

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION



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NOVEMBER 1960



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1960 Nav-Pers-O NUMBER 526

VICE ADMIRAL W. R. SMEDBERG III, USN

The Chief of Naval Personnel

REAR ADMIRAL A. E. LOOMIS, USN

The Deputy Chief of Naval Personnel

CAPTAIN F. R. WHITBY, Jr., USN

Assistant Chief for Morale Services

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CDR F. C. Huntley, USNR, **Editor**

John A. Oudine, **Managing Editor**

Associate Editors

G. Vern Blasdell, **News**

David Rosenberg, **Art**

Elsa Arthur, **Research**

French Crawford Smith, **Reserve**

Don Addor, **Layout**

• **FRONT COVER: THE EYES OF TARTAR**—Destroyermen check over fire control radars that guide Navy's Tartar surface-to-air missiles from the launchers of USS Charles F. Adams (DDG 2). Tartar destroys low and medium altitude targets.

• **AT LEFT: SLUMBER TIME**—The setting sun highlights the sails of submarines nesting at pier side in Norfolk Naval Shipyard as their crews knock off work and get ready for in port night routine.

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

THE BLUE AND GOLD

On 16 Sep 1960 this dispatch was sent to a Navy ship in the Pacific:

"FM COMSUBLANT

TO USS PATRICK HENRY

A SIGNIFICANT POINT IN NAVAL HISTORY IS RECOGNIZED ABOARD PATRICK HENRY TODAY X FOR FIRST TIME ONE COMPLETE CREW RELIEVE ANOTHER WITH RELIEFED CREW REMAINING ATTACHED TO THE COMMAND X TO CAPT BOB LONG AND YOUR GOLD CREW I SEND MY COMPLETE CONFIDENCE THAT YOU WILL CONTINUE THE SPLENDID RECORD ALREADY ESTABLISHED BY CAPT HAL SHEAR AND HIS BLUE CREW X VADM GRENFELL"

Here is the story of the planning and preparation that led to the establishment of the "blue and gold crews," and what a man who is assigned to these crews can expect.

NO MATTER HOW YOU CONSIDER them, the Navy's new Fleet ballistic missile submarines are something special. Mechanically, electronically, operationally, and strategically—they are in a class quite by themselves. In personnel matters the SSBNs are unique, too. For they are the first Navy ships to have two crews on a regular basis.

One crew is the Blue Crew. The other is the Gold Crew. Each crew comes under its own commanding officer. Both crews do not, of course, man the ship at the same time. In-

stead, one crew takes the submarine on patrol while the other is in training and on leave. Then they rotate.

They rotate when the SSBN returns to its tender, wherever the tender may be based. After a turn-over period, the just-relieved crew heads for its home port.

Though it is a submerged patrol, life aboard the submarine is anything but dull. The on-watch section has under its charge a ship that embodies the very latest technical advances and is designed as no other ship has ever been.

Considered in another light, the watch section of a 110-man crew—a group of about 30 to 35 men—has the immediate responsibility for more than \$100 million worth of ship. Comes out to upwards of \$3 million per man.

DURING THE OFF-WATCH, the crew enjoys a sort of "free time" that can be used in many ways. In the SSBN program much emphasis has been placed upon the SSBNers' getting the most benefit out of this time. While part of it is devoted to off-duty training and study, another part goes to recreational matters and physical conditioning.

So much for a quick look at the on-patrol portion of the SSBNers' life. Off patrol the pattern is quite different. Leave is granted and "re-

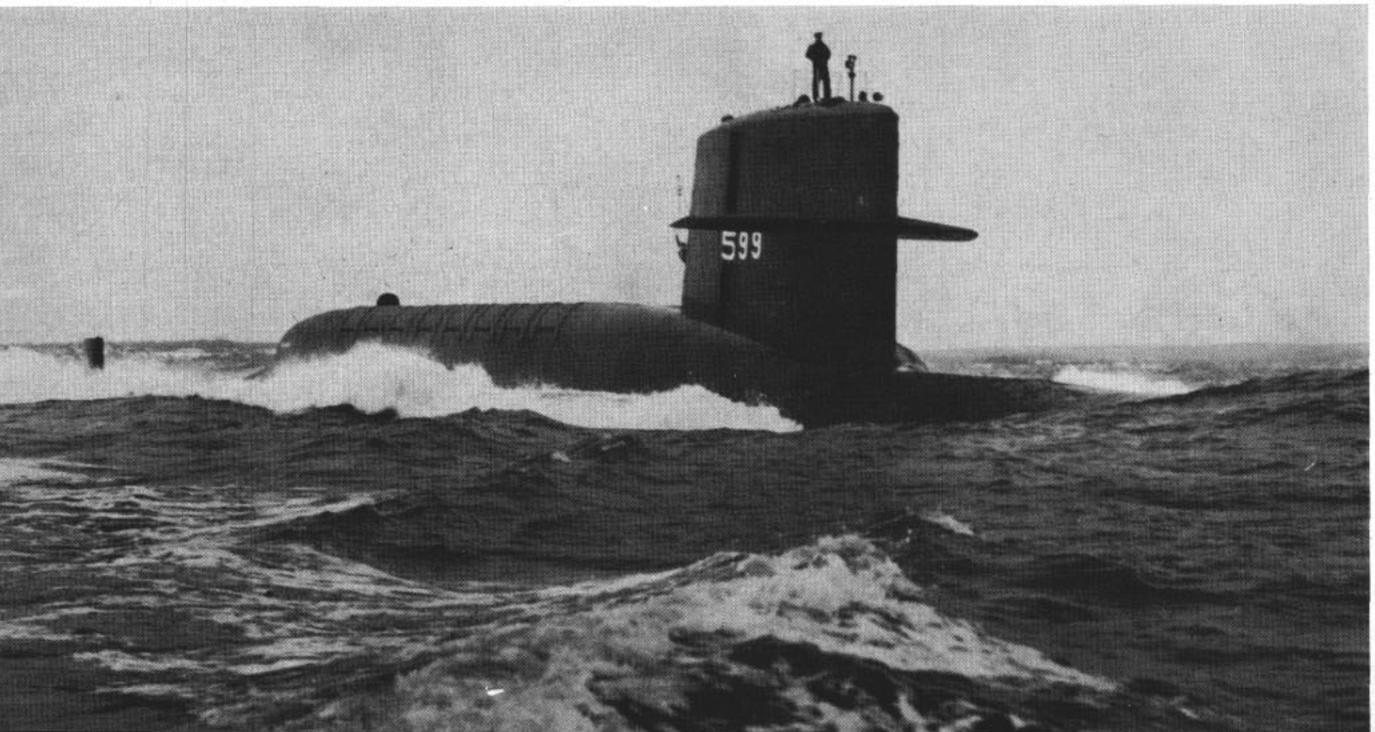
habilitation" is a big item. (It means, in this case, organized athletics, physical examinations, recreation and medical care.) The main activity during the off-patrol period is, however, training. One important item—submarine pay continues during the entire (several weeks long) off-patrol period.

THE SSBNER ON PATROL — At the present time the length of the SSBN's patrol varies. Generally the patrol lasts about two months. Two-month patrols are nothing new to the Navy. Witness the World War II submarine operations and, more recently, work with *uss Nautilus*, SS(N) 571, and *Seawolf*, SS(N) 575.

With the SSBNers it is not a simple matter of on-patrol, off-patrol. There is the turn-over period at the tender, and the time spent in traveling from the tender to the home port. The subject of ports brings up another matter in which SSBNs differ from other ships. The strategic concept under which they operate may not allow for such visits.

Just before leaving for patrol—and also upon their return — SSBNers have special pay days. Crew members are encouraged to register allotments for their dependents, which rules out the need for drawing advance pay before departing. Pay

SOMETHING SPECIAL—Navy's Fleet ballistic missile submarines are unique in many ways, including double crews.



TEAMS

accounts are, however, carried on board; for it is to a man's advantage to have his records and accounts accompany him.

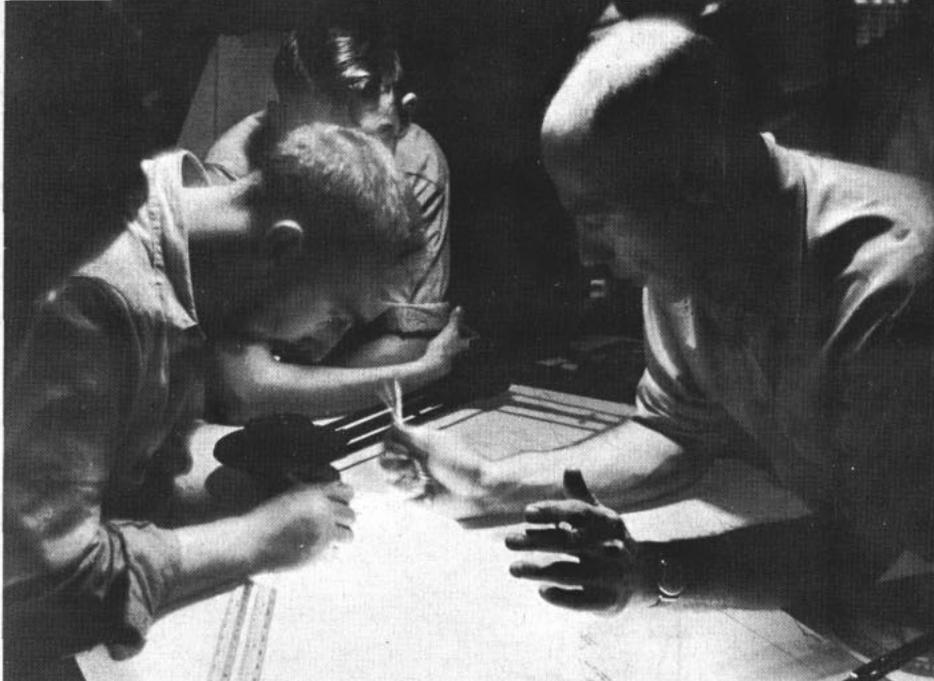
Just as with other Navy crews, a specific person fills a specific billet within each crew. In other words, Mike Missile, QM1, of the "Blues" would be the replacement for Dick Dolphin, QM1, of the "Golds." This being the case, a man on patrol might well ask: "What if my replacement doesn't show up?"

Well, that's like asking: "What if I get left topside when the ship dives?" It could happen but it's quite unlikely. Actually, administrative steps are in force to keep the likelihood of such a happening to a minimum. Further insurance is provided by the men of the training allowance of each crew (about 10 per cent). In most cases one of these men could take over the billet. But, if after all this, a man does have to turn his hat right around and go out on another patrol, he would upon return stateside be given the maximum leave possible.

During the patrol period, no mail is sent or received. As for taking emergency leave while the ship is on patrol—the possibilities are mighty slim. But let's look at what can be done. The Navy has always looked out for its own. This includes the Navyman's family, particularly in an emergency. In addition to providing detailed and timely information, the Navy will take steps to render what assistance it can to the family. In line with this a "PAC" (Personnel Assistance Center) is being established at the home port. PAC will be manned by permanent duty personnel and will provide assistance and support to the families of submariners.

QUITE A LOT OF EFFORT has been made in the matter of recreation while at sea. The recreational program is a varied one. Libraries are of three types. First, the usual shipboard "Lending library" type, with both fiction and non-fiction selections. Second, a tape library for tape recorders. Here are tapes ranging from religious programs to popular TV shows. Third is the hi-fi record library.

Physical conditioning hasn't been



LONG CRUISES like one made by crew of USS Triton, SSR(N)586, shown above, and other nuclear sub helped set pattern for on-station cruises.

overlooked. A two-man gym features exercise items. Hobbycraft kits (such as leatherwork and model building) and game kits are provided. In the mess compartment one or more of the mess tables are of the type that can be quickly turned into a combination shuffleboard table and small-duckpins table. Other mess tables have game boards permanently inlaid in the table tops. SSBNmen are able to keep up with world events through the periodic reception of news broadcasts.

Chaplains will not normally go on patrol. But that's not to say that provisions for divine services have been overlooked. Officer or enlisted crew members serve as religious lay leaders. Chaplains of the Submarine Force, U.S. Atlantic Fleet, provide pre-patrol guidance for the lay leaders and also provide such ecclesiastical aids as hymnals, devotional guides, altar cloths, tape recorded sermons and religious music, and on-film sermons given by leading clergymen.

Time off-watch during patrol offers good opportunities for training and study. Tests and courses such as USAFI courses and Navy training courses are available for self study.

AS WITH OTHER SUBMARINES, there is considerable cross training in the SSBNs. (Cross training enables a man in one rating to learn quite a bit about parts of another rating.) It has been said that the SSBN ships'

companies are the Navy's most highly trained crews. Here is a situation very favorable to those thinking about changing to another rating in the program. Incidentally, the same change-in-rating opportunities that exist for other Navymen also hold true for SSBNers. Cross training does not end with the patrol but is also carried out during parts of the off-patrol period.

The *Polaris* Program has a very high priority, it is true. And the need for top talent in the enlisted grades will be strong for a long time. However, full opportunities are provided in the matter of recommendations and applications for such enlisted-to-officer programs as NROTC, USNA, LDO, NESEP and Regular Navy Integration.

During patrol periods, SSBNmen are able to give their blues and whites and even their dungarees a rest. Fact is, they don't have to take many of their regular "sea bag items" with them, but stow them ashore at the tender.

Some quite interesting special clothing has been developed. First there is the cover-all, a one-piece outer garment made of dacron and cotton. Undershirts are of orlon and cotton. Drawers are made of dacron and cotton and the stretch socks are of nylon and cotton. Light in weight, slight in bulk, rugged in construction, and quick to dry, these drip dry clothes will be issued on a "special clothing basis" rather than as individually owned clothing.



POLARIS TECHNIQUE—Instructor points out how to load *Polaris* missile on sub.

At the end of the patrol the SSBN will surface and move into position alongside the submarine tender. Then, following the turnover period, the off-going crew will be airlifted to its home port.

THE SSBN OFF-PATROL—The SSBNs will not return to their home port. The crews will, though.

First we'll deal with the ship. Between patrols the SSBN will be with its submarine tender. After several patrols the ship will return to its overhaul yard for any major repairs and overhaul work. The first nine SSBNs will have New London, Conn., as their home port. For overhaul yards, initially some will be assigned to Portsmouth, N.H.; others will be assigned to Charleston, S.C. The tender will not necessarily be based either at the home port or overhaul yard.

During overhaul the ship may be tied up for some months. Chances are that during this period some crew members may go to new construction SSBNs while others will go to shore duty. But all this is pretty much in the future, and plans, as they say, "have not yet been finalized."

Leave, rehabilitation and training are the three main activities during the off-patrol period. On an average, the first month of this period will consist of 15 days' leave time and 15 days' "rehabilitation." The term is used here in its milder sense. Or-

ganized athletics, physical examinations, recreation and medical care... these will be the rehabilitation.

As for leave, it looks as though over a one-year period there will be two leave periods, each of about 15 days. In certain cases it is likely that as much as 30 days' leave may be granted at one time instead of 15 days. Leaves will normally be of the type known as "annual leave."

AN "FBM TEAM TRAINING FACILITY" (or Team Trainer) is located at the U.S. Submarine Base, New London. (Another Team Trainer will be at Charleston.) Here are located different types of training devices—some quite advanced and elaborate. Here will be provided formal training and refresher training, plus school-of-the-boat training. All hands will work out here for certain periods. Later, those in the weapons system will continue to train here. At the same time, however, other men—especially those in the nuclear system—will take their training in classrooms and laboratories in other parts of the base, devoting their main efforts to "operational and maintenance training."

SSBNmen who desire even further *Polaris*-Program training (beyond that already discussed) during the training period have the chance to apply for a course of instruction at a factory school or Navy school.

Commuted rations will not be drawn during this period, for sea

pay will continue, and both cannot be drawn at the same time. Further, as a result of recent congressional action, submarine pay continues during the entire off-patrol period.

THOUGH SOME GOVERNMENT HOUSING does exist in the New London area and though some civilian housing is available, it is still inadequate and the government is taking steps to increase the amount of Navy housing.

In March 1960 construction began on a 500-unit Capehart family housing development and it is expected to be completed some time in 1961. Construction of a second 500-unit development will begin early in 1961 and a third 500-unit will begin later in 1961.

To summarize, the present housing situation is fair to good, and the chances of a man in the *Polaris* Program moving his family into government housing are improving all the time. The situation on schools and shopping facilities is keeping pace with the housing situation.

TRAINING AND CAREER PLANNING—The Navy's Seavey/Shorvey program has a very strong bearing on all career planning matters, and SSBN crewmen will also be covered by Seavey/Shorvey. One special provision of the Seavey provides ConSubLant and ComSubPac the authority to retain on sea duty those qualified submariners who desire to stay on a submarine — including an SSBN.

Another career provision is being developed. It deals with the assignment of experienced SSBNers to a normal tour of shore duty. In this, many men would remain in the program by being detailed to a shore duty location within the overall *Polaris* Program. Here again, the fact that a man is in the weapons system or the nuclear system would have a lot of bearing on the location.

Weaponers could look for possible assignment to one of the following locations:

Naval Weapons Annex, Charleston, S.C.

U.S. Team Training Facility, New London, Conn.

U.S. Team Training Facility, Charleston, S.C.

Guided Missile School, Dam Neck, Va.

Polaris Material Office, Charleston, Va.

Naval Ordnance Test Unit, Patrick AFB, Cape Canaveral, Fla.

The following locations would be *Polaris* Program shore possibilities for men of the nuclear systems:

Nuclear Power Training Unit (prototype plant) at Schenectady, N.Y.

Nuclear Power Training Unit (prototype plant) at Idaho Falls, Idaho.

Nuclear Power Training Unit (prototype plant) at Windsor, Conn.

Nuclear Repair Activity, Pearl Harbor.

Nuclear Repair Activity, New London.

Nuclear Power School, Mare Island.

Nuclear Power School, New London.

In a few years, when the *Polaris* Program is well underway, there will be many more sea billets than shore billets. Even now the former outnumber the latter; and some of the above locations are still in the blueprint stage. As time goes by, chances of getting one of the above locations will decrease—with a corresponding increase in the chances of drawing shore duty of a "general Navy" nature. Still and all, the man who so desires will have a good chance of spending the remainder or most of the remainder of his Naval career in the *Polaris* program.

SSBNmen will, in many cases, not spend their sea duty time assigned to just one SSBN. With the great amount of new construction, the chances of a man's being assigned from an operational *Polaris* submarine to the pre-commissioning detail of a new one will be most excellent after two patrols. However, at least one year's service in an SSBN crew is required before transfer.

Since the program is a growing one, the chances of an SSBNer's being transferred soon to a ship type other than an SSBN are too small even to think about.

WHERE WILL MY RELIEF COME FROM? — That's a question asked by many present SSBNmen. (Now don't confuse "relief" with "replacement." The former is the man who will specifically relieve him within his own crew; the latter is the man who replaces during the turnover of crews.)

Each crew will have its own additional training allowance—about 10 per cent of the regular crew. These men will form a main source of "reliefs." Then, too, new men from other types of submarines—and directly from the Basic Submarine School at New London—will enter

the picture. All these, of course, will one day serve as reliefs.

Earlier, mention was made of enlisted-to-officer promotion opportunities. The chances of an ex-enlisted SSBNer's remaining in the *Polaris* Program are very good. Some of these officers could expect one day to serve in SSBNs.

Other sea duty billets in the program would be aboard *USS Compass Island (EAG 153)*, *Observation Island (EAG 154)*, *Proteus (AS 19)* or the new construction FBM submarine tender. Some specific shore duty spots to which they might be assigned are the already-listed *Polaris* Program shore duty locations.

Men qualified in SSBNs have an entry to that effect made in their service record. Further identification with the *Polaris* Program is through the assignment of Navy enlisted codes of the "9900" series to especially qualified men of certain ratings

FROM "A" TO "U"—"A" in this case stands for Application for the *Polaris* Program; "U" stands for Underway. Here's the story.

Before a man can become an SSBNer, he must first be a submariner. That's not to say that in all cases he has to be a qualified submariner with an "SS" after his rate. But he must have at least completed

the Basic Submarine School at New London. (More complete details about applying for this eight-week-long course may be found in the January 1960 ALL HANDS (p. 31); and also in chapter 10 of the *Enlisted Transfer Manual*.) The school is open both to qualified non-rated men and rated men.

In addition to being a submariner there are certain other qualifications. The main ones are as follows:

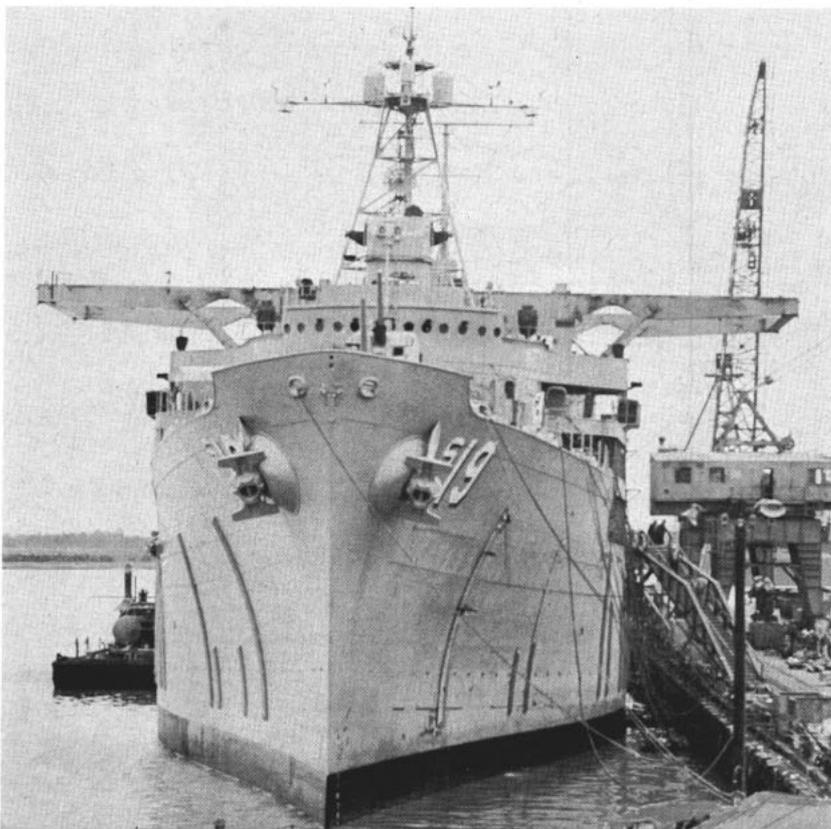
- Obligated Service — For those who would not receive advanced training: 24 months from the date of reporting ("for commissioning and fitting out") to the particular yard where the submarine is being built. For those who apply for advanced training other than the Submarine Nuclear Power Class: 24 months from date of starting the course of instruction. Those who apply for the Submarine Nuclear Power Class must, however, have 40 months "obliserv" from date of starting the course.

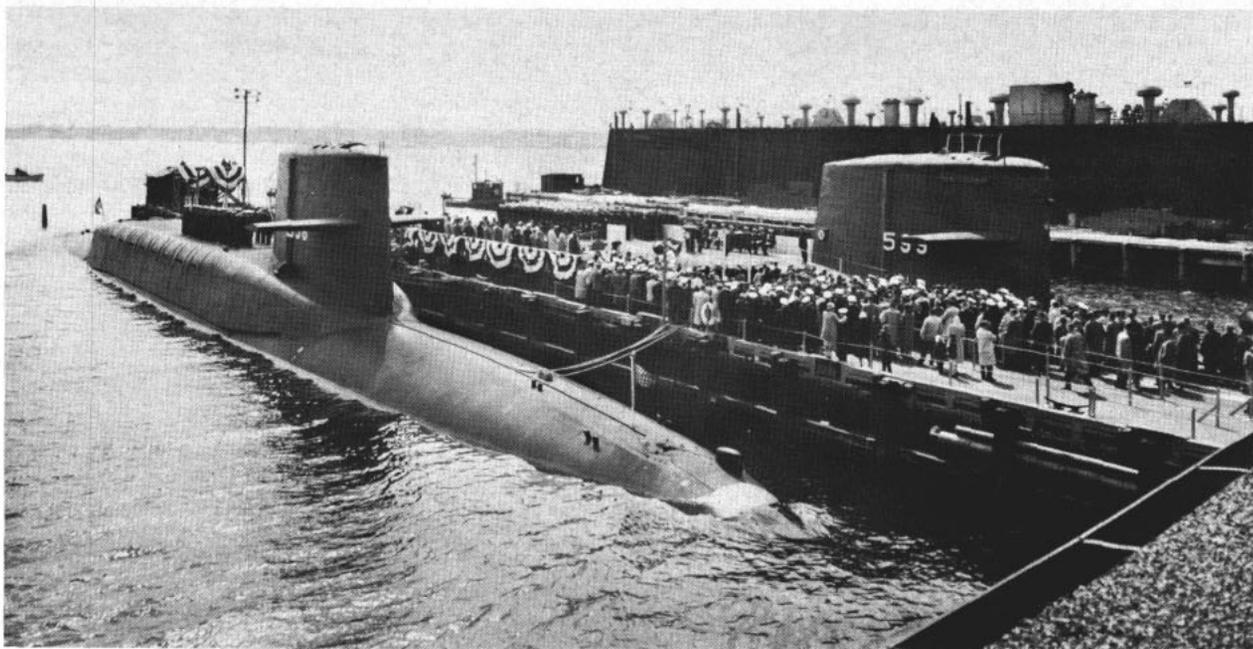
- Security Clearance—Must be eligible for SECRET.

- Seavey/Shorvey—Must not be on the current Seavey. However, those men "extended off" the Seavey by ComSubLant or ComSubPac are also eligible.

- Ratings—Rated men must be in one of the following ratings: QM, ET, RM, SO, TM, FT, ET, GS, IC,

BLUE AND GOLD crews will change over when sub comes to tender. Here, *USS Proteus (AS 19)*, Navy's first *Polaris* sub tender, is readied in shipyard.





ONE AND TWO—USS *George Washington*, SSB(N) 598, and USS *Patrick Henry*, SSB (N) 599, are now with Fleet.

EN, EM, MM, HM, CS, YN, SK, SD. (Not all pay grades of these ratings are eligible. Though seamen and firemen will also man the SSBNs, they will be selected from graduates of the Basic Submarine School.)

THE COMPLEXITY OF THE SSBN requires a lot of skill and training from its crew members. Equipment on these ships is quite different from that of any other type ship. This

means that great stress is put upon training for future SSBNers.

This training can best be viewed from a pre-underway viewpoint. During the period between the ship's commissioning and the time she gets underway for her deployment run, many crewmen will be away from the ship taking advanced training.

Advanced training is of two general types. First, training in the weapons system. Second, training in

the nuclear system. (Among the rated crewmen, only YNs, SKs, SDs and CSs are *not* required to take advanced training.)

The SSBN's weapons system has more to it than "just firing the missile." The ship's position must be precisely known; the word to fire has to be received; the missile has to be in perfect shape for firing.

Men who receive advanced training in the weapons system are in the following ratings: QM, ET, RM, SO, TM, FT, ET, and GS. (Certain other ratings of the submarine tender's repair department also receive this training.) In general, men of the above eight ratings receive advanced training as follows:

- QM—Five weeks at the Guided Missile School, Dam Neck.

- ET—Those going into the weapons system receive from six to eight months' training at Dam Neck. A part of this training may be of the factory school type on the East Coast or West Coast, depending upon the type of gear to be studied.

- RM—Communications and electronics training varies. The minimum that an RM can expect is eight weeks at Dam Neck. Other training might include crypto, teletype and other special electronics training at a factory course or at the Submarine Base, New London. Generally, the more senior the RM, the greater the amount of advanced training received.

- SO—Eight weeks at Dam Neck,

ON STATION DOWN UNDER—Nuclear submariner stands watch on cruise.



plus special training either at the Submarine Base, New London, or at a factory school.

- TM—Twelve weeks at Dam Neck.

- FT—Fourteen weeks at Dam Neck; followed by 12 weeks at General Electric's "Missile, Guidance, and Fire Control Course" at Pittsfield, Mass.

- GS—Fifteen weeks at Dam Neck; followed by 12 weeks at Pittsfield; and then two weeks at Dam Neck.

Training in the nuclear system would be chiefly concerned with the SSBN's nuclear power plant. Those ETs, who would be assigned to the ship's nuclear system, plus ICs, ENs, EMs, MMs and HMs, receive about six months of formal training at the Nuclear Power School in all but a few cases.

In addition, they receive further advanced training at a Nuclear Power Training Unit (prototype plant) for about six months. These prototypes are located at Schenectady, N.Y.; Idaho Falls, Idaho; and Windsor, Conn. Certain key rates finally get five weeks' further training at Pittsburgh, Pa.

The "all but a few cases" mentioned in the above paragraph refer to this: Each SSBN will have a small number of ENs and MMs designated as "auxiliaries." These men will service and operate the systems that support the weapons system and the nuclear system. Therefore they will not attend the Nuclear Power School.

TMs may wonder if they couldn't be assigned to an SSBN and work only with the ship's torpedoes, which (they might reason) would not require 12 weeks at Dam Neck. The answer is "No!" All TMs receive advanced training in missile ordnance and launching.

The elapsed time between application for advanced training and receipt of orders varies with the needs of the program. Normally it runs from one to six months.

THAT'S THE BRIEF WORD on advanced training. In the main, it is individual-type training — as compared with group-type training. Although this training is usually completed before the ship's commissioning date, some of it carries through even during the ship's ready-for-sea period.

Cross training, discussed earlier as an underway function, is also carried out during shore-side or in-port periods. Scope of this training depends



ON LAND—Shore duty possibilities will be limited for SBNers and most will be at nuclear and weapons training centers such as this unit in Idaho.

upon the man's billet in the submarine. Some ratings get cross training at Dam Neck and at some of the factory courses. Additional cross training is given during the ship's pre-commissioning and ready-for-sea periods and, finally, at the Team Trainer.

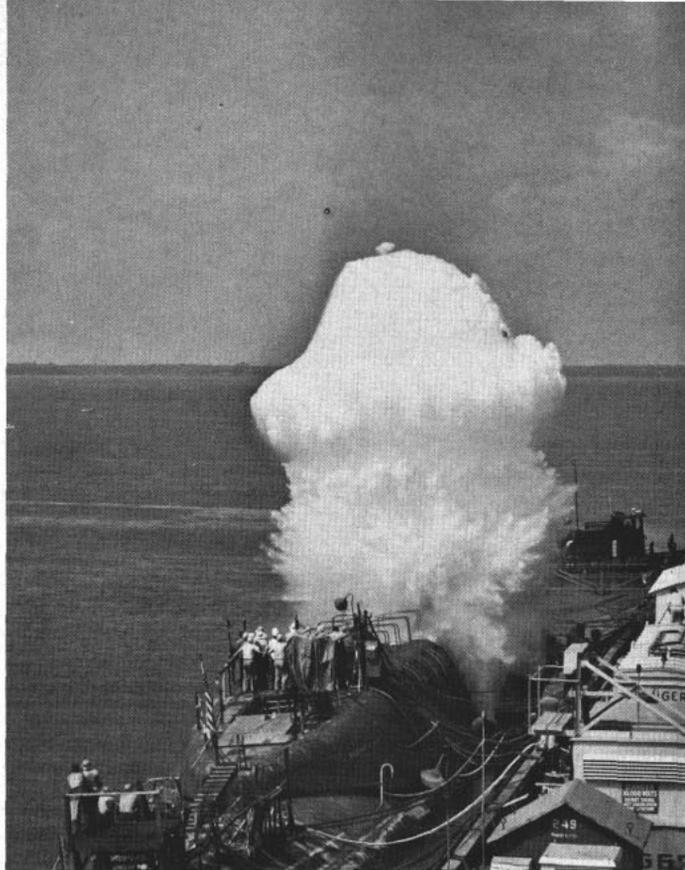
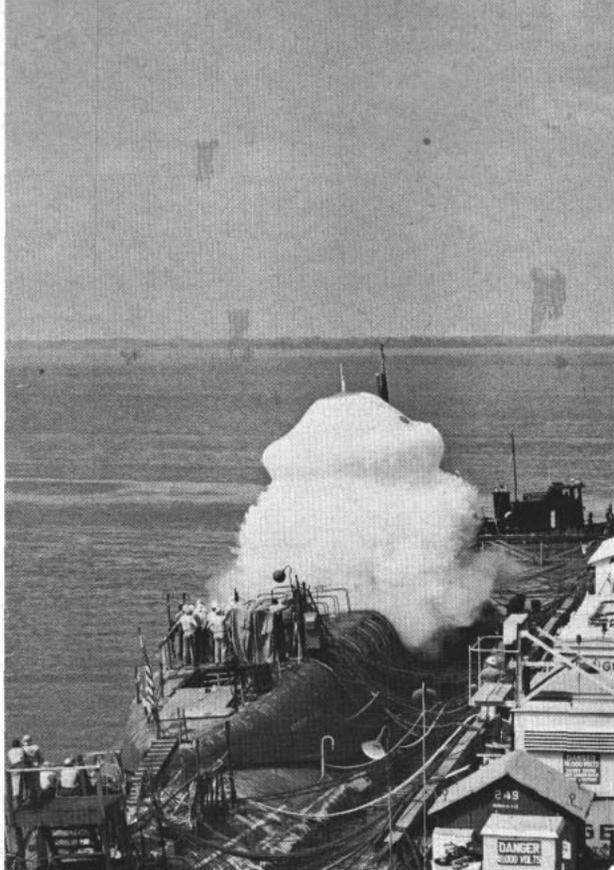
The number of SSBNs now in commission is small. The SSBN-building program is going ahead at a good clip, however. Which means

that in the next few years thousands of men will be getting orders for new construction. The date of reporting is always an important item in a man's naval service. Generally, the first crew ordered in reports to the building yard about six months before the ship's expected date of commissioning. The other crew reports about three months before commissioning.

—Wm. J. Miller, JOCM, USN.

THE BEST possible facilities for off-duty relaxation under the sea have been built into FBM subs to ease the crew's confinement while on station.





Stand-In for Polaris

BEFORE YOU GO AHEAD with the real thing it's often best to make a practice run. Especially so when the cost of the real thing—the *Polaris* missile, in this case—runs in the hundreds of thousands of dollars.

Four months before *uss George Washington*, SSB(N) 598, made its first successful firing of *Polaris*, it was firing LTVs (launch test vehicles). By first firing these *Polaris* look-alikes, the reliability of the submarine's launching system was proved.

LTVs are similar to *Polaris* in

POLARIS LTV pops out of the sea.



many respects, including configuration, size and weight. However, they do not carry missile fuel; therefore they do not ignite after launching. Nor do they carry nuclear warheads.

As part of the Navy's efforts to cut costs without delaying the testing schedule, the LTVs had to be recovered. But when the seas are running high, the deck is heaving like a roller coaster and the footing is slippery—the problem of recovering a 28-foot, 15-ton object is not a small one. Topnotch seamanship is the only way to tackle the problem.

The task of working out recovery procedures had, some time ago, been given to the submarine rescue vessel *uss Sunbird* (ASR 15). *Sunbird*, based at the Submarine Base, New London, Conn., is a unit of Submarine Squadron Two.

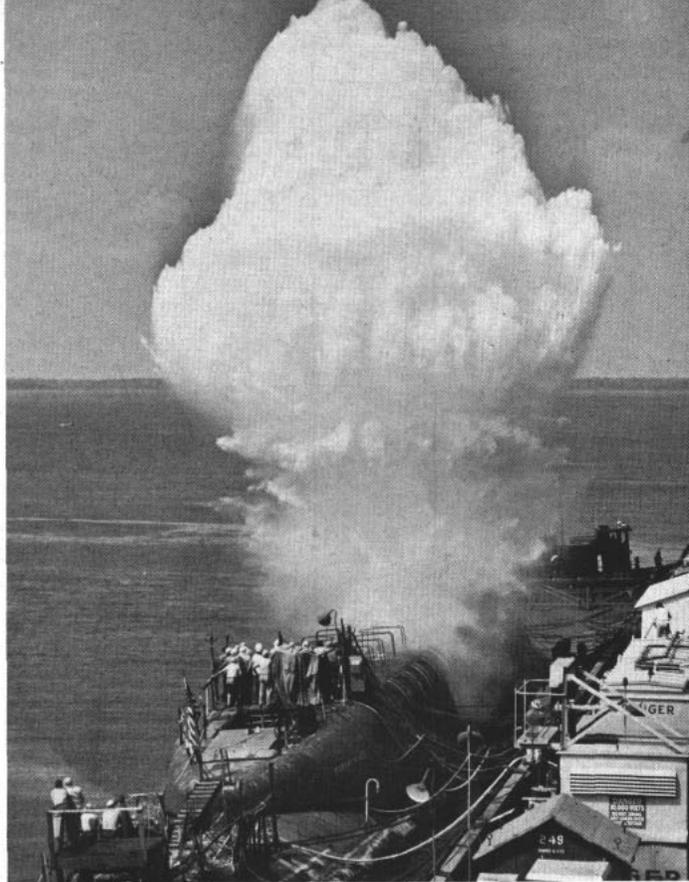
Because of *Sunbird's* success, *uss Patrick Henry*, the Navy's second SSBN, is able to launch the same LTVs that had been launched by *George Washington*.

First step in the process was to convert *Sunbird* physically from a submarine rescue vessel to a missile recovery ship. Next, most rescue

equipment was removed—the submarine rescue chamber, mooring buoys and three salvage anchors.

A wire mesh net "parbuckling system" was then installed on *Sunbird's* superstructure. One end of the net is connected to the side of the ship and the other end, which is movable, is supported by the ship's main boom. The parbuckling system is the key to the recovery. Here the net is lowered over the side of the ship. The ship then maneuvers alongside the LTV, which is then eased into the net. When the LTV is centered in the net, the main boom takes a strain on the far end of the net, easing the LTV out of the water and up and over the side of the ship. Then the LTV is eased onto a specially built rack-track running fore and aft along the main deck.

The LTV has two parts, the main body and the nose cone. Upon being launched, the main body clears the surface by a few feet and then settles back into the water, where it floats. The nose cone, however, goes shooting skyward. After reaching its maximum height of a few hundred



UPS AND DOWNS of a Sabot firing is shown in photos from left to right.

feet it then begins its descent and releases a self-contained parachute which slows it down.

Recovering the floating nose cone calls for the use of a grappling hook. A *Sunbird* crewman throws the grappling hook so that it will snare the shroud lines of the parachute. Then the load is taken by the cargo hook of the main boom and hoisted aboard.

The design and construction of *Sunbird's* gear was completed at the Long Beach (Calif.) Naval Shipyard and the concept for the gear was originated by Special Projects Office and BuShips.

A complete set of equipment for the recovery of six LTVs was manufactured and shipped to *Sunbird*. It was installed by the Engineering and Repair Department of the New London submarine base. After its installation, there came working-load tests and dockside trials.

No LTVs were available for testing, however. So a huge redwood log was used. Really huge, it was about 23 feet long and weighed 10 tons. Recovering the log in calm weather went smoothly. But when the log was taken to sea in high winds and rough weather a minor defect of design became a major

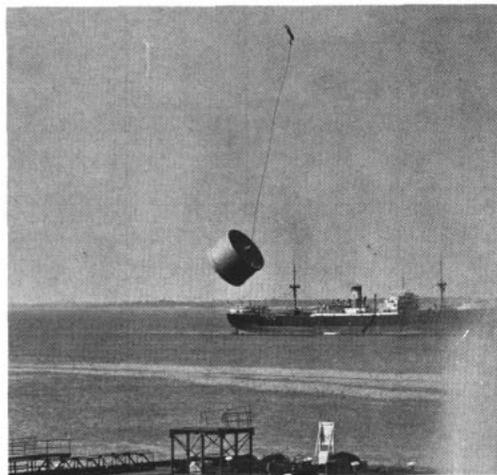
headache for the Navy crews.

At speeds necessary for steerage-way in heavy seas, the net had a tendency to be pushed out of shape by its speed through the water. *Sunbird's* chief boatswain came up with the answer: Lace a length of one and one-half inch chain to the forward end of the nets. It took time, but it solved the problem.

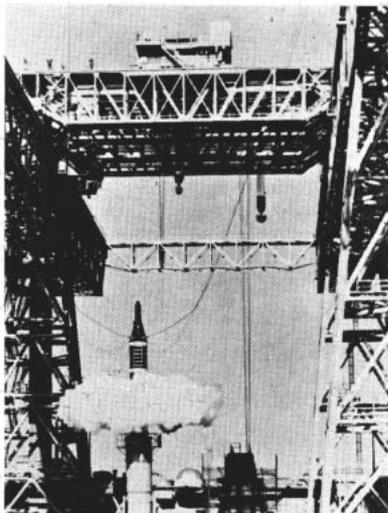
With this bug worked out, *Sunbird* now turned to the problem of deck organization. Job studies were carried out to reduce the number of men on deck during recovery. After numerous trial runs, 11 positions were determined. By a system of free substitution, *Sunbird* soon trained enough crewmen to form recovery teams.

Good progress was being made, when the word came that the number of LTVs to be recovered was being increased from six to eight. Two more stowage cradles were made at the Naval Weapons Plant, Washington, D.C., and installed aboard *Sunbird*.

During this period, final weight and movement calculations were run off. Also, a weight removal plan was started to compensate for the 60 tons of vehicles and more than 15 tons of recovery gear that were required.



Polaris Ejection System: A Product of NAEFSI



LAUNCHING tube blasts out *Polaris*.

September's ALL HANDS carried a lengthy account of the first launching of a *Polaris* missile from a submerged submarine. That spectacularly successful test-firing was the culmination of upwards of four years of hard work for a lot of people. Among them was the crew of the Naval Air Engineering Facility (Ship Installations) laboratories in Philadelphia.

When *Polaris* roared off down the Atlantic Missile Range last July 20th, the eyes of the world were focused, almost exclusively, on the star of the show—the missile itself.

Most of the remaining plaudits were reserved for the FBM submarine *George Washington*, with relatively little thought given to the submarine's launching system, which had started the missile on its way. Understandably so, too—the less glamorous, behind-the-scenes items rarely excite much attention. Yet it's safe to say that without a workable launching system, there would be no Fleet Bal-

listics Missile weapons system.

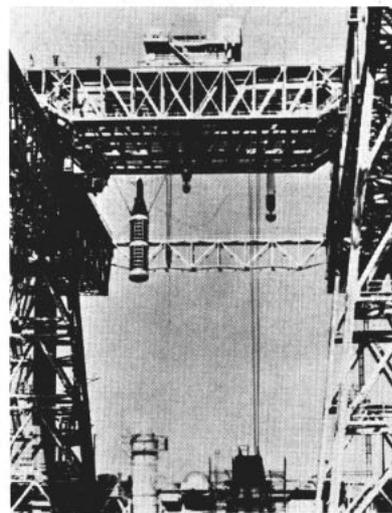
Thus it's not surprising that NAEF(SI) scientists and engineers got a special boot out of *Polaris*' July 20th performance. The missile's launcher ejection system was their baby.

NAEF(SI), one of five research and development components of the Naval Air Material Center, Philadelphia, first got into the *Polaris* business in January, 1957, when RADM William F. Raborn's Special Projects Office asked for help in creating a missile launching system.

At that time, there was not even a clear-cut idea of what the final configuration of *Polaris* would be. About all that was known for sure was that, if possible, the missile would be solid-fueled, and comparatively small. So, practically from scratch, NAEF(SI) technicians conceived a launching system, and designed and helped manufacture the entire power plant, including its control system. It was, basically, the same system and plant which some three and a half years later was to send a *Polaris* prototype hurtling out of *George Washington's* innards and up through the Gulf Stream waters off Cape Canaveral.

Initial testing was accomplished at a surface installation called "Pea-Shooter" at San Francisco Naval Shipyard, and, a little later, from an underwater tube off San Clemente Island, known as "Operation Pop-up."

Most of the first tests (see page ...) were admittedly crude efforts in a new field—and NAEF's testers weren't above firing everything but yesterday's laundry into the air to find out what they needed to know. Redwood logs, sawed-off telephone poles and concrete-filled boiler-plate cylinders were among



BIG CATCH—*Polaris* dummy caught.

the objects that were put to use.

Later tests utilized concrete-filled dummies with highly instrumented nose cones. With a little ingenuity, NAEF engineers came up with a couple of items which payed off in huge savings of both time and money. Many test vehicles were extremely fragile structures, and some were loaded with nearly a million dollars' worth of instruments. Allowing them to fall back onto land or water and be smashed to bits would have made *Polaris* testing a much more costly process. Through the use of a mid-air recovery system of their own design, which consisted, basically, of wire loops slung from the arms of large cranes, they were able to snag dummy missiles at the top of their climb and lower them down so that they could be fired over and over again.

Installed on land at SFNS, this recovery system was known as "Skycatch," while its sea-going version at San Clemente Island was called "Fishhook."

Some time before actual operations began, the subject of deck seamanship was re-stressed. To make sure that all hands were ready for the job, special training was carried out. Each man rehearsed his part until he became letter-perfect in his particular job.

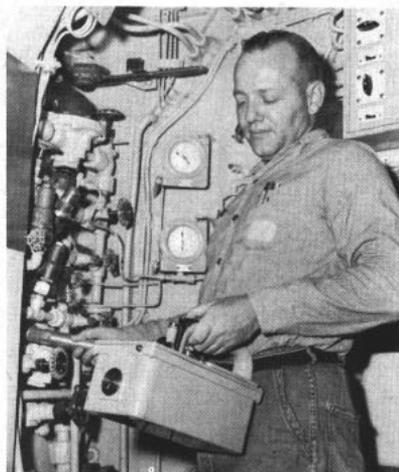
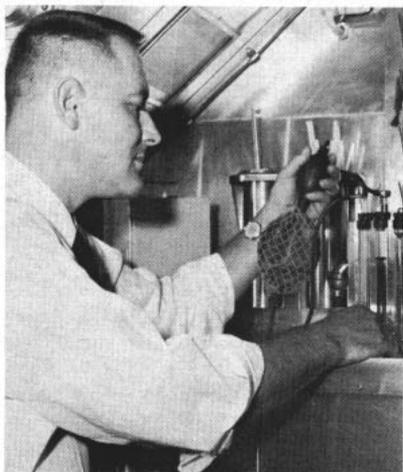
Another major factor in successful recovery is locating the LTVs and nose cones after the SSBN has

launched them. *Sunbird's* dead reckoning tracer is the key item in each recovery. Keeping an up-to-date graphic plot on the location of each LTV and nose cone is essential, especially when they are floating a mile or two from one another.

In addition to launching LTVs, fleet ballistic submarines also launch another type of dummy test unit. Known as *Sabots*, these have

the general shape of a bathtub plug. They are big plugs, however — three feet in length and four and one half feet in diameter.

Recovering *Sabots* is a relatively easy operation. But with the topside so crowded, stowage could be a big problem. *Sunbird* seamanship has solved this in a way that is simplicity itself. The *Sabots* are simply lashed alongside. —San Polon, JO2, USN.



CORPSMEN ON THE JOB — L. D. Burton, HMC, P. L. Cronan, HM1, and F. N. Henson, HM1, check air and radiation.

Corpsmen of the Nuclear Navy

LIFE ABOARD a nuclear-powered submarine can be safer than living ashore.

Any crew member will tell you he has no qualms about living with an atomic reactor, or staying submerged for weeks at a time.

As a matter of fact, people ashore are exposed to more radiation than those aboard nuclear submarines, says CDR Walter Dedrick skipper of *USS Halibut*, SSG(N) 587.

"When we are at sea, we are protected even more," the Commander said. "The water absorbs a good deal of the cosmic radiation from the sun. This is in addition to the protection we already get from the ship's hull and from safety factors inside the ship."

At present, the Navy has 11 nuclear-powered submarines in commission, with more under construction or near commissioning.

With the advent of this nuclear seapower arose a group of specially trained hospital corpsmen. The primary job of these men is to see that living conditions aboard remain at the peak of safety and comfort.

To do this, *Halibut* corpsmen, for example, conduct several daily tests. They use portable and fixed instruments which are so sensitive they register radiation from harmless illuminated watches. Crew members cannot wear illuminated watches.

A radiation check is made on the reactor's primary water system — tubes of water which wind through the reactor. This water must remain at a specified level of radioactivity. Daily, the corpsmen give samples of this water a "count" with electronic

measuring devices in the ship's nucleonics laboratory.

Halibut's nuclear plant is simply a modern version of the old steam engine. A primary water system is heated directly by the reactor. This water in turn heats a secondary water system to produce steam for turbines and generators.

Crew members can check themselves for exposure any minute of the day. Nuclear ships require that each man wear a pencil-like dosimeter and a film badge. Each man checks his dosimeter at random by peering through it and reading the dosage scale. Moreover, the film badges are collected and developed by the corpsmen periodically to give more detailed readings.

The amount of radiation a man can receive is limited to five roentgens per year. On his personal dosimeter during one month, Commander Dedrick recorded only 10 milliroentgens—or ten-thousandths of a roentgen.

This is about the same amount of radiation an average individual would receive during a two-week period on the surface.

In five years of nuclear submarine

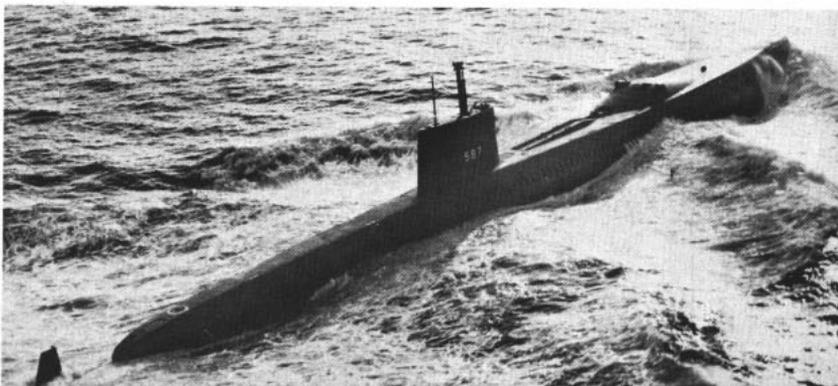
operation, the maximum permissible radiation dose has not yet been exceeded.

Another safety factor aboard nuclear submarines is the assurance of a continuous flow of fresh air. Stale air with an overbalance of carbon dioxide for instance, can cause headaches, nausea, or other side effects. But this is not a problem of nuclear subs. They can revitalize the same air many times. And, to be on the safe side, they carry an extra supply of oxygen.

However, corpsmen must make checks every few hours to assure that the air in the ship stays fresh and cool. These gas and radiation hunters scrutinize the oxygen, carbon dioxide, carbon and hydrogen content of the ship's air. Any significant changes above or below the norm are reported with recommendations as to corrective action.

To qualify for nuclear submarine duty, the Navy corpsmen must spend six months to a year at a nuclear-power school after completing their basic submarine and medical schooling. This is then topped off by a three-and-one-half month health physics course.

Nuclear-powered guided missile submarine, *USS Halibut*, SSG(N) 587.



Come Back and See Us

A CHURCH IN HONG KONG has stepped up its noodle production. South Korean Navymen are taking up acey-deucey.

And—in many other ways and many other places—the Navy is adding to its “Friendly Fleet” reputation, making a good impression on the people of other countries.

In case you're wondering how noodles fit into the Navy picture, here's the story.

This summer *uss Ranger* (CVA 61) made two visits to Hong Kong. On the first, she presented over five tons of food and clothing to the British Red Cross and Catholic Charities of Hong Kong for distribution to refugees from Communist China. She also presented \$1000 to the Community Typhoon Fund of Hong Kong. The food and clothing had been collected in the United States before *Ranger* left the West Coast. The money was donated by the crew.

About a month after that *Ranger* went back to Hong Kong—this time with a \$1300 check from a fund raised by the Catholics on board and a check for \$2000 from a fund maintained by *Ranger's* Protestant crew members.

One of the checks will be used to buy six, one-family stone cottages for refugees living in Kowloon. Each of

the cottages is located on a small plot of ground where the occupants of the houses can raise chickens, pigs and vegetables for home consumption or sale on the local market.

The other check is the one that put the noodle twist in the story of *Ranger's* visit. This money is being used to buy a noodle machine for a factory being built by a Catholic church of Hong Kong. When the factory is completed it will produce about 1500 pounds of noodles a day for distribution through refugee organizations, and will employ about 100 refugees. The noodles are made out of surplus flour from the United States. (Since the refugees are unable to bake bread in their small charcoal stoves the noodles have turned out to be the best way to distribute the flour to them.)

WHILE *RANGER* was doing her bit for the noodle industry, *uss Cabildo* (LSD 16) did hers for acey-deucey.

Almost every night, during *Cabildo's* participation in Operation Sea Hawk off the coast of Korea, there was at least one acey-deucey game going on in the wardroom. The officers of an embarked boat unit from the Republic of Korea Navy displayed a great interest in the game, so

some of *Cabildo's* officers opened up an informal acey-deucey school. Under their instruction, the ROKs were soon playing like old hands.

To help spread the game among the South Koreans, *Cabildo's* crew has presented an acey-deucey set to LT Chung-Yeul, the boat unit's commander, and suggested the reproduction of the game in quantity if it catches on in the Korean Navy.

The last *Cabildo* heard, acey-deucey was fast becoming as popular among South Korean sailors as it is among American Navymen.

IN A MORE SERIOUS VEIN is “Operation Sister Hilda”—the pet project of the *uss Uhlmann* (DD 687).

Sister Hilda, a nun and physician who has become almost a legend, operates St. Joseph's Hospital in Kaohsiung, Formosa. She started the hospital with little more than her medical degree from Georgetown University in Washington, D.C., and her experience as a missionary in China. Now, as the only doctor in the 35-bed facility, she has treated 11,000 bed cases and over 250,000 outpatients in the past 10 years. She has also delivered more than 4000 babies.

Uhlmann learned of St. Joseph's and its problems in the fall of 1959, when that ship called at Kaohsiung and some of her crew members helped out at the hospital. The Navymen found that one of St. Joseph's biggest needs was for a reliable electrical supply, so they raised more than \$300 for a generating unit. Another destroyer delivered the generator early this year.

That was only the beginning of *Uhlmann's* assistance. This summer when the ship left San Diego for the Western Pacific, she carried more than \$8000 worth of medical supplies for Sister Hilda. The supplies had been donated to the hospital after *Uhlmann's* skipper, CDR John LaCava, Jr., wrote letters to medical and pharmaceutical firms throughout the United States to explain Sister Hilda's needs.

ABOUT THE TIME *Uhlmann* was engaged in “Operation Sister Hilda,” Navymen elsewhere in the Far East were busy in a different sort of

GOOD TIMES LAUNCHED—Liberty launch with group of children from Naples orphanage heads for 'party time' aboard *USS Franklin D. Roosevelt* (CVA 42).





FRIENDS ABROAD—Australian girls visit U.S. ship during open house. Rf: Japanese lass gets trumpet 'lesson.'

aid to people in distress. Within a period of less than three months Navy ships and aircraft in the Philippines-Formosa area rescued 221 persons through assorted mercy missions.

The period began when *uss Arnold J. Isbell* (DD 869) risked her own destruction to save 104 Filipino fishermen from a vessel aground on Baker Reef in the South China Sea. (See ALL HANDS, August 1960.)

To get to the scene of the wreck the destroyer had to thread her way through reefs and shoals so tricky that planes from Patrol Squadron 40 flew ahead of the ship and dropped flares to mark the open passages.

The Sangley Point-based VP-40 figured prominently in another big rescue operation. In this one her P5M *Mariners* landed in high seas about 85 miles northwest of Manila to help save 57 people from an airliner ditched off Polillo Island.

Helicopters from *uss Yorktown* (CVS 10) also participated in a major rescue effort. It involved the British freighter *Shun Lee*, which had been driven aground on Pratas Reef by high winds and heavy seas during a typhoon.

Right after *Shun Lee's* distress call was received *Yorktown* headed for her at full speed. When the American carrier got within 50 miles of the reef she sent seven helicopters to the grounded ship. The copters lifted the 53 merchant seamen off the wreck,

and carried them to the British frigate *Torquay* which was standing by.

SEVERAL RESCUES on a smaller scale contributed to the total of 220 for the three-month period. For instance—thanks again to *Yorktown's* copters—two American missionaries, a Chinese nurse and their vehicle driver were evacuated from a Taiwan village, 6000 feet up a mountain side, where they had been marooned four days by heavy rain and landslides.

Less than a week later the Navy

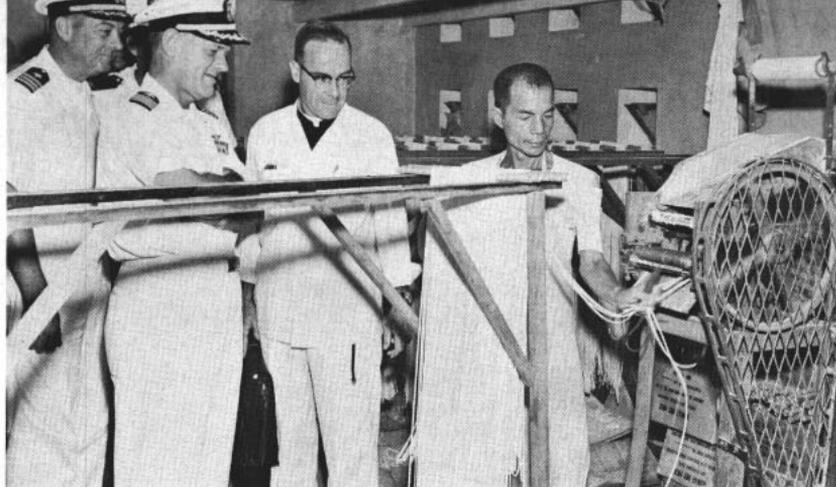
sent a seaplane from Sangley Point to the island of Tinau to rescue a man whose side was paralyzed. The plane landed at Manila, where an ambulance rushed him to the hospital.

Although it may not be technically correct to call these lifesaving missions part of the People-to-People idea, they still help demonstrate to people in other countries that it's nice to have the U.S. Navy around.

NOT SO SPECTACULAR, but also worthwhile, are such events as

FOR FORMOSA—Crew members of *USS Uhlmann* (DD 687) check out load of medical supplies donated to Formosan hospital by efforts of destroyermen.





USING THEIR NOODLES—Officers of *USS Ranger* (CVA 61) watch noodles being made. *Rangermen* gave money to Hong Kong church to build factory.

"La Semaine Franco-Américaine" or Franco-American Week in Brest, France. This consisted of five days of activities in which the Navy's newest and largest heavy cruiser, *uss Newport News* (CA 148) was the feature attraction.

On the first day civilian and military dignitaries paid official visits to the ship.

Highlights of the second day in port were a bus excursion for 80

Navy men through Brest and the surrounding countryside and a dinner for the CPOs of *Newport News* aboard the French carrier *Clemenceau*.

Next day was a French national holiday, and both American and French units marched through the city in a parade that lasted more than an hour. Later the same day hundreds of visitors were shown through *Newport News* and the destroyers which had accompanied her, *uss Ault* (DD

698) and *Putnam* (DD 757). That evening, as a final flourish, the Americans held a reception for the French aboard *Newport News* while the city of Brest entertained 300 American Navy men at a dance downtown.

Behind her, the men of *Newport News* tried to leave the same sort of impression that other Sixth Fleet Navy men had left when they visited Beirut, Lebanon. Quoted from the "Daily Star," an English-language newspaper in Beirut, the news item shows the kind of impression the People-to-People program hopes to create everywhere:

"We have heard of the book called 'The Ugly American,' but the authors certainly didn't have the United States Sixth Fleet in mind when words of criticism were penned about Americans abroad.

"Thousands of these sailors are now visiting Beirut, and never have we seen such well-mannered young men.

"Friendly, polite and sober—this is what natives of this city are saying about the sailors. We second the description."
—Jerry Wolff.

Scholarships Donated in Name of the Navy

The Navy's ships and stations have undertaken all sorts of worthwhile projects to improve international understanding at the people-to-people level.

Among those who have benefited from such efforts are a Filipino youth named Rogelio Lim and Hoshin Nakamura, a young Okinawan.

Rogelio, from Olongapo, Zamboales, was presented a \$500 scholarship by *uss Bryce Canyon* (AD 36). As a result, upon finishing high school, he was able to begin automotive mechanics studies at the Feati Institute of Technology in Manila, instead of going job hunting as he had originally expected to do.

The scholarship covered the cost of Rogelio's tuition, books and living expenses for one year. *Bryce Canyon* established the award to show her appreciation of the hospitality extended to the ship by the people of Olongapo. Since the AD is basically a repair ship, the crew decided a scholarship in the field of industrial arts would be the most

appropriate kind to give.

Rogelio was selected for the award by a committee made up of leading educators from Olongapo and the commander of the Naval Base at Subic Bay.

Hoshin Nakamura, a 19-year-old student from Naha, will be able to attend the University of Hawaii for four years, thanks to the men of *uss John S. McCain* (DL 3). He hopes his education will "help me to teach English to my people so that they can better understand America and its people."

The young Okinawan sailed to Hawaii on board *uss Somers* (DD 947) in time to enroll this fall as an English major. When *Somers* moored at Pearl Harbor, members of *McCain's* crew lined the pier to welcome him, and a 30-piece band greeted him with Hawaiian numbers.

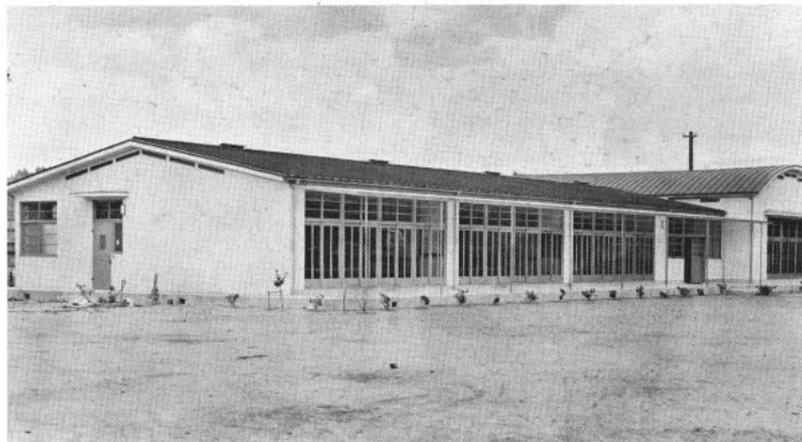
Hoshin was selected by a committee of eight men, representing *McCain's* crew. Six outstanding candidates had been considered for the award. The committeemen were charged with raising the ne-

cessary funds and administering the scholarship.

The \$1150 scholarship will continue on a yearly basis with its renewal dependent on the student's progress. The crew members contributed an average of four dollars toward the first-year expenses, which include tuition, admission fees, books and academic supplies, and room and board. The original \$1150 was raised by raffling off a motor scooter. To keep the fund going, the \$120-a-month profits from an ice-cream machine aboard *McCain* have been earmarked for education; the ship's bingo receipts have also been set aside for that purpose.

A farm lad, Hoshin is the youngest of four children. He learned his English from American servicemen and their families who live in the Bucknerville housing area near his home in southern Okinawa.

After completing his education he wants to build a library for his village so, as he puts it, "everybody may be able to read whatever they want."



Sailor Sponsors

Many ships and stations have held parties for groups of children in foreign ports, but some units have put their "big people to little people" programs on a more permanent basis. For instance, take the Navy's efforts on behalf of the Mi Ae Orphanage in Korea, the Lubersat Kinderheim in Germany and the Monobe Primary School in Japan.

The Mi Ae Orphanage, in Pusan, is maintained by Navymen from the Pusan office of MSTs. It is run by Mrs. Lee Kyung Soon, who began taking in homeless boys and girls after she had lost two of her own children in the Korean war (see the May 1958 issue, P. 22).

While seeking scrap material which she used to maintain the orphanage, Mrs. Lee was helped by Army personnel who kept the home going until 1957. Then the local MSTs office lent a hand, and began providing the main support for the orphanage.

The first project after the MSTs office took over was a health measure—to move the orphanage's pig pen away from the living quarters and mess hall. In another move to improve sanitation the windows and doors of the living quarters were screened. Next came the exterior painting of the buildings.

USS *Tulare* (AKA 112) came into the picture by contributing \$70 to the project during a visit to Pusan. This made possible a new tile roof to replace the leaky old one over the boys' quarters.

To keep the orphanage going

the men of the Pusan MSTs office have taken it on themselves to contribute a small amount each month out of their pay. They also write home to get their families to send spare clothing.

On the other side of the world from the Mi Ae Orphanage is a home for German orphans called the Lubersat Kinderheim. Navymen at the U.S. Naval Security Group Activity in Bremerhaven, Germany, found out about the place in February 1958, when they asked local authorities for the name of an orphanage that could use some outside help. Not long afterward a group of NSGA personnel reserved a bus and made the 30-mile trip to see the place for themselves.

It was obvious from the start that the Kinderheim (children's home) needed help badly, and the men who had made that first trip soon spread the word to their fellow Navymen and Marines. On the next trip, a bus went out to the home loaded with men and about 12 boxes of used clothing and toys, plus \$100 in cash. After getting acquainted, the Navymen promised to be back in a month. They were—taking along another \$100, boxes of toothpaste, soap and more clothing and toys.

On Easter the Navymen saw that each of the children got a basket filled with eggs and candy.

Since then, the Security Group has taken the orphanage \$100 every month, along with dozens of pairs of new shoes and slippers, a



NAVY PROJECTS—Japanese school (left) for underprivileged children was built with Seventh Fleet contributions. Rt: Navymen of MSTs unit maintain Korean orphanage.

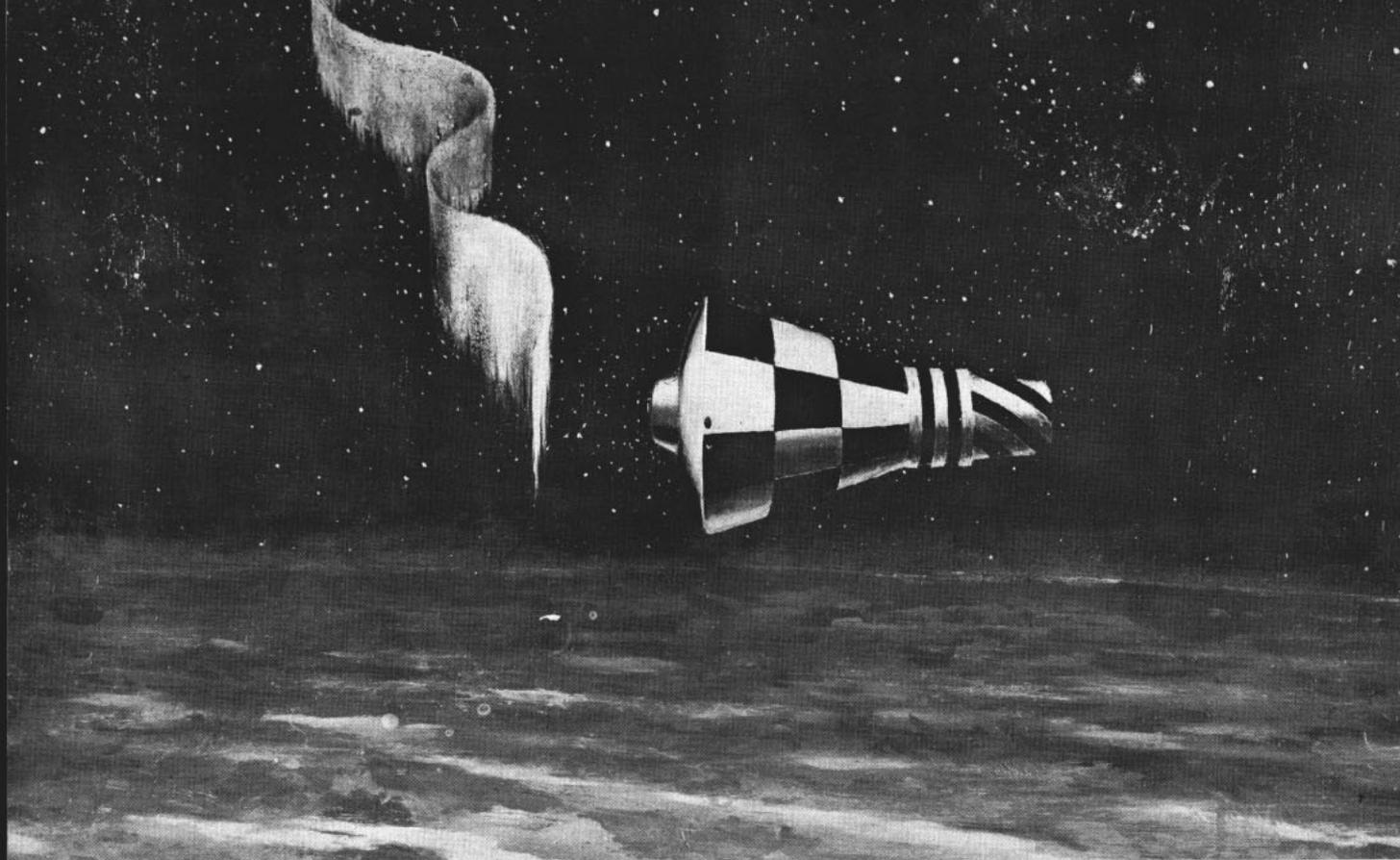
\$150-vacuum cleaner, a \$200-automatic potato peeler, several new play pens, candy, crates of fruit juice and many boxes of new and used toys and clothing.

The Lubersat Kinderheim is an example of what just one activity can do. A good demonstration of what a whole Fleet can do is the Monobe School in Sumoto, Japan.

It all started with a letter from the Mother Superior of a convent in Osaka to the Commander of the Seventh Fleet. The letter told of a small school on Awaji Island that had been established for underprivileged children. Facilities were inadequate. There was land for a new school, but there was no money to build one.

When the Seventh Fleet got wind of the situation, money began pouring in from the 60,000 Navymen serving 125 ship and shore activities of that organization. Work on the new school was launched with a check for \$6000. The money kept coming in until there was a total of \$25,000.

Now, the children at Sumoto go to school in a light, bright and modern building instead of the ramshackle old place they had before the Navymen of the Seventh Fleet went to work.



Navy Missile Catchers

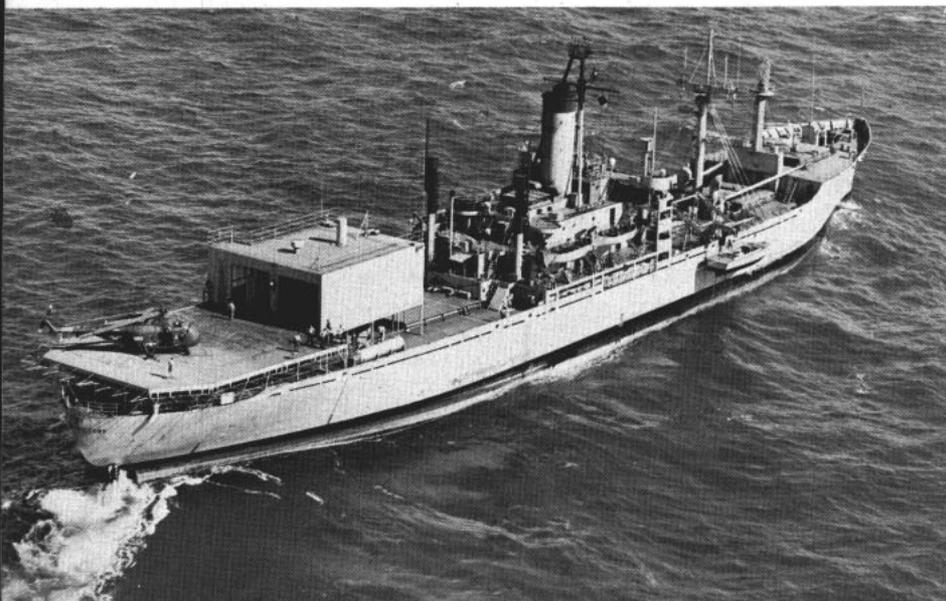
TO MOST MEN, it's a scientific miracle that we can put a space capsule into orbit, and then have it eject and return to earth in a pre-designated area of the globe. And to a future astronaut returning to earth, it's not only scientifically interesting but mighty important that someone be at that pre-designated spot, to find and recover the capsule.

This job may go to the Navy's

Pacific Missile Range Representative and his group at Kaneohe, Hawaii.

Already the group has rescued the first space capsule—from *Discoverer XIII*—to return from orbit. For this, Robert W. Carroll, BM3, USN, Lt. Clifford C. Allsup, AD1, USN, Albert C. Pospisil, USN, and LTJG Arthur S. Anderson, USN, received Air Medals from the U.S. Air Force.

MISSILE CATCHERS — USNS *Dalton Victory* is part of satellite recovery team.



The capsule recovery took place on the afternoon of 11 Aug 1960. Waiting as it returned to Earth from space were the Pacific Missile Range recovery ships USNS *Haiti Victory* (T-AK 238) and USNS *Dalton Victory* (T-AK 255), and naval radar aircraft plus a specially equipped Air Force plane which would attempt a mid-air snatch of the parachuting capsule.

As the capsule descended into the pre-programmed area about 250 miles northwest of Honolulu, the PMR (Pacific Missile Range) ships followed it with radar while they headed for the landing point. The Air Force plane also spotted the capsule, but was too far away to make an air-catch.

WHEN THE CAPSULE hit the water, USNS *Haiti Victory* launched her two recovery helicopters. LT Pospisil, pilot of helicopter *Outrider Two*, hovered 10 feet above the bobbing capsule while Scuba diver Carroll, BM3, leaped into the water. He worked in four-to-five-foot sea swells for eight minutes preparing the capsule for hoisting. When this

ALL HANDS

was completed, Allsup, AD1, who was plane captain, hoisted the package into the chopper. The helicopter then flew back to *Haiti Victory*, and the next day delivered the space capsule to Hickam Air Force Base, Hawaii.

For the crew of this helicopter, it was much like a practice session that they had repeated time and again. This time, however, it was the real thing. And next time it may be an astronaut that they fish from the water.

Headquarters for the Hawaiian PMR representative is a squat, sound-proofed, air-conditioned building on the shore of Kaneohe Bay, Hawaii.

Behind its glass-enclosed entrance are offices much like those of any newly built Navy establishment. Inside the building, however, missile impact locator consoles constantly trace sound patterns from the surrounding ocean, and chattering teleprinters relay information about earth-orbiting satellites and deep-space probes.

This building, besides providing the administrative and technical facilities of the Pacific Missile Range Representative in Hawaii, also houses electronic arteries that span out to island tracking stations, telemetry receiving sites, space capsule tracking and recovery ships, missile impact locator systems, and other networks which link together the equipment supporting U.S. projects in space.

PMRR KANEOHE is the main down-range site of the Pacific Missile Range.

Some two months after its establishment in September 1958, a couple of Navy officers and five civilians waited in a rehabilitated quonset hut, 200 yards from where the new headquarters now stands, as the recording pen on a missile impact locator recorded sounds from the first *Thor* IRBM fired into the Pacific.

Since then the unit has grown from one quonset to a quarter-million dollar building. The handful of men have expanded to a combined military, civil service, and contractor complement of 120. From a single missile impact locator system it has grown in size to include missile and satellite instrumentation and tracking on two other islands (Kauai and Hawaii) with two range instrumen-



'DRY RUN' — Pacific Missile Range diver is hoisted into copter after diving into sea to recover 'capsule' while training for an actual recovery mission.

tation/recovery ships. The ships carry helicopters and specialized recovery crews, including Scuba divers to retrieve capsules returned from earth-orbiting satellites.

The Pacific Missile Range communication network fans out from Kaneohe to other range facilities at Barking Sands, Kauai, South Point, Hawaii, and thousands of miles down-range to Wake Island and Kwajalein and Eniwetok Atolls.

Direct telephone lines are used between Oahu naval commands and the Kaneohe Center. These hot lines go out to the Commander Hawaiian Sea Frontier operational control cen-

ter; Ballistic Missile Division, Hickam AFB; and the Federal Aviation Agency at Honolulu.

DURING SATELLITE RECOVERY operations and missile-firing exercises, Kaneohe provides network control for communications between the two surface recovery ships and PMR aircraft employed in the operation. It also functions as an operation control center for recovery ship coordination and control.

The Kaneohe facility operates one of two Missile Impact Locator Systems (MILS) in the Pacific Missile Range. This underwater detection

IN HAND — Diver R. W. Carroll, BM3, USN, grabs plane-dropped capsule.





ALLEZ OOP — Missile cone boards copter. Right: Headquarters for Navy's recovery activities is now this building.

system is used for recording and locating the impact of ballistic missiles or re-entry vehicles hitting the surface of the ocean. By 1961 PMR will have two additional stations at other down-range island sites.

Two types of acoustic systems, called the surface-impact system and the sound fixing and ranging (SOFAR) bomb method are used to locate the impact point of IRBMs. The first system detects the actual sound of an object hitting the water. In the SOFAR method the sound of a bomb, ejected by the missile and exploded under water, registers on sensitive hydrophones.

The Hawaiian PMR Facility works closely with the Air Force *Discoverer* Program. If, for example, a *Discoverer* satellite is launched into orbit, and is programmed to eject a

recoverable capsule in the vicinity of Hawaii, the Pacific Missile Range would provide helicopter-equipped recovery ships, a special instrumentation ship, and several telemetry recording sites.

DURING PACIFIC FLEET training operations (such as the launching of *Regulus I*, surface-to-surface guided missiles, or target drones for gunnery practice) Barking Sands tracks the flights to help recover the costly Fleet training devices.

At South Point on Hawaii, PMR tracks space vehicles which are orbiting the earth or penetrating into outer space. Equipment here includes a 60-foot antenna with command control timing, telemetry recording devices, and associated communications equipment.

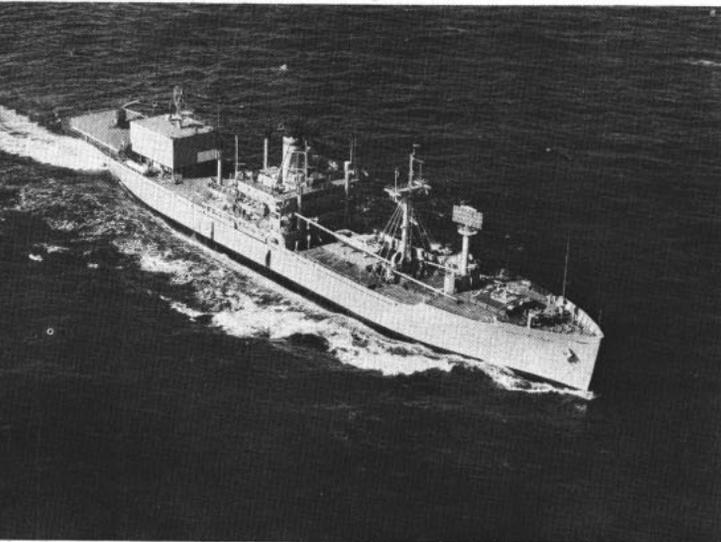
From space vehicles, the station receives, monitors and relays telemetry data to reduction centers. Besides this, the station can relay command signals to change the vehicle's mission.

A receiving station, to be used in support of the Navy's Project Transit (a navigational satellite), is also being established at South Point. The receiving system was designed and built by the Naval Ordnance Test Station, China Lake, Calif.

Men assigned to the ships and stations operated in the Hawaiian area by the Pacific Missile Range don't know when they will again be called upon to retrieve a space capsule.

In the meantime they practice. The next real thing may be the first man to return from space.

TEAM FROM USNS *Haiti Victory* recovered *Discoverer XIII* capsule. Right: R. W. Carroll, BM3, USN, and C. C. Allsup, AD1, USN (center), are congratulated for recovering space capsule by RADM P. H. Ramsey, USN.





HE'S A STAR—K. J. Ploeger, ETN3, receives oath from CAPT R. E. Harmer, CO of USS Randolph (CVS 15).

Meet Our Latest STAR

KENNETH J. PLOEGER, ETN3, USN, is a STAR. And he is not just any STAR, but probably one of the first in the Navy.

STAR in this case means the Selective Training and Retention program. To Ploeger, who is now assigned aboard the ASW support aircraft carrier *uss Randolph* (CVS 15), and to many other first cruise Navymen, this is an important new word.

In Ploeger's case, it has brought about his discharge from the Navy for the convenience of the government, his reenlistment in the Navy for six years with a first reenlistment bonus, assignment to the electronics technician class B school, and when he graduates, automatic advancement to second class petty officer.

Ploeger is no different from many other men on their first hitch. He has a little above average GCT, graduated from the Tech High School in McKeesport, Pa., in 1958, and has no college training at all. He joined the Naval Reserve in 1957, and after 11 months, joined the Regular Navy. Formerly men couldn't reenlist in the Navy with any less than three years' active duty; Ploeger shipped when he had completed little more than one and a half years' active duty, all

thanks to the STAR program.

Here's what STAR can mean to other Navymen:

- Guaranteed assignment to Class A School of your choice.
- Automatic advancement from E-3 to E-4 for those who graduate from Class A school in upper half of class.
- Guaranteed assignment to Class B school for PO3s and PO2s who hold these ratings prior to reenlistment for career designation.
- Automatic advancement to PO2 for third class petty officers who grad-

uate from Class B school.

- Reenlistment bonus.

This program was started by the Navy because many weapons systems need highly trained men. Many of these trained men are on their first cruise and may leave the Navy after only a short time in the Fleet. That is a good deal for the individual, but the Navy loses out. Under the STAR program, however, both sides win. The Navyman gets the school, advancement and security, and the Navy gets a trained man for a total of at least seven years.

Men who take advantage of this program as set up in BuPers Inst. 1133.13, (also see ALL HANDS, October 1960), can be discharged to reenlist under this program any time after they have at least one year of active service. There are a couple of ifs, however. The Navymen must meet eligibility requirements for STAR, be recommended by his commanding officer, and finally reenlist for enough years so that the length of his term of obligated service will total seven or more years of active service when completed.

Right now, Kenneth Ploeger is not the only STAR serving in the Navy—he has plenty of company.





SHIP OF KNOWLEDGE—USS *Compass Island* (EAG 153) has done much to aid the development of *Polaris*-firing subs.

Navigator's Paradise

SHOULD USS *Compass Island* (EAG 153) ever become lost, the whole ship—not to mention the ship's company—would undoubtedly blush a rich, glowing pink.

It would be difficult to live down, for *Compass Island* carries more devices for finding its way about than any other ship in the Navy. No move the ship makes—in storm or calm—goes unnoticed by the sensitive measuring instruments that continuously supply the ship's position,

her speed and direction and more.

The primary navigational equipment is the Ship's Inertial Navigation System—SINS. *Compass Island* currently has two different SINS aboard, the Analog and the XN7. To analyze data received from the SINS, the NavDac (Navigational Data Assimilation Computer) is used.

NavDac is a computer capable of doing many, many chores, such as storing data for at least 300 stars in

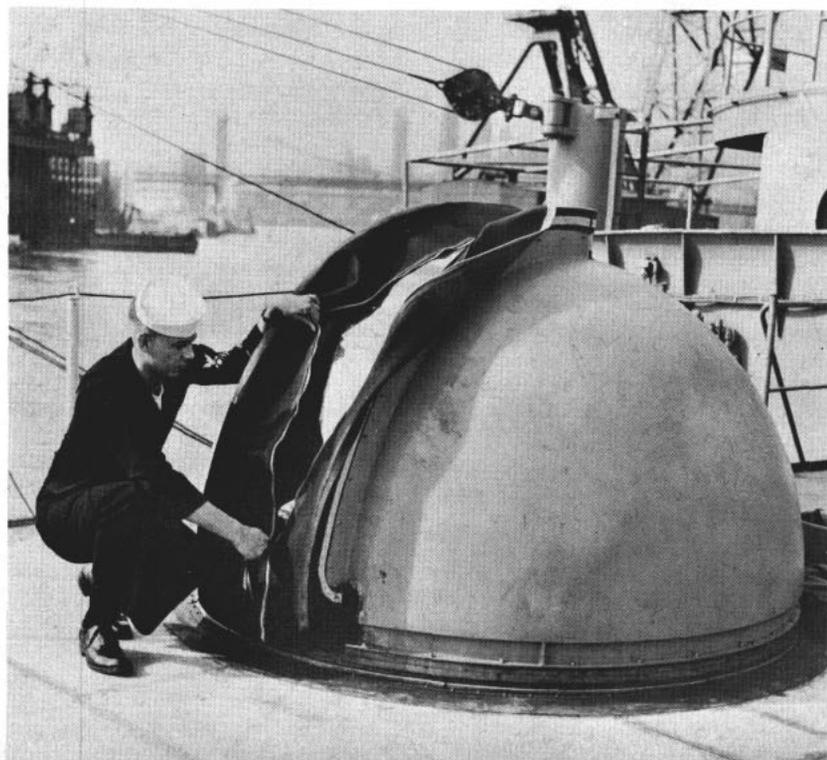
sequence of brightness, calculating the altitude and azimuth of celestial bodies for use in computing the ship's position and for alignment of celestial trackers on bodies to be observed.

In all, *Compass Island* carries some 25 million dollars worth of navigational devices. The ship is a 564-foot converted *Mariner*-class merchantman, commissioned 3 Dec 1956 at the New York Naval Shipyard, Brooklyn, N.Y. She carries a crew of approximately 16 officers and 200 enlisted personnel.

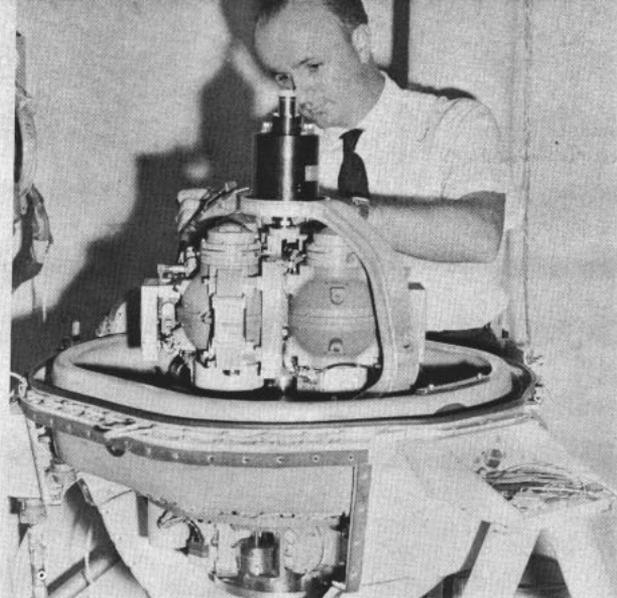
Life on board *Compass Island* can be pleasant in spite of the long hours of work and hard study demanded by the special equipment. When the work is done for the day, everyone turns to at his choice of recreation. Boxing smokers and slapstick boxing are routine events. The mainstay is regularly scheduled basketball with inter-divisional competition. Also on the athletic program are occasional judo training and weight lifting, along with calisthenics.

The ship's hobby shop is something very special, and receives lots of use by all hands who construct bookcases, hi-fi cabinets and many other woodworking projects. The shop, which was built by the crew during their off-duty hours, houses a full set of woodworking tools and has many of the features offered only by hobby shops at shore stations. The money for equipment and material for recreation aboard was provided by the recreation fund.

STAR GAZER—Crew member of USS *Compass Island* unzips protective covering of a star tracker, one navigational research device on the floating lab.



ALL HANDS



ISLAND OF INSTRUMENTS—Stabilizing element of SINS is adjusted. Right: ET checks out the circuit of a computer.

Instruction is also provided for leathercraft and oil painting. Card games, chess tournaments, and frequent musical renditions by the ship's experts on the electric guitar and drums provide a different form of entertainment.

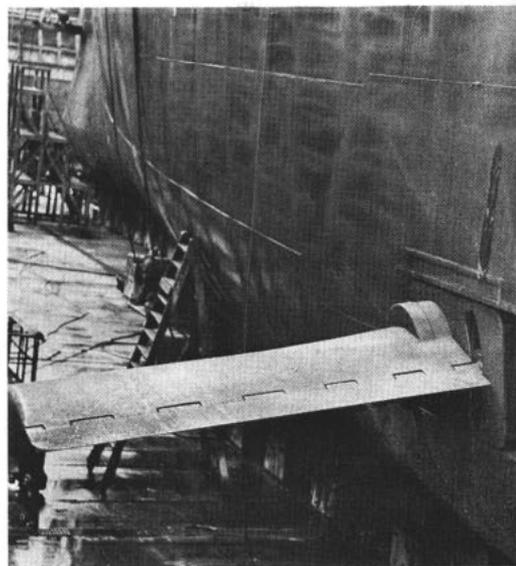
The ship is air-conditioned throughout the living spaces. The men sleep on foam rubber mattresses with individual fluorescent reading lamps over each bunk; the CPOs have their own staterooms. All lounges have television sets. The first class lounge has a de luxe hi-fi set built by the POs. When other ships are rolling 20 degrees, this ship reaches a maximum of five degrees because of its roll fins.

The normal operating area is near Bermuda and every time the hook

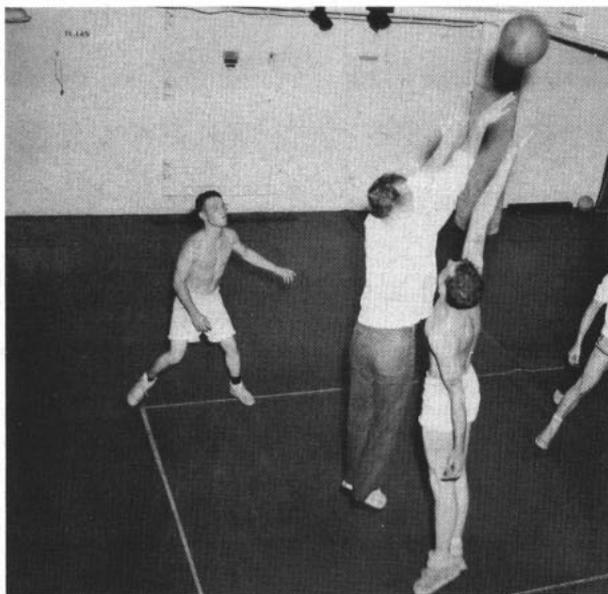
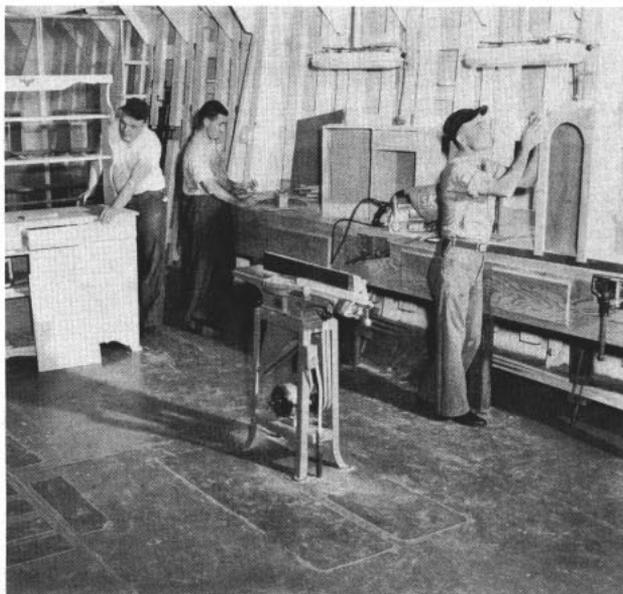
is dropped after working hours, there is an all-hands evolution of poles over the sides seeking the fish which got away the last time. A few of the choicest catches are specially prepared in the galley within minutes of capture for on-the-spot snacks.

To accomplish its mission, *Compass Island* steamed over 50,000 miles in the past year. The navigation system which guided *uss Nautilus*, SS(N) 571, under the North pole was evaluated aboard. *uss Triton*, SSR(N) 586, when she made her submerged round-the-world cruise, used equipment tested by this ship.

—LTJG B. F. Doddridge, SC, USN
M. L. Rowand, YNCA, USN



OFF DUTY crew members relax in hobby shop and with sports. Above: Stabilizing fins on ship's hull reduce roll.





THE MARINES

Semper Fidelis,

THE SWIFT PASSAGE of time since the first U.S. Marines started enlisting at Tun's Tavern in 1775 has brought about many changes. A look at the uniform and weapons of the 1960 Marine and what the Corps has in the fire now and for the future clearly shows that the Leathernecks have not only kept up with these advancements but also have their foot through the doorway of tomorrow.

Our earliest group of Marines would gaze in amazement at such things as body armor, fiberglass helmets, and other items now being worn or tested by today's Marines. They would be even more awe-struck if confronted by such weapons as *Ontos*, recoilless rifles, automatic artillery, and the new machine guns and rifles. Pictured here is some of the Marine Corps fighting gear now in use and experimental models being studied for future use.

Clockwise from Upper Left: (1) Group portrait shows anti-tank vehicle *Ontos*, one-man copter and Marine with new M-14 rifle. (2) Ground crewman directs





Semper Paratus

HR2S copter into position to air lift 6000-pound rolling fuel container. (3) Protective clothing is checked out as pilot flies through cloud from simulated atomic blast. (4) Crewman of M-67 tank watches copter bring in load of fuel. (5) Marine takes firing position with 106mm recoilless rifle mounted on "convertible mule." (6) 1960-style Marines pose armed with the latest M-14 rifles and M-60 machine gun. (7) Marine with light flame thrower and wearing experimental atomic, biological and chemical (ABC) protective clothing looks like a visitor from outer space. (8) Possible battle dress for leathernecks includes dual-purpose load-carrying and body-armor unit, laminated fiberglass ballistic helmet, and armored footwear to minimize injury from anti-personnel mines. (9) Gun crew tows 105mm howitzer now under evaluation. Gun can be broken down into 16 parts and be man-carried. (10) Shell is loaded into 115mm boosted rocket gun. This first automatic field artillery piece can fire six rounds in two-and-one-half seconds, the experts say.



Brief news items about other branches of the armed services.

ARMY MEN MAY TRAVEL on their stomachs, but if their feet are cold, it's tough going.

To help keep their feet warm and in traveling condition, the Army Quartermaster Corps has developed a new white insulated rubber combat boot. It is designed for use in dry-cold regions where temperatures range from 14 degrees above zero to minus 65 degrees.

During testing, the newly developed boots were worn by members of the International Geophysical Year Expedition in the Antarctic. They found the boots worked adequately in temperatures as low as 102 degrees below zero.

Only one pair of socks will be needed in the new boot which may replace the cold-dry mukluk boot and the Arctic felt boot currently in use. In these, several pairs of wool socks are needed.

The vapor barrier principle is used in sealing three layers of wool fleece in the upper and two layers of felt in the midsole between inner and outer rubber layers of the boot. The seal prevents sweat and outside moisture from wetting the fleece and thereby destroying the boot's insulating properties.

To prevent swelling and constriction of the foot when the boot is worn at high altitudes, each boot has a self-closing air-release valve for equalizing air pressure that may build up inside the boot's insulation.

Even though the new boot will increase foot protection, provide greater durability, foot support, and traction, it weighs two pounds less than the old boot with its combination of sockgear and felt insoles.

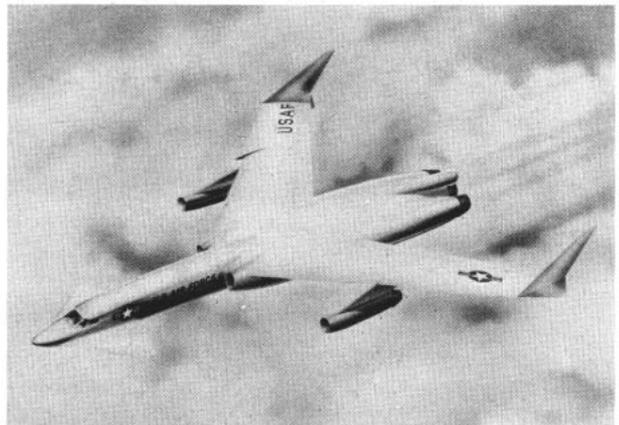
★ ★ ★

THE U.S. AIR FORCE's fourth and final mobility test train which carried the *Minuteman* ICBM through Utah, Nebraska, Colorado, Missouri, Iowa and Illinois for 10 days, has completed its run. Besides the missiles, the train carried Strategic Air Command crewmen, industry technicians, and observers.

Men aboard the train checked details of control, mobility and communications, and other factors that may affect future operations of an SAC fleet of trains. Such a train could carry *Minuteman* intercontinental



NEW ARMOR—Army M-60 tank undergoes field tests before going into production to replace M-48 *Patton*.



COULD BE—Artist's conception shows design now under study for a possible Air Force nuclear-powered aircraft.

ballistic missiles any place in the United States where there are railroad tracks.

"We have been especially pleased with the response of the railroads to this operation," General Thomas S. Power, Commander-in-Chief, Strategic Air Command, said. "They have clearly shown a willingness to make the missile mobility plan work."

SAC has two plans to protect its *Minuteman* force from destruction in a surprise attack. A large number of the missiles will be placed in underground concrete launch silos which will protect them from all but a direct hit.

These will be ready for immediate firing. Others will be placed on specially shock-mounted railway-launch cars in trains moving about the country at random.

Minuteman, a solid-fuel ICBM with a range of about 6300 miles, is scheduled to become operational in 1962.

★ ★ ★

ARMY RESEARCHERS are getting down to earth in their efforts to find out what makes the wheels go around.

At the Army Mobility Research Center at Vicksburg, Miss., they are studying how soil reacts to the weight, driving, turning, and breaking forces of military vehicles. They want to learn at what stage of continued traffic and under what moisture conditions a section of soil will break down and fail to provide enough traction.

Performance of vehicles has improved through the use of larger, more flexible tires, but no outstanding changes in fundamental traction principles have been demonstrated in 50 years, the experts say.

What is needed, they feel, is a fuller understanding of what takes place when a wheel or a track moves through soft soil. Without that knowledge, there is little hope of major improvements in mobility.

The study is also designed to increase knowledge of the off-road mobility of military vehicles.

When a vehicle leaves the road, advance knowledge of its ability to travel cross-country is invaluable to Army planners. "Sitting ducks" caught in the sticky clays of Italy and Okinawa, the loose sands of North Africa, and more recently in the rice paddies of Korea, have underscored the need to know whether a vehicle

can travel over a given surface at a particular time.

Although the program is aimed at improving mobility of the Army, some of the results may help solve transport problems faced by civilian contractors, loggers, miners and farmers.

★ ★ ★

A STUDY OF THE MOON'S TERRAIN has been made by the Interior Department's Geological Survey. The study will provide information for use in the selection of landing sites on the moon and serve as an aide in designing telemetering instruments and a moon surface vehicle.

This is the first such study known to have been made of the moon. It consists of three diagrams, each of which shows—with an accompanying text—the visible face of the moon at a 36-inch diameter.

Each of the regions is named and outlined in one of the diagrams. Many physical features of the moon are also named.

The second diagram shows the relative ages of the various lunar craters. Those craters which have a central peak are distinguished from those lacking one. Such lunar features as fracture patterns, faults, anticlines and monoclines are also shown.

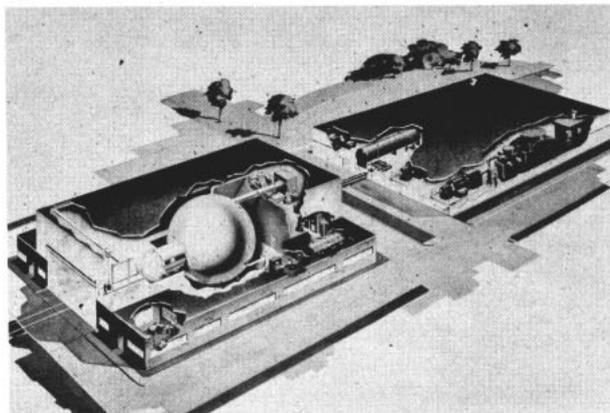
The third diagram depicts the prominent lunar rays. Interpreted as splashes of crushed rock caused by the impact of large fragments thrown out at the time of meteoric impact, some of these rays extend for hundreds of miles.

The text that goes with each diagram describes the various regions and gives information on relief and slopes. Interpretations are made of the probable composition and texture of the moon's surface and strength. Included, too, are the results of recent radar astronomy.

★ ★ ★

A NEW PORTABLE RADAR SYSTEM which is designed to look far behind enemy lines and provide photographic plots of battle information has been developed for U.S. troops.

The system will sweep enemy-held territory in a 25-mile semicircle and by periodic photo plots help determine whether enemy buildup or attack is impending or a withdrawal is in progress. (See ALL HANDS,



MOON MEN—Drawing shows how Army Engineers have designed facilities to duplicate's the moon's atmosphere.



ON THE ALERT—Mobile air defense missile fire direction systems like this are deployed in Europe by Army.

Oct. 1960, p. 41, for an article on an airborne radar photographic system.)

The radar works on the Doppler principle, which detects slight movements because of the change in frequency of the radio waves reflected from the moving objects.

The entire radar system, including the antenna, weighs approximately 600 pounds. The antenna is somewhat larger than those used by orthodox battlefield radars. The system is officially known as the AN/TPD-2.

In actual operation the radar is transported by helicopter to a point overlooking enemy terrain, where a three-man crew would set up the three-piece antenna and assemble the equipment. In a relatively short time the radar is plotting movement of enemy targets and information gathered is then relayed to headquarters. Faster but less accurate locating and tracking of objects can be done by earphones, the experts report.

★ ★ ★

THE ARMY HAS A NEW WEAPONS SYSTEM which fires a salvo of 45 chemical rockets from the same tubes in which they are packaged.

The rockets can be placed in a launcher, electrical connections can be made, and the crew can start firing in less than 20 minutes. Stabilized fins, folded to fit in the fiberglass tubes, open automatically when the rocket is fired. An explosive charge disperses the chemical agent carried in the rocket head.

Because of the scatter characteristics of multiple-launched rockets, the projectiles can effectively cover large areas with chemical agents in a short time. The six-foot-four-inch, 115mm rockets are propelled by solid fuels. Fire control techniques are the same as those used for regular artillery.

The launcher, developed by the Army Ordnance Corps, is made of aluminum and rests on a tubular frame carriage. All the individual sections are light enough to be handled and put together manually. When assembled, the system can be moved short distances by the crew without a towing vehicle.

The entire weapon can be carried by helicopter or mounted on a two-and-one-half-ton truck.

LETTERS TO THE EDITOR

Just Married

SIR: I was detached from my last duty station overseas on 17 September with authorization for 30 days' delay to count as leave. The effective date of my orders was therefore 17 October.

I arrived at my port of entry, San Francisco, Calif., on 27 September, and on 2 October I was married. On 11 October I commenced my travel from San Francisco to my present duty station in Alabama.

As I interpret the *Joint Travel Regulations*, I am entitled to both a travel allowance for my dependent wife and a dislocation allowance. The local disbursing officer paid my claim for dependent's travel, but he refuses to credit me with the dislocation allowance.

Is this correct?—D.W.W., LT, USN.

• *From the looks of things, you should get the dislocation allowance too, the experts say.*

The Comptroller General has not made a specific ruling that would confirm the right to the allowance in cases such as yours. However, a ruling in another case, where someone was denied the allowance because he wasn't married until after the effective date of his permanent change of station orders, implied that he would have rated the allowance if he had been married before that date as you were.

Congratulations.—Ed.

Baby, It's Warm Outside

SIR: We of the small seaplane tender *uss Greenwich Bay* (AVP 41) lay claim to a new record for hot-weather sailing.

We are currently on our 12th cruise to the Persian Gulf. While anchored off Das Island recently, we recorded the following temperatures: Sea water—104 degrees F. Outside air—102 degrees F. In addition, unofficial outside temperature, in the sun, reached 122 degrees F. —W. A. P., LCDR, USN.

• *So far as we're concerned, you've got half a new record, anyway.*

*Our files show that the U.S. Naval Hydrographic Office credits the destroyer *uss Zellars* (DD 777) with the all-time high recordings—air temperature of 130 degrees F., and water temperature of 94 degrees F.—while operating in the Persian Gulf back in 1948 (ALL HANDS, December 1959, p. 30).*

Thus it appears you have boiled into first place in the water temperature half of the hot-weather sailing cook-off.—Ed.

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

When Can I Take That Exam?

SIR: When can I go up for Chief? I first made AK1, USNR, in 1945, was released to inactive duty in 1946, and finally returned to active duty again as an AK1 in 1951.

In 1955 I joined the regular Navy, but was forced to take a bust to AK2. I made AK1 back in May 1960. Since I have had many times three years as a PO1, must I wait that period again before competing for CPO?—J. E. C., AK1, USN.

• *You must wait out the 36 months since the length of time you were first class previously will not count. In your particular case, you cannot compete for AKC until February 1963.*

Since you were reduced to AK2 when you shipped over to USN, you are subject to normal advancement procedures. This means 36 months as E-6 before you can compete for E-7.

In case you're skeptical, take a look at BuPers Inst. 1430.7D and the "BuPers Manual," Article C-7212.

There are reasons for this requirement. One is to insure that an individual knows his rate. If there has been a lengthy time lag involved a man may not have kept up with the changing duties, new procedures, and new equipment he'll be required to use.—Ed.

Date of Rank for Ex-Warrant

SIR: The one-shot selection of Warrants for LDO(T) grades commensurate with time served as Warrant, which was scheduled for some time in September 1960, has posed a situation I would appreciate some information on.

I am an ex-Warrant, W-1, who was selected for Ensign LDO(T) at an earlier date. My date of rank as Warrant was 1 Sep 1959, while my date of rank as Ensign is 2 Jun 1960. When the selections for LDO(T) from the Warrant ranks as a result of the September 1960 board's recommendations are made, will my date of rank as Ensign be changed to 1 Sep 1959, or be otherwise adjusted so that my time as Warrant will count toward promotion to LTJG?

If this were not done, it is conceivable that I and many other ex-Warrants

could lose seniority through being selected by earlier, and possibly more stringent, selection boards. In my own case the time involved is negligible, but for many others it could make the difference between a higher rank. It could also make it easily possible for a Warrant junior to a previously selected Warrant to be senior to him as an LDO(T).—D.C., ENS, USN.

• *Rest assured that the Navy is not planning to make you or any other ex-Warrant selected for LDO(T) at an earlier date suffer any loss because of it. You and all others in the same category will have your grades and date of rank adjusted according to the time served in the Warrant grade.—Ed.*

What Is Continuous Active Duty?

SIR: According to Navy Uniform Regs (Art. 0654.4) a CPO must, among other things, have "not less than 12 years' continuous active duty (full-time duty) in the Navy and/or Naval Reserve" to be eligible for Gold Lace Service Stripes. Could you throw more light on the words "continuous active duty"?—E.M.A.H., YNC(W), USN.

• *As used here, it means without a break in active duty of three months or more. (A "broken service reenlistment" would, therefore, disqualify a person.)—Ed.*

Station Journal

SIR: In keeping and writing a Station Journal, I contend it should only be signed by the Officer of the Day at the completion of his watch, whether the watch is for 24 hours or only four hours. Similarly, I contend the Assistant Officer of the Day, standing an eight-hour watch, need only sign the journal when he is being relieved at the end of the eight hours.

Is this correct?—T. M. A., BMC, USN.

• *If you really mean the Station Journal, you're definitely wrong.*

The Station Journal (Article 0792, "Navy Regs") is a monthly summary of important events, usually written by the Executive or Administrative Officer and signed by the CO. The events in it are usually extracted from the Duty Officer's Log.

If you are referring to the Duty Officer's Log, there is no regulation requiring the duty officer to sign it more than once, regardless of the length of his watch. However, local instructions may require it to be signed more often.—Ed.

Rough-Riding in Cheyenne

SIR: For the past six years my uncle and I have been having a friendly argument every time we meet. He was a sailor back in '18.

My uncle tries to convince me that he once served as a fireman on a ship named *Cheyenne*. Says it was a monitor. I've looked in many libraries and have yet been unable to find any evidence of such a ship in the Navy.

Could you settle this endless argument between an old salt and a young salt?—F.P.D., Jr., RM2, USN.

• *Looks as though your uncle is a winner. USS Cheyenne was "Coast Service Monitor No. 10." This ship was originally christened USS Wyoming, but her name was changed to Cheyenne on 1 Jan 1909. In 1937 she was stricken from the Navy List.*

Monitors were vessels of moderate size—3000 to 6000 tons—with a very low freeboard. Heavily armored at the waterline, they had a poor coal capacity and a low speed. A monitor's battery usually consisted of one or two pairs of heavy guns mounted in turrets and a few intermediate and secondary guns. They made a very unsteady gun platform at sea, for they rolled deeply and quickly, and later came to be used entirely for harbor defense.—ED.

Excess Leave

SIR: My question is based on Art. C-6104, *BuPers Manual*—which says that periods of lost time and periods of excess leave or other periods in a non-pay status are deducted from active service on a day-for-day basis.

If both lost time and excess leave are deducted from active service on a day-for-day basis, then why wouldn't excess leave have the same effect as lost time on (1) pay entry base date, (2) computation of service for transfer to the Fleet Reserve, and (3) completion of enlistment, period of induction or service obligation?—J. J. K., HM1, USN.

• *Sorry, but you've misinterpreted the article from "BuPers Manual." The article is concerned only with earning leave. There is no law or regulation requiring that excess leave be considered in computing pay entry base date, service for transfer to Fleet Reserve, completion of enlistment, and so on.—ED.*

What Comes First in First Aid?

SIR: I would appreciate it very much if you could obtain an official answer to a question which has been argued over many weeks now among corpsmen serving at Naval Hospital, Oakland. The question: Which should be treated first: shock, hemorrhage or asphyxiation?

I contend that hemorrhage should be treated first. Others, who have attended the Field Medicine School, claim that asphyxiation should always be of first concern. Still others, graduates of Independent Duty School, say that shock



TARTAR SAUCE — Newly commissioned USS Charles F. Adams (DDG 2), named for the former SecNav, is equipped with Tartar guided missiles.

should be treated first of all.

We are interested in obtaining correct information on this subject not only so that we may correctly answer the question if it should appear on an advancement in rating examination again, but also that we may add to our knowledge as hospital corpsmen.—A.L.C., HM1, USN.

• *If you think your question created a controversy at your hospital, Doc, you ought to have seen the lulu of an argument it started here at ALL HANDS. Apparently it's one of those "chicken or the egg" type of debates, about which nearly everyone seems to have a theory, plus several good arguments to back it up.*

We're not medical experts—so we went to the people who are for an answer. In the last-word department, here is the Bureau of Medicine and Surgery's official position on the matter:

For the purpose of answering an examination question as to which condition should be treated first, the answer should be: (1) asphyxiation (2) hemorrhage (3) shock. The various training manuals are being revised to reflect this emphasis.

In actual practice, however, the procedure would naturally vary slightly according to the logic of the situation. In general, restoration of breathing must be the prime consideration. However, if there is massive bleeding, a few seconds might be taken to apply quickly a pressure dressing, or even a tourniquet, before starting artificial respiration.

When you consider that death can occur in a matter of minutes when respiration is absent or impaired, and that permanent brain damage can occur even more quickly under these conditions, while death from hemorrhage usually takes a longer time, it is evident that the

first concern in first aid must be artificial respiration. On the other hand, artificial respiration may require prolonged effort, so that if there is massive bleeding, a few seconds to check the hemorrhage, if not absolutely control it, would be time well spent.

The treatment of shock must be undertaken after respiration is restored and the hemorrhage controlled.

It should be remembered also that if others are present, all three conditions can be treated at the same time.—ED.

OFF TO SEA — Destroyermen of USS Forest Sherman (DD 931) bid goodbye to port as ship sets out to sea.





HOME AT SEA — Crusader jets of VF-24 circle their sea-going airfield, USS Midway (CVA 41) in formation during air exercises over the Pacific.

Twenty-Year Hitch?

SIR: I have an idea which, at the moment, sounds pretty good to me but it's quite possible that there are some bugs in it which I haven't found. I'd appreciate your opinion and those of your readers.

A young man enlists in the Navy, finds he likes the service, and decides that he will make the Navy a career. Subsequently, he marries or is ordered to duty he does not like. When his enlistment expires he may face family pressure or he succumbs to the dissatisfaction with his present situation and does not reenlist, although he likes the Navy and if the decision had not been forced on him he would have remained in the service.

How can this periodic re-evaluation of the service as a career be avoided? The answer is simple, by permitting selected enlisted men to sign agreements to remain in the Navy until retirement age. Such an agreement would cause the man to accept the Navy as a career without periodic reappraisal; he would not have to reconsider his decision every four or six years. In the event he is married, his family would be party to the decision and therefore oriented to living with it. If unmarried, when he marries his wife would know of the commitment and thus be prepared to accept it. Changing circumstances and the vicissitudes of service life would be more likely to be accepted as temporary and loom less large.

Why should a man make such an agreement? Some advantages must be provided to make it worth his while. Increased pay cannot be one of them, since pay is set by Congress and is service-wide. The advantages can be in terms of increased promotion opportunities, educational preference, increased stability of assignment and guarantee of

stability of residence. Thus the service can promise a man the following:

- He will suffer no monetary loss.
- Preference in selections for college training and service schools.
- Preference in selection for LDO or commissioned status.
- Assignment to the same major base complex for each tour of shore duty, excepting school assignments.
- Assignment to ships based at the fleet complex of his residence during sea tours.
- Additional prerogatives as appropriate.
- A distinctive mark on his uniform. (The square knot from the old Navy ratings might be used, for example.)

These advantages would set the man aside and create a nucleus of career men in the Navy, whose influence would

Right Arm Rates

SIR: I understand that some time ago CPOs and petty officers in some ratings wore their rating badges on their right arm. What were those ratings? Will there be a return to that manner of wearing the rating badge?—V.L.K., EN3, USN.

• Until 2 Apr 1948 the POs and CPOs of what was then the Seaman Branch wore their rating badge on their right arm. The Seaman Branch ratings (often called "right arm rates") in effect at the time of the change were Fire Controlman, Signalman, Quartermaster, Torpedoman's Mate, Mineman, Gunner's Mate, Turret Captain, and Boatswain's Mate. (BM3s were then officially "coxswains.")

There are no plans for returning any rating badges to the right arm.

—ED.

be out of proportion to their numbers. Additionally, it would permit the man to establish a home and become part of a community. His family could establish roots and be more reconciled to the enforced absences that are part of Navy life.

What does the Navy get out of this? The service needs professional sailors who can reach top efficiency, permit advanced training and reduce its training load. On the other hand it cannot predict the future and must limit its number of professionals sufficiently in order that the shifts in authorized strength can be met. Secondly, it must, if it is not to destroy the very object of its efforts, scrupulously observe any promises or commitments that are made. Finally, in its professional core it must have men of high caliber and motivation to achieve the efficiency it must have.

Therefore, if a system of long-term agreements were to be adopted, the system must first be limited in numbers, second, be offered only to high caliber men and third be strictly observed both by the man and the service.

How should such a program be administered? It should not be regarded as a program but should be handled on a personal basis. Insofar as possible the man to whom such an agreement is offered should be made to feel that he has been specially selected. During the final year of their enlistment, based on commanding officers' recommendation, performance of duty, and intelligence level, men should be selected. To these men a letter should be sent. It should be signed either by the Chief of the Bureau of Naval Personnel or if possible by the Chief of Naval Operations. It should not be sent through the chain of command but direct. In this letter he should be informed that he is considered as fitted to be a career Navyman and offer him the opportunity to execute the agreement. The advantages should be enumerated. Similar letters should go to his wife or his parents. Replies or further correspondence should of course be through the chain of command.

By making his selection an honor, by treating it as a personal matter, by not publicizing it as a program, and treating it as of sufficient importance to be signed by our highest naval officer, a nucleus of long-term professionals will be established in the Navy.

What do you think?—Thomas R. McGrath, CAPT, USN.

• Your proposal contains a lot to think about. (It will be interesting to hear what the readers think of your proposal.)

Your letter was passed for comment to cognizant officials of BuPers—and returned with this statement:

"It is not considered feasible or practicable for a young man of 21 or less to enter into a 16-year contract. At present,

if a man decides he does not want to make a career of the Navy, he has only to wait until the end of his enlistment to get out. However, if a man signs an agreement to stay in the Navy for 16 years and then, two or three years later, decides he does not want to stay in, then you have a trouble area."

As a matter of coincidence, the new STAR Program went into effect just about the time your letter was received. This program has several career programs; and a man entering the program becomes "career designated." Although he does not "contract" for 16 or 20 years' service, he does, for all purposes, extend his first enlistment so that it will total at least seven years. See October issue of ALL HANDS (page 44) for more on the STAR Program.—ED.

Pro Pay and NESEP

SIR: A YN2-P1, here at Newport, R.I., was transferred on 31 May 1960 to Commander, U.S. Naval Training Center, Bainbridge, Md., for orientation and final selection for NESEP (the Navy Enlisted Scientific Education Program).

I believe his pro pay should have been revoked on 30 May 1960, in accordance with Paragraph 9g of BuPers Inst. 1430.12A, which calls for such action:

"If the member is reassigned to any duty not requiring the skill on which the proficiency pay is based, including permanent assignment to a course of instruction outside the skill . . ."

My chief contends that this man's assignment would be more in the nature of "Temporary duty or temporary additional duty while attending courses of instruction," and that therefore, under Paragraph 10e of the instruction, the man would retain his pro pay.

Which is correct?—R.M.F., YN3,USN.

• You're right. The man's pro pay should have been revoked on 30 May 1960. Prep schools have now been issued special instructions to cover such cases.

Incidentally, although we don't know what sort of a fellow your chief is, we'd suggest you use tact in telling him he's wrong.—ED.

Shore Duty Prospects

SIR: Could you give me any information on my shore duty status?

My current tour of sea duty commenced in May 1952. Approximately when might I expect to receive orders to shore duty?—R.L., BM3, USN.

• We don't want to discourage you, Boats, but the Seavey-Shorvey experts tells us that BM3s with as much as 10 years' more total naval service than you have are still waiting for orders.

All shore requirements for your rate are filled through December 1960. Perhaps you will receive orders next year. That, however, will depend upon requirements.—ED.



SUPER SERVICE AT SEA — Destroyer USS Willard Keith (DD 775) moves in alongside USS Forrestal (CVA 59) to receive supply of fuel while at sea.

CPO Collar Device

SIR: Apparently many chief petty officers haven't looked at *Uniform Regulations* which shows how to wear the collar insignia that became part of their uniform nearly two years ago.

Whenever I walk into the chiefs' mess I see many CPOs wearing the device incorrectly. Since these chiefs haven't looked at the regulations so far, they probably will not in the future. Maybe ALL HANDS can square them away.—G. E. S., BMC, USN.

SIR: I don't see how some of our chief petty officers expect junior men to follow uniform regulations to the letter

when they can't even take a uniform change in stride themselves.

Almost two years ago a collar insignia was authorized for CPOs to be worn on their khaki, blue flannel, white tropical and khaki tropical shirts. I still see many chiefs who wear them incorrectly. In fact, the chief master at arms here at the station wears his insignia in the wrong position. He seems to know the uniform requirement for white hats, however.

Somebody should take these chiefs by the hand and show them how to wear their uniform.—G. F. M., QM1, USN.

• We're not in business to square away chiefs or to hold their hands, but we too, have seen the collar insignia being worn incorrectly.

We took your advice and looked in the book, and we found these answers: First of all, Article 0655 says that the shirt collar insignia should be of a size to be inscribed in a circle 15/16ths of an inch in diameter, and it must be worn on the collar tips of the khaki shirt, blue flannel shirt, khaki tropical shirt and white tropical shirt.

In appendix B of "Uniform Regulations," we found a diagram which shows exactly how the chief's insignia should be worn on the collar of the khaki and blue flannel shirt. The correct way to wear the collar insignia on the khaki or white tropical shirts is shown in the same appendix, but lieutenant's bars are used, not the chief's insignia. Both are worn in the same manner, however.

The drawings here show how the CPO collar device should be worn on both the closed neck (blue flannel and khaki) shirts and the open neck (white and khaki tropical) shirts.—ED.



LOCK UP — USS Thrush (MSC 204) transits Panama Canal from her Atlantic base to take on Pacific job.



CHOP CHOP—M. J. Lee, SN, USN, swings ax to part tow line on board USS Jason (AR 8) during towing drill.

Let's Get Our Ratings Right

SIR: When I first opened the mail that brought your August issue, I glanced at the picture on the cover and thought to myself, "Now there is a hard-working mechanic."

Since there were some applicants here in the recruiting station at the time, and I had other things to do, I didn't get a chance to look through the magazine until the office had cleared out. Then I opened our copy and read this inside: "FRONT COVER: PLANE DOC—An Aviation Electrician's Mate tracks down a trouble spot in a Navy plane's electrical system. AE's are part of the enlisted ground team whose training and skill keep Navy wings in the sky."

Whoever wrote this caption slipped up somewhere. The rating insignie on the man's cap is that of an Aviation Machinist's Mate—not an AE.—John R. Campbell, AM1, USN.

SIR: In your August issue you identify the man on the cover as an Aviation Electrician's Mate. Why is he wearing an Aviation Machinist's Mate's insignie on his cap?—Johnny M. Kirkland, SN, USNR.

SIR: The man on the cover of your August issue is wearing the insignie of an Aviation Machinist's Mate—not an Aviation Electrician's Mate as you said in your caption. Who goofed?—Vincent P. Cara, YN1, USN.

• *The identifying material that was on the back of that photograph when we received it didn't give the name of the man in the picture. It simply called him an Aviation Electrician's Mate.*

Whether or not he actually is an AE he was certainly wearing an AD's cap. To you and to the writers whose letters

were still coming in as we went to press, many thanks.—Ed.

Course for Signalmen

SIR: I have just received the training course *Signalman 1 & C* (NavPers 10136) and have some questions about it.

First, how many chief signalmen participated in writing and reviewing this publication?

Second, would you please clarify the differences between the Events Log (p. 97), the Signal Record Book (p. 99) and the Visual Log (p. 125)? These pages state that local zone time is used for entries. Why not use Greenwich Time for quick recognition of time differences?

Third, why doesn't the preparation and responsibility of the Watch, Quarter & Station Bill belong to one individual?

Fourth, why is it that the qualifica-

tions for advancement at the end of the course do not cover the material in the course?

Fifth, is the Naval Communications Bulletin still published? — C.W.N., SMCA, USN.

• *It sounds as though you are not too happy with the course. Permit us to reassure you:*

No. 1—Although no chief signalmen were originally assigned to prepare the text, two SMCs gave professional guidance and participated in the review.

No. 2—The Signal Record Book (p. 97) and the Visual Log (p. 125) are the same. The correct title is Visual Log. As there is no requirement in DNC-5B for a separate "Events Log," information about this log will be omitted in the next revision. DNC-5B required local time entries in the Visual Log when Signalman 1 & C was printed. However, a recent change to DNC-5B requires Greenwich Mean Time rather than local time. The next revision of the course will reflect this change.

No. 3—Pages 100 and 101 emphasize the importance of the joint effort between the leading signalman and the division officer in preparing the Watch, Quarter & Station Bill. The division officer has the responsibility as stated on page 100—even though the leading signalman may prepare it. It is Navy tradition that work may be delegated but responsibility cannot be avoided.

No. 4—The qualifications are not designed to cover the material in the course. Fact is, the reverse is true. A primary objective in the preparation of any training course is to cover the advancement quals (the duties of the rating concerned).

No. 5—The Naval Communications Bulletin is still being published. Its address is: Chief of Naval Operations, (Attn: Editor, Naval Communications Bulletin), Navy Department, Washington 25, D.C.

Here's hoping that we have satisfactorily answered your questions.—Ed.

How USS L-4 Got to Richmond

SIR: The letter in your June 1960 issue—about the trip of USS L-4 up the James River to Richmond, Va., in 1920—was very interesting.

Such a trip must have been quite an accomplishment, for (as I recall) it was not until the 1930s that steps were taken to deepen the channel of the James between City Point, Va., and Richmond to permit the passage of deeper draft vessels.

The item mentioned L-4's skipper at that time, LT Ralph O. Davis, USN, who is now a retired vice admiral. Knowing he'd be interested, I sent him a copy of the magazine. In return, he sent me his own account of the cruise, which I thought you might like to pub-

Ship Reunions

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

• *USS Peiffer (DE 588)*—The fourth annual reunion will be held in Oyster Bay, Long Island, N. Y., on 18, 19 and 20 Aug 1961. For more details, write to CAPT T. N. MacIntyre, USNR, 102 Ivy Street, Oyster Bay, Long Island, N. Y.

• *91st Seabees*—Another reunion of the "Southern 91st" is scheduled for the near future. Shipmates wishing to attend may write to Emmett Brown, 3200 N.W. 79th Street, Miami, Fla.

• *Naval Aviators*—If you are, or ever have been a naval aviator, your name and address is desired by the Public Information Officer, Chief of Naval Air Basic Training, NAS Pensacola, Fla., for the purpose of sending invitations for the celebration of the 50th anniversary of Naval Aviation during June 1961.

• *Billet Analysis Section, Standards and Curriculum Division, BuPers, Washington, D. C.*—All officers attached to this unit during World War II who are interested in holding a reunion with time and place to be decided may write to Fred W. Steuer-nagel, Room 212, Goldman Building, East St. Louis, Ill.

• *'Baker Division,' USS Missouri (BB 63)*—A reunion is planned for those who served during the period 1949-1953, with time and place to be decided by mutual consent. Those interested may write to Glen Killen, 129 Burbank Avenue, Rockford, Ill.

The Call of the Seabees

SIR: I would like to strike for construction mechanic. Is there any way I can be transferred to a Seabee construction battalion? I have tried to find out about this, but no one seems to know if it's possible. — P. D. C., SN, USN.

• *Right now it's not possible, as the Seabees have too many strikers. For that reason, changes to constructionman or constructionman apprentice from other apprenticeships are not being approved.*

For your future references, however, the basic regulations for changes in rating are contained in the "BuPers Manual," Article C-7213, and in BuPers Inst. 1440.5C.—Ed.

lish as a follow-up to the original letter.—CDR S. T. Hay, Jr., USNR.

• *Thank you, Commander. As you can see below, we are passing the admiral's letter along to our readers.—Ed.*

SIR: In the autumn of 1920, L-4 was based at Norfolk, where the L-boats had just established a primitive sub base. Sometime before Navy Day I received orders from the Navy Department to proceed to Richmond with L-4. Since a submarine had never visited that city, we were to provide the big Navy Day event there.

I acknowledged the orders, and stated that I was fully prepared to proceed up the James River. However, I also respectfully reminded the Department that L-4 drew more water than the upper James provided.

The Department replied that it already knew I might not be able to reach my destination, but that I was to proceed nevertheless with the best river pilot available. I was also given the comforting information that I would

not be held accountable if I failed to reach Richmond.

I secured a pilot who was famous for taking a German "merchant" submarine to Baltimore. Then, I lightened the boat in every way possible, and we sailed.

Although we pushed through almost as much mud as water, we managed to make Richmond at about our ETA, and were greeted by a large and enthusiastic crowd. Both the Mayor of Richmond and the Governor of Virginia were on hand.

Next day—Navy Day—we put on the big event by diving with those VIPs on board. Although we found the deepest part of the river off Richmond, we were unable to get our conning tower underwater when we settled down in the mud. Still, to the guests sealed up on board, this was a momentous occasion.

Richmond entertained us royally—both officers and enlisted men—and all of us had a memorable time.

—VADM Ralph O. Davis, USN (Ret).

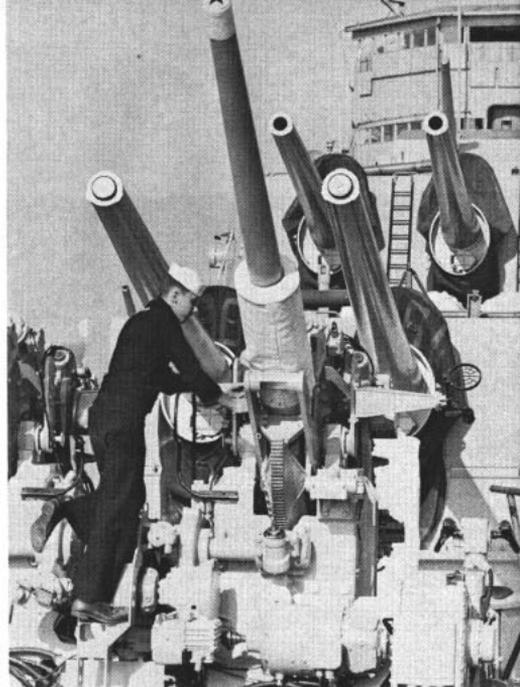
Ships in Mothball Fleet

SIR: In next to the last paragraph of the article "Navy's Mothball Fleet" (August 1960), I came across a statement which I think is incorrect. It says that all major ships must be scrapped in the United States.

If I remember correctly, uss Guadalcanal (CVE 60) was towed to Japan and scrapped. Recent press reports state that her tow line parted at sea and she was adrift in the Pacific for a few days.

I am interested in this matter because we have the ship's bell mounted at our barracks here at the New York Naval Shipyard. It was presented to us by the Navy Department as a ship's relic.—Sergeant Major R. L. N., USMC.

• Guadalcanal (CVU 60)—she was changed from a CVE—was, as you re-



SPIC AND SPAN—Cruiserman shines up three inch guns of USS Des Moines (CA 134) before entering port in Med.

member, towed to Japan and scrapped. Also, the former uss Mission Bay (CVU 59) (another utility aircraft carrier) was towed to Japan and scrapped by the same company.

Before the Japanese were authorized to export the hulls of these ships, however, they received special permission from the Department of State. The Chief of Naval Operations allowed the hulls of these CVUs to be exported because he considered them auxiliaries and not combatant ships.

As a general rule, however, the Navy does require that the hulls of major ships (mostly combatants, but not limited to combatants) be reduced to scrap in the United States.—Ed.

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SILHOUETTE IN SUNSET — The setting sun forms a pleasing nautical scene for carriermen as it backlights Atlantic Fleet DER, *USS Camp* (DER 251).

YO Can Go

With the recent departure of *uss Crownblock* (YO 48) from Reykjavik harbor came the end of a sight familiar for many years to Icelanders—that of a Navy ship regularly on duty there. Now at Norfolk, Va., *Crownblock* was serving in that island-country in a support role for the Iceland Defense Force.

Official designation of *Crownblock* is “self-propelled fuel oil barge.” However, she has deep-sea capabilities. Some 235 feet in length, she has a 26-man crew. In addition to her fuel oil storage capacity, *Crownblock* has a three-decks-deep hold for dry cargo storage. This space was put to good use this spring when a shortage of Icelandic ships made it necessary for her to haul cargo to the radar sites at Langanes, Hofn and Latrar.

Survivor of a typhoon off Japan in the mid-forties, *Crownblock* is a “get around” ship. On her bridge are

painted ribbons of the American Theater, Asiatic-Pacific Theater, World War II Victory, Occupation (Asia).

Arriving at Iceland about a year before, *Crownblock* had replaced the smaller YOG-32 which, in turn, had completed a tour in Iceland.

Scamp Launched

The Navy will send its 21st nuclear-powered submarine down the ways this month when *Scamp*, SS(N) 588, is launched at the Mare Island Naval Shipyard, Vallejo, Calif.

The fourth atomic sub to be built by Mare Island, *Scamp* is an attack submarine.

The World War II submarine *uss Scamp* (SS 277) was lost in late 1944 on her eighth patrol. On her first seven patrols the earlier *Scamp* sank several enemy ships including the Japanese submarine I-24.

The latest *Scamp* will be commissioned in 1961.

Top ASW Squadrons

Top Navy squadrons, from Rhode Island to Bermuda on the East Coast and from California to Hawaii on the West Coast, have been awarded the Captain Arnold Jay Isbell trophy for excellence in Air Antisubmarine Warfare during fiscal year 1960.

The award, which was made for the first time last year, goes annually to a naval aviation squadron which achieves excellence in air antisubmarine warfare. The actual trophy remains in Washington, D.C., but engraved plaques are presented to the winning squadrons for their permanent custody.

Captain Arnold Jay Isbell, usn, for whom the trophy is named, distinguished himself during World War II for his work against enemy submarines harassing convoys between the United States and North Africa.

East Coast squadrons named as 1960 winners are *Patrol Squadron 18*, Jacksonville, Fla.; *Patrol Squadron 49*, Bermuda; *Air Antisubmarine Squadrons 22 and 32* (they were a combined squadron during competition), Quonset Point, R. I.; and *Helicopter Squadron 9*, also at Quonset Point.

Winners on the West Coast included *Patrol Squadron 28*, Barber's Point, Hawaii; *Patrol Squadron 48*, North Island, San Diego, Calif.; *Air Antisubmarine Squadron 37*, Long Beach, Calif.; and *Helicopter Squadron 2*, San Diego, Calif.

MSTS Smart Ship Award

Since the majority of ships assigned to the Military Sea Transportation Service are manned by civilian marine (Civil Service) personnel and their missions do not qualify them for battle efficiency competition, they compete among themselves each fiscal year for the MSTS Smart Ship Award for Excellence and Reliability.

The Smart Ship Award is an engraved bronze plaque presented to the highest graded ship within each competitive group. Ships retain possession of these plaques until released from MSTS service. Ships may win this award more than once.

The Navy (USS) ships assigned

YESTERDAY'S NAVY



On 1 Nov 1943 a naval amphibious force landed the First Marine Amphibious Corps for the invasion of Cape Torokina, Bougainville. On 7 Nov 1861 the sidewheel steamer *Tyler* and the ironclad *Lexington* assisted Union troops under then BGEN Ulysses S. Grant in an action against the Confederates at Belmont, Mo. On 11 Nov 1918 the armistice ending World War I was signed. On 18 Nov 1867 a tidal wave in the Virgin Islands picked up *USS Monongahela*, threw her over buildings and into the streets of the town of Frederickstadt, then returned her to a coral reef at the water's edge.

to MSTS and the civilian-manned (USNS) ships both compete for the Smart Ship Award. Because of their mission, the USS ships of MSTS do not compete for the operational efficiency award as do other U.S. Navy ships.

Of the MSTS ships that win the Smart Ship Award, one ship, USS or USNS, is selected each year as the Smartest Ship in the entire MSTS Fleet. If a USNS ship is selected, she is authorized to fly from the gaff while in port, a blue pennant with a large E and MSTS in gold letters. If a USS ship is selected, she is authorized to fly the Battle Efficiency Pennant.

In addition, each member of the crew (USNS or USS) receives an individual award. Individual awards, with a replica of the Smart Ship Award Plaque embossed on each item, may be seen on cigarette lighters, belt buckles, money clips, and in case of nurses, stewardesses and WAVES, on bracelets and brooches. The names of individual recipients are engraved on these awards. Enlisted Navy personnel also receive a Navy E to sew on their uniforms.

For fiscal year 1960, USNS *Harris County* (T-LST 822) in addition to winning the Smart Ship Award, was selected as the Smartest Ship in MSTS.

Other Smart Ship Award winners were:

- USNS *General Edwin D. Patrick* (T-AP 124)
- USNS *Geiger* (T-AP 197)
- USNS *Breton* (T-AKV 42)
- USNS *Private Joe E. Mann* (T-AK 253)
- USNS *Towle* (T-AK 240)
- USNS *Herkimer* (T-AK 188)
- USNS *AKL 17*
- USNS *Rincon* (T-AOG 77)
- USNS *LSM 335*
- USNS *ATA 240*

Invents Underwater Camera

A U. S. Navy battle lantern and a carrierman's ingenuity combined recently to produce a unique new kind of underwater camera.

The inventive Navyman is Edward J. Lamb, AT1, USN, serving aboard the attack aircraft carrier USS *Independence* (CVA 62.) *Independence* is currently making her maiden cruise with the 6th Fleet in the Mediterranean. While operating in deep water in the Tyrrhenian Sea off the southwest coast of Italy, she sustained damage to her screws.



STRANGE GEAR—USS *Argo* (ARS 27) has been fitted out for research with U. of California's Scripps Institution of Oceanography under contract with ONR.

Ship's divers sent below came up with the information that underwater pictures would have to be taken to make possible a better evaluation of the extent of the damage. But—there was no underwater camera readily available.

Here's where Lamb got his chance to shine. Armed with the approval of the ship's Damage Control Officer, a standard K-10-A battle lantern, two valves, a piece of wire, and a regulation camera, he retired to an out-of-the-way nook and went to work.

Lamb, it should be noted, is, in addition to being the tinkering sort, an underwater photography enthusiast, and president of *Independence's* underwater diving club, the "Gillmen." Apparently he put the knowledge gained in more than five years of aquatic shutter-snapping to good use, for in less than 24 hours he came up with a makeshift, but workable, underwater camera. When one of the ship's regular divers took it down to photograph the damage, it worked perfectly.

Iwo Jima, Amphib Assault Ship

The amphibious assault ship *Iwo Jima* (LPH 2) has been launched at the U.S. Naval Shipyard, Puget Sound. She is the first ship to be built from the keel up as an amphibious assault ship.

Iwo Jima will boost the vertical envelopment potential of our assault forces. The theory of helicopter-landed assault troops was first developed at the Marine Corps training

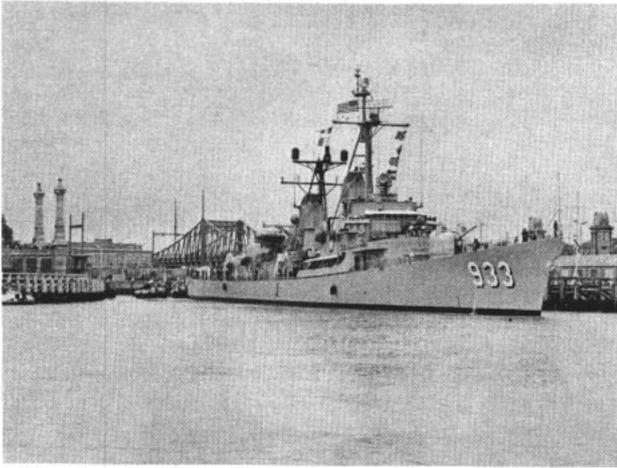
school, Quantico, soon after WW II.

The first combat test of vertical envelopment came during the Korean war. Operations under wartime conditions supported peacetime findings. Since 1953 the U.S. Marine Corps has trained battalion landing teams in the techniques of the new assault principle.

To the Marines, vertical envelopment means they won't have to face a beachhead landing. They will be flown by helicopter with their equipment behind enemy lines.

FLYING DD? — No, it's P5M wing mounted on USS *Glennon* (DD 840) to carry instruments for use in echo sounding and hydrofoil experiments.





TOURING EUROPE — USS *Barry* (DD 933) visits Ostend, Belgium. Rt: Desflot 4 Band plays at Penzance, England.

Twelve Ports of Call

The Atlantic Fleet destroyer *uss Barry* (DD 933) added 12 Northern European ports to its list of new places visited this year. The ship and her crew joined in recognition of national observances, naval reviews and local festivals and regattas, and they also welcomed more than 50,000 people aboard during open houses at their various stops, besides meeting many thousands more during liberty ashore.

Barry's crewmen also got a good look at their hosts—and came back with a feeling of kinship and a lot more knowledge of our allies. They had a whale of a good time, too.

After a brief stop at Portsmouth, England, the cruise got underway in earnest with a nine-day stop at Kiel, Germany. There *Barry* and ships of seven other navies participated in "Kieler Woche" (Kiel Week) activities.

A dead-eye performance by *Barry's* rifle team highlighted the Kiel visit. The destroyer sharpshooters topped opponents from seven nations to win the Sixth International Miniature Rifle Contest—a competition which actually dates back to 1911 when the Brunswiker Guild, host for the shoot, invited a visiting U. S. cruiser's team to compete.

Also creating something of a sensation in Kiel was the Destroyer Flotilla Four band, which accompanied *Barry* on the cruise. They brought down the house with both official and impromptu concerts featuring American jazz. In addition many bandsmen "sat in" with local night club bands during their liberty time.

Moving on from Kiel to Rotterdam, The Netherlands, *Barry* took part in the "Floriade," an Interna-

tional Horticultural Exhibition. The band furnished ceremonial music for a 50-star flag-raising ceremony on the Fourth of July, and that evening presented a concert before a large crowd at the Floriade Bowl. Later they staged a jam session on the steps of the city hall, to the delight of hundreds of pedestrians.

From Rotterdam, *Barry* sailed to Helsinki, Finland, and the most overwhelming reception of the entire cruise. Despite the fact the ship changed berthing spots at the last minute, many Finns waited on the quay to see them. Shortly after *Barry's* arrival the quay was packed with smiling people eager to see and talk to U. S. sailors.

Finnish newspapers and radio stations provided wide news coverage of the visit. By the time *Barry* departed, press coverage had mounted to the thousands of column inches,

including dozens of pictures.

Another high point of the Helsinki stop was a basketball game played between *Barry's* squad and a top local team. More than 400 fans crowded into the gym to see their best amateurs and semi-pros (including two Olympic team candidates) play against *Barry's* hustling hoopsters. The sports-loving Finns, like other Europeans, were as much impressed by the sportsmanship and spirit displayed by the visitors as by their ball-handling and shooting skill.

The Helsinki visit also featured wreath-laying ceremonies at the war heroes' tomb, and at the Tomb of Finland's national hero, Marshall Mannerheim. Doing the honors were RADM A. R. Gralla, USN, Commander Destroyer Flotilla Two, and a 75-man honor guard from *Barry*.

Stockholm and Goteborg, Sweden; Copenhagen, Denmark; and Ostend, Belgium, were next ports of call, and *Barry* and her crew got enthusiastic receptions in each. At Ostend, for example, *Barry's* skipper, CDR J. T. Law, USN, staged a brilliant demonstration of ship-handling skill in neatly transiting locks and channels barely wider or longer than the ship itself. *Barry* became the largest ship ever to berth where she did, and many Belgian naval officers and visiting captains from other countries were loud in their praise of the seamanship of her skipper and her crew.

Returning to England, *Barry* joined in regatta festivities at both Cowes and Penzance.

Barry also visited Brest, France, and Lisbon, Portugal, before joining other ships of Destroyer Squadron 24 in Gibraltar, and heading back to duty in the United States.



IN FINLAND — Visit of destroyer USS *Barry* included wreath-laying ceremonies at the war hero's tomb.

Breaking the Ice

The worst ice in five years in the Arctic region north of Point Barrow, has been making life miserable for shippers this summer. It was these conditions that brought *uss Burton Island* (AGB 1) into the role of rescuer.

A tongue of ice extending from the polar pack almost to Point Barrow had trapped the Seattle-based commercial tug *Mohawk*. *Burton Island* was dispatched to the scene and upon arrival put into effect a "we-break, you-follow" doctrine.

By evening of the first day, however, it had become necessary to have the tug take a position "in the notch," that is, to close up to within a few feet of the ice breaker's stern. This procedure is used when ice closes in too rapidly for the following ship to remain clear of it.

Later in the evening, while *Burton Island* was stopped for engine repairs, heavy ice collected at *Mohawk's* stern, damaging her rudder.

The greater part of the following two days was spent lying to, because of poor visibility. During short periods of good visibility it was discovered that the ships were in 10/10ths ice, with numerous pressure ridges. A helicopter flight showed that there were no leads or open water in the area.

Three attempts were made to maneuver free of the ice. Each time, the towing rig broke. At 2000 on the third day the icebreaker set out to break a channel through the ice.

She returned to *Mohawk* the afternoon of the fourth day and placed her once again in the notch. Then they began a slow passage through the five-mile channel the icebreaker had previously cleared.

A tow rigged in such a manner acts like a rudder. Unable to maneuver a sharp turn, both ships once again became locked in the ice. Then came an attempt to break free by sallying ship—that is, by pumping large volumes of water through 24-inch lines from tanks on one side of the ship to tanks on the other side. Though usually an effective method the sally ship try was not successful this time.

Next came an attempt at ice blasting. Though 150 pounds of demolition were used, the ship remained locked in the ice. Late that evening, at 2317, *Burton Island* again "broke to tow" to *Mohawk* and again attempted to charge open a channel through the ice. By midnight the efforts paid off. The two ships crept toward Point Barrow.

Another copter reconnaissance was made on the fifth day. It showed that the ships were about seven miles from a large lead that probably ran all the way to safety. By this time the ice had broken into large floes and these would endanger the crippled tug if she were left alone for a long period. The only way out was for the icebreaker to cast loose its tow, break ice for a short distance, then return to the tug and tow her that distance; then to cast her loose again and repeat the process.

Late the evening of the sixth day, after much around-the-clock work by all hands, the ships finally entered open water. They made Point Barrow the following day.

Burton Island is one of the icebreakers responsible for keeping summer shipping lanes open so that Distant Early Warning sites can be resupplied.

From Keel Up, She's All DDG

uss Charles F. Adams (DDG 2), the first ship built from the keel up as a guided-missile destroyer, has joined the Fleet.

The 431-foot ship named for a former Secretary of the Navy, has a standard displacement of 3370 tons. Improvements in habitability incorporated in the new destroyer include air-conditioning of all living quarters. Her armament consists of the surface-to-air guided-missile *Tartar*, five-inch 54 rapid-fire guns and the latest antisubmarine weapons including *Asroc*. The ship's complement is 24 officers and 330 enlisted men.

Store Ship Stores Up Records

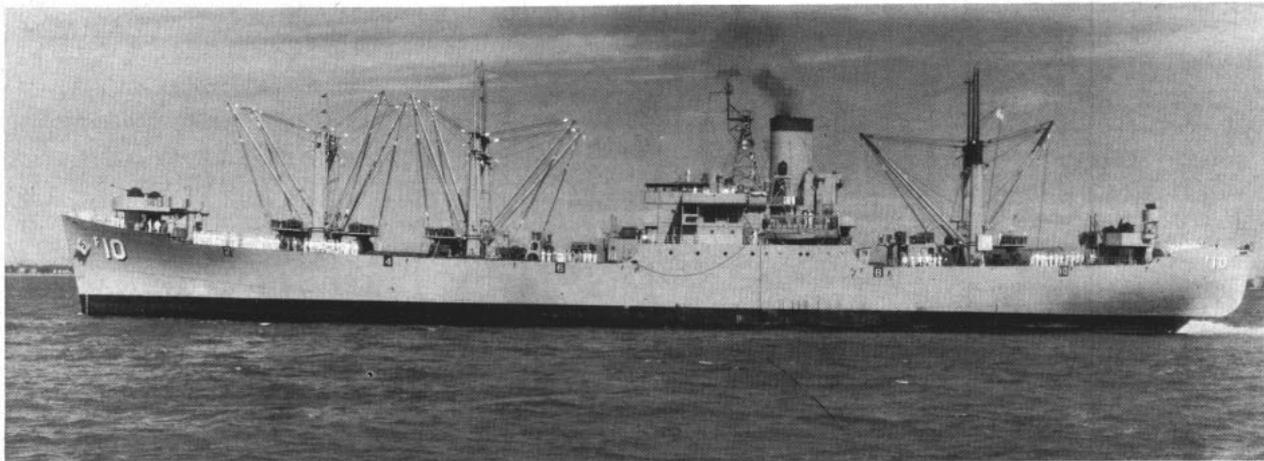
Uss Aldebaran (AF 10) may not be the youngest ship in the Fleet, but she's still got plenty of zip.

During her deployment with the Sixth Fleet in the Mediterranean the 20-year-old underway replenishment store ship set two new records for transferring supplies from her decks to those of combatant ships.

While stocking up *uss Franklin D. Roosevelt* (CVA 2), *Aldebaran* hit a pace of 153.5 long tons per hour, to set what she believes to be a new Fleet record for the underway replenishment of a carrier. (The old record, 135.6 long tons, had been claimed by *Alderbaran* herself in 1959—also with *F.D.R.*)

Not content with just the carrier record, *Aldebaran* went on to chalk up a record in a different category the same day. This one—151.5 long tons per hour—was for the underway replenishment of a cruiser. It topped a mark of 101.1 long tons, which had been established in 1959 by *uss Hyades* (AF 28).

SHIP-SIDE SERVICE—Store ship *USS Aldebaran* (AF 10) rides high as she returns from supply mission at sea.





AIR FORCE DUNKING — USAF pilot hits Pacific in chute harness. Navymen drag him to simulate chute in heavy seas as he frees himself and swims to raft.

Wet Blue Yonder

"Off we go into the wet blue yonder" might be a fitting theme song for a group of Navymen out at Point Mugu, Calif.—they're teaching the Air Force a lesson by throwing some of its pilots into the Pacific Ocean.

The Air Force asked for this sort of treatment, so the Navy obliged with a series of one-way boat rides. The pilots who've made these trips have found them most educational, for they're designed as practical lessons in what to do if forced down at sea.

According to estimates drowning causes about 10 per cent of the fatalities that occur when pilots are forced to eject themselves from their planes. Concerned over this problem, aviation safety officers at the Air Force Base, Oxnard, Calif., consulted their Navy counterparts at Point Mugu to find out what could be done to prepare the Air Force men for over-water emergencies. The boat rides began when the Navy and Air Force safety officers agreed the best place to learn about such things was in a genuine ocean.

The trips, made in a Navy crash boat, are no pleasure cruises.

Wearing parachute harness, minus the parachute, a pilot is dropped off the boat, then dragged through the cold water on a tow line as the boat proceeds at a speed about equal to the pull of a heavy sea on a para-

chute. The pilot is supposed to respond by freeing himself from the harness and swimming to a nearby life raft. After that a helicopter hoists the soggy, but wiser, airman off the raft and flies him to shore.

One of the main things accomplished by all this is to get the pilot over the "Panic Barrier" which a dunking in the open sea sometimes creates. This fear is thought to be an important factor in the high fatality rates among pilots forced down at sea. The training sessions have

also shown that many of the pilots don't know as much as they should about freeing themselves from their parachutes—especially when they're being dragged along by sea currents—and that the airmen need to be taught how to enter a life raft.

According to LT "Gabby" Haynes, the Personal Equipment Officer at Oxnard, nine out of the first 68 pilots who were dunked were unable to get out of their harnesses and would have drowned if the dunking had been the real thing. Two others punctured their life rafts while climbing aboard, and would have died of exposure if help had been very far off. To keep anything like that from happening during the training sessions, Navy frogmen stand by on the crash boat to assist any pilot who gets into serious trouble.

The operation has been called a complete success by LTCOL Vernon Henderson, Commander of the 437th Fighter Interceptor Squadron. Navy Coordinator for the project is LCDR Archie L. Mills, Aviation Safety Officer at the Pacific Missile Range Headquarters located at Point Mugu.

LCDR Mills worked out the method of simulating open sea ejection conditions by towing the parachute-harnessed pilots from a crash boat. This is something new for the Navy, as well as the Air Force, and its success may lead to its adoption elsewhere. Plans are already being made for all Navy pilots at Point Mugu to undergo the training.



SAND BLASTING — Two Mike boats from Little Creek, Va., churn up sand bars in an effort to dislodge shoaling that has been blocking Lynnhaven Inlet.



VENICE VISIT—ComCruDiv Two band plays in St. Mark's Square. Rf: Navymen enjoy cruising Venice 'streets.'

Sailing Down the Sidewalks

FOR FIVE DAYS personnel of the heavy cruiser *uss Newport News* (CA 148) traded their large Navy ship for the gondolas and canals of Venice, Italy. A sailor's liberty in Venice is somewhat akin to a busman's holiday, but the cruisemen took to the bustling water traffic of the city in seamanlike manner.

As the ship moored only 300 yards from the famous St. Mark's Square, hundreds of American tourists gave the Navymen a hometown welcome. Ashore the cruisemen met new friends from their home state and even hometown. This, together with the warm greetings from the people of Venice made the visit a complete success.

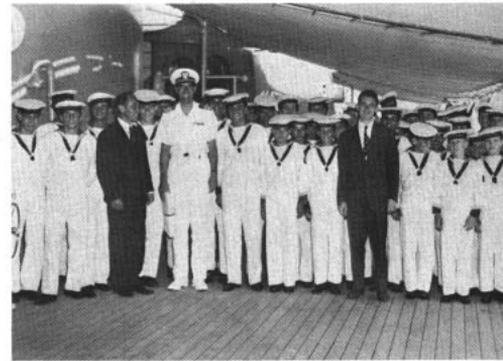
The white uniform of the U.S. Navy set the style in St. Mark's Square. Up and down the Grand Canal and through the crowded

channels of the city the gondolas were crowded with the crew members of *uss Newport News*. Meanwhile Venetians visited the cruiser.

At shipboard parties for children approximately 200 youngsters were treated to a tour of the cruiser and a party of ice cream and cookies.

Children from a Venice orphanage visited the ship and were introduced to the game of croquet. The crew had brought the set to give to the orphanage but found that no one there had ever seen the game before. However, before the afternoon was over the *Newport News* "croquet instructors" had taught the game to them.

Each youngster was given a kite bearing the inscription "U.S. Sixth Fleet—Power for Peace" and for the next few days these could be seen flying over the houses of Venice.



STUDENTS from Scilla Institute visit cruiser. Below: A *Newport News* sailor feeds pigeons in the square.



CONCERT TIME—Band from *USS Newport News* was a big hit in Italian town.



Navy Sportsmen at Home and Abroad

In which some mostly belated recognition is paid a number of outstanding team and individual sports performances posted in recent months throughout the Navy.

Softball

A powerful ServLant softball team, representing the Atlantic Region, copped the 1960 All-Navy title at San Diego.

The Service Force Atlantic juggernaut racked up four straight wins in the five-team battle for Navy-wide softball supremacy. This year's tourney was conducted on a round-robin basis, rather than in double-elimination form as in past seasons.

Brilliant pitching by Ralph Maxey, Jim Cheeseman and Forest (Lefty) Dill featured the Norfolk-based ServLant club's drive to the championship. The three ace twirlers combined their talents to shut out three of the four teams they faced.

After edging the NavAirPac Packers, Pacific Coast Region standard-bearers, 4-3 in a tense struggle opening day, the ServLanters blasted NAS Willow Grove, North Atlantic Region titlists, 14-0 as Cheeseman spun a masterful no-hitter; topped Western Pacific Region representatives NavComSta Pearl Harbor, 6-0 behind Dill; and, in their fourth and final game, shaded NAS Pensacola, South Atlantic Region champs, 2-0 as Maxey took his turn at wielding the whitewash brush.

Later, representing the Navy in the All-World softball meet at Jones Beach, N. Y., ServLant was eliminated by the Gardena, Calif., entrant by a 3-0 score, but not before they had downed Cuba, 5-0 as Cheeseman tossed a beautiful one-hitter. The Cuban pitcher singled in the

SOFTBALL SLUGGERS—ServLant softball team of Norfolk poses with trophies after winning the 1960 All-Navy Softball championship at San Diego, Calif.



GREAT GUNS — Herbert C. Haller, MMC, receives Distinguished Marksman Badge from RADM M. E. Dorin.

sixth inning to become his team's only baserunner, and ruin Cheeseman's bid for a perfect game.

Other All-Navy tournament results: *First day*—NAS Pensacola 2, NavComSta Pearl 0. *Second day*—NAS Willow Grove 4, NAS Pensacola 3; NavAir Pac 6, NavComSta Pearl 1. *Third day*—NAS Willow Grove 4, NavComSta Pearl 1; NavAir Pac 1, NAS Pensacola 0. *Fourth day*—NAS Willow Grove 3, NavAirPac 2.

Distinguished Marksman

Chief Machinist's Mate Herbert C. Hailer, USN, small-arms coordinator on the staff of Destroyer Flotilla Three, has been awarded the Distinguished Marksman Badge.

Already a holder of the Distinguished Pistol Badge, Chief Haller becomes the 21st man in the history of the Navy to achieve such double distinction.

A 27-year Navy veteran, the Chief first took up shooting in 1934 while serving in the battleship *uss Nevada* (BB 36). He has won more than 60 medals and trophies in rifle and pistol meets of varied caliber over the years.

Champs in Three Sports

Captain L. W. Smythe, USN, who wears two hats as Commander, Naval Activities, Italy, and Commanding Officer, U. S. Naval Support Activity, Italy, is also wearing a big smile these days—and for good reason.

Three teams from his commands have won all the marbles in recent events staged here and in London, and the trophy case at his headquarters is bulging at the seams with three new trophies, plus several individual awards won by team members.

First the softball team swept to the CINCUSNAVEUR tournament championship, going undefeated though the three-day meet. Star pitcher Bill Baughman, CT2, USN, received the Most Valuable Pitcher award.

Then a six-man tennis squad journeyed to London and won the team title, and both the singles and doubles crowns as well.

Finally, a six-man golf team trekked to London's Mill Hill course and, playing in driving rain through the entire four-day event, made off with top team honors.

Team captain LCDR W. S. Anderson, MSC, USN, added Senior Division laurels.

Champions of Europe—Navywise—in three sports is a pretty good record, the Captain thinks. And the hot-to-go fan and sports booster plans to increase the size of the headquarters trophy case in anticipation of things to come. Based on past results, the additional space will probably be needed.

Tennis

A defending champ who refused to surrender his crown, a pair of "gutty" Chiefs who wouldn't give up, and a smooth-stroking Ensign from the Pacific Coast highlighted the week-long 1960 All-Navy Tennis tournament staged this year at NavSta Newport, R. I.

CDR Bill Foulkes, USN, defending Senior Singles champ and represent-

ing the North Atlantic region, fought from behind after dropping a 5-7 first set to CDR Burt Smith of Lant-Flt to take the next two sets by 6-4, 6-3 counts and retain his title.

Later CDR Foulkes teamed with CDR Dick Williams to down Pac-Coast's CAPT Jesse Gay and LCDR Warren Cox, 9-7, 6-3, for the Senior Doubles championship.

PacCoast teammates ENS John Lesch and LTJG Dale Junta dominated Open Division Singles play. In the finals Junta copped a hard-fought 7-5 first set win, before Lesch stormed back to sweep three consecutive sets by identical 6-4 margins.

Lesch and Junta then joined forces to win the Open Doubles crown, but not before they had been given a run for their money by the NorLant twosome of Chief Aviation Machinist's Mate Leon Wilson and Chief Electrician's Mate (SS) Ed Krysiak. The veteran CPOs had battled their way into the finals the day before in an uphill, five-set thriller which lasted more than three hours. Dead game and dog tired, they succumbed to their younger opponents in the finals in straight sets, 6-3, 6-2, 6-3.

On the distaff side, SoLant's Anne Tetzloff, DKSN, USN, bagged the Women's Division Open diadem by downing Gwenda Anderson, PN1, USN, PacCoast standard-bearer, 6-3, 6-1.

Named to the squad which would represent the Navy in Inter-Service Leech Cup play were: Open Division—Lesch, Junta, Wilson, ENS Phil Berry, LantFlt, Gary Johnson, PN3, PacCoast, and LTJG Joseph Heyck, WesPac.

Senior Division — CDR Foulkes, CDR Smith, CDR Williams and CDR John Thompson, USCG, of SoLant.

The Navy fared not so well in Leech Cup competition. The Marines, paced by former Stanford great Jon Douglas, swept both team and individual honors.

Hawaiian "Little Olympics"

More than 350 athletes from 14 ships participated in the Second Annual Destroyer Flotilla Five Olympic Field Day at Pearl Harbor's Richardson Field.

Five new Field Day records were set, and the destroyer leader *uss John S. McCain* (DL 3) waltzed off with first-place honors, scoring six first places and a total of 65



DESTROYER CHAMPS—*USS A. J. Isbell* (DD 869) team representatives stand by awards that helped win 1960 Cruiser-Destroyer Force Athletic Award.

points during the course of the 18-event tourney. The escort destroyer *Taylor* (DDE 468) was runner-up with 37½ points, while third place went to the escort destroyer *Walker* (DDE 517) with 33½ points. Last year's champion, the escort destroyer *Philip* (DDE 498), was deployed to the Far East, and thus was unable to defend her title.

The Field Day program ranged from track and field through swimming and diving events, weightlifting, heaving-line toss and the tug-of-war.

Pearl Harbor Archery Title

Robert Carrow, QM1 (SS), USN, a crew member of the submarine *uss Greenfish* (SS 351), racked up 546 points to win the 1960 Pearl Harbor Submarine Force Intramural Archery tournament.

The 12-year Navyman bested his nearest challenger by 130 points in winning the title this year, after finishing second in the annual meet a year ago.

In the scant year and a half since taking up the sport, Carrow has also won a third place trophy in the Hawaii Armed Forces Field Archery Club match. Since winning the Sub-Force championship he's been transferred, bag, baggage, bow and quiver, to Groton, Conn., for duty in connection with the fitting out and commissioning of the Fleet Ballistic Missile submarine *Ethan Allen*, SSB (N) 608.

Two Aces in One Round

A hole-in-one is still a fairly rare sight on the links—but when two of them occur in the same round, it comes under the heading of a "gob-of-millions-to-one" shot.

That's exactly what happened, however, to two members of a four-

some playing a tune-up round for the 1960 10th Naval District tournament at the Berwind Country Club, San Juan, Puerto Rico.

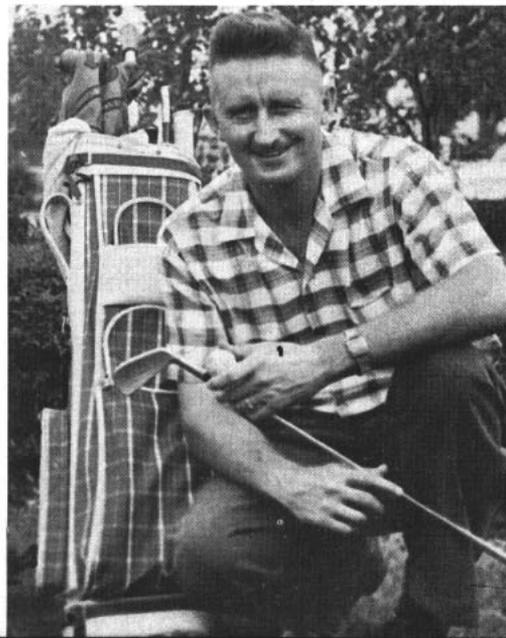
Damage Controlman First Class Eugene Townsend blasted his tee shot on the 150-yard, par three seventh hole with a five-iron, and sure enough, in it rolled. Then, just six holes later, Chief Sonarman William J. Stockstad, also using a five-iron and not about to be outdone by his whitehat golfing buddy, pulled the same trick on the 165-yard, par three 13th.

Both Navy men are attached to the Fleet Training Group, Guantanamo Bay, Cuba.

Rifle and Pistol Matches

Upwards of 175 crack gun-slingers participated in this year's U. S. Navy Rifle and Pistol championship matches at Camp Elliott, Cal., and

TWO TIMER — Dick Hitchens, JO1, scored second hole-in-one on same green at Great Lakes, Ill., course.





SURE SHOTS—Top spot in All-Navy Rifle Team competition was won by Potomac River Naval Command team.

the highest scores ever recorded in this meet resulted.

All of the entrants were striving to place high enough to be among those selected to represent the Navy in the National Rifle and Pistol Matches at Camp Perry, Ohio.

Top shooters from each Fleet, and those Navymen holding "Distinguished" credits or National Rifle Association "Masters" classifications were among those invited to the Camp Elliott matches.

Individual and team winners were:

Individual Pistol—Chief Aviation Machinist's Mate John H. Lucas, USN, of PatRon 49.

Team Pistol—ComFive with a team aggregate of 1061. Team members were: ENS T. V. Weltner; ENS H. LeBlanc, Jr.; Chief Fire Control Technician R. H. Blake; and Chief Engineman K. E. Reed.

Individual Rifle—C. R. Bover,

A02, from the attack aircraft carrier *uss Independence* (CVA 62.)

Team Rifle—Potomac River Naval Command, with a team aggregate of 1435. Team members were: CAPT O. A. Finley; CDR G. S. Geisman; LTJG J. S. Sexton; LTJG K. L. Carlson; Chief Personnel Man J. T. Goodman; Chief Yeoman E. T. Barrett; J. R. Smith, SN; J. E. Allen, ADAN; and G. A. Krach, AN.

Pistol-Rifle Aggregate—LT L. A. Leitner, from NAS Pensacola.

Combat Rifle Team—Pacific Fleet team won ADM Arleigh Burke trophy in the combat rifle team match for the third straight year. The six-man team fired at silhouette targets from 600, 500, 300 and 200 yards, and recorded a 713 aggregate.

Team members were: LCDR R. J. Anderson; LT C. E. Tate; CWO W. Geil; Chief Quartermaster G. O. Lovinggood; Chief Torpedoman's Mate C. C. Kozlowski; R. N. Turnipseed, SH1; and J. D. McAdams, ET1.

In the Nationals at Camp Perry, where almost 6000 of the nation's top shooters competed, the only Navyman to win an individual event was LTJG Michael G. Bode from NAS Whiting Field, Pensacola, who won the International Free Pistol Match.

In addition, LTJG E. E. Oliver of VW-1 won the Navy Times award for placing as high Navyman in the National Trophy Individual Pistol Match; Chief Electrician's Mate H. L. Reissig, from NTC San Diego, won a similar award as high Navyman in the National Trophy Individual Rifle Match; and LTJG Sexton became a member of the President's Hundred. Placing 45th in the President's Hundred Rifle Match, he won the Crescent Cup as high Navyman.



IN WINNING the World Amateur title SubPac received the John Moore's Trophy valued at about \$20,000.

World Amateur Baseball Champs

Pearl Harbor's classy SubPac Raiders, perennial Navy baseball powerhouse, climaxed one of their most successful campaigns ever recently by winning the World Amateur Baseball Federation championship.

SubPac, augmented by five NAS Barber's Point and two Pearl Harbor Naval Base stars, downed a visiting U. S. Eastern All-American crew, mainland U. S. amateur champs, three games to one in a best-of-five series at Pearl Harbor Submarine Base's Millican Field.

In winning World Amateur honors the Raiders took possession of the John Moore's Trophy, one of the most beautiful, and valuable, athletic awards in existence. The massive, all sterling silver trophy stands more than four feet high, required more than eight months to build, and is valued at about \$20,000. It is named for its donor, an Englishman who was founder of Great Britain's Baseball Federation.

Emblematic of World Amateur Baseball supremacy, the John Moore's Trophy was created in 1938, and won that first year by England. Cuba took the prize in both 1939 and 1940, and the U. S. won it in 1941. No play-offs have been held since until this season. Permanent home of the perpetual trophy is located at the Helms Foundation in Los Angeles, Calif.

In the Millican Field series the Raiders, managed by savvy Warrant Officer Leo Gribkoff, usn, a long-time top drawer Navy athlete in his



NAVY'S WORLD CHAMPS—The powerful Pearl Harbor-based SubPac Raiders shown here won 1960 World Amateur Baseball Federation Championship title.

third season at the SubPac helm, bounced back to sweep three straight games after dropping the opening engagement to the Mainland All-Stars.

Southpaw Steve Jones whiffed 18 and surrendered but five hits in winning a tight 3-1 10-inning struggle—one of the few times this season SubPac bats had been so effectively silenced.

They were booming again from then on, however, as the Raiders stormed back to capture game two, 9-2, as three-year SubPac vet Hal Thompson tossed a three-hitter and struck out 15, while shortstop Herb Newman and first baseman Jim Tracy bagged two hits apiece; game three behind the flossy three-hit shutout pitching of Jerry Burcher, 11-0, as Tracy and outfielder Bob Harris paced the Raider's 11-hit attack with four and three safeties, respectively; and the clincher, 6-3, with Archie Ingram scattering eight hits and fanning nine, and outfielders Dick Gabel and Al Moore supplying most of the thunder—Gabel with four base-knocks in five trips, and Moore with a triple and a home-run.

Shortly after the conclusion of the World Amateur series, Manager Gribkoff and his raiders departed for Japan and a three-week good will tour. They were slated to play some 15 games against crack Japanese industrial and non-pro Federation clubs.

The World Amateur crown was the third honor chalked up by the SubPackers the past season. Earlier they bested four other Hawaii-based military teams to win Service Section honors in the tough Hawaii Major Baseball League. They then invaded Honolulu Stadium and topped the Civilian Section titlists, the Honolulu Braves, three games to one, to reign as over-all HMBL champions.

Football Hall of Fame

CAPT Fred (Buzz) Borries, Naval Academy '34, one of the greatest half-backs ever to lace on Middie gridiron togs, has been named to Football's Hall of Fame.

Now commanding officer of VR-21 stationed at NAS Barber's Point, Hawaii, CAPT Borries was a starting half-back for the Academy during the 1932-34 campaigns, and won All-American honors his senior year. He was also on the All-American basketball team that season.



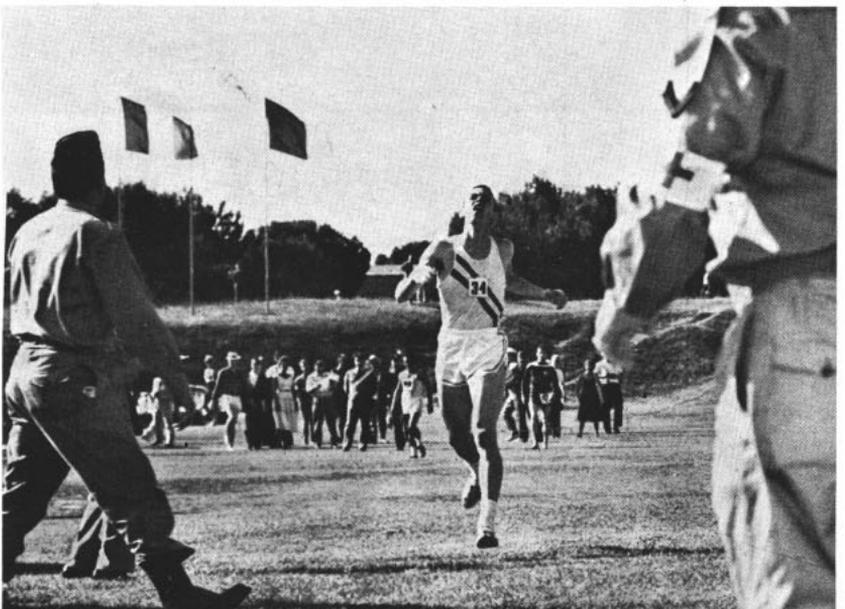
SIDELINE SUPPORT—Navy men visiting the Olympics while in Rome chat with member of U.S. gymnastic team.

The Captain confines his athletic endeavors to golf and bowling these days, but he doesn't have any trouble recalling his greatest thrill in football.

That would be the 1934 Army game, his last as a Middie, when Slade Cutter (now CAPT Slade Cutter, USN) kicked the field goal that gave the Midshipmen a thrilling 3-0 victory, and ended a string of 21 straight winless years against the Cadets.

Captain Buzz was inducted into the Hall of Fame along with such fellow football luminaries as John Lujack, Notre Dame quarterback, Clyde (Bulldog) Turner, famed Hardin-Simmons and Chicago Bear center, Sid Luckman, all-time great quarterback of the Columbia Lions, and Lou Little, long-time Lion coach.

FULL 'SAIL'—LTJG Bob Beck races toward the finish line in the Olympic modern pentathlon cross-country race to win United States a bronze medal.



Navymen at the Olympic Games

Navy athletes representing the U. S. fared not-good, not-bad in the 17th Olympic Games in Rome.

There were some disappointments—such as the highly regarded Naval Academy Varsity rowing team's failure to survive the eliminations in eight-oared shell competition—but there were some bright performances too.

Foremost of these were the two gold medals won by Jeff Farrell as a member of two winning U. S. relay swimming squads. Farrell actually competed as a civilian, having been discharged from the Navy just a few days before leaving for Rome.

Farrell, incidentally, had been regarded as practically a sure bet for gold medal honors in the 100-yard free-style event, only to be struck down by an appendicitis attack less than a week before the U. S. eliminations.

His gritty performance in the relay events a short while later won him wide acclaim.

Another top effort was turned in by LTJG Robert L. Beck, who sweated and strained through the five grueling events which comprise the modern pentathlon, and made a tremendous showing before falling behind in the cross-country race, and succumbing to the determined bids of two Hungarians in the battle for gold and silver medals. LTJG Beck's third-place finish earned him a bronze medal.

LT Harry Parker finished fifth in his bid for the single sculls championship, while ENS Alfonso Morales reached the quarter-finals in the sabre division in fencing.

—Jerry McConnel, JOI, USN.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• CONCURRENT TRAVEL TO GUAM—

Here's good news for enlisted men with orders for duty to Guam in the immediate future — your wife and youngsters may now travel there with you if you so desire. Of course, entry approval must still be obtained in all cases from ComNavMarianas before concurrent travel can be authorized.

Concurrent travel to Guam has been made possible through the opening of a newly completed Capehart housing project there. Previously a three-to-six month waiting period was required.

• **ADVANCEMENT FOR SDs**—Advancement prospects are improving for men in the steward rating.

As every SD knows, that rating has been overcrowded in the petty officer grades for several years because the number of billets for SDs has been going down while the reenlistment rate has remained high. At the same time, there has been a shortage of men in the steward apprenticeships which has forced the Navy to turn down change-of-rate requests from TNs and TAs.

Now, however, transfers to the Fleet Reserve by stewards who entered the Navy during World War II are beginning to loosen things up all along the line.

Plans for fiscal 1961 and 1962 call for the advancement of about 300 TNs to SD3 in each of those years. The number will increase to 400 a year in fiscal 1963 and '64, and to 500 for fiscal years '65 and '66.

Advancements to pay grade E-7 have increased in the past year. This

trend is expected to continue, and opportunities for advancement to E-5 and E-6 are also expected to increase correspondingly in the near future.

• **GOOD CONDUCT MEDAL**—New and stiffer requirements governing eligibility for the Good Conduct Medal have been put into effect by the Bureau of Naval Personnel. In the future you'll have to serve longer and shape up better to rate it.

The big change—requiring four years of continuous active duty instead of the three years called for under present regulations—won't go into effect until 1 Nov 1963. Other changes became effective as of November first of this year.

To rate the Good Conduct Medal from now on, you will have to maintain a completely clear record—in other words, no convictions by courts-martial, no non-judicial punishments, no sick-misconduct. In addition, you will have to maintain a mark of at least 3.0 in each of the performance evaluation traits—professional performance, military behavior, leadership and supervisory ability, military appearance, and adaptability — on which you are marked.

Old rules allowed one non-judicial punishment, and called for marks of 3.0 or more only in the military behavior and military appearance categories.

Another change will allow ex-midshipmen to credit time spent at the Academy toward the Good Conduct Medal if they later revert to enlisted status in the Navy.

• **NATIONAL DEFENSE AND KOREAN SERVICE MEDALS**—If you have earned the National Defense Service Medal and/or the Korean Service Medal, and have never received them, now's the time to make your application.

BuPers says general distribution of those awards, held up previously by lack of funds, is now possible. It wants applications, both from active and inactive duty personnel and from discharged ex-Navy men.

If you're one of the former, on active or inactive duty, you should address your application to The Chief of Naval Personnel, Department of the Navy, Washington 25, D. C. (Discharged personnel should write to The Chief of Navy Branch, Military Personnel Records Center, 9700 Page Boulevard, St. Louis, 32, Mo.)

A National Defense Service Medal is awarded to any person in the naval service who served on active duty at any time between 27 Jun 1950 and 27 Jul 1954. Only exceptions are those members of the Naval Reserve who served on active duty for training only, or short tours for the purpose of serving on boards, courts, etc.

The Korean Service Medal honors service in the prescribed Korean area between 27 Jun 1950 and 27 Jul 1954, under specified terms.

For example: If you served on sea duty for one or more days in a designated area while attached to or serving on board a Navy ship, or any other vessel to which you were regularly assigned, you are eligible.

• **ACTIVE DUTY RESERVISTS** — If you're a Naval reservist on active duty, or were formerly one, check up on Change Six to BuPers Inst. 1130.4F and the Revised Recruiting Service Instruction 211.2. Both of these recently issued publications contain new information of vital interest to you, whether you wish to



NO MATTER HOW YOU SLICE IT — This magazine is intended for 10 readers — pass this copy on.

remain on active duty with the Reserve, or go Regular Navy.

As a Reservist, other than a TAR, Change Six opens up a big new option for you. You now may, if qualified, extend your enlistment or reenlist in the Reserve in the rate you currently hold, and be retained on active duty for 24, 36 or 48 months.

Under previous regulations, if a Reservist became eligible to switch to the Regular Navy, and elected not to do so, he was released from active duty.

The other big news contained in Change Six concerns those Reservists whose current active duty tour began on or after 1 Sep 1958. If you fit into that category you now may, at any time after completion of 12 months' active duty, enlist in the Regular Navy in the rate held. Previously you had to do so between your 12th and 18th months of active duty or become disqualified.

The following is the latest listing of "open" rates in which eligible active duty Reservists may enlist in the Regular Navy:

Rating	Pay Grades	Rating	Pay Grades
QM	1,2,3	BR	C,1
SM	C,1,2,3	EM	1,2,3
RD	C,1,2,3	IC	C,1,2,3
SO	C,1,2,3	SF	2,3
TM	C,1,2,3	DC	2,3
GM	2,3	PM	C,1,2,3
GS	2,3	ML	3
FT	2,3	SV	C,1,2,3
NW	C,1,2,3	CE	1,2,3
MN	2,3	EO	3
ET	C,1,2,3	EM	3
IM	2,3	BU	2,3
OM	C,1,2,3	SW	2,3
RM	1,2,3	UT	2,3
CT	C,1,2,3	AD	3
YN	3	AT	C,1,2,3
PN	3	AO	2,3
MA	2,3	AQ	1,2,3
SK	1,2,3	AC	2,3
DK	2,3	AB	3
PC	C,1,2,3	AE	1,2,3
CS	2,3	AM	1,2,3
JO	C,1,2,3	PR	2,3
DM	1,2,3	AG	1,2,3
MU	C,1,2,3	TD	3
MM	C,1,2,3	AK	3
EN	1,2,3	PH	2,3
MR	1,2,3	PT	C,1,2,3
BT	1,2,3		

Also: SN, SA, SR, AN, AA, AR, DN, DA, DR, TN, TA, TR.

RSI 211.2 applies to enlistment of individuals whose previous Naval service was active duty as a member of the Naval Reserve or in the Navy as an inductee (USN-I or USN-S).

Heretofore such enlistments had to be made on board within 24 hours of discharge from the Reserve. Now,

under new, relaxed regulations announced in the subject instruction, you may enlist in the Regular Navy any time up to and including 90 days after your discharge or release from active duty while a member of the Reserve, and still retain the rate you previously held.

For Navymen, this privilege is extended to all ratings. In the case of women, only these rates and ratings are eligible: SN, SA, SR, AA, AN, HA, HN, DA, DN, ET, IM, OM, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, LI, DM, PH, AT, AC, AG, TD, AK, HM and DT.

However, if you were discharged or separated from the Reserve in the teleman or aviation guided missileman ratings, or the steward rating in the E-4 or E-5 pay grades, you are governed by special regulations, and should investigate RSI 211.2 more thoroughly.

Actually, under the provisions of RSI 211.2, it is possible for former Reservists, depending on pay grade, to enlist in the Regular Navy up to five or more years after discharge or release from active duty from the Reserve. The length of time, greater than 90 days, which has elapsed since last discharge or release governs the rate for which they would be eligible upon such an enlistment.

• **AE AND TD**—Aviation Electrician's Mate (AE) and Trademan (TD) have made the change from General Service Ratings to the more streamlined General Ratings. In the process, the Emergency Service Ratings of AEM (Electrician), AEI (Instrument Repairman), TDR (Repairman) and TDI (Instructor) have been disestablished.

AEs and TDs on active duty as of 1 Oct 1960 were switched to the appropriate General Ratings as of that date. Those who were transferred from active to inactive duty between the time the rating structure change was approved and 1 October were switched over on the day preceding transfer to inactive duty. Changes involving other inactive duty personnel are being made the subject of separate correspondence with the commands handling the records of those individuals.

Men whose advancement has been authorized as a result of the August 1960 Fleet-wide examinations are being advanced in the appropriate General Rating, and from now on, all Navy exams for AEs and TDs will conform to the new structure.

QUIZ AWEIGH

The popular subject of pay is dealt with in this month's quiz. All questions are of the multiple choice type.

1. Top monthly basic pay for those in the enlisted pay grades is (a) \$410, (b) \$425, (c) \$440.



2. Public Law 85-422 (which in 1958 set up the latest pay raise) established the two new grades of O-10 (for admiral—of four star rank) and O-9 (for vice admiral—of three star rank). Prior to that time, four-star and three-star admirals drew the same monthly basic pay as a rear admiral (two stars). The present top monthly basic pay of our four-star admirals is (a) \$1500, (b) \$1575, (c) \$1700.

3. The same Public Law also introduced the Proficiency Pay programs. Under the law certain maximum payments were authorized. For P1 and P2 these were: (a) \$30 and \$60, (b) \$35 and \$50, (c) \$50 and \$100.

4. If you deposited \$110 in the Navy Savings Deposit Program, one year later it would be worth: (a) \$112.20, (b) \$114.40, (c) \$115.00.

5. Twice a year it is customary for the "books to be cleared." In other words, every six months there comes a time when (according to the Navy Comptroller Manual) "if practicable, all Navy personnel will be paid in full..." The dates for this event are: (a) 1 January and 1 July, (b) 15 April and 15 October, (c) 30 June and 31 December.



6. After 36 months of active duty from the date of last entitlement to an Initial Clothing Monetary Allowance, an EM's monthly maintenance clothing monetary allowance increases from \$4.20 to: (a) \$4.85, (b) \$5.20, (c) \$6.00.

Turn to page 54 for the correct answers.

THE BULLETIN BOARD

Puerto Rico Offers a Lot as a Duty Spot for Navy Families

NO MATTER WHERE you're stationed, you'll find good and not-so-good features. No place is a perfect paradise, nor are the rough duty stations as bad as they are frequently pictured. You'll find in the reports of living conditions published from time to time in ALL HANDS that the Navy—particularly in overseas duty stations—has done as much as possible to make your duty pleasant and desirable. Here's the story on duty in a tropical isle, one that is also a tourist attraction—Puerto Rico. Roosevelt Roads, Ramey and San Juan are the three locations which Navy families will call home.

Climate—Puerto Rico enjoys a fine tropical marine climate. Temperatures range from 75 to 85 degrees during the winter months and from 80 to 90 in summer. The island is fanned year around during the day by easterly trade winds which provide relief from the high humidity. Rainfall is abundant and generally of the showery type. There is an average of only five days a year without sunshine, although there is also an average of 210 days a year with measurable precipitation. Day-time showers are practically always followed by sunshine.

Although the Spanish customs have been modified, the island is still culturally more Spanish than North American. Predominantly Spanish are the food, housing, music, literature, family organization, social relationships, celebrations and child training. You will notice that the chaperon is still in evidence. Also, the mid-day siesta hour is still observed. United States clothing styles have been generally accepted. Wearing of shorts and slacks is still frowned upon by the Puerto Rican women; however, these have become popular lately among the younger generation.

Because of the influence of its early Spanish conquerors, Puerto Rico is a Spanish-speaking island. However, English is now taught in all schools. The majority of the educated persons speak, read and write both English and Spanish. You

All-Navy Cartoon Contest
C. Wise, HM1, USN



"You should travel more to broaden your knowledge...."

would do well either to learn some Spanish before coming to Puerto Rico or to take up the study of this language upon arrival, both as a good will gesture and as a means of further enjoying your stay on the island.

Housing—All naval personnel must obtain previous approval from the Commandant, Tenth Naval District to bring their dependents into this area. This entry approval is based on proper medical requirements for immunization and the availability of housing.

Roosevelt Roads: Station housing,

All-Navy Cartoon Contest
J. R. Leszewski, SN, USN



both rental and public quarters type, is critical and a waiting list is maintained. At present, a block of housing in San Patricio at San Juan (40 miles away) is used to supplement station housing. Both officer and enlisted housing will continue to be critical and concurrent travel will not normally be granted. A delay of three to four months for quarters may be necessary. Local off-station housing is poor quality, inadequate and generally of high cost.

San Juan: You may be assigned housing in either on-station public quarters or the San Patricio Housing Development which is located five miles south of the station. Quarters on-station are limited to officers and CPOs who are required aboard, but the housing units at San Patricio are considered quite adequate. Transportation to and from San Patricio is provided by Navy bus. For Fleet units whose home port is San Juan, quarters are provided in the San Patricio Housing Development. All government quarters are completely furnished with furniture, including range, refrigerator, water heater and other furnishings. Private housing is considered extremely expensive and is not recommended. Currently there is a slight waiting period for on-station housing.

Ramey: There is a sufficient number of officer and enlisted quarters with no waiting list in either group. Forfeiture of quarters allowance is required to occupy these government quarters. Off-base housing is scarce and sub-standard.

Household Effects—San Juan quarters are all furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy basic needs. You should take along as "hold baggage" a sufficient supply of pots, pans, dishes, silverware, linen and clothing to set up house-keeping. Household kits containing the basic needs are available but, due to limited number, arrangements should be made by you or someone in your behalf before your arrival.

Other furnishings such as curtains or drapes, clothes washers, fans, end

tables, occasional tables, floor and table lamps, may be brought with a household effects shipment or may be purchased at the Navy Exchange or at local stores. There are many establishments selling good furniture in the larger towns of Puerto Rico, but except for mahogany articles, prices are higher than at home. If you bring your own furniture, it should be suitable for use in the tropics and not susceptible to termites and corrosion.

Ramey government quarters are completely furnished with automatic washers, living room set, dining room set, stove, refrigerator and bedroom sets. Bring only the very minimum items of household effects since the Air Force will not clear these quarters to make room for your personal belongings. Storage facilities are not available for your personal belongings. There is a limited supply of necessary kitchen utensils for issue to new arrivals pending receipt of their household effects.

Roosevelt government housing is fully furnished with furniture of rattan and mahogany construction. An electric stove, electric water heater and a combination refrigerator-freezer are included. A deep freezer or additional refrigerator is often useful. Washing machines and electric driers are not furnished. Although a washing machine is a necessity, a drier is not a "must" in this climate. A radio is desirable, preferably with a short wave receiver; three TV stations can be received (very few English language programs).

A sewing machine is often useful. Fine fabrics are abundant and reasonable, for example, Indianhead, Madras, English and Irish linens. You are expected to furnish your own linen, cooking utensils, silverware and china. Crates, boxes, trunks and other packing containers should be limited to disposable types as much as possible since storage space is limited to household furniture.

Appliances—All appliances shipped should be electric as there are no facilities for use of gas appliances. Electrical current throughout the island is the standard 60 cycle AC and will accommodate your electrical appliances without difficulty. Major appliances such as washers

and driers can be purchased at the Navy or Post Exchanges.

Domestic Help—Servants are readily available in Puerto Rico. You will pay a part-time maid approximately \$2.00 a day. A cook-laundress-maid about \$2.25 a day.

HOW DID IT START

Naval Militia

Back in colonial days every town and village had its militia—male residents who answered the local call-to-arms by rushing to the mustering place, weapon in hand. Through the years militia groups came to be state organizations.

On 17 May 1888 Massachusetts organized a naval battalion as part of the state's militia. Two years later the outfit became a "Naval Militia" in its own right. New York, Pennsylvania and Rhode Island followed; in 1889, each with its "First Battalion, Naval Militia."

By 1894 the movement had reached the point where SecNav was given authority to loan each state having a naval militia one of the Navy's older ships, as well as equipment. The loan was to "promote drills and instructions."

Usually the driving force behind the establishment of each naval militia outfit was a group of local amateur sailors, yachtsmen and naval enthusiasts. Other seacoast states and Great Lakes states followed the lead of Massachusetts and New York.

By 1897, 16 states had a naval militia in one form or another. For example:

Maryland—"First Naval Battalion, Maryland National Guard."

Georgia—"Georgia Naval Militia."

New Jersey—"Naval Reserve of New Jersey."

California—"Naval Battalion of the National Guard of California."

Michigan—"Michigan State Naval Brigade."

Militia groups came to be organized, in general, on a city-division basis. At Rochester, for example, would be the 3rd Div. of the N.Y. state militia; while in Calif., the 3rd Div. would be at San Diego, the 4th Div. at Santa Cruz and the 5th Div. at Eureka.

The uniform varied among the various states though all resembled, to a degree, the Navy's regulation uniform of that era. For instance, the officers of Connecticut's naval militia did not wear gold lace on their sleeves. Instead, they wore black braid on their trousers. The men's peacoat pockets were trimmed with black braid.

The sea-going militiamen underwent periodic training, usually a couple of hours each week. During the summer months they made a short cruise.

Hotels—In San Juan, several first-class hotels are available. Daily rates start at \$10.00. These hotels generally cater to tourists and during the winter months you may find that accommodations are either not available or are extremely expensive.

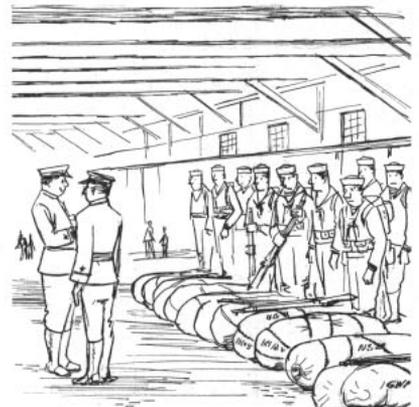
At the outbreak of the Spanish-American War, in 1898, they formed an important body of trained personnel. Governors of the various states granted the men and officers leaves of absence so that they could switch over to the Regular Navy.

During that war the ex-militiamen proved their worth; and following the war the militia outfits resumed their normal activities. In 1914 Congress passed legislation that provided for the calling of the Naval Militia into Federal service in the event of war. The militia units were required to be organized in accordance with, and the members physically and professionally qualified in accordance with, regulations laid down by SecNav.

Two years later legislation provided for the enrollment of the naval militiamen as "National Naval Volunteers." The reasoning behind this was to give the officers and men status not only in the Naval Militia but also as members of a federal organization that could be ordered to active duty in the event of war.

In the early part of 1917 all qualified naval militiamen were enrolled as "volunteers" and called into active service. The following year, on July 1, they had a name change and became members of the Naval Reserve Force.

This marked the end of the Naval Militia as a U.S. Government sponsored organization, but some states maintained the Naval Militia for several years after this, and the U.S. Navy "loaned" them ships up through 1927.



Clothing—Summertime clothes are in order the whole year—cotton, rayon, nylon washables. During the winter months, particularly evenings, somewhat heavier clothes such as light sweaters may be desirable. It is suggested that no heavy fall or winter clothing be brought to Puerto Rico, especially clothing requiring special storage such as fur capes or coats. A light raincoat, preferably plastic, will be useful as will the summer uniform raincoat. Informal dress is in order at most times.

There are few occasions (but there are some) where formal attire (white uniform or summer tuxedo) is required. For many social events, slacks and sport shirts are entirely acceptable. Civilian clothes are permitted when off duty. On duty, khaki service (cotton) is the customary uniform for officers and CPOs and undress whites for other enlisted men.

During the summer months, a shift to tropical uniforms with shorts and short-sleeved shirts is optional for all hands.

Blues are never required, but should be brought along in anticipation of stateside temporary additional duty or emergency leave. The Navy Exchange has basic items of clothing, underwear and outerwear for sale, but selection is limited. Clothes of excellent quality are obtainable in a number of good local stores.

Considerable difficulty will be encountered in obtaining certain unusual articles of footwear. Odd sizes in clothing or shoes (for example, triple A widths) will usually not be available. This difficulty is more often encountered with women's and children's apparel.

Ladies can find some excellent dressmakers, although it may take some looking. Cloth by the yard is unusually reasonable although great care must be taken to insure that the material is not "second." Prices on clothes are not appreciably different from stateside.

Shopping by mail order will be found to be quite satisfactory. Laundry and dry cleaning service is provided at moderate cost. There are also a number of commercial establishments offering such service.

Food—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period

between supply ship arrivals, but stocks are generally adequate. Frozen fresh milk can be had, as well as powdered and canned milk. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season and are reasonable in price. There are many well-stocked supermarkets in the San Juan area.

Medical Care—Station dispensaries offer limited outpatient care including prenatal care for naval dependents. Those requiring inpatient treatment are hospitalized at the U.S. Army Rodriguez Hospital in San Juan. This institution has all normal hospital facilities for medical and surgical service. Dental care is provided dependents on a facilities

availability basis; therefore, all necessary dental work should be accomplished before your departure from the States.

The base hospital at Ramey offers complete medical care for all Naval Facility personnel and their dependents. This institution has all normal hospital facilities for medical and surgical service. Dental care is also provided.

Education—Roosevelt Roads has a station school which is a branch of the Antilles Consolidated School, grades kindergarten through twelve. Education standards approximate those of schools in Washington, D.C. All grades are on a full day, 0830 until about 1430. Buses carry school children from bus stops near their homes to and from the school. Ample playground is available. A Catholic school is available in Fajardo, approximately 10 miles from the station at reasonable prices.

San Juan possesses a school offering standard curriculum for kindergarten through grade 12. There is also a nursery school and kindergarten there which may be attended upon payment of a varying tuition charge, currently \$10 a month per pupil. High school students will find available several good private schools in San Juan. The University of Puerto Rico offers good college courses primarily conducted in Spanish with textbooks in English as does the College of Mechanical Arts.

Ramey possesses an excellent school system for grades one through 12. The system, consisting of two fine school buildings, compares favorably with public schools in the States. Both schools possess rich curriculums and are staffed by extremely competent teachers. The extra-curricular program takes full advantage of the fine recreation areas provided by each school.

It is important to obtain transcripts of credits for the schooling already completed, as well as available information regarding the children's particular aptitudes and educational levels. If transcripts are not available, you should bring report cards. Florida State University extension courses are available for adults to further their education.

Religion—The island is predominantly Roman Catholic. Protestant and Catholic services are conducted weekly at station chapels. English

NOW HERE'S THIS

Couple of Nice Gestures

USS Ticonderoga (CVA 14) has given a new twist to the technique of replenishment at sea. She's eliminated the middle man.

The carrier's venture into direct producer-to-consumer relations came about one day when she spotted a fishing boat with what appeared to be a dangerous list. A helicopter was sent whirling to the rescue, only to find that the fishermen weren't at all worried about the situation. In fact, since the list was caused by a heavy haul of tuna, they were very happy about it.

Although the "rescue" had turned out to be a mere false alarm the fishermen appreciated the Navy's concern for them. To show that appreciation one of them held up a tuna and offered it to a member of the helicopter's crew.

A few hours later, that fish, plus others obtained from the boat, were served on Ticonderoga's dining tables.



The Meaning of the Navy and Marine Corps Medal

Among the criteria set forth for awarding of the Navy and Marine Corps Medal to a U.S. Navyman or Marine are these: he "must have performed a voluntary act of heroism in the face of great danger to himself," and "extreme and heroic daring at the risk of his own life."

Under those criteria, the late Everett Bradbury, Jr., AA, USNR, certainly qualifies, as much as any man ever has, for the award. But there's more to the story than those few brief words can reveal.

What makes a man become a hero, in the face of almost certain death for himself? Frankly, we don't know the answer to that one, nor, do we think, does anyone else. We only know that it often happens, when time and circumstance demand, that one man in a crowd finds it within himself to rise to the occasion.

For 19-year-old Navy Airman Bradbury, such a moment of truth faced him squarely one evening some months ago near his base, the Naval Auxiliary Landing Field, Charlestown, R.I. A Navy S2F crashed into a patch of woods next to the field. Bradbury, a member of the base rescue crew, and others of the team hurried to the scene.

The plane was down in a small clearing in the woods, and crash trucks couldn't penetrate all the way to the site. The firefighters, therefore, had to grab whatever portable equipment they could—CO2 and dry chemical dispensers, axes and protective clothing.

They found the plane a twisted, overturned jumble of wreckage, already afire. The pilot was apparently trapped in the cockpit, and appeared to be in a state of shock, unable to help himself.

Several of the crash crew began spraying the cockpit in an effort to keep the fire from reaching the trapped flier, while others tried desperately to free him. Then two explosions, and the subsequent flames and intolerable heat, drove them back.

They were wearing standard fire-fighting equipment—heat-protective helmet and mask, canvas coat, rubber boots and asbestos gloves. While this gear provides protection under normal conditions, it was of little help against the intense heat and flames they were battling. It was after those two explosions wreathed the wrecked plane in flame that most of the would-be rescuers became convinced that nothing further could be done.

The doomed pilot's faint cries for help were still ringing in Bradbury's ears, however, and he made

his decision. Shouting "I've got to get him," he plunged back through the flames, gripped the helpless man, and managed to wrench him free. At almost the same instant, the plane's de-icer fluid tank exploded,



saturating the cockpit with liquid fire.

Kneeling over the pilot, Bradbury took the brunt of the sheet of flame upon himself. Then, completely ablaze, he staggered backwards clear of the fire before collapsing. The pilot, aroused from his shocked state, also managed to crawl clear of the flames before he, too, collapsed.

Bradbury's fellow fire-fighters rushed immediately to his aid, snuffing out the flames which enveloped him as quickly as they could with their canvas coats and chemical spray. Then they applied artificial respiration to start his breathing again, and bore him gently to a waiting ambulance. It was all in vain, however—terribly burned, he died in the hospital 12 days later.

To attendants administering to him during the ambulance ride to the hospital was revealed something of the measure of the man he was. Ignoring his intense pain, he asked them over and over whether the pilot was all right, and whether he had been able to get him out.

LT Ronald C. Westfall, USN, is alive, through Bradbury's heroic act of self sacrifice. Late this past summer Mr. and Mrs. Everett Bradbury, Sr., of Fall River, Mass., visited Washington, D.C., to receive from Secretary of the Navy William B. Franke their son's posthumous award of the Navy and Marine Corps Medal.

language services in some denominations are held at churches in San Juan.

Recreation — Many opportunities exist for recreation and amusement. Such sports as baseball, tennis, swimming, basketball, golf, fishing, bowling and others are year-round activities. There are movies on the station every night. Dances, formal and informal, are arranged at the EM, CPO and officers clubs at frequent intervals. Camera enthusiasts will find subjects for slides and movies.

There are outdoor swimming pools

on the San Juan Naval Station at both the EM and Officer's Club. There is salt-water bathing at the Army and Navy Beach in San Juan and at a number of other spots along the coast as well. Fishing, both deep sea and fresh water, is excellent. Numerous mountain lakes and streams have an abundance of bass and catfish. In the San Juan area are two nine-hole golf courses; besides, at Ramey Field and at Roosevelt Roads (80 and 50 miles distant, respectively) are two more courses. Golf clubs can be checked out for 24 hours at a time through special serv-

ices and at all service golf courses.

Trips to Panama by MSTs ships on a space available basis and to St. Thomas and other islands at very reasonable commercial air rates are available as time and opportunities permit.

Automobiles — A private car will come in very handy in Puerto Rico, especially if you are going to Roosevelt Roads where it is practically a necessity.

No taxes are imposed on cars shipped at Government expense. Because of transportation charges and the insular tax, cars purchased on the

island are expensive. If you purchase a used car on the island, you must pay the insular tax.

If you want to operate your car on the station, it is necessary that you carry public liability insurance of \$5,000 and \$10,000 coverage per accident. This insurance should be obtained before your departure because insurance rates in Puerto Rico are much higher than in the States.

Normal repair and maintenance service on all standard make cars is available and satisfactory at the various dealer agencies. The average cost of gasoline is 26 cents a gallon. Several major U.S. companies operate throughout the island.

Bring a small car if available. It is advisable to have new or nearly new tires on the car. Have repairs completed in the U.S. before shipping the car, such as front end alignment, brake lining, head light adjusting, radiator flushing, etc. Major repairs are very expensive and the quality of workmanship is questionable on the more complicated mechanisms.

If you hold a valid Stateside driver's license and registration plates, a non-resident driver's license and decal will be issued free and will be good for your entire stay in Puerto Rico. Stateside plates are used.

Passports are not required.

Pets — General information on the shipment of pets will be forwarded upon receipt of application for travel. No taxes are imposed on pets at time of entry nor are licenses required. Veterinary services and kennel accommodations are available to a limited degree.

All-Navy Cartoon Contest
Bill Dennis, SN, USN



Harvard's Underwater Course for Submariners

Crew members of the *Polaris*-missile-firing submarine USS *George Washington* SSB(N) 598, can relax during long hours under the sea this winter attending a Harvard University lecture course.

It's a bonafide Harvard college course entitled *The Anatomy of Revolution*, which has been recorded on film. The course, consisting of 15 films, plus study material, considers several modern revolutions and discusses their causes, development and results.

When the ship returns to port, crew members will do eight hours of classroom work on campus and then take a final examination. Those who pass will receive two semester hours of college credit.

This is the first Harvard extension course offered outside the Boston area, but the film has already been shown over a Boston television station. The lecturer is Crane Brinton, McLean Professor of Ancient and Modern History at Harvard.

Future Fleet ballistic missile submarine crews will also be given the opportunity to obtain college credit, but will probably have a much wider choice of subjects.

Purchases—Mahogany bowls, handmade and embroidered blouses, lingerie and men's linen suits are excellent buys. Woven baskets are inexpensive and beautiful. You may also desire to purchase bamboo or native furniture.

Boy scout, cub, girl scout and Brownie uniforms should be brought from the States. There is one store in San Juan which sells these items but you cannot always be sure of buying any particular item.

Immunizations—Immunization may be performed by a medical officer of one of the military services or the Public Health Service or other reputable physician in private practice. The immunization certificate must be kept in your possession at all times.

Inoculations required for Puerto Rico are:

Smallpox: Vaccination, or revaccination, within three years of date of departure from U.S. regardless of age, with one of the following re-

sults: (1) Typical primary, (2) immediate reaction, or (3) accelerated reaction. Revaccination must be repeated until one of the above reactions is obtained.

Typhoid-Paratyphoid: An initial series of three injections, or booster injection, within three years of date of departure from U.S. for all over six months of age.

Tetanus-Diphtheria: An initial series of three injections, or booster injection, within four years of date of departure from U.S. for all over six months of age. Or combined DTP (Diphtheria, Tetanus, Pertussis): Age group; three months to 14 years. An initial series of three injections, or booster injection, within two years of departure from U.S.

Poliomyelitis: Immunization must be administered to military personnel, their dependents, and others under military sponsorship, under age 40, traveling to overseas areas who have not had basic series.

Nuclear-powered Sub No. 27 On Order

The Navy has ordered its 27th nuclear-powered attack submarine. The *Thresher*-class undersea ship will have an over-all length of 274 feet and a displacement of 3250 tons.

This as yet un-named submarine is designed primarily for use against other submarines, but can be used against surface ships with equal effectiveness.

Four other submarines are being constructed by the same ship builder. They are *Sculpin*, SS(N) 590, *Snook*, SS(N) 592, *Dace* SS(N) 607, and *Barb*, SS(N) 596.

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



Where to Find Answers to Questions about Your Navy Career

THE PROGRAMS AND OPPORTUNITIES available to you as a career Navyman are under continuing change, dictated by the needs of the Navy. Although the basic information concerning your service advantages, opportunities and benefits appears in manuals, regulations or notices, you may not have received the word. Normally the directives covering career opportunities are in your ship or station personnel office.

Here's a list of up-to-date directives dealing with career opportunities and programs available to officers and enlisted men, classified according to subject matter. It supersedes the list presented in the January 1959 ALL HANDS, pp. 52-54.

Remember, notices are canceled, instructions modified and manuals changed, so check with the personnel man to get the latest word.

Subject	Pertinent Directives or Authority	Subject	Pertinent Directives or Authority
TRAINING			
Information and Education Program	Art. D-2103, BuPers Manual; I & E Manual (NavPers 16963-D)	Uniformed Services Identification and Privilege Card, DD Form 1173	BuPers Inst. 1750.5A
Opportunities Available Through the I & E Program; Information	Naval Training Bulletin (NavPers 14900 Fall 1957 issue), I & E Newsletter (NavPers 15801)	Civilian Employment Assistance Program for Retired and Involuntarily Released Personnel	BuPers Inst. 1740.2
Tuition Aid Program	BuPers Inst. 1560.10B	Your New Career	NavPers 15895A
Selection and Training of Candidates for Diving Duty	BuPers Inst. 1500.15D, NavPers 91769-D	Length of Tours of Overseas Service	BuPers Inst. 1300.26A
Language Instruction at the U.S. Naval Intelligence School	BuPers Inst. 1520.27B	Education & Training Under the Veterans' Readjustment Assistance Act of 1952	BuPers Inst. 1760.17
Atomic, Biological and Chemical Warfare Defense Training	BuPers Inst. 1520.16B	GENERAL TRAINING	
Naval Leadership	General Order 21 BuPers Inst. 1000.14	Schools and Courses	BuPers Inst. 15200.25F, Catalog of U.S. Naval Training Activities and Courses (NavPers 91769-D)
PAY, ALLOWANCES, INSURANCE			
Soldiers' & Sailors' Civil Relief Act of 1940; information	BuPers Inst. 1760.4	General Line & Naval Science School	BuPers Inst. 1520.43A
Uniformed Services Contingency Option Act	BuPers Inst. 1750.1C	Five-Term College Training Program	BuPers Inst. 1520.48B
Social-Security Benefits for Military Service	BuPers Inst. 1741.10A	Officer Correspondence Courses	List of Training Manuals & Correspondence Courses (NavPers 10061)
Mortgage Insurance for Servicemen to Aid in the construction or Purchase of Homes	SecNav Inst. 1741.4B	Annual Rhodes Scholarship Competition	BuPers Inst. 1520.61
Retirement, Voluntary & Naval Reserve with/without pay	BuPers Inst. 1820.1B, BuPers Inst. 1820.2A, SecNav Inst. 1811.3A, BuPers Inst. 1811.1B	Postgraduate Education Program	BuPers Note 1520 (published annually)
MISCELLANEOUS			
The Navy Relief Society	Art. C-9207, BuPers Manual; BuPers Inst. 7040.3	SPECIALIZED TRAINING	
The American Red Cross	Art. C-9207, BuPers Manual	Flight Training (HTA)	BuPers Inst. 1520.20A
Immigration and Nationality Act of 1952; Alien Spouses of Naval Personnel	SecNav Inst. 1750.1	Underwater Demolition Training	BuPers Inst. 1520.7A
Marriage of USN & USMC Personnel outside the United States and within Far East Command	Art. C-11109, BuPers Manual; SecNav Inst. 1752.2A	Selection and Training of Candidates for Diving Duty	BuPers Inst. 1520.4D
Visas for Alien Wives and Children of Naval Personnel	SecNav Inst. 1750.2	Training & Administration of the Naval Reserve	BuPers Inst. 1500.15D
Reemployment rights of Naval Separates	BuPers Inst. 1760.16	Nuclear Power Training Program	BuPers Inst. 1001.10D
Participation in Interservice and International Athletic Events and Competitions	BuPers Inst. 1710.1E BuPers Inst. 1710.2	U.S. Naval Test Pilot School	Enlisted Transfer Manual (NavPers 15909) BuPers Inst. 1331.3B
Summary of State Bonuses	BuPers Inst. 1760.3C	ASSIGNMENT TO SPECIAL DUTY	
		Assignment to Nuclear Powered Submarines	BuPers Inst. 1301.28
		Assignment to Submarine Duty	BuPers Inst. 1520.6H
		Assignment to Navy Security Group	BuPers Inst. 1331.2B
		Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A
		Assignment to Nuclear Power	SecNav Inst. 1000.3
		Assignment to Nuclear-Powered Surface Ships	BuPers Inst. 1520.68
		APPOINTMENT	
		Appointment to Commissioned or Warrant Grade in the Reserve of the U.S. Navy of Resigned Commissioned or Warrant Officers of the RN	BuPers Inst. 1920.8A

THE BULLETIN BOARD

Subject	Pertinent Directives or Authority	Subject	Pertinent Directives or Authority
Regular Navy Augmentation Program	BuPers Inst. 1120.12G	Permanent & Temporary Appointment in the Medical Service Corps, Regular Navy	BuPers Inst. 1120.15D
Appointment in the Medical Corps and Dental Corps, Regular Navy	BuPers Inst. 1120.3F	Nomination of Qualified Enlisted Personnel for NROTC Program	BuPers Inst. 1110.3
Appointment of Qualified Naval Reserve Officers in the Medical Service Corps	BuPers Inst. 1120.23B	Appointment to Cadetship in the U.S. Coast Guard	BuPers Inst. 1110.4
PROMOTION		TRAINING	
Professional Fitness for Promotion of Officers and Warrant Officers on Active Duty	BuPers Inst. 1416.1E (Suspended as promotion requirement by BuPers Notice 1416 of 8 Sep 1960)	Training Schools and Courses	BuPers Inst. 1500.25F, BuPers Inst. 1500.39A, Catalog of U.S. Navy Training Activities and Courses (NavPers 91769-D)
Professional Fitness for Promotion of Naval Reserve Officers not on active duty	BuPers Inst. 1416.4C	Study Materials for Applicants for Appointment to Commissioned Status under Integration and LDO(T) Programs	BuPers Inst. 1560.12A
MISCELLANEOUS		Navy Training Courses & Enlisted Correspondence Courses	List of Training Manuals & Correspondence Courses (NavPers 10061)
Active Duty Agreements	BuPers Inst. 1120.22B	Class A School Assignment for Fleet	BuPers Inst. 1510.86A
Changes of Officer Designator Codes	BuPers Inst. 1210.6A	SPECIALIZED TRAINING	
Extension and Release from Active Duty of Naval Reserve Officers	BuPers Inst. 1926.1C	U.S. Naval School of Music	BuPers Inst. 1336.2C
Voluntary Separation Policies Affecting All Officers of the Regular Navy and the Naval Reserve except Officers of the Medical and Dental Corps	BuPers Inst. 1926.2A	Assignment & Reassignment of Personnel in the Navy Air Mobile Training Program	Enlisted Transfer Manual (NavPers 15909)
Assignment & Rotation of LTJG & ENS	SecNav Inst. 1920.3A	Nuclear-Power Training Program	SecNav Inst. 1000.3, Enlisted Transfer Manual (NavPers 15909)
Inter-service Transfer of Regular/Reserve Officers	BuPers Inst. 1301.33	Assignment to Polaris Training	Enlisted Transfer Manual (NavPers 15909)
Qualification for Command of Destroyers	BuPers Inst. 1120.30, BuPers Inst. 1120.31	Polaris Field Seaman Recruits	BuPers Inst. 1306.70
Voluntary Extension of Active Duty for Reserve Officers	Art. C-3316, BuPers Manual	REENLISTMENT/SEPARATION/RETIREMENT	
Useful Information for Newly Commissioned Officers	BuPers Inst. 1331.4B	Reenlistment and Voluntary Extension of Enlistment	BuPers Inst. 1133.3C, BuPers Inst. 1133.4A
Navy Facts for Officer Counsel	NavPers 10802	Reenlistment in the Regular Navy of Naval Reserve Personnel Serving on Active Duty	BuPers Inst. 1130.4F
ADVANCEMENT/CHANGE IN RATE OR RATING		Assignment to a School as an Incentive for Reenlistment	Enlisted Transfer Manual (NavPers 15909)
Advancement in Rate/Rating	Officer Fact Book (NavPers 15898)	Review of Undesirable and Punitive Discharges	BuPers Inst. 1626.16
Program for Adjustment of the Enlisted Rating Structure through Formal School Training and Inservice Training	BuPers Inst. P1430.7D; Part C, Chap 7, Sec 2, BuPers Manual; Manual of Qualifications for Advancement in Rating; BuPers Inst. 1440.1C	Early Separation to Attend College	BuPers Inst. 1910.12C
Changes in Rate and Rating	BuPers Inst. 1440.5C	Transfer to Fleet Reserve	BuPers Inst. 1830.1A
Training Publications for Advancement in Rating	NavPers 10052	Selective Training & Retention (STAR) Program	BuPers Inst. 1133.13
APPOINTMENT TO COMMISSIONED GRADE		SPECIAL ASSIGNMENTS	
Naval Preparatory School	Art. C-1203, BuPers Manual	Transfer & Assignment for Hardship or Humanitarian Reasons	Enlisted Transfer Manual (NavPers 15909)
Aviation Cadet Training Program	BuPers Inst. 1120.20B	Assignment to Duty of Sole Remaining Sons	BuPers Inst. 1300.11
Officer Candidate School Program for Enlisted Members of the Naval Service on Active Duty	BuPers Inst. 1120.29	Assignment to Naval Missions, Attaches, Military Aid Groups, Joint Staff, Shape	Enlisted Transfer Manual (NavPers 15909)
Appointment to Commissioned Grade Integration and LDO(T) Program	BuPers Inst. 1120.18F	Assignment to Instructor Duty	Enlisted Transfer Manual (NavPers 15909)
Nursing Education Program	BuPers Inst. 1120.27B	Assignment to Recruiting Duty	Enlisted Transfer Manual (NavPers 15909)
Appointment to Commissioned Grade SDO (Law)	BuPers Inst. 1120.21A	Assignment to Initial Submarine Training and Duty	Enlisted Transfer Manual (NavPers 15909)
Navy Enlisted Scientific Education Program (NESEP)	BuPers Inst. 1510.69E		

Subject	Pertinent Directives or Authority	Subject	Pertinent Directives or Authority
Assignment to Duty Involving Demolition of Explosives	BuPers Inst. 1320.5A	MISCELLANEOUS	
Assignment to Reserve Training Submarines	Enlisted Transfer Manual (NavPers 15909)	Training & Administration of the Naval Air Reserve	BuPers Inst. 1001.7B
Reassignment to Area of Choice for Last Two Years' Active Duty Prior to Retirement on Completion of 30 Years' Active Duty	Enlisted Transfer Manual (NavPers 15909)	Assignment and Rotation of Enlisted Women	Enlisted Transfer Manual (NavPers 15909)
		Sea/Shore Rotation	Enlisted Transfer Manual (NavPers 15909)
		Proficiency Pay Program	BuPers Inst. 1430.12B

DIRECTIVES IN BRIEF

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

Alnavs

No. 29—Declares that all personnel shall be given opportunity to apply for absentee ballots for November elections.

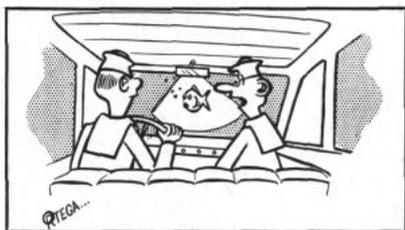
No. 30—Reminds all personnel that prompt, appropriate and effective disciplinary action will be taken in all cases involving violations of customs and internal revenue laws.

No. 31—Outlines steps to be taken to reduce travel expenditures.

No. 32—Announces approval by the President of the report of a selection board which recommended Marine Corps officers on active duty for promotion to the grade of captain.

No. 33—Announces the convening of selection boards to recommend line officers on active duty (except

All-Navy Cartoon Contest C. J. Ortega, DMISN, USN



"How long did you say you were on submarine duty?"

TARs) for temporary promotion (permanent for women) to the grade of lieutenant and lieutenant commander.

Instructions

No. 1000.7B—Provides a reference source of information pertaining to the programs and opportunities available to Navy personnel.

No. 1001.12A—Implements the policy which makes possible the early release of certain Reservists from active duty who, by reason of age, are unable to become eligible for retirement.

No. 1120.29A—Provides in one source eligibility requirements for officer candidate school programs.

No. 1211.3—Discusses identification of officer postgraduate billet requirements.

No. 1750.1C—Explains the provisions of the Uniformed Services Contingency Option Act of 1953.

No. 1730.6—Announces policy guidelines for conducting religious services by lay leaders.

Notices

No. 1221 (29 August)—Alerted all commands of the distribution of change 2 to the *Manual of Navy Enlisted Classifications* (NavPers 15105B) and provided instructions for specific coding actions.

No. 1440 (30 August)—Announced and established procedures for making changes in the Aviation Electrician's Mate (AE) and Trademan (TD) rating structure.

No. 1430 (31 August)—Furnished information regarding the future advancement opportunities in the steward rating.

No. 1416 (8 September)—Announced the suspension of requirements for mandatory completion of specified courses of instruction for the determination of professional fitness for promotion of officers on active duty.

No. 1830 (9 September)—Amplified the information contained in

Alnav 23 which is concerned with crediting a fractional year of service of six months or more in computing service for pay upon transfer to the Fleet Reserve.

No. 1210 (12 September)—Discussed the cancellation of *Officer Qualifications Code Manual* (NavPers 15006) and *Tables of Navy Officer Code Relationships* (NavPers 18347).

No. 4650 (13 September)—Announced a policy change in the overseas transportation of naval personnel and their dependents.

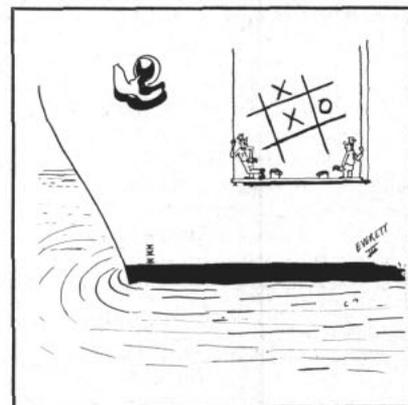
No. 1306 (16 September)—Announced the sea-tour commencement cutoff dates to establish the eligibility of enlisted personnel for Seavey Segment One which becomes effective 1 Feb 1961.

No. 5101 (20 September)—Announced the distribution of motor vehicle accident statistics for 1959.

No. 1440 (22 September)—Announced changes in the Aviation Machinist's Mate (AD), Aviation Structural Mechanic (AM) and Aviation Boatswain's Mate (AB).

No. 1430 (28 September)—Announced the selection of personnel for change in rating to Postal Clerk (PC) and provided procedures for the change in rating.

All-Navy Cartoon Contest G. W. Everett, IC3, USN



"Your move, Jack!"

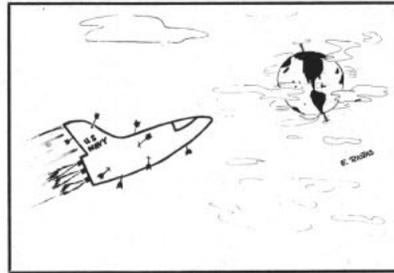
**Changes in Overseas Tours
In Five Countries Listed
For Navymen and Dependents**

SINCE ALL HANDS last published a complete round-up of standard uniform tours (with and without dependents) at overseas duty stations in its February 1960 issue, some minor changes have been made. In a few areas, dependents are no longer authorized entry; in some the tour without dependents has been lengthened, while in others tours have been shortened.

Here are the latest changes:

Pakistan—For the majority of locations in this country, tours remain the same—24 months with depend-

All-Navy Cartoon Contest
E. Riojas, HM1, USN



"Think they'll believe us?"

ents, 18 months without them. However, the Lahore area has joined the Peshawar area as not open to dependents, and tours at the two areas

have been upped from 12 to 15 months.

Turkey—Remains the same except that the Trabzon, Samsun and Diyarbakir areas have been added to the list of sites in that country where dependents are not authorized. Tours at all three areas will be 15 months.

Spain — Remains the same — 36 months with dependents, 24 months without them, except for the El Ferrol and Cartagena areas, where the tours will be 24 and 18 months, respectively.

United Kingdom — Remains the same—36 months with dependents, 24 months without them, with the exception that Londonderry tour will now be 24 and 18 months.

All-Time Low in Naval Aviation Accidents

Naval aviators are being so careful these days that someone has suggested they should be voted a bonus — or at least three cheers — for the money they've saved. Last year in naval aviation there were 1.92 accidents for every 10,000 hours flown. This was an over-all accident reduction of 25 per cent over fiscal year 1959.

This all-time low was accomplished even though the hours of carrier flight operations, where the

accident potential is highest, have gone up. There were also fewer landing accidents than in-flight accidents during fiscal year 1960, although modern aircraft are more difficult to land.

Aviators who flew from carriers during the year deserve much of the credit for the low accident rate. The carrier aircraft accident rate per 10,000 flight hours went down 43 per cent from last year's rate.

Other categories that were chalked up in the "fewer" column for 1960 included airplanes destroyed, accidents which involved fatalities, and dollar losses. These phases did not follow the straight 25 per cent reduction because accidents in high performance aircraft are sometimes more severe. Further, in the matter of the dollar losses the cost of aircraft has increased.

These units have received Safety Awards for fiscal year 1960:

Unit	Home Port or Station	Marine Helicopter Transport	
NAVAL AIR FORCE, PACIFIC		Squadron (light) 361	Santa Ana, Calif.
Fighter Squadron 24	Alameda, Calif.	Headquarters and Maintenance Squadron 13	Kaneohi, Hawaii
Fighter Squadron 121	Miramar, Calif.		
Attack Squadron 52	Miramar, Calif.	FLEET MARINE FORCE, ATLANTIC	
Heavy Attack Squadron 8	Whidbey Island, Wash.	Marine Fighter Squadron 333	Beaufort, S.C.
Carrier Air Group 9	Alameda, Calif.	Marine Composite Reconnaissance Squadron 2	Cherry Point, S.C.
Patrol Squadron 4	Naval Air Facility, Naha, Okinawa		
	Alameda, Calif./	NAVAL AIR TRAINING	
Patrol Squadron 47	Whidbey Island, Wash.	Training Squadron 31	Corpus Christi, Tex.
	Los Alamitos, Calif.	Training Squadron 23	Kingsville, Tex.
Air Antisubmarine Squadron 37	Ream Field, Calif.	Training Squadron 7	Kingsville, Tex.
Helicopter Utility Squadron 1	North Island, Calif.	Training Squadron 3	Milton, Fla.
All-Weather Fighter Squadron 3	Port Hueneme, Calif.	Helicopter Training Squadron 8 (Special Award)	Pensacola, Fla.
USS Princeton (Special Award)	Long Beach, Calif.	Naval Air Technical Training Unit	Olathe, Kans.
USS Thetis Bay (Special Award)			
NAVAL AIR FORCE, ATLANTIC		NAVAL AIR RESERVE	
Fighter Squadron 14	Cecil Field, Fla.	Fighter Squadron 727	Glenview, Ill.
Helicopter Antisubmarine Sqdrn. 9	Quonset Point, R.I.	Attack Squadron 672	Atlanta, Ga.
Photographic Squadron 62	Jacksonville, Fla.	Patrol Squadron 881	Olathe, Kans.
Attack Squadron 81	Oceana, Va.	Antisubmarine Squadron 742	Jacksonville, Fla.
Early Warning Squadron 13	Patuxent River, Md.	Transport Squadron 742	Jacksonville, Fla.
Carrier Airborne Early Warning Squadron 33		Helicopter Squadron 741	Jacksonville, Fla.
USS Antietam (Special Award)	Quonset Point, R.I.		
AIR FORCE,	Pensacola, Fla.	MARINE AIR RESERVE	
FLEET MARINE FORCE, PACIFIC		Marine Attack Squadron 233	Norfolk, Va.
Marine Attack Squadron 121	Iwakuni, Japan	Marine Attack Squadron 213	Minneapolis, Minn.
Transport Squadron 352	El Toro, Calif.	Marine Helicopter Transport Squadron 267	New Orleans, La.

Japan — Remains the same — 36 months with dependents, 24 months without them, except in the Kakkanai area, where dependents' entry is not authorized. The tour there has been raised from 12 to 15 months.

Complete information concerning overseas duty tours anywhere in the world can be found in BuPers Inst. 1300.26A (corrected through change two).

In addition to these changes in tour lengths, the ground rules governing dependent transportation have been revised slightly. Notable are changes involving space-available transportation for dependents of junior enlisted members. Also, entitlement to dependent travel of members in all grades who are assigned ships and units homeported overseas is now contingent upon there being no anticipated change in the unit's homeport within a year following overseas arrival of the dependents.

Latest Correspondence Courses For Officers, Enlisted Men

One new officer correspondence course (OCC) and two enlisted correspondence courses (ECC) are now available from the Correspondence Course Center, Scotia, N. Y. Four others have been discontinued.

The new courses are:

Course	NavPers Number
OCC Prosthodontics, PT 1	10763
ECC Radarman 1 and C (CONF)	91286
*ECC Commissaryman 1 and C	91443-2

(*May be taken for repeat Naval Reserve credit)

The enlisted correspondence courses discontinued are: *Commissaryman 1* (NavPers 91442-1A), *Commissaryman C* (NavPers 91443-1A), *Boatswain's Mate 3* (NavPers 91242-1B), and *Boatswain's Mate 2* (NavPers 91243-1A).

Enlisted correspondence courses will be administered (with some exceptions) by your local command instead of the Correspondence Course Center.

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

WAY BACK WHEN

Exploits of USS Alliance

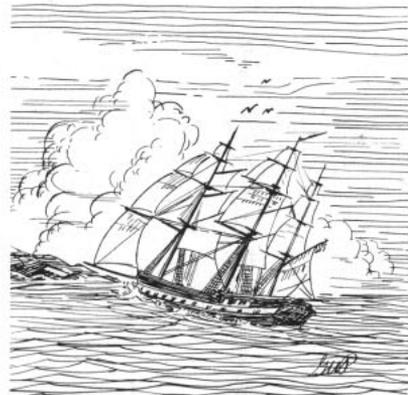
A ship of distinction in the Revolutionary War Navy was the frigate *Alliance*. One of the 42 principal vessels of the Fleet of the Continental Congress, *Alliance* was built in Massachusetts and made her maiden voyage in January 1779. She was a fast sailer and was considered by many as the finest ship of the Navy. One of her skippers was John Paul Jones, who cruised her in European waters for a brief period in 1780.

Action for *Alliance* began 4 Mar 1781, with rugged John Barry as her commander. Bound for France, *Alliance* captured the British privateer *Alert*—which ship, in turn, had previously captured a ship of the Republic of Venice. Captain Barry freed the crew of the latter, returned their ship to them, and had *Alert* brought into port.

On the way back to America, *Alliance*, on 2 April, made contact with a pair of heavily gunned privateers, *Mars* and *Minerva*. By the code of that day *Mars* was sneaky, for she "ran close on board of us and without any hail fired the whole broadside at us." *Alliance* gunners soon put the two privateers out of action, however, and added them to her collection of prizes.

The following month the 36-gun *Alliance* contacted even bigger game. *Atlanta* (16 gun) and *Trepassy* (14 gun) were a pair of British men-of-war cruising off the coast of North America. In a hard-fought two-and-one-half hour battle, *Alliance* captured them both.

For the next two years things were relatively quiet for *Alliance*—except for the matter of attempting to make a single-ship blockade of the Bermuda Islands. On 10 Mar 1783 she fell in with the British frigate *Sibyl* in the West Indies. A 45-minute gun battle followed. There were damage and deaths on both sides, but the result was inconclusive.



This was the last naval engagement of the Revolutionary War. (Cornwallis had surrendered at Yorktown some two and one-half years earlier. Fourteen days after *Alliance*'s sea-fight, Congress ordered all the American armed ships to return to port.

She continued in the service of the Continental Government after all the other ships had either been sunk, wrecked, captured or sold. In September 1783 the government's Agent of Marine was directed to "discharge the officers and crew of the ship." She was later sold and was soon headed for Canton, China, as a merchantman.

Some time in the fall of 1783 the last of her officers and crew walked off the ship at Philadelphia. This was the beginning of a 14-year period in which the country was without a Navy. The next important year in the history of the U.S. Navy was 1797. For that year, on July 10 *United States* was launched at Philadelphia; on September 7 *Constellation* was launched at Baltimore; and on 21 October *Constitution* was launched at Boston.

Navy Mutual Aid Association Increases Beneficiary Benefits

Total death benefits payable to the beneficiaries of members of the Navy Mutual Aid Association have been increased to \$10,000.

The Board of Directors of the Association voted recently to add \$2500 to the \$7500 benefit already in effect. It was the fifth increase voted in terminal benefits since 1954.

Navy Mutual Aid Association membership is open to all regular commissioned and warrant officers on active duty, including Reserve of officers on extended active duty, of

the Navy, Marine Corps and Coast Guard. Membership is permanent, and a change in status, such as resignation, retirement, or release to inactive duty does not affect it.

In addition to voting the increased terminal dividend, the Board of Directors also announced that paid-up memberships of less than \$7500, terminated by death, will be increased by one third.

Any officer desiring more detailed information on the above subject may write directly to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.

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

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen pro-

ANSWERS TO QUIZ AWEIGH
 1. (c) \$440.
 2. (c) \$1700.
 3. (c) \$50 and \$100.
 4. (b) \$114.40.
 5. (c) 30 June and 31 December.
 6. (c) \$6.00.
 Quiz Aweigh is on page 43.

cesses by (WS). Distribution began in September.

The Giant of Marathon (1579) (C) (WS): Melodrama; Steve Reeves, Mylene Demongeot.

Pay or Die (1580): Drama; Ernest Borgnine, Zohra Lampert.

The Wind Cannot Read (1581): Drama; Dirk Bogarde, Yoko Tani.
Bluebeard's Ten Honeymoons (1582): Melodrama; George Sanders, Corinne Calvert.

Prisoner of the Volga (1583) (C) (WS): Melodrama; John Derek, Dawn Adams.

Conspiracy of Hearts (1584): Melodrama; Lilli Palmer, Sylvia Syms.

Operation Amsterdam (1585): Melodrama; Peter Finch, Eva Bartok.

The Day They Robbed the Bank of England (1586): Melodrama; Aldo Ray, Elizabeth Sellars.

Kidnapped (1587) (C): Melodrama; Peter Finch, James MacArthur.

The Tingler (1588): Melodrama; Vincent Price, Judith Evelyn.

Walk Like a Dragon (1589): Drama; Jack Lord, Nobu McCarthy.

The Rat Race (1590) (C): Comedy Drama; Tony Curtis, Debbie Reynolds.

The Cossacks (1591) (C) (WS): Melodrama; Edmund Purdom, John Drew Barrymore.

The Subterraneans (1592) (C) (WS): Drama; Leslie Caron, George Peppard.

The Electronic Monster (1593): Melodrama; Rod Cameron, Mary Murphy.

Six Kittens go to College (1594): Melodrama; Mamie Van Doren, Mickey Shaughnessy.

WHAT'S IN A NAME

Record-Setting Essex

A tip of the hat to USS Essex (CVS 9).

A new combat carrier record for arrested landings—98,550 of them—belongs to the veteran antisubmarine warfare support aircraft carrier today, some 16-and-a-half years after she racked up her first one.

When Essex' commanding officer, CAPT Richard L. Fowler, USN, set his Grumman S2F Tracker antisubmarine patrol plane down on the flattop's flight deck recently he shattered the previous record for combat carrier landings set more than 14 years ago by the old USS Saratoga.

It is certainly fitting that Essex be the one to establish a new standard, in the twilight of a brilliant naval career. Today's huge 70,000-ton plus supercarriers have shunted her out of her long-time attack carrier role, but, as the oldest commissioned aircraft carrier still in service, she's outlasted many younger ships and is currently doing the job in a highly important program—antisubmarine warfare.

When Essex joined the U.S. Fleet in January 1943, she was the forerunner of a brand-new class of aircraft carriers to which she lent her name—the Essex class, biggest, fastest and most capable ever built up to that time.

First takeoff from her flight deck was made by a young Navy pilot named Fitzhugh Lee—the same Fitzhugh Lee who, as Vice Admiral, USN, is today Deputy Commander in Chief of the Atlantic Fleet.

It didn't take Essex long to begin repaying her construction cost, and she's repaid it many times over through the years. She saw her first action during air strikes against the Japanese-held Marcus Islands a little later in 1943, and from there the trail led straight across the Pacific—Wake Island, Rabaul, Tarawa, the Marshalls, Truk, the Marianas, Palau, the Philippines, Formosa and Okinawa—to Japan itself. Thirteen battle stars, the Presidential Unit Citation and the Philippine PUC decorated her trophy case by the time V-J Day rolled around.

There followed a short rest in the Bremerton Group, Pacific Reserve Fleet, but 1950 brought Korea, and more action for Essex. Four more battle stars, the Navy Unit Commendation, the Korean and United Nations Service Medals and the Korean PUC were added to her laurels as her planes flew more than 14,000 sorties during two tours in the forward operating areas.

Still later, Essex helped provide air support for the Marine landings in Lebanon, then made an end run through the Suez and around India to bolster the Seventh Fleet when trouble flared up around the Matsu Islands and Taiwan. It was shortly after this that Essex was converted for antisubmarine work and joined the Atlantic Fleet.

(Essex' claims do not, of course, take into consideration the vast number of landings racked up by carriers such as USS Monterey (CVL 26) and Antietam (CVS 36) which have cruised the Gulf of Mexico for the use of student pilots attached to Pensacola and Corpus Christi. By the time she had finished her tour of such duty, Monterey, for example, had endured 106,400 deck-whopping arrested landings, 2300 helicopter landings. (As Antietam is still on station, her total is not known at this time.)



Uniform Shop Operates Under Navy Exchange System

A Naval Uniform Shop has been opened as part of the Navy Exchange in Washington, D.C., making it the first such operation to be established in the continental United States.

Designed to improve service in both custom-tailored and ready-made uniforms and accessories, the new shop is a prototype of some 45 stores scheduled to be established at Navy Exchanges in the United States and abroad. A similar shop has already been opened at Pearl Harbor.

Among the combined stores being planned are those at Newport, R.I.; Norfolk, Va.; Great Lakes, Ill.; Alameda, Calif.; and at overseas areas

such as Yokosuka, Japan; and Naples, Italy.

Until 1 Jan 1960, the U.S. Naval Uniform Shop was operated as a separate naval activity. At that time, however, the functions and title of the Uniform Shop were transferred to the Navy Exchange System.

For the Bluejacket And the Navy Leader

Two new service publications, recently off the press, are sure to be of interest to the career Navyman.

The 16th edition of *The Bluejackets' Manual* is the latest of a series for the text which has served since 1902 as an essential ingredient of the Navy's education and training program.

The book is divided into six basic parts. They are: Part One—*General: Naval Customs and Ceremony; Leadership and Discipline; Uniforms, Insignia and Awards; Health and First Aid.* Part Two—*Your Career in the Navy: Advancement and Assignments, Classification, Training and Retirement.* Part Three—*Ships, Aircraft and Firepower.* Part Four—*Life at Sea.* Part Five—*Drills and Defense.* Part Six—*Seamanship and Communications.*

Selected Readings in Leadership is a 126-page, paper-bound revised edition of a book which was originally prepared for use as supplementary reading material in the Naval Leadership course at the U. S. Naval Academy, and originally published in 1957.

The current revised version contains four new articles, replacing others deleted from the first edition. Three of the articles that you'll find in, this edition, however, date back as far as 1918, 1921 and 1934.

Referring to those three articles, RADM John F. Davidson, usn, Superintendent of the Naval Academy, writes in the preface: "They were chosen primarily to show that the fundamental concepts and qualities expected of a leader today have changed little from the past, and are unlikely to change in the future so long as man retains his freedom and personality as an individual."

Seavey Segment I Lists Eligible Ratings and Sea Duty Cut Off Dates

Navymen in the 22 ratings which make up Seavey Segment One (1961) will start receiving orders to shore duty in February 1961.

BuPers Notice 1306 of 16 Sep 1960 established the following sea duty commencement cut-off dates. In other words, if you began your sea duty tour before the date listed for your rating, you can expect orders to shore duty any time after February 1961.

RATE	DATE	RATE	DATE
BMC	Dec 57	ETC, 1	Jun 59
BM1	Dec 55	ET2, 3, SN	Dec 58
BM2	May 54	IMC, 1	Dec 58
BM3, SN	Oct 53	IM2	Jun 58
QMC	Dec 58	IM3, SN	Dec 56
QM1	Dec 57	OMC,1,2,3,SN	
QM2, 3, SN	Dec 56		Dec 57
SMC	Sep 57	RMC	Jun 58
SM1, 2, 3, SN	Jun 55	RM1	Mar 58
RDC	Dec 58	RM2	Jun 58
RD1	Dec 57	RM3, SN	Jun 59
RD2, 3, SN	Jun 57	YNC, 1, 2	Jun 59
SOC, 1, 2, 3, SN	Jun 57	YN3, SN	Mar 59
	Jun 57	PNC,1,2,3,SN	Jun 59
TMC, 1	Dec 58	SKC,1,2,3,SN	Dec 58
TM2, 3, SN	Jun 57	DKC, 1	Dec 58
GMC	Dec 57	DK2, 3, SN	Mar 59
GM1, 2	Dec 54	JOC,1,2,3,SN	Jun 59
GM3, SN	Sep 54	LIC	Dec 58
NWC, 1	Jun 59	L11	Jun 58
NW2, 3, SN	Jun 58	L12	Mar 58
FTC	Mar 58	L13, SN	Jun 58
FT1, 2, 3, SN	Jun 57	DMC,1,2,3,SN	
GSC,1,2,3,SN	Jun 59		Jun 59
MNC,1,2,3,SN	Jun 59		

If you are in some of the above ratings, you can come ashore even though you went to sea after these dates. To do this, however, you must be qualified for and volunteer for instructor duty.

If you are in one of the following ratings, are eligible for instructor duty as established in article 5.22 of the Enlisted Transfer Manual, and went to sea before the cut-off dates listed below, tell your Division officer. The Chief of Naval Personnel has asked for nominations of personnel so qualified to be submitted by speedletter. Here are the ratings and cut-off dates:

SOC, 1, 2	Jun 58	GM2	Dec 55
GMC	Dec 58	FTC, 1	Jun 59
GM1	Jun 56	ET2	Jun 59

These ratings and cut-off dates are only for those men interested in instructor duty. Men in this category should not submit a Seavey Card.

After four years off watch, the "Duty Cat" of Antisubmarine Warfare Squadron 24 once again hangs in the squadron ready room — currently situated aboard the antisubmarine warfare support aircraft carrier *USS Valley Forge* (CVS 45). And so far as pilots and air crewmen of the recently re-commissioned squadron are concerned, with their cat again looking out for them, they're in good hands.

Duty Cat was born back in 1948, when the original VS-24, flying 18 torpedo bombers, reported aboard *USS Wright* (CVL 49) for shakedown training. One young pilot, a sometime artist, sketched the feline on the ready room briefing board. She was an immediate hit with squadron personnel, and from that time on, flight operations could not begin until the ritual of placing the Cat on watch had been completed. She remained on watch until the last aircraft aloft had returned.

It's small wonder that the Duty Cat gained her exalted reputation as a good luck charm. Over the eight years from the time she joined the squadron in 1948 to its decommissioning in 1956, the first VS-24 operated aboard



the aircraft carriers *Wright, Siboney, Palau, Saipan, Cabot, Leyte* and *Antietam*, without a shipboard fatality.

Duty Cat started life, as we've said, chalked up on the ready room briefing board. This presented a problem, however—when the squadron left the carrier and moved ashore, they wanted to take their Duty Cat along, but you just don't walk off with a carrier's briefing board. The design was kept going through the years, however, as a colored drawing on cardboard.

Still later the Duty Cat went airborne—when VS-24 authorized wearing the image in the form of a shoulder patch on flight jackets. Only those pilots and their crewmen who had completed day and night carrier flight qualifications can wear the patch.

So VS-24 and its Duty Cat are both back out of mothballs, and squadron pilots fly with a light heart.



Special Supplement

Three Decades Ago—

In 1925 America was midway through that fabulous era which came to be known as the "Roaring Twenties." Silent Cal Coolidge was in the White House. Babe Ruth, in the process of revolutionizing major league baseball with his big bat, suffered his monumental bellyache that year, and millions of fans suffered with him. Valentino was the toast of Hollywood, Jimmy Walker of Broadway, and Al Capone was top dog of the underworld. Prohibition was here, and the great American motoring bug had already bitten. Available roads, then as now, were clogged on a Sunday, and editors were writing scathing editorials about idiots batting around the countryside at more than 50 miles an hour.

In the mid-20's the battleships of our Pacific Fleet represented one of the greatest arrays of seapower then extant. Sixteen years later, some would keep a date with destiny at Pearl Harbor—but, at that time, no one could foresee any such unlikely catastrophe.

They were proud ships—Arizona, California, Idaho, Maryland, Mississippi, Nevada, New Mexico, Oklahoma, Pennsylvania, Tennessee and West Virginia—the big muscle boys of the Fleet, and they were manned by proud crews.

Many of the men in those crews have done right well too. CDR Raymond L. Spruance, for instance, was executive officer of Mississippi. Later, as ADM Spruance, he won fame as the victor at Midway, Chief of Staff to ADM Nimitz and Deputy CincPac, and Commander Fifth Fleet in the Gilberts and Marshalls operations.

Clarence Ekstrom was a new ensign aboard California, fresh from aviation training at Pensacola. Today, as VADM Ekstrom, he commands all Pacific Naval Air Forces. Bill Mendenhall, also an ensign serving in Maryland, was lending a hand in those days helping to officiate Fleet boxing and wrestling meets. Now, as RADM

William K. Mendenhall, he's Deputy Chief of Staff for Operations, CINCEUR.

ADM Arleigh Burke and VADM William R. Smedberg, III, CNO and Chief of Naval Personnel respectively, were among many present-day naval leaders who were just beginning their naval careers in the Battle Fleet Pacific.

There was another young man, just starting out in the Navy, in the Fleet at that time too. Happily he acquired early a habit of saving ships' papers and other bits of memorabilia of his times and places. Just recently Lyle M. Maraccini, now Senior Chief Boatswain's Mate, USN, bundled up a batch of that material and sent it to ALL HANDS.

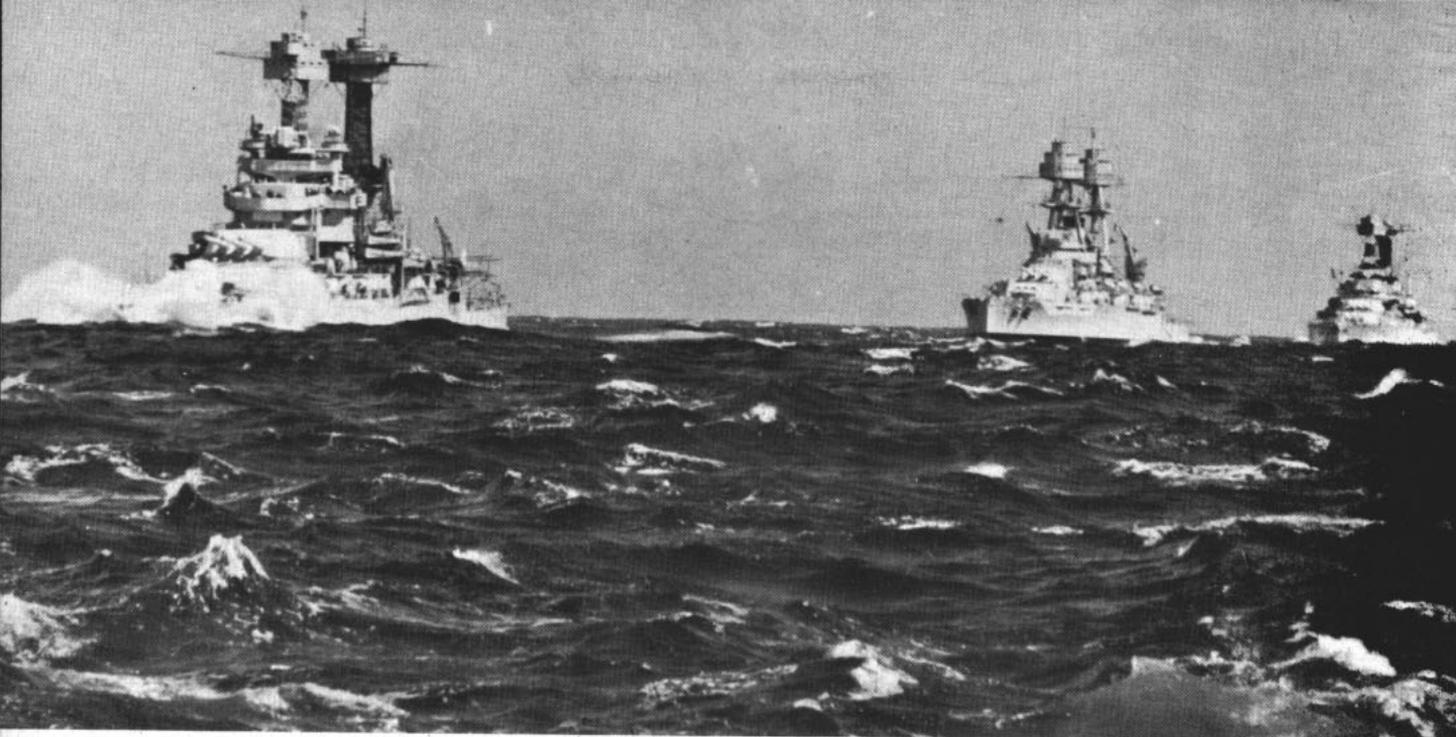
ALL HANDS, and its readers, can be grateful for young seaman Maraccini's collecting bent. The material he's forwarded to us affords a glimpse of the Navy of an earlier day—a Navy that, in many ways, was vastly different, yet in some cases peculiarly like the Navy we know today.

Read on, if you will. Maybe, if you're one of our more senior Navymen, you'll spot a familiar name or long-forgotten incident. Or, if you're one of the younger crop, perhaps you've a father or uncle who will enjoy reminiscing about the names and places which were making news in the Mississippi "Bulletin," the Arizona "At'em," the California "Cub," etc., circa 1925-32.

"California Cub"

Honolulu, T. H. June 1925—

Our famous black gang crawled forth from boilers and enginerooms into the light of day last Monday and welcomed into our midst LCDR R. W. Paine, the new Engineer Officer. Commander Paine comes to us from



The Battleship Navy

the Bureau of Engineering and is thus well qualified to make the wheels go round.

USS *Saratoga*, recently launched, ^{★ ★ ★}proves fair to be one of the most interesting ships in the Navy. It is the last word in naval architecture and will be a floating aeronautical laboratory. The number of personnel far exceeds that of a battleship, for there will be 180 officers and 1600 men. The crew will represent a variety of trades never before seen on one ship. The construction of this floating monster, originally designed as a battle cruiser, was changed so that it now has a displacement of 33,000 tons, and when commissioned, will be the largest and fastest airplane carrier afloat. It is interesting to know how we were able to retain this ship, for at the Disarmament Conference she was doomed for the scrap heap. However, Japan had an armored cruiser, not yet completed, that had been partially built by pennies contributed by school children, and for this sentimental reason thought best not to scrap it. The cruiser was converted to an airplane carrier and in return the United States was allowed to convert and complete two ships, *Saratoga* and *Lexington*.

San Pedro, 30 Jan 1926—

Hearken to this. By consulting the following schedule even the most skeptical can see where *California* will be, and why, every day for the next five months.

- 1 Feb—Underway for Balboa, Canal Zone.
- 1 to 14 Feb—Cruising en route to Balboa. Tactics and Fleet problems.
- 14 to 21 Feb—At anchor Balboa. Liberty, overhaul and athletics.
- 22 to 28 Feb—Based on Balboa. Underway for Joint Army-Navy problem.

- 1 to 7 Mar—Based on Balboa. Underway for tactics and advanced torpedo practice.
- 8 to 14 Mar—At anchor Balboa. Supply, overhaul, athletics and liberty.
- 15 to 30 Mar—En route Balboa to San Pedro. Tactics and gunnery training.
- 1 Apr—Arrive San Pedro.
- 1 to 11 Apr—At anchor San Pedro. Overhaul, liberty and athletics.
- 12 to 22 Apr—Based on San Pedro. Underway for gunnery exercises.
- 23 to 24 Apr—At sea for tactical exercises.

BATTLESHIP men of yesterday pose for photo on turret.



25 Apr—At anchor San Pedro.
 26 Apr to 9 May—Based on San Pedro. Underway for gunnery exercises.
 10 to 16 May—At anchor San Pedro. Overhaul, liberty and athletics.
 17 to 20 May—Based on San Pedro. Underway for gunnery exercises.
 21 to 22 May—At sea for tactical exercises.
 23 May—At anchor San Pedro.
 24 to 30 May—Based on San Pedro. Prepare and fire force practice.
 31 May to 13 Jun—At anchor San Pedro. Overhaul, liberty and athletics.
 14 to 27 Jun—Cruising and tactics.

And in addition present information indicates that *California* will go to the yard on 28 June for one month. Who said the future is a mystery?

Vital Statistics

California, as flagship of the Battle Fleet, has a total complement of officers and men probably greater than that of any other ship of the Navy. There are in all some 1550 persons who call the ship home. Of this number, about 100 are officers, 20 of whom are attached to the staff of the Commander in Chief, each designated to take care of a particular part of the astounding amount of paperwork which the administration of the Fleet involves. The remaining 80 officers make up the complement of the ship itself, each with his particular duties as regards leadership of personnel, upkeep of material, and readiness of the ship for battle.

Among the enlisted personnel of *California*, 35 ratings are represented; each expert in a certain trade, there being enough tradesmen in every line to run an industrial city of some size, which, indeed, we might call the modern battleship. In addition to his job in the ordinary, everyday routine of the ship, each man has his battle station at which he gets almost daily practice at pointing the turrets and guns, supplying ammunition, keeping the ship in station in the battle line, or learning the means of minimizing the effect of enemy fire.

FULL 'HOUSE'—Fantail fights on board USS *California* like this one in 1923 produced some topnotch boxers.

The payroll of *California*, as may be well imagined, involves no mean amount of Uncle Sam's cash account. The crew is paid at intervals of two weeks, either in cash, or by government check sent to their home or to a bank if they so desire. The untruth of the old opinion that a sailor's money is "easy come, easy go" is proved by the fact that each month the Bank of Italy receives a volume of checks from the government, to be credited to the savings accounts of men of *California*.

Food in the Navy, as everywhere, is a matter of no little interest. Just as the days of the "old" Navy, of wooden ships and iron men are gone and almost forgotten, so is the old ration of "salt horse and hardtack." The modern and efficient refrigeration plant of *California* makes it possible to carry sufficient fresh provisions to last on the longest cruises. *California* has long enjoyed the reputation among the men of the whole Fleet as being a fine "chow" ship. Here is the menu of a typical Sunday:

BREAKFAST

Creamed chipped beef *Cottage fried potatoes*
Oatmeal and milk *Fresh fruit*
Bread, butter and coffee

DINNER

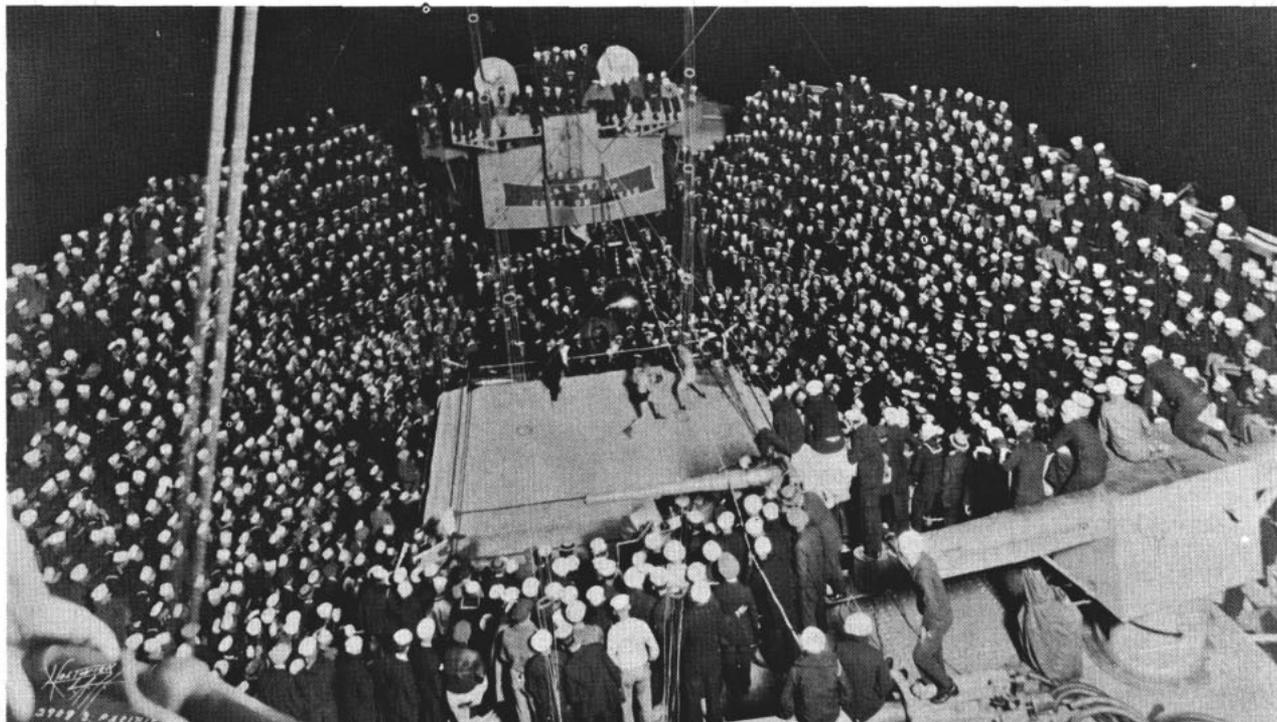
Roast loin of pork
Brown gravy *Bread dressing*
Creamed peas *Mashed potatoes*
Apple sauce
Bread and coffee

SUPPER

Cold meats *Vegetable salad*
Baked beans *Pickled beets*
Bread, butter and cocoa

Great care is taken in the selection of food, and all fresh provisions are inspected by a medical officer when brought aboard before issue to the messes. A sample ration is also approved by the Officer-of-the-Deck before each meal is served.

California is one of the only two battleships of the



Navy in which bunks are provided for all personnel, instead of the hammock, a relic of sailing ship days. The bedding of the bunks is always open to the air in well ventilated compartments, whereas on ships where hammocks are still used, they must be lashed and stowed away during the day under conditions not nearly so sanitary.

There are many on other ships who still argue that the hammock is the proper bed for *California*, but few who enjoy stretching out in a bunk would willingly revert to the old hammock. Lockers are also provided all men for the stowage of clothes, whereas on older ships, seabags are a man's only storeroom, and it is now unnecessary to dump the bag completely in order to get an item of clothing which is, of course, always on the bottom.

With the varied activities on *California*, in the line of recreation, as well as duty, a man may well spend his time to good advantage and enjoy life for long periods of time without time to think of hitting the beach.

★ ★ ★

It is doubtful if any local buglers have lost any great amount of sleep to date in worrying about just what call is to be used in manning the first aerial barge, but nevertheless, some means of getting the desired action may soon be necessary. A third VO plane has recently been added to our catapult gallery, and is designated as the Commander-in-Chief's plane, to do with as he sees fit. This, plus a fighting plane which we will have with us on the cruise south, makes a grand total of four vessels in our own little air squadron. Maybe *Saratoga* won't be needed after all.

En route to Balboa, C. Z., 13 Feb 1926—

Submarines are to be the major part of our building program for 1926. The V-1 and V-2 are already in commission, and the V-3 ought to be completed soon. The V-4 should be ready early in 1927. This last "undersea dog" is a submarine mine-layer. Also the V-5 and V-6 will be started this year. These new subs are of the very latest design, and will accompany the Fleet on any maneuvers.

En route to Navy Yard, Puget Sound, 26 Jun 1926—

California will send all men who can be spared to the Camp Lewis Rifle Range during our months' stay at the Yard. The first party will leave next Monday at 0900. There will be a permanent detail of about 30 men. The firing detail will include about 75 men each week in addition to the Marines.

California's detail will be under LT Morrison, who will be assisted by ENS Edmundson. Every effort will be made to qualify all hands who go to the range. There is three dollars per month extra pay waiting for everyone who qualifies as expert rifleman. Remember too that we need some new material for our championship rifle team, which won the trophy this year in Panama.

Steady on the bull and squeeze.

★ ★ ★

Almost unnoticed by many other ships in the Fleet, *Tennessee* has gotten into a position in the Iron Man race from where she threatens to take our little bronze statue from us. Right now of course she is not pushing us. We have our hands so full trying to keep ahead of *Pennsylvania* that the Rebels haven't been considered as one of our worries. But on looking around it appears



LIBERTY TIME—U.S. Navyman is all smiles while having good time seeing sights in Manila with Japanese sailors.

that she will give us just as much of a gallop for the trophy as *Pennsy*, and our ship must stand another real test, for sure.

Task Organization:

A—Scouts: Wesley Conaty, Commanding. Ten selected men, namely: Lionel Montell, Archie Furey, Ding-How Krause, Wet Beach, Cauliflower Schilke, Spic DuFour, Lancelot Densmore, Scar Face Erbe, Ashton Pig and Doc Johnson.

B—Advance Guard: Bob "Battling" Allen, Commanding. This guard will consist of as many CPOs as are ashore followed by the shock troops, consisting of one or two sections of sailors and marines.

C—Main Body: This force will consist of such CPO's as weather the first attack, and various and sundry officers who form the "wipe-up" gang.

This force will land, proceed to Panama City and head immediately toward the landmarks known as Kelly's, Metropole, Jimmy Dean's, and the American.

The scouts will start operations at zero hour and keep in touch and inform the Main Body the location of most expeditious service. This organization will retreat at plus six hours. The Advance Guard will proceed to the battle until plus six hours, when all but CPOs shall retreat. At plus 10 hours CPOs will retire and the wipers will mop up.

★ ★ ★

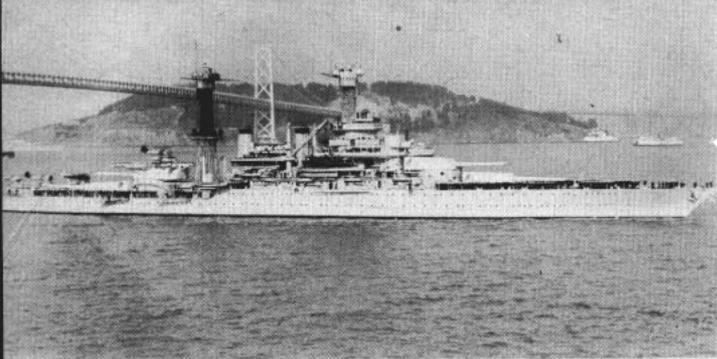
At a meeting of the swimming team the diminutive Jack Brimhall, next to the smallest man on the ship, was elected to pilot the barracudas through the stormy waters of the coming season. Brimhall, by the way, swims the 100-yard dash, the most grueling race of all, and is a leading contender for All-Navy honors.

Puget Sound, 26 Jun 1926—

When Damon Runyon saw Marvin Schector, *California's* heavyweight, win an extra-round decision from Joe Burman of *Tennessee* in the Battle Fleet finals, he called him a second Harry Greb, and we have a sneaking feeling that Burman seconded the motion.

"Hap" O'Connor, America's guest, dubbed him a "Tiger" after he saw him win a six-round decision from that hard-hitting marine Ted Snyder.

A few months ago Schector was matched with Jack Roper at the Pasadena Armory. The advance notices had him down as the greatest heavyweight since Tom



BIG GUN—Battlewagon USS *California* sails into port.

Sharkey and other things that made Schector himself believe that he could knock Jack Dempsey out in the first round. The night of the fight Roper brought his bull dog in the dressing room with him. The dog took one look at Schector, placed his tail between his hind legs and left Jack to his own salvation.

The "Tiger's" only fault is that he takes his training too seriously. Last year when *California's* boxers were transported to San Pedro to take part in the eliminations while the ship was being overhauled, Schector told his manager that he would meet them when they got to their destination. He went to Seattle, knocked some big lumberjack down 10 times before he finally won by a knockout in the second round, and then did road work from Seattle to San Pedro. After running that distance he had to wait two days for his teammates who came down on *Oklahoma*.

San Pedro, Calif., 23 Oct 1926—

Have you fellows noticed an old familiar face on the quarterdeck lately? Yep, fellows, he is back and doing business at the same old stand. The Iron Man is with us again, after having been AOL for several months. The Captain was so glad to see him back that he decided to give him another chance, after he had obtained his solemn promise that from now on he would be a real man-o'-warsman and would never leave *California* again, his favorite home.

For the benefit of you young fellows who have not been with us long, a few words about the Iron Man may not be amiss. It was won by *Mississippi* for five consecutive years; in fact, it never left her quarterdeck from the time it was first awarded by the Navy Department to the ship excelling in athletics, until 1925 when we came to the conclusion that *Missy* had held it long enough.

And don't for one minute think that we did not have to work and work hard to get it. Because *Pennsylvania* also wanted it and they put up one of the most stubborn fights for its possession in the annals of the Battle Fleet. But then, we were not to be denied and we barely nosed her out by placing in the sailing races held at Lahaina in 1925.

When the Iron Man was first presented to us in 1925, Admiral Robison, who was then in command of the Fleet, asked the Captain of *Mississippi* to what he attributed the remarkable achievement of *Missy's* holding the Iron Man for five consecutive years. His reply was, "Although we do not win every event, we place in every event; a ship that can place in every event is bound to win."

And there in a nutshell is the secret of what is required in order for a ship to win the Iron Man.

San Pedro, Calif., 23 Oct 1926—

California lost one of the best men who ever wielded a slice bar and hoe when Joe Lauber, Chief Water-tender, was paid off Wednesday with 16 years of honorable service to his credit. Joe has all of the qualities which go to make up a good shipmate, plus the requisites for a leader of men. His firerooms have long been the pride of the B division, and his section, the second, has turned out the score for the ship, setting a new record last weekend, with a score of 127 for Saturday and 146 for Sunday. The Cub wishes him every success and happiness. Men of his caliber can't fail.

★ ★ ★

Last Saturday morning, after inspection, all hands were called aft and the Captain presented prize money to the members of the gun crews who came through with the necessary scores at the recent Short Range Battle Practice. In a short address the Captain congratulated the prize crews on their speed, precision and attention to detail in the drill.

The following gun crews received prize money:

Turret Four crew—"E" prize, \$15.00 per man.

5-inch gun 11 crew—"E" prize.

3-inch gun 1 crew—"E" prize.

3-inch gun 8 crew—Second Class prize, \$10.00 per man.

Turret Three crew—Third Class prize, \$5.00 per man.

5-inch gun 5 crew—Third Class prize.

★ ★ ★

The gang down below has been coming right along the past month, piling up the multiple in spite of all the hard luck and large expenditure of fresh water. They have put out some real work and as a result the score for the month crossed the 100% mark for the first time in two and a half years.

When you see a light haze coming out of the stack you can just put it down that the boys in the fireroom are warm. The thermometer will only register 140 and most of the time the mercury is off the scale. This intense heat is an indication that the fireroom is not using any excess air. The blower is just turning over fast enough to supply sufficient air for burning the oil.

Men on watch in the engineroom and the evaporator room are just as important to the efficient operation of the plant as the fireroom watch. By the intelligent operation of the auxiliaries, cutting out unnecessary machinery, many gallons of oil are saved.

The second section of the engineers holds the record for economy, making a score of 127% on 16 October and 146% on the 17th.

Have you seen the score board up by the hot-dog stand. It gives the late returns each day, showing the amount of fresh water used per man, the total amount of electricity, and the score by day. By watching this board you can see what's happening down below, and you can also see the effect of the electric load and the fresh water expenditure.

You can help raise the score by cutting out the waste of fresh water and by turning off unnecessary lights wherever you see them. Let's keep the multiple line above the 100 mark.

"Arizona At 'em"

Colon, Panama, 8 Aug 1931—

Modernization is over. Old *Arizona* has been made

young again. New in a multitude of ways, with new officers, new men, new guns and new installations all starting a new cruise together. But the great old ship has yet carried over from the old era into the new the oldtime spirit. It is a spirit of accomplishment—accomplishment with a punch behind it—accomplishment that has given us the battle cry of “At ’em, *Arizona*.” It is a get together and stick together spirit that expresses its idea of faithful and loyal teamwork in the words “Once *Arizona*, always *Arizona*.”

★ ★ ★

Word comes from San Diego Training Station that it will soon be impossible to get into the Navy unless a man is a high school graduate. At the present time, of those enlisted, five out of every six have entered or graduated from high school. One out of every three is a high school graduate. Many have college training. The standards are being raised.

A word to the wise is sufficient. If you are now in the service and have never had high school training it would be well to ship over immediately if you desire to remain. Once out over three months it will be impossible to get back in. Also for the wise guys who know it all and are continually getting into trouble—don't, for when a man goes out with a BCD or DD, it is impossible to get back in. They don't need anything but the best in the Navy. Recruiting Officers have a list a mile long of fine young men anxious to take your place.

★ ★ ★

Fritz van Opel, the German rocket expert, predicts that 20 years hence it will be possible to fly from Europe to America in less than three hours, and the fare will be less than the present fare from New York to Chicago. He estimates that these ships will attain a speed of 5000 miles per hour. It is planned to use gasoline motors to attain an altitude of 20 or 30 miles when the rockets will do their stuff.

★ ★ ★

Mere newness does not necessarily supply a savour to living. It is novelty and variety that give spice to life. It is not enough that each one of us is passively carried on the new roster of the ship. We must be fired with that spirit of beating the other fellow that has given the ship its record of leadership in the past—its high standing in engineering, gunnery and communications, its formidable place in rowing and boxing and in every sport the “Iron Man” puts up to us.

Nor is it essential that we always win to prove our mettle. It is in the will to win that our final success lies—each one playing the game for everything there is in it and with every ounce there is in him, whether it be behind the deck scrubber, the throttle, the gun or the leather mittens, which produces that harmony of accomplishment which marks *Arizona* and all her works.

San Pedro, Calif., 22 Aug 1931—

We fire Short Range Battle Practice in only five more weeks, that is 28 September for the AA Battery and the week of October 5th for five-inch and turret guns. *Arizona* will be among the first to fire. With only a short time to prepare for this important practice, we must buckle down seriously to work or we shall be caught half prepared when the day rolls around for the practice. Just one week is allowed for rehearsal so we must make full use of every drill.

Pointers must not be careless. Try hard to steady on the bull each shot at drills as if you were actually firing. Shiftless or careless pointing ruins your training. You must get the habit of doing it right every time, then it will come naturally and easily when the big day comes. We have a number of good pointers on board, many new ones and extra sets in training now, and the ones we use for Short Range Battle Practice must be both expert and hard-working.

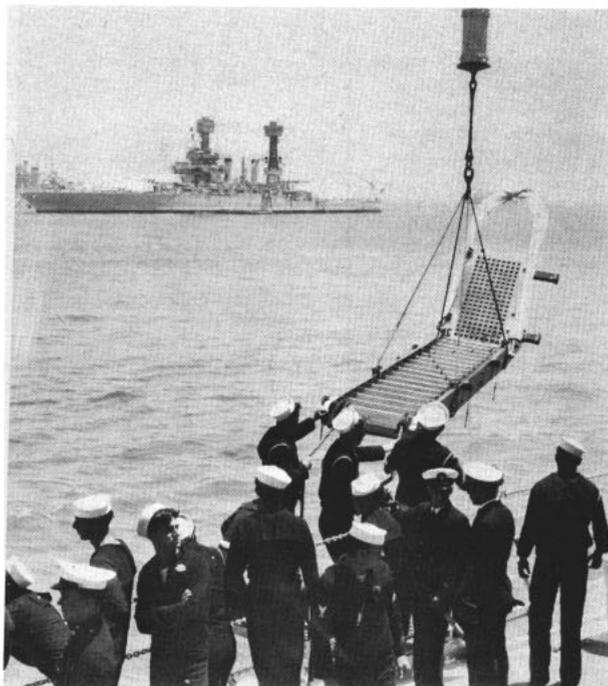
This is the biggest practice of the year for gun pointers and gun crews, qualifications, “E” prize money, etc. So get together and keep after it. Be alert and strain (without jumping at it when the buzzer goes) to get every shot off on the buzzer and every shot a hit. You must be ready, checked on, and steadied on at commence firing, and get that first buzzer.

The pointer will fire this year. He must be steady on the bull and stay there while he presses his key down hard and firmly. Do not be deceived by the large target. That is a snare and a delusion—you must steady close to the center to hit.

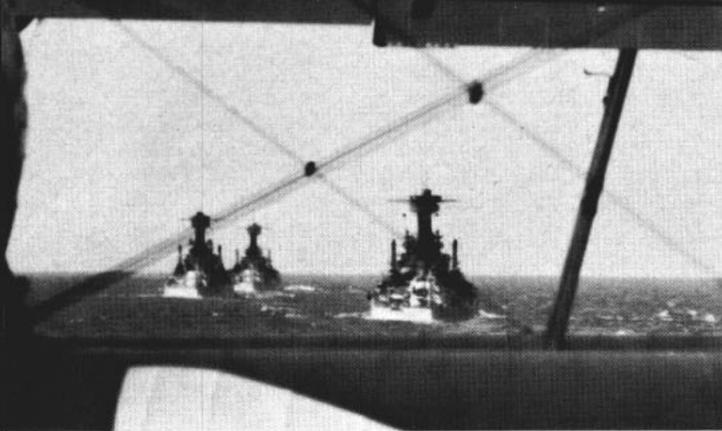
We want to combine hits with speed. Keep on as much as you can, all the time. We must have the hits, and some of you will get the hits along with the time to put “E’s” on those guns and the sleeve of your jumpers. Shooting these guns at short range is as easy as firing at the 200-yard rifle range—easier, with these telescopic sights. The guns are just as reliable and you should be as certain of hitting as an expert rifleman at 200 yards.

Gun Captains have great responsibility in the training of their crews. See that every one tends strictly to business and does his best. Get concentrated efforts from now on. See that any faults are corrected. Consider possible casualties and find the best ways of handling them. Learn and observe your safety precautions. Above all, be steady and cheerful in training your crew.

Both sight-setters and pointers learn which way to



PROUD SAILORS—Deckgang of USS *Pennsylvania* rig starboard gangway as another BB lies moored in harbor.



LINE OF BB's follows in wake of USS Lexington (CV 2).

move your gear without mistakes. Try not to move in the wrong direction, and make a mistake worse. Get it right the first time. Sight-setters must be accurate. See that your sights are correct after each salvo. If they jar off or you have them wrong, you will cause a miss even when the pointer is perfect.

Let's go now, fellows. Keep the crosswires on the bullseye.

★ ★ ★

USS Texas, flagship of CinCPacFlt, has been experimenting with Sound Motion Pictures for approximately two years. Arizona was perhaps the second ship in our Navy to install sound pictures, when a hurried installation was made in preparation for President Hoover's West Indies cruise aboard this ship.

Now that the "talkies" are here to stay, and many of the capital ships and shore stations are installing their equipment, we are looking forward to a lot of first class entertainment. We can count on the Navy to get the best.

Next week's programs will be as follows:

24 Aug—The Golden Calf—Sue Carol and Jack Mulhall (8 reels).

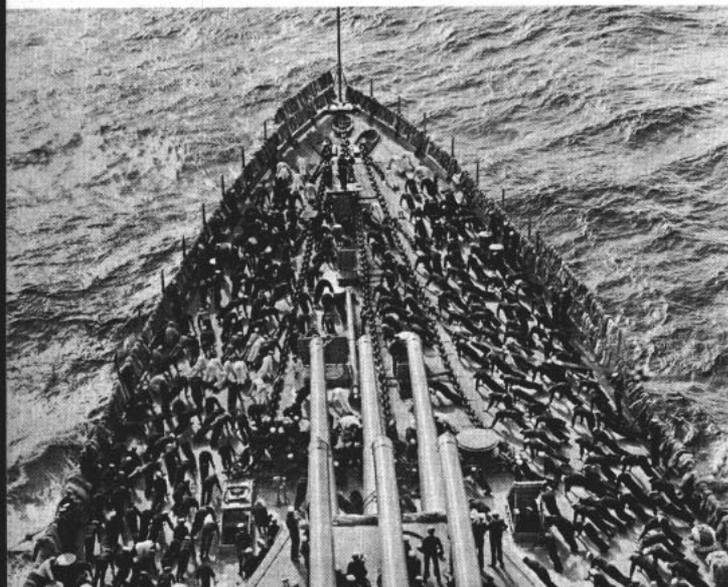
25 Aug—Paramount on Parade—All Star Cast (13 reels).

26 Aug—Tailor Made Man—Wm. Haines and Dorothy Jordan (9 reels).

27 Aug—The Sea God—Richard Arlen and Fay Wray (9 reels).

28 Aug—Those Three French Girls—Fifi Dorsay and Reginald Denny (8 reels).

IN SHAPE—Battleship sailors form unusual pattern on deck of USS California while exercising with push ups.



29 Aug—Men Call It Love—Adolph Menjou and Leila Hyams (8 reels).

30 Aug—The Storm—Lupe Velez (9 reels).

"Mississippi Bulletin"

En route Corinto, Nicaragua, 2 Aug 1930—

Thirty-six officers and 3000 men, who have been sojourning at Coco Solo, boarded Mississippi last Wednesday afternoon—destination, Corinto, Nicaragua.

These officers and men are all linguists, first grade, and can speak Spanish better than English. They may be sailors and officers in the U. S. Navy, but commencing next week they will be on duty in Nicaragua. Each one will take his place in a certain city or farming community during the election to be held in that country.

We have enjoyed having them aboard for three days, and will be sorry to see them disembark today. Good-bye and good luck. We'll be glad to take you back next spring on our way east.

At anchor San Pedro, 20 Sep 1930—

The Scrappy Sixth gained the title of the pea-shootin'-est fools in this man's Navy last Thursday, coming within three points of the Navy record for three-inch AA batteries eight years ago. The final merit for the practice was the best the Home Ship has made in 13 years of three-inch Short Range Battle Practice, and gives the main and secondary batteries something to shoot at.

Preliminary training was conducted by LTJG Jack Frost, who was denied the honor of controlling the firing by reason of his detachment a few weeks ago. He certainly shares in the glory, and has already been notified of the great performance of his old troops. His proteges, ENS Bernet and ENS Waterhouse, brought the batteries up to the mark, and ENS Bauer, the latest addition to the list of head men, got in his licks and was a valuable assistant in the control group.

★ ★ ★

At 2100 Thursday the annual Full Power trials were started, and the entire engineer's force was on its mettle. The trials once started must be completed or a tremendous penalty be taken. Progressive penalties up to 20.00 would be suffered. Thus if the trials would have been stopped early because of any derangement, the present year's score of 105.187 would have become a merit of 85.187, which would stand the ship wooden in competition.

Only three minutes after the Full Power Run was begun No. Two thrust shoe of No. One shaft wiped. In spite of feeding oil by hand, three more of a total of seven wiped. Hoses to the oil tanks were immediately rigged, and three men took watches for the remaining nine hours spraying the thrust bearing. Who said there were no thrills in engineering.

We congratulate the engineers on their excellent performance. There were no penalties. And, in congratulating, we bear in mind all those on whose stations there were no emergencies or thrills. Too often, smooth operation receives no thanks. May the good work go on.

This was the Navy 30-odd years ago, when the 16-inch gun battleship was king. Those days are gone forever, but the memory—and the esprit de corps—lives on.

YOU'LL FIND PLENTY of salt sprinkled on your food for thought in the books selected for review this month. The subjects range from the battle of Bunker (or Breed's) Hill to implications of the space age. These, as well as many other new titles, may be found in your ship or station library.

Let's consider the think pieces first. **American Strategy for the Nuclear Age**, edited by Walter F. Hahn and John C. Neff, gives the usual frightening picture of Communist strategy versus Free World strategy. There are 34 articles by statesmen, scholars, military experts and international businessmen which, in general, discuss present and future Communist strategy as based upon little known writings of Lenin and Mao Tse-tung. The main dilemmas which face the West are considered, as well as what has and has not been done to meet the many aspects of Communist activity in our present protracted conflict.

The Edge of War by James D. Atkinson takes a little more optimistic view of our struggle with Russia. Atkinson discusses the Russian theory of warfare—its objectives, methods, use of non-military means, and how all this affects the nations Russia has selected for her victims. However, by delving into past history and paying particular attention to the recent U. S. success in blocking Communist infiltration into Iran and Guatemala, he shows that the United States has the flexibility and intelligence to beat its opponent at its own game without resorting to outright war. As President of the American Military Institute, the author should know what he's talking about.

Hitler Confronts England, by RADM Walter Ansel, USN (Ret.) is another piece of solid, scholarly work. Here, the author discusses the problem which has intrigued many individuals ever since 1940. It is his opinion that the answer may be found in the mentality and personality of Hitler. His data is drawn not only from the German records but from the recollections and memoranda of many of the participants, whom the author has interviewed and with whom he has corre-

sponded. As a professional, he also exposes grave deficiencies in the German command structure of World War II.

Considerably lighter in tone, **The Proudest Day**, by Charles G. Muller, also deals with a historical event of considerable importance. The protagonist here is not the head of a state but LT Thomas Macdonough, the victor in the battle of Lake Champlain in the War of 1812. The actual battle was the easiest part for Macdonough. His superiors were jealous and the Vermonters, who were supposed to cooperate with him, preferred to continue with their lucrative smuggling which would be destroyed if Macdonough were to win. Furthermore, before he could engage in a naval battle, he had to build the ships with which to fight.

POINT OF VIEW—Navy photographer captures picture of *USS Intrepid* (CVA 11) while flying over ship.



His first "fleet" of two scows and six sloops was wiped out, but with his second, he fought one of the fiercest naval engagements in history and ended all threats of an invasion by the British by way of Canada.

Tragedy at Honda, by Charles A. Lockwood, VADM, USN (Ret.) and Hans Christian Adamson, Col., USAF (Ret.) is also concerned with U. S. naval history, but on a slightly different level. This is the story of the nine U. S. destroyers which followed their leader through fog onto a rocky California coast in 1923. As the greatest U. S. naval disaster before Pearl Harbor, it is recounted in hour-by-hour detail by a team of skilled authors who have earlier written *Hellcats of the Sea* and *Through Hell and Deep Water*.

Three novels have been selected for comment this month. Each one is a gee-whizzer. Let's consider **The Long Haul**, by D. A. Rayner first. The locale is just a little hairy. A destroyer is given the assignment, in war time, of towing a disabled, unmanned tanker full of high-octane gas for 600 miles. There is an attack by German submarines, then a fire on board the tanker. Yet the destroyer continues, even engaging in combat, but keeping the tanker in tow. The skipper's refusal to abandon his charge makes *Long Haul* quite a story of courage. CDR Rayner has also written several other sea yarns, including *The Enemy Within*, *Valor*, and *The Long Fight*.

Now We Are Enemies, by Thomas J. Fleming, is the Bunker Hill yarn referred to earlier. This is not a standard historical novel of the swashbuckling hero and deep-breathing heroine genre but, instead, a re-enactment through the eyes of its actual participants of the first major engagement of the American Revolution. It does much to break the earlier schoolbook myth, and in doing so, brings the men concerned much more alive and real. The author is following the current trend in historical novels of bringing his characters alive through infinite, careful detail. When well done, as this is, the technique makes for excellent reading.

Where the High Winds Blow, by David Walker, is a novel which centers primarily about the opening up of the Canadian northwest and the career of the industrialist who made it possible. A different western.

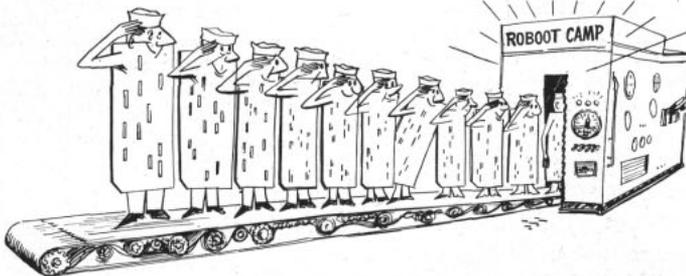
TAFFRAIL TALK

A COUPLE OF PRESS RELEASES almost have us convinced that someday we may find ourselves putting out ALL HANDS in two editions—one in regular form for people-type Navymen, and the other on punched cards or magnetic tape for electronic sailors.

One release is about Project SURIC (for SURface ship Integrated Control) a study designed to reduce the manpower requirements of surface ships by turning many of their control functions over to automation. The other is about the Naval Tactical Data System, a data-processing and communications hookup that can collect information from radar, sonar and such; evaluate an enemy threat; and, after a few millionths of a second, recommend countermoves to the commander of a task force.

Using these items as fuel, we have fired up the rockets of our imagination and sent it roaring off several hundred years into a fantastic future for a glimpse of tomorrow's Navy:

- Perhaps machines can advance to such an extent that a ship could be manned not only by Navymen but by "Navychines."



Cruising the seas like some sort of electronic Flying Dutchman, a ship might be programmed with magnetic tape to sail on and on for years at a time. Unlike men, the machines would not have to go ashore for liberty. Instead, they could just be unplugged every once in a while for rest and rehabilitation.

- To provide a career incentive program for the Navychines, a promotion plan might be established. For instance, a typical "electronic recruit" might enter the Navy as a fuzzy-cheeked young electric razor and come out of boot (or perhaps "robot") camp as an adding machine striker. After that, as it grew older and more experienced, the machine might work its way upward through various grades until it was made an electronic brain with authority to make out evaluation sheets of machines junior to it.

- Once the age of iron ships and electronic men really got going, sea duty would really be at a premium for most ratings—except perhaps for the machine accountants who might be needed to handle mechanical troubles.

- In combat, where the human element is so important, the people-type captain would have the choice of using his own ideas as to the best way to handle a situation, or he might follow the automatic suggestions produced by his ship's electronic brain. In case the captain chose to disregard the machine's advice, and things went wrong, the electronic adviser could probably be programmed beforehand to light up and say, "I told you so."

This welcome little human touch would undoubtedly help keep the captain from feeling so all alone in the electronic world, and remind him that things were not so different in the old days.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us. Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS

The Bureau of Naval Personnel Information Bulletin, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Use of funds for printing of this publication is approved by the Director of the Bureau of the Budget 25 June 1958. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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• **AT RIGHT: THAR SHE BLOWS**—Enlisted aerologists, decked out in cold weather attire, take a reading on an anemometer to report wind conditions while on cruise through frigid waters.





man of  **RESPONSIBILITY**