for the many hands that crowded to hold the stage steady, I should have been smashed against *Falcon's* side.

They lowered me quickly, and I was soon below the send of the sea; for you get the forward motion of a sea only so far below the surface as its height above the surface. That is, a wave five feet high will give you a send five feet below the surface. When you get deeper than that, the only effect of the sea on the diver is the varying pressure when a wave passes over him. This is a serious effect—and in deep sea work, when there is always more or less of a swell, it is always present. If a wave two feet high passes over you, you get a sudden increase of pressure amounting to one pound a square inch—really almost a ton on your whole body.

As soon as I was well under the water, I tested everything—telephone, valves, and the suit for leaks—and then left the stage and slid down on the grapnel line. On that dive I wore a suit with gloves on it, and carried nothing but a hammer with me. The hammer was for the purpose of tapping signals on the various compartments of the submarine, though I never for a moment thought there would be such a thing as life aboard of her.

I went down one hundred feet in less than fourteen seconds, and landed between the two periscopes. I had come down so fast that my shoes hit there with a clang that was heard by the six men imprisoned in the torpedo room. And I thought I heard a signal.

I said at once over the telephone, "It is the submarine." Then I looked around. The visibility was very poor. The current was running thwartships, and stirred up the mud, making the water terribly murky. To make it worse the sky was overcast, and so there was very little light there at all.

I jumped down to the forward deck locker, and this time I heard another signal, and heard it plain. They were pounding inside of her, and I said: "My God, a signal!"

I knew exactly where it came from, and I didn't have to waste my time running around frantically hunting for it, but could run directly to it. I had to climb over the gun, which was slewed around to port, and had its breech up and the muzzle down.

As I walked—or rather, ran—along the narrow deck, I found loose pieces of wreckage lying about, bits of metal that I could pick up and throw overboard. They were bits broken off *Paulding* and off S-4's own superstructure deck. Larger twisted and bent pieces were all snarled up in a heap forward of the gun.

I climbed over the gun and into a tangled mess of wreckage. The way she looked, she was far worse off than the other sunken sub I had worked on, S-51, had ever thought of being—that is, going by the open wreckage you could see.

I picked my way over the mess to the place where I knew the sounds were coming from, the torpedo loading

hatch. This is the only opening from the deck into the torpedo room, and the way those men would have had to come out if they came at all. The men were pounding on the torpedo room hatch, which is just inside the loading hatch.

I banged with my hammer a number of times on the hatch, holding my other hand down on it to feel the vibration of any response. I got a response at once, and it seemed to hit right under my hand. They made six taps. Every time they signaled, it was six taps.

The vibration of it was so strong that it was transmitted through my body and to my telephone line. The man tending my line told me afterward that before I told him there was life aboard, he already knew it. He said, "I could hear your signal and their answer, and I couldn't tell the difference between them."

As soon as I heard their answer, I banged the hatch again a few times as a message of good cheer; I didn't have any Morse, but I just let them know we were on the job. I telephoned to the topside: "Life aboard in the forward torpedo room." Then I headed toward the bow of the boat, telling them over the telephone I was doing so. I found the bow was covered with mud. This showed that the boat had gone to the bottom on a sharp angle and had scooped up the mud with her bow. She was lying a level keel, both fore-and-aft and athwartships.

The idea of going forward to the bow was so that the people topside could trace my bubbles and so know the boat's position as she lay on the bottom, and would know how to set the moorings as soon as it was possible to go to work.

I reported every bit of information as fast as I came to it. I told them: "There is a mess of wreckage. . . She looks very bad, worse than the 51 . . . I am on the hatch . . . I am on the bow . . . Her bow is covered with mud . . . I am now going aft."

3

All this time the men inside never sent another signal. I figure that they knew what I was doing, and that I would try to signal other compartments. If I did, and they replied, they knew it would only confuse me, and so they kept still.

Now I ran along the deck, going aft, until I was brought up by a sudden jerk. In my anxiety to cover the ground as fast as I could, I had not been as watchful as I should have, and I had run into the boat's tangled radio antenna, which had been carried away by the collision.

They noticed on topside that I had stopped, and that I hadn't traveled the length of the boat. "Are you in trouble?" the tender asked. "What's happened?"

"I'm foul in the antenna, but I'm all right and can clear myself shortly." I did get clear and tried to move farther aft. Still I couldn't; I was held up somewhere. I pulled at my hose and life line to get some slack, and it wouldn't come. Then, looking up, I saw that I was foul round the submarine's little yardarm.

"I guess I can't get any farther aft," I told the topside. "I'm foul on the yardarm. But I'll lie down and stretch out as far as I can and try a tap." As it was, I did just reach the engine room hatch, and sent a few signals without getting any response. And then I was perfectly assured that there was nobody alive inside the boat except the men in the forward torpedo room.

I told topside then I had completed my inspection and opened the hatch, and what did they want me to do. They

# S-4 SOS ... --- ...

answered, "You've been down long enough. Stand by to come up; we have another man ready to go over."

This man was Bill Carr, and while I was going up he was coming down; I saw him pass me. On topside, as soon as they knew there was life aboard the submarine, they got the oscillator of their submarine signal system overside and sent signals to the men in the submarine. I think the first signal—they were in Morse—was to ask what conditions were. The answer was: "There are six in the torpedo room with fifteen inches of water and a slow leak."

The next thing to try was to put air into the compartments.

By this time it was getting dark and the sea was getting worse all the time. Every time you went over the side, it was an attempt at suicide, because of the sudden increase of pressure every time a sea went over you. The rise and fall of the waves was ten feet, which meant five additional pounds of pressure suddenly applied and then suddenly taken off every square inch of your body.

It was bitter cold. The seas by this time were coming aboard *Falcon*, and the tenders standing along the rail and holding the man's lines, or watching his air or handling his telephone, were hit by the spray and solid water that came over the rail and were rapidly coated with ice.

Before a diver going over the side could get under water, the spray and wind had made him a mass of ice.

But Captain Ernest J. King (temporarily assigned as salvage force commander) said, "We must get air in there tonight. It's tonight or never." So they looked around for the best man to send and decided on Fred Michels. He went down, taking a second air hose.

When he had been down three quarters of an hour, and they had heard nothing from him for quite a while, they grew anxious. He said he was badly fouled and asked them to send me down. They couldn't understand him very well, but he seemed to be saying: "Send Eadie. Cutters, Eadie, cutters."

4

They came down for me. I was in my bunk; it was about five and a half hours since I had made my dive, and after an hour below, I had been decompressed on board *Falcon*. I had got warm, had something to eat, and turned in and gone to sleep. Captain Hartley, the commanding officer, came down himself and woke me. "Mike is foul," said he, "and it looks kind of bad. Will you go after him?"

"Yes, sir," I said. "I'll be up as soon as I can." And I was in such a hurry that, instead of putting on three suits of underwear, as we usually did in that cold weather, I put on only one. Also I asked for a suit without any gloves, for I knew I should need the freedom of my hands.

The temperature of the water was thirty-four degrees, and putting your hands into it was like putting them into freezing brine, and was extremely painful.

To save time I went down on Michels' own line, carrying a thousand watt lamp, and landed close by Mike, who was lying in the wreckage on deck forward of the gun. He had never made his connection at all.

Mike was lying face down in the wreckage, and there were at least eight turns of his lines woven back and

forth across his back. There must have been one hundred and fifty feet or so of his hose and life line laid back and forth across that deck.

Mike's pickle was due to the storm that was blowing on the surface. *Falcon*, lying to an anchor, naturally would yaw. As she went off to one side, Michels' line would become taut, and the tender would have to give him some slack or haul him off the deck of the sub. As *Falcon* came back, the slack caught in the wreckage. As it came across it just happened to land across Mike's shoulders and pressed him down on the deck.

I first tried to clear him. I saw one bight that was caught in an angle iron, down on the side of the boat, that was bent into a U-shape. With all my strength I couldn't pull it out.

I wasn't talking to topside much. I simply told them, "It's quite a mess down here. Don't bother me." As a matter of fact, I had never seen such a mess.

I telephoned up for a hacksaw and told them to shackle it onto my light wire. When I got it, I went over to Mike. I hadn't spoken to him, for the topside had told him I was coming. I was close to him and he knew I was there; he kept pointing to where he was foul, and I would make a motion that I understood. He was really only a dim outline in the muddy water.

The hacksaw came down very quickly, and I took the light over to Mike, placed it in his hand in the position where it was needed, and told him to hold it there. He was within five or six feet of that U-shaped iron, but he couldn't get over to it. He was so held down that he couldn't even get his hand to his air control valve. Had it been shut off—for instance to telephone—he would have suffocated. That was why they couldn't get his messages very well; he was in a position where he couldn't shut off his air to use the telephone well.

He held my light, but in less than a minute it flared up into my eyes so I couldn't see a thing. He couldn't hold it, but I didn't know that. I got kind of angry, and shook him and, putting my helmet close to his, yelled, "Hold it there!"

Then it flared again. He had dropped it.

This time I realized something was wrong with him. He would have helped me if he could. As a matter of fact, he was now unconscious; his suit had become cut and was full of that ice water—and he couldn't move to keep his circulation going.

So then I took the light and put it against that gun mount, and finally I got to work sawing that angle iron. It was a miserable job. The iron was loose, and I had to hold it with one hand and saw it with the other. It was in an awkward place, near the edge of the superstructure, and I had to lie down right by Mike to work. I had to go slowly and carefully, too, for a hacksaw blade is brittle, and if I broke it, it could cost time to get new blades. And time was the breath of life. I could last only about so long, and Mike could live only about so long.

It took me forty or forty-five minutes to cut through that stout angle iron. Inside the boat they never made a sound; they undoubtedly thought that whatever we were doing was toward their rescue. It was very cold, and my hands were aching terribly.

Finally I got through, but here was a new misery. Lying down to cut it, a sharp angle in the wreckage had cut my own suit, and I was wet to the neck.

As soon as I had worked the slack back and forth and

got some more, I stood Mike up. I still thought he was conscious, though he didn't help me when I pulled him up.

I telephoned the surface. "Take in the slack on his life line and hose," I told them, "and tell Mike to follow me to the descending line."

As I was going along toward the descending line, I felt myself getting buoyant. "Stop pulling me," said I.

"We aren't pulling you," they answered, and I turned round quick and saw Mike's feet floating about level with my face plate. I grabbed them and pulled them down.

It was found afterward that one of us had taken a turn in the other's life line, and his buoyancy was pulling me off the deck. But at the moment, I merely tripped his spitcock to relieve his buoyancy. Even then I didn't realize he was out. I simply wondered why he didn't work with me.

I closed his spitcock again; then I motioned him to come toward the descending line and held the light to show him the way. In a moment I looked around, and again I couldn't find him. But topside said he was all right because they now had all his line except just enough to reach the bottom, so they knew I had him clear.

We didn't know how bad things were. *Falcon* had begun to drag anchor in the gale. She was drifting so badly that she had dragged her anchors four hundred and fifty feet, even though two other ships had their moorings out and had their lines on *Falcon* trying to hold her in place. *Falcon* has anchors a thousand pounds heavier than ships of a like size, so you can see it was blowing some topside.

It meant that Mike and I were at the extreme end of our lines. Captain Hartley figured that in five to twenty minutes longer, if I hadn't got Mike clear, we should undoubtedly both have been left there. So time was even more precious than we had any idea.

I was still carrying the light, and when I got to the surface the light of it showed Michels lying blown up, on the surface! They didn't know he was on the surface.

They got the stage over and got me aboard and rushed me into the decompression tank. There were already three other men in there, waiting to take care of us. The three of them took my suit off and were still at it when Mike was passed in; he was stiff as a board.

His eyes were rolling in his head; he was frothing at the mouth and making a gurgling sound, and we had to cut his clothes off him, diving suit, underwear, and all. He had a pair of woolen gloves on, and, even though we cut them, his fists were clenched so tight it took the strength of two men to open his hands and make him let go.

According to the decompression tables, we should have been under a pressure of thirty pounds, but when I saw his condition I ordered the pressure run up to sixty pounds to relieve the 'bends'—for it looked as if he might have a serious case of them on top of the exposure. However, he didn't; it turned out to be only a bad case of exposure.

They took an hour to run the pressure down to thirty again. I said to the other fellows: "Men, you've got to work," for it looked as though we'd lost him after we thought we had saved him. The three men and I massaged his body, slapped his face, and in general gave him a beating.

Cold as I was myself, I never felt it until I noticed that Mike was apparently coming round. Then I began to

shiver. I lay down right onto Mike, both of us naked and under blankets, to share the heat of our bodies. It was 11:40 when we entered the tank; it wasn't until 3:30 that Mike regained consciousness and could recognize anyone.

5

He was still very weak in the morning, and it was thought that to save his life he ought to be taken to the hospital. The only safe way to get him there was in a decompression chamber, and as *Falcon* was the only ship that had a decompression chamber, she had to be used.

That was the reason she left the scene, and I think it was a thing worth while doing; it saved Mike's life and weather conditions at the wreck were so bad that diving was impossible. This was Monday morning, and we had one more signal from the submarine before *Falcon* left.

All through the storm, the only line *Falcon* had on the submarine was the descending line. As the ship yawed or dragged, this line had to be tended by hand. Before *Falcon* left for Boston, she buoyed the line and let it go. This was the buoy that carried away in the storm and lost the S-4's position for us.

With Fred Michels safely ashore, I went back to Provincetown with *Falcon*. This was the trip that was so much criticized at the time by people whose imaginations had been seized by the picture of those men shut up below, suffocating gradually, while their only possible rescuer was gone to Boston. Those people couldn't be blamed for their feelings, but they simply didn't know the actual conditions and didn't know that nothing could be done while the storm lasted.

On Tuesday we lay near the wreck, but we couldn't see much in the storm, which was then at its height. The marking buoy was seen late in the day and was gone on Wednesday morning, so we figured it must have been carried away during Tuesday night.

The sea was rising at sunup, and as it came full light we saw the buoy was gone. Working boats from *Falcon* and the Coast Guard immediately started sweeping for the sub; only a small area had to be covered, but the water is very deceiving. However, the boats soon got the S-4 again.

As soon as the submarine was located, they put a descending line on it. Life had ceased to exist on board, however. We didn't know it, but the officers did.

Nevertheless, we went ahead on the possibility there was a chance.

The submariners had never hooked onto the main salvage line, from which they might have been able to get air, as the tube to the various compartments was called. Michels had tried to do it, but was fouled and then forced away from it.

Another submarine that was lying nearby had signaled to the people inside the wrecked vessel to take out the gags from the inner end of the salvage main; they replied they had done so, and got water.

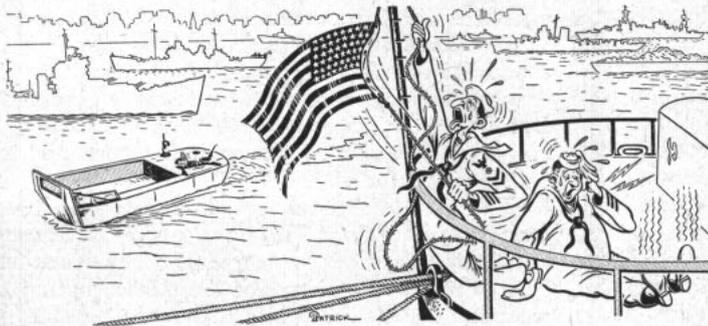
This led us to believe that the line was ruptured. The same thing had happened on the S-51, so we were not surprised. But after we got the S-4 to the Navy yard it was found that this line was intact—the water that had come through was merely condensation.

My own idea is that as soon as they saw that water coming in, with fifteen inches already on the floors from leaks, they said, "Well, here's one leak we can stop anyway," and shoved the gag back before the condensation water had run out.

# TAFFRAIL TALK

**RECORD-SETTERS'** department: Ten days in Marseille, good liberty or no, was about all the quartermasters of *uss Algol* (AKA 54) could stand. During that time the ship must have set some kind of a record for wear and tear on signal halyards, shoe leather, and quartermasters in general.

A note from the CO gives the details: "*Algol's* berth placed her directly in the Rhone-Marseille canal, with the result that approxi-



mately 25 vessels, including tugs with long strings of barge tows, passed by daily. Of these a total of 193 vessels dipped their ensigns to us."

It was undoubtedly worthwhile in international relations, the CO says, and "not to be outdone by fine Latin courtesies and with a high regard for paragraph 2167 of Navy Regs, *Algol* answered dip for dip."

Sequel to the story (so they say, anyway) is that out at sea once more, some of the quartermasters were overcome by the quiet.

\* \* \*

That supposedly cutting remark that boatswain's mates make when asked what they're doing — "Well, sonny, I'm building a rudder for a duck's after end!" — is no longer the devastating reply they would like it to be. For the information of seamen who are supposed to slink away with red ears and blushing cheeks — don't do it. Tell the boatswain right back that such a rudder actually has been built.

At least that's the information we have from L. Gillion, who's a BMC himself on duty at Yokosuka, Japan. He writes that E. E. Sevier, BMI, USN, is the "genius who invented and constructed this ingenious duck. . . . In addition to the rudder, this full-rigged duck has, for eyes, port and starboard running lights."

\* \* \*

Name of a Navy dental education film: *Swab Your Choppers.*

*The All Hands Staff*

# ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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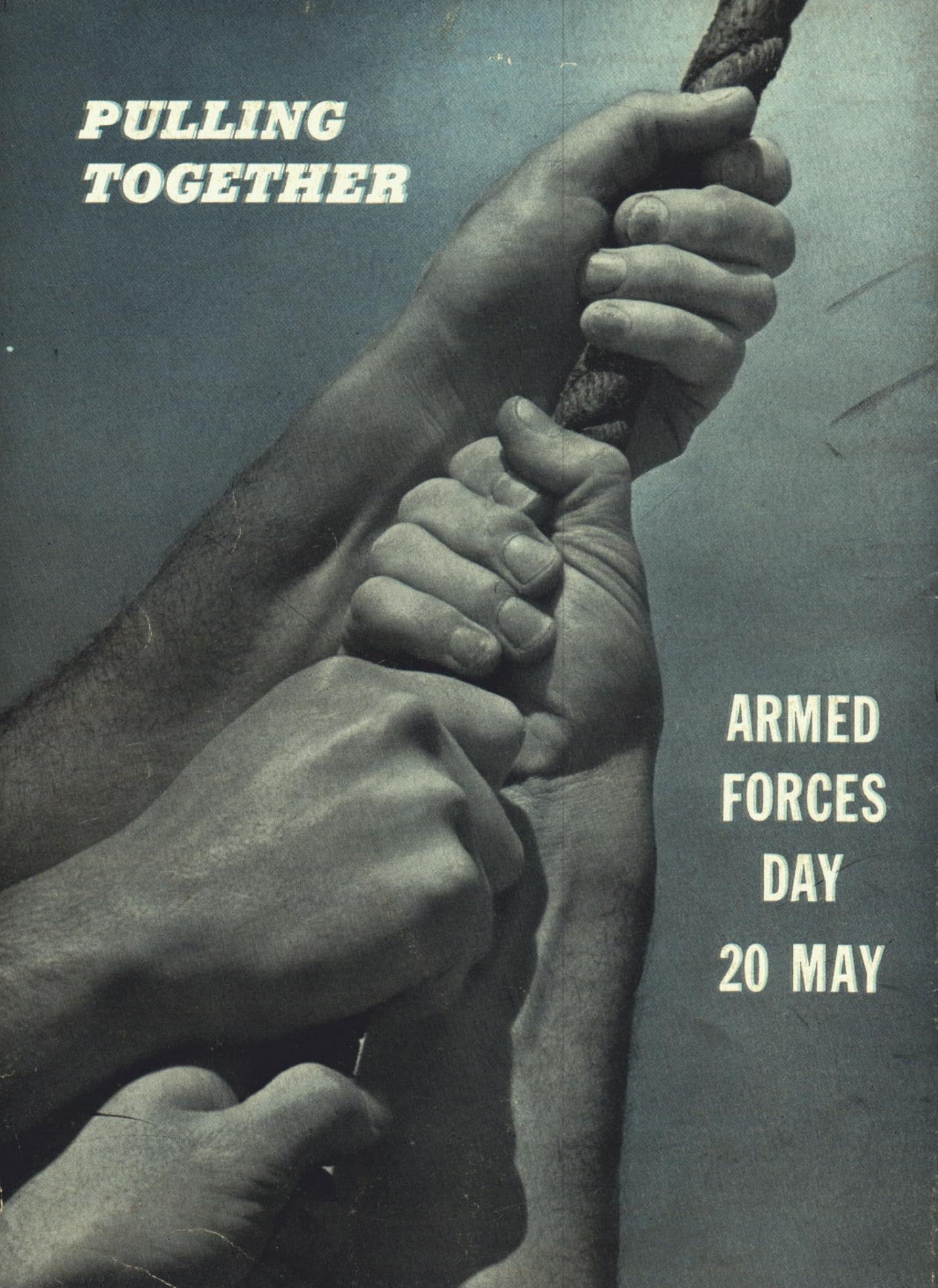
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Keeping her constant vigil of New York harbor, Liberty → greets a Navy blimp, part of the daily procession of sea and air travelers from all parts of the world.

**ARM  
OF  
LIBERTY**





**PULLING  
TOGETHER**

**ARMED  
FORCES  
DAY  
20 MAY**