

LETTERS TO THE EDITOR

Navy Men in CAP

SIR: I am thinking of registering with the Civil Air Patrol (CAP) to further my flying experience. Are there any regulations that would prevent a man on active duty from becoming a member? This is providing, of course, that the meetings and duties of the CAP do not interfere with the duties of a man on active duty in the Navy. — R. A. F., ADC, USN.

• *Military personnel on active duty are welcome to join the Civil Air Patrol, a civilian volunteer association under the management of the U.S. Air Force. They are not allowed to hold strategic positions in the association, however. The Civil Air Patrol has no control over military personnel in the association and they can resign at any time. However, the CAP welcomes the membership of military personnel because of their knowledge and the interest they create.*

Military personnel ordered to duty with the Civil Air Patrol are not allowed to join the association. But there are at present regular military personnel — Army, Navy and Air Force — who are members of the Civil Air Patrol Association on a volunteer basis. — Ed.

Erie and Atlanta

SIR: Could you tell us the date on which an admiral was lost at sea aboard USS Erie (PG 50), stationed in Panama, Canal Zone? — C. S., MMC, USN.

• *Smooth deck logs of USS Erie (PG 50) do not show that an admiral was lost at sea while this vessel was stationed at Panama Canal Zone. However, this vessel was a unit of the Guadalcanal Support Force on 12 and 13 Nov 1942 when Japanese shells ripped the superstructure and bridge of the flagship USS Atlanta (CL 51), killing Admiral Norman Scott, USN, on board that vessel. — Ed.*



USS ERIE (PG 50) — Deck logs show no admiral was lost at sea aboard this gunboat.

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

Minor Alterations of EMs Uniforms

SIR: Supply regulations state that ship service tailors are to perform minor alterations of enlisted men's uniforms free of charge (cost not to exceed \$1.00).

Does this regulation apply to ship service activities employing civilian tailors or seamstresses? — L. M. C., LCDR, USN.

• *Yes. This service is provided by all Navy exchanges regardless of whether or not civilian tailors or seamstresses are employed.*

Minor alterations costing \$1.00 or less to uniforms of enlisted personnel (including Waves), who purchase new uniforms as replacements or replenishments during the course of enlistment, will be performed free of charge by Navy exchanges.

This provision does not, however, cover work performed for new recruits nor reenlistees who reenlist after the expiration of three months from the date of last discharge nor does it apply to ship's stores. Navy exchanges are located within the continental United States and within the 10th, 14th, 15th, and 17th Naval Districts. — Ed.

No Glasses for Retired Personnel

SIR: A person serves 30 years' active service and gets to be in two wars — shouldn't he be able to get a pair of glasses? After being retired, I had my eyes examined at the Philadelphia Naval Hospital and was told that I'd be entitled to an examination but no glasses. This just doesn't seem right — not even a pair of glasses? — W. J. R., CHELE, USN, (Ret.).

• *Active duty is a prerequisite to the issuance of spectacles and since you do not meet that requirement, you are therefore not entitled to receive glasses. BuMed Circ. Ltr. No. 49-63 dated 27 May 1949, which establishes the policy of the Navy Ophthalmic Program, provides: "Personnel of the Navy and Marine Corps, on active duty, will be provided with new spectacles when required, or with lenses and/or frames as replacements for damage or loss in the performance of duty." — Ed.*

Travel Pay on Reenlistment

SIR: My enlistment expired on 5 Apr 1948 while I was on duty in Caracas, Venezuela. On the following day I reenlisted. The place of acceptance for previous enlistment was Adak, Alaska.

Problem: To where do I — or did I — rate transportation money?

I claim that New Orleans would be my port of entry and that transportation is due me from that port to Seattle and on to Adak, overland. — F. P., YNC, USN.

• *In a change in the U.S. Navy Travel Instructions dated October, 1949, all travel between overseas stations is defined as water travel. Travel allowance is payable for land travel only, as you probably know. In your case, LaGuaira, Venezuela, the port for Caracas, is the point at which overland travel would end. Therefore, if you have elected to be paid travel allowance to the place of acceptance for previous enlistment, you are entitled to five cents per mile from Caracas to LaGuaira.*

However, unless you have already made your claim, you can elect to be paid travel allowance to your home of record. In that case, the picture might be different. In any case, you have a right to submit a claim for any amount to which you believe you are entitled — Ed.

Rank and Pay at Retirement

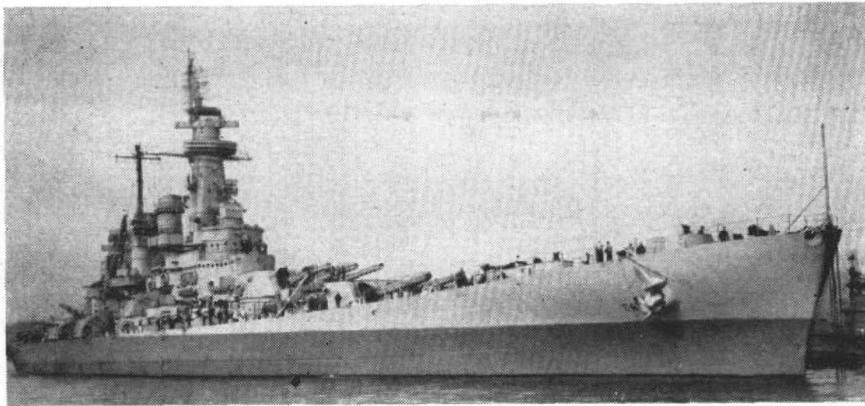
SIR: Paragraph C-10340 (1) states in part . . . "such officer at own request, at the discretion of the President, may be transferred to the retired list with retired pay at the rate of 2½ per cent of the active duty pay with longevity credit of the highest permanent or temporary grade satisfactorily held prior to 30 June 1946 or of the temporary grade in which the officer is serving at time of retirement under authority of Title 3, The Officer Personnel Act of 1947. . . ."

I am a permanent chief electrician, with a temporary commission as lieutenant commander, dated 1 Jan 1949. If I should hold my present temporary rank until I complete 10 years commissioned service will I retire as lieutenant commander, lieutenant (the temporary rank I held 30 June 1946), or chief electrician?

Many of us ex-warrant officers holding temporary higher commissions are very interested. — W. W. H., LCDR, USN.

• *Assuming you were serving in the grade of lieutenant commander at time of retirement you would retire as a lieutenant commander and with retired pay based on the grade of lieutenant commander. — Ed.*

LETTERS TO THE EDITOR (Cont.)



USS WASHINGTON—RADM Wilcox was lost overboard from her early in World War II.

Admiral Lost from Battleship

SIR: In your letters to the editor section (ALL HANDS, June 1950, p. 24) your answer to the letter of C. S., MMC, USN, contains an inaccurate statement. It is true that no admiral was lost at sea from USS Erie (PG 50), but on 12-13 Nov 1942 Erie was not a member of the Guadalcanal Support Force. Another look at her smooth deck logs should show that on those dates Erie was torpedoed, burned and beached off the Island of Curacao, Dutch West Indies, while escorting a convoy from Trinidad to Guantanamo Bay.—F. J. B., Jr., LT, USN.

SIR: No admiral was lost at sea from USS Erie, but Rear Admiral Wilcox, who was Commander Special Service Squadron, with his flag on Erie in Panama in 1938-39, was lost overboard from either USS Washington (BB 56) or USS

North Carolina (BB 55) during the early part of World War II.—A. J. C., HMC, USN.

• Many of ALL HANDS' sharp-eyed readers caught this one, and minced no words in telling us about it. A revised report from the smooth deck logs section confirms what many readers already knew: that Erie was operating in the Caribbean on 12-13 Nov 1942. The admiral referred to in the original letter apparently was Rear Admiral John W. Wilcox, Jr., USN, serving as Commander Battleships, Atlantic Fleet. He was swept overboard during heavy weather from USS Washington in the Atlantic on 27 Mar 1942, under normal cruise conditions.—ED.

Training Stewardsmen

SIR: What is the program for the training of stewards in the Navy insofar as their new status is concerned? Some of us have low GCT marks and wonder if we will be given the benefit of a training program that would enable us to alter our status and thereby qualify for a higher rate or different rating.—E. & E., TA USN, and 15 other personnel.

• As far as your present rate or rating is involved, you have the same opportunities as any other rate or rating desiring a change. Bureau of Naval Personnel Circ. Ltr. 12-50, enclosure F (NDB, 31 Jan 1950), indicates the requirements to be met. A change in rating is based primarily on (1) needs of the service, (2) individual's training and experience with rate or rating requested, (3) commanding officer's recommendation.

The Naval School for Stewards, Class "A", is located at the Naval Supply Depot, Bayonne, New Jersey. Length of the course is 12 weeks and eligible personnel are TAs, TNs, and SD3s. Applicants should have a GCT score of 40 or above and be able to write legibly.

Requests for this school should be addressed via the chain of command to the Chief of Naval Personnel.—ED.

Desires Out-Service Training

SIR: (1) Is it possible for a member of the Hospital Corps to take a graduate course under the auspices of BuMed in a civilian institution with the idea of obtaining a bachelor of science in medicine?

(2) Is it possible for him to take advanced courses in a civilian institution in either chemistry or pharmacy while in the Navy?

(3) Is there any arrangement of years of obligated service that might be made that would enable a man to take advanced study?—J. S. B., HMC, USN.

• (1) No. The program under which the Navy supplied the funds for personnel to complete their college training has been ended.

(2) In certain cases, BuMed does provide for out-service training in a civilian institution after working hours provided the institution is near the man's duty station and provided the additional studies do not interfere with his Navy work. Request submitted to BuMed for such training must include letter of acceptance from the teaching institution, complete with cost of tuition and books needed for the course, and dates covered by the course.

(3) No. Such a system is not now available.

No doubt, Chief, you already know about the nine-month course in pharmacy and the one-year course in chemistry given by the Navy itself to qualified personnel.

In addition to this in-service training, a number of hospital corpsmen have acquired a Bachelor of Science degree in pharmacy by attending night school. Often this requires many years of effort and study due partly to the fact that a sailor isn't always ashore.—ED.

POs at Class A Schools

SIR: I would appreciate any information you could give me on a rated storekeeper going to a Class A school.

We are informed at this station that a rated man cannot go to a Class A school, and that these schools are for non-rated men only. But we are getting seamen in every day from the school in Bayonne, N. J., who tell us that rated men were in their classes. I believe that it would be to the Navy's benefit and my own to go to this school.—T. W. J., SK3, USN.

• Class A schools are designed to cover the technical qualifications for PO3 and PO2. Therefore, seaman apprentices, seamen, and petty officers third class are eligible, as far as rate is concerned, to be enrolled. (See Art. D-2301 (1) (b), BuPers Manual.)

Submit an official request to the chief of Naval Personnel, via the chain of command.—ED.

Fleet Reserve Physicals

SIR: I have over 21 years' service and intend to go into the Fleet Reserve in the near future. What I want to know is:

(1) How often will I have to take a physical?

(2) If I fail to pass a physical, will I lose my retainer pay and what will be the result?

I don't know how many people I asked this question and never seem to get the same answer twice.—T. S. K., CTC, USN.

• (1) All enlisted personnel in the Fleet Reserve who have been transferred from the Regular Navy after 16 or more years of service therein, are examined physically at least once during each four year period. (See Art. H-9604, BuPers Manual)

(2) If the Fleet Reservist is found physically unfit for recall to active service, he is placed on the retired list on the first of the month following, with the same pay that he was receiving as retainer pay.—ED.