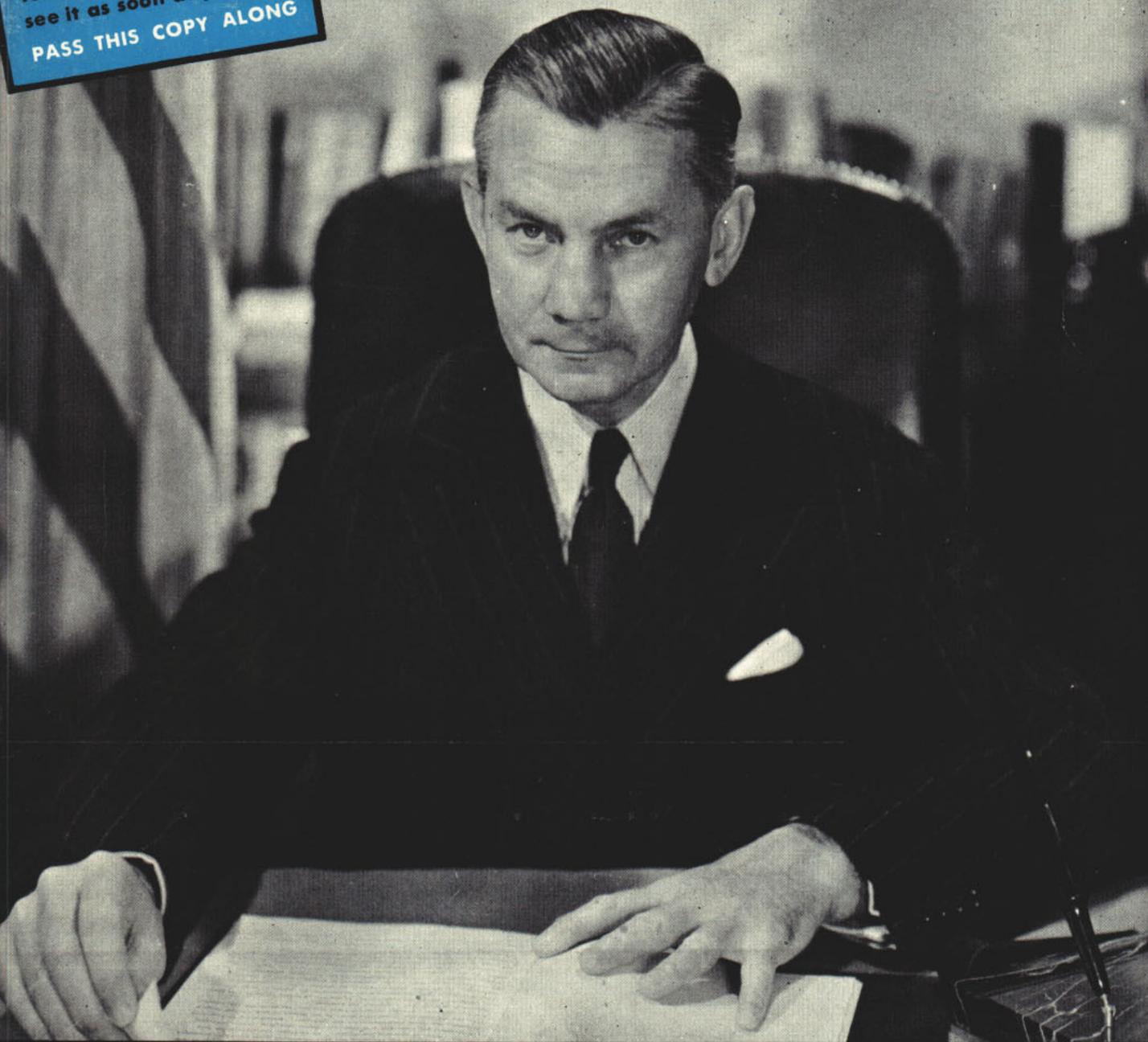


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-O

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



AUGUST 1947

NET WORK



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1947

NAVPERS-O

NUMBER 366

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TABLE OF CONTENTS

	Page
Navy's Guardian Angels.....	2
Old World Cruise.....	6
Truk Today.....	9
Legislative Roundup.....	10
Officer Promotion System.....	12
Ships and Men.....	14
Electronic Warfare.....	16
Our Underwater Sailors.....	20
Dunking Drill.....	23
Victory to Alert Navy.....	24
Letters to the Editor.....	28
Today's Navy.....	32
All-Navy Sports Roundup.....	37
Bulletin Board:	
Family Allowance Clarified.....	38
Shorter Enlistments Set.....	39
Early Discharges for Reenlistment.....	40
Changes in Uniform Regs.....	40
Physical Program Stressed.....	43
Inventory Control.....	44
Alnavs, NavActs in Brief.....	48
Ship-Shore Telephone.....	49
The Word.....	50
Books: A Variety of Reading.....	52
Decorations and Citations.....	54
Fantail Forum.....	64

● FRONT COVER: As this August issue of ALL HANDS went to press SecNav James Forrestal was named the first Secretary of Defense under the armed forces unification measure. The September issue of ALL HANDS will contain complete details describing how the merger will affect the Navy and its personnel.

● AT LEFT: Here's a stern view of a net layer as it hauls the net along in its wake. The upper part of the net resembles a long line of bowling balls.

CREDITS: All photographs in ALL HANDS are official U.S. Navy photographs unless otherwise designated. Pages 2-5, J. F. Duthie, CSM, USN; pages 32-33, upper left and lower left, Press Association.



NAVY'S GUARDIAN ANGELS

THE LITTLE seaman was just a kid of 17, and he was scared stiff.

He was scared because he had missed his train and was over leave. He'd never been in trouble before.

Most of all, he was scared of the SP who sat behind the desk at shore patrol headquarters.

He hadn't been in the Navy long, but his older shipmates already had got around to giving him the "straight dope" on the SPs.

"All they want to do is to get you into trouble," they had told him. "They'll throw you in the brig and toss the key away. Picking up guys is the only way they can keep their jobs."

The seaman had misgivings when he entered shore patrol headquarters, but he didn't know what else to do. He was due for a pleasant surprise.

He didn't land in the brig at all. The SP simply asked him what his trouble was. When he heard the seaman's story, he asked to see his

railroad ticket. He then told the seaman to send a telegram to his commanding officer, explaining that he had been delayed. This, the SP said, would keep him out of more serious trouble at the other end.

Finally, satisfied that the youngster was making an honest effort to get back to his ship, the SP gave him the necessary information about train schedules and sent him on his way.

The seaman had learned lesson number one about the shore patrol: If you're trying to do the right thing, they'll help you all they can. They'll try to keep you out of trouble. If you're already in trouble, they'll try to keep you from getting in deeper.

This drama of everyday life in the Navy is representative of situations happening regularly today as sailors learn the true value of the shore patrol and seek out the SP's help—instead of dodging him.

The shore patrol should be more than a police force which seeks to

maintain good order and discipline. It has a job which should be done with tact and understanding, and with an appreciation of the problems and point of view of sailors and civilians alike.

The SP is an ambassador of the Navy to the public. He must contribute to a favorable attitude toward the Navy in the streets and public gathering places of the nation.

Today the SP's job has one very difficult aspect. The specialists are gone. The SP now is "the same as the rest of us." He is dealing with his own shipmates. As one SP puts it:

"In the shore patrol we handle our own shipmates, not civilians. We have to take a lot of guff, and it requires patience. We're trying to keep our fellow sailors out of trouble. Half the time the sailors who talk back to us don't mean what they say."

Sailors are more responsive to advice and discipline from Navy men than from civilian police officers. A group of coolheaded men in uniform can assist civil authorities (and their shipmates at the same time) by:

- Giving much-needed advice to servicemen and their families.
- Investigating "racket" conditions and recommending "clean-up" preventive measures.
- Being ready for calm, efficient police action if a serious occasion demands.

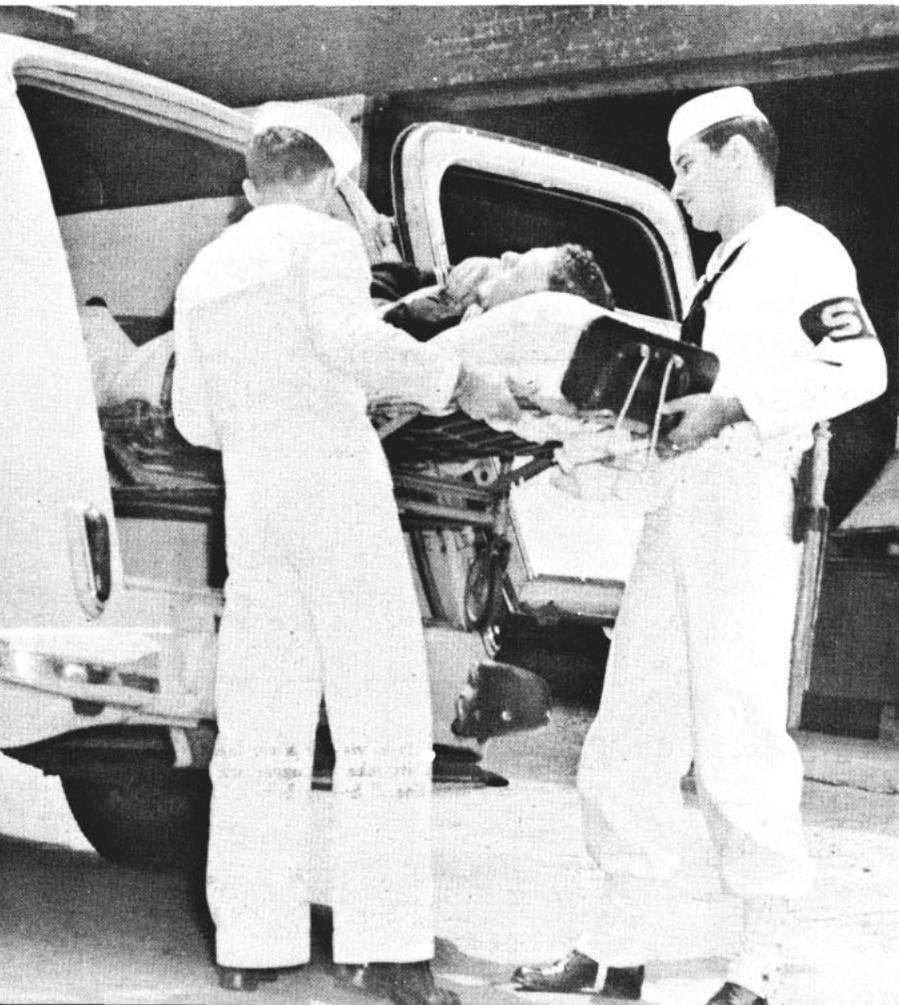
The average sailor sometimes fails to grasp the reason behind an SP's steering naval personnel away from cheap dives. The sailor considers this a violation of his rights and thinks the SP is a guy who is "trying to keep me from having fun."

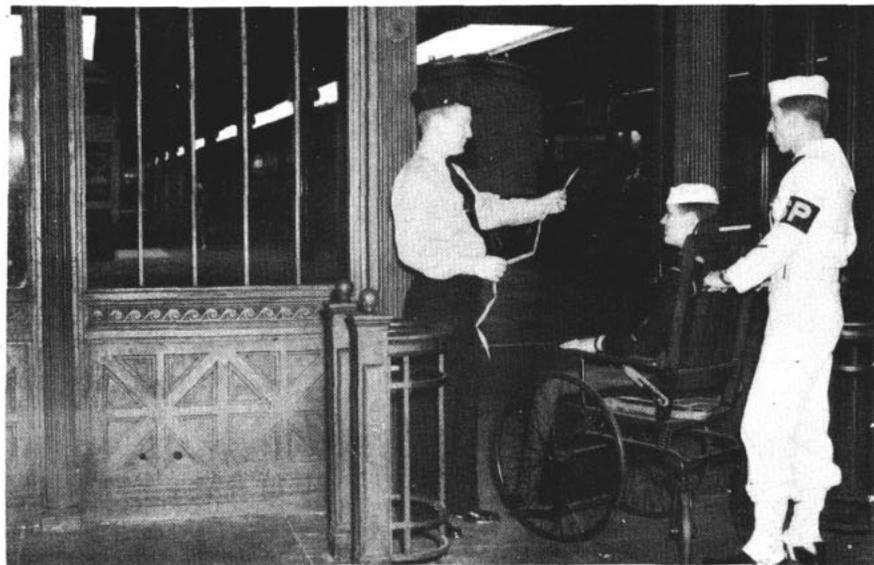
The exact opposite is the case. In carrying out his work, the SP should protect the sailor. He knows that men on liberty are "easy pickings" for the racketeers in the entertainment field, and that a sailor in a cheap dive can be "rolled" easily. On occasions, the SPs have taken in protesting sailors who carried large rolls of bills on their persons. These men changed their minds the next morning when they awoke to discover that they still had their money intact—thanks to the shore patrol.

Their work is attested by the words of one SP officer:

"The men of the shore patrol find comfort and satisfaction in a knowledge that, unsung and unhonored, they participate in saving countless thousands of man hours by guarding men from disease and injury ashore, countless thousands of morning-after repentants from having more to repent, and many thousands of sailors' dollars from the pilfering hands of

HELPING HAND of Navy Shore Patrol is demonstrated in photograph below, where patrolman assists hospital corpsman at scene of simulated accident.





NAVY TRAVELERS get information and help from patrolmen stationed at railway stations. It's all part of the SP's job.

unscrupulous entertainers of the evening."

The old concept of a sailor—a member of a rough-house gang—is being dispelled forever today by the shore patrol and the sailors themselves. It has been estimated that 20 per cent of the trouble is caused by a fringe of sailors composing only five per cent of the Navy's manpower. By keeping this small group out of trouble, and seeing that others do not follow their example, the shore patrol is helping civilians to see that the Navy is a cross-section of the best youth the nation can offer.

The shore patrol was readied for its present task of public relations during World War II, when areas which never had seen sailors—except those on leave—were faced with the influx of large numbers of naval personnel. Relations between the Navy and the civilian populace might well have been strained to the breaking point, were it not for the efficient operation of the shore patrol, acting as a buffer.

Typical of these sections of the U.S. was a midwestern area, where naval activities brought in 35,000 sailors. Here was a real problem. To meet it, a shore patrol organization was established in the "big liberty town," with 20 SPs—a number which had to be increased rapidly to meet the rise in naval activity.

The shore patrol's area of responsibility embraced all cities and towns within a 50-mile radius of the center of naval activity which comprised a huge NATTC base and a V-12 unit.

The shore patrol in this area worked closely with the police department, sheriff's office and highway patrol. It was a model of shore patrol organization. Fewer men were reported for infractions of Navy Regu-

lations than in any other comparable area.

There we strike a keynote of shore patrol work—absence of reports. Contrary to popular belief, scarcity of reports against naval personnel is the indication of a good shore patrol organization. A weekend unmarred by any unfavorable report reflects an efficient job on the part of the SPs. The primary function of the shore patrol is to enforce Navy Regulations and Uniform Regulations, and to avert or put down any disturbance. The emphasis is on the word, "avert," stopping trouble before it starts, getting the potential troublemakers off the streets.

In the midwestern area described, the SPs were called upon frequently to perform tasks outside their usual line.

A serious interurban train crash, in which five persons were killed and 40 injured, brought the SPs to the scene. They transported Navy doctors and carried the injured to hospitals. Later, they made a complete investigation of the accident.

As in other naval activities, the war saw an unprecedented increase in shore patrol functions and in the numbers of men employed in this work. Administration was provided by establishing a Shore Patrol Section of the Corrective Services Divi-



INSPECTIONS, frequent and exacting, keep the SPs looking sharp for their role as ambassadors of the Navy. As such, they get close scrutiny of public.



TROUBLE can be stopped before it starts by means of roving patrol unit in car equipped with two-way radio. Anticipating trouble is important function.

sion, BuPers, in September 1944. This section coordinated matters relating to shore patrol activities, developed necessary regulations for governing the shore patrol and prepared a manual of operating instructions.

Under the shore patrol program, the duties of the patrols are to:

- Maintain order and suppress unseemly conduct by naval personnel.
- Prevent trouble where possible before arrest becomes necessary.

- Maintain liaison with civil authorities and with ship organizations, and assist and direct naval personnel in liberty status, as might be necessary to protect the Navy's interests and the interests of naval personnel.

Leaders in the field recognize that the most efficient shore patrol is a permanent organization in each naval district, consisting of sufficient numbers that augmenting it with men from forces afloat and from various district activities would not overbalance the number of trained, permanent SPs. World War II emphasized the need for such an organization in peacetime.

However, the Navy's basic organization and mission, together with a cutback in personnel allowances caused by budget limitations, precluded forming such a force.

Although hampered by personnel allowances, the work of the shore patrol in peacetime has not faltered. Nucleus personnel in the naval districts effect the necessary liaison with civil law enforcement agencies, maintain records and provide supervision for SPs landed from units afloat or temporary duty men from land-based activities. With the actual functions and administration coordinated by the district commandant, the Bureau's Shore Patrol Section now operates

as an advisory agency, charged with technical administration.

Many of the enlisted men of the present-day shore patrol were among hundreds who were trained at the Military Police School, Fort Sam Houston, Tex. Officers were trained there also, and at the Shore Patrol School which operated for nearly a year in the Potomac River Naval Command, Washington, D. C.

Training at the MP school included arrest procedures and techniques, judo, first aid, combat, criminal investigation, report writing, and military and naval law as it pertains to shore patrol work. That given at the school in Washington was along the same lines, but with emphasis on administration.

An example of a well-organized shore patrol group is in operation at one East Coast Command. Although it may not typify all activities throughout the U.S., it represents the type of semi-permanent organization for which all are striving.

Organized under a district shore patrol officer (who is a member of headquarters staff), the activity maintains a 24-hour watch with a nucleus augmented by temporary duty personnel. These inexperienced men are paired off with the old hands. In this way, indoctrination in shore patrol work is accomplished easily.

The group boasts a criminal investigation unit which already has proved itself to be of great value through successful investigations of burglaries at nearby naval activities. This unit also screens all reports before they are submitted to the shore patrol officer for signature. The activity has a clean, well-ventilated, well-lighted lockup, patrol cars and a radio system.

The big difference between the SP of yesterday and today's patrolman lies in the nucleus of trained men on duty in the naval districts. These men were schooled in proper techniques and in actual work under war-time conditions, when the need for efficient SPs reached a peak.

Under the present system, the nucleus of trained men in the districts should take in hand the men assigned temporarily, give them the necessary pointers in handling men, and pair off with them on patrol.

Also a greater effort should be made to choose the right type of sailor for the duty. He might be defined as a husky, quiet-spoken man who will not be conspicuous in public, and who has a helpful attitude. In addition, he should be a walking information bureau, ready to dispense information on where to find recreation or housing, where to report for duty and what to do in many other situations.

His other routine functions should include directing traffic and investigating and reporting on traffic accidents which involve naval personnel, handling crowds at special events and drafts of men enroute to new commands. He should know first aid and how to defend himself, although his policy must be never to strike back unless it is absolutely necessary.

The work of the shore patrol is carried out today by three types of patrol groups: Permanent Shore Patrol, Ship Shore Patrol and Temporary Shore Patrol. The permanence of duty of men of the first group is determined by existing conditions and the orders of the district commandant or commanding officer.

The Ship Shore Patrol is a force of POs and officers landed by the CinC when liberty is granted to any considerable number of men, to maintain order and suppress any unseemly con-

ACCIDENTS which involve naval personnel get quick attention of SPs, who



duct on the part of any member of the party. Normally, it lands before the liberty party and is withdrawn after liberty expires.

The Temporary Shore Patrol is a force of POs assigned by a commandant or commanding officer to augment the regular shore patrol in meeting the needs of special or emergency conditions. Its duration of duty is determined by existing conditions and the orders of the commandant or commanding officer.

Where a semi-permanent patrol is established ashore (as in the naval districts), the ship shore patrol officer contacts the patrol officer ashore to determine what—if any—augmenting patrol from the ship will be needed. When several ships from a fleet are in port, administration by either the ship patrol officer or the regular patrol officer is a matter for decision between the senior officer present afloat and the commandant or senior officer present ashore. Jurisdiction is left to the regular shore patrol in most cases.

Within the continental limits of the U.S., the district commandant coordinates all shore patrol activities in his district. When he considers it necessary, he requests officers and POs from activities in the district to augment the semi-permanent group.

A glance at the Shore Patrol Manual reveals the unusually high standards of performance demanded from men assigned to this important work.

SPs are directed to be constantly alert that they may be of service to naval personnel in supplying:

- Information about train and bus schedules.
- Assistance in checking or locating baggage.
- Assistance, when required, to personnel in AOL status due to missing connections.

first give necessary assistance and then to conduct a complete investigation.



SLEUTH in uniform, this CPO examining a gun typifies one of the shore patrol's wartime functions. SPs also investigated burglaries at naval activities.

- Information on lodging accommodations.
- Assistance in recovering lost or stolen property.
- Information on curfew, out of bounds and uniform regulations.
- General assistance to any naval personnel in trouble.

Members of the shore patrol are directed to be particularly observant of disabled members of the armed forces on trains, in stations and in towns, and to render every possible assistance without causing embarrassment to these men. Listed as of particular importance is assistance in handling their luggage and helping them to avoid crowds.

An example of fine work done in this respect was given in a letter to SecNav James Forrestal from a grateful serviceman. He said:

"I am an amputee. When I was in New York, two SPs helped me when my artificial leg came apart. They helped me in every way—even put the artificial leg together so I could go about my way again."

"This took place in the Penn Station in New York City. One fellow was about 5'8" and his buddy was a little on the stout side with a black mark on the base of his neck. I didn't get their names. I haven't come across men like that who wanted to do everything for you. Maybe the commanding officer should know about this."

"Anyway, I hope they know that I appreciated everything they did. Thanks especially to the 'about 5'8" fellow. More power to the SPs."

The manual also points out that SPs must be mindful always that liberty parties ashore are on liberty in the fullest sense of the word. Any demands upon liberty time or on the time of a sailor ashore which might

be necessary in the performance of an SP's duties is expected to be made courteously and promptly, the manual informs the patrolmen. The SP must use care so as not to provoke arguments which may lead to subsequent trouble.

The Navy wants a man on liberty to enjoy himself, to have as much fun as he can. And it does not intend to interfere with his fun—as long as the man conducts himself properly.

Anticipating trouble is of great importance to leaders in the shore patrol field. If sailors become involved in situations which will obviously result in trouble, they expect the patrolmen to take the action indicated by the situation—before arrest is necessary.

When arrests are necessary, the SP is expected to make them quickly, impersonally and quietly, removing the offender at once to a spot away from public attention.

Arrest of sailors for minor violations of regulations is discouraged. In cases where warning will suffice, the offender is given a warning order. In this connection, it is against policy to give a warning in the form of a reprimand.

A tribute was given the shore patrol by the publisher of a daily newspaper in one of America's leading "liberty towns." He said:

"The shore patrolmen are serious-minded young men who know their business and are doing it. They are tactful in their dealings. They swagger a little bit, and I think they should. They are neat, orderly and salty in appearance. I get a little warm glow whenever I pass one of them. The Navy should be proud of the shore patrol, and the patrolmen should be proud of themselves."

OLD WORLD



FULL DRESSED Dayton (above), one of ships reviewed by Turkey's president. At Gibraltar (below) a 21-gun salute by Dayton and Fargo is seen from Leyte.

YOU CAN still see the world in this Navy today. Consider the tour reported by USS *Dayton* (CL 105), in which, in four months, she pretty well covered the tracklines of both Ulysses and C. Columbus.

Passport at the gaff and Baedeker on the chart table, the *Dayton* sailed from Norfolk in February, maneuvered 26 days in mid-Atlantic with other ships of the Second Task Fleet in spring training, and was ordered to join the 12th Fleet and proceed to the Mediterranean.

The first liberty call was Gibraltar, where U. S. sailors seized the chance for one of the most scenic views in the world. They toiled up the road that gashes the Rock, about one-third of the way to the top (military restrictions prevent a higher climb).

There the gray stone slopes tumble down under green spring growth and level off at the town of Gibraltar. A flat, narrow strip of land curves to the mainland, widens to a broad expanse of plain and rises steeply into the hazy, purple mountains of Andalusia. South 14 miles across the Straits loom the crags of the Atlas mountains on another continent.

Three days of steaming took the *Dayton* to the Bay of Naples, where she docked in the shadow of Mount Vesuvius. The city of Naples rises on a slope from the bay, which is



CRUISE

fringed by a wide sand beach backed up by a green wall of hills. The fabled Isle of Capri is set like a stone in a ring, mid-way between the two arms of land that half-encircle the bay. Ample time was allowed for shore liberty in the Italian port before the *Dayton* shoved off again, this time bound for Trieste in the northern Adriatic.

Trieste is ideally situated for the tourist, affording a take-off point for travel into Europe. A few hours north by train are the ski slopes of the Italian Alps; a few hours southwest by train is Venice, "Queen of the Adriatic."

Dayton sailors tried the above-mentioned ski slopes, with the more or less inevitable result that sick call on the ensuing outward trip consisted mostly of treatment of sprained ankles and wrists. The ship pulled out of Trieste to the honors of a kilt-clad band of the Second Cameron Queen's Own drawn up on the dock.

There followed a 10-day stopover at Naples, during which many took the opportunity to ride up to Rome on 72s, and then the *Dayton* pushed eastward toward the centers of ancient civilization.

First stop was Suda Bay, Crete, where the best liberty consisted of beach parties, hiking, and swimming over the side in the warm Mediterranean water (warm, despite snow-capped mountains hanging over the bay).

Up through the Dardanelles and across the Sea of Marmara to Istanbul the *Dayton* went next. Ferry boats on the Bosphorus listed to a dangerous angle as local commuters crowded the rails to cheer the *Dayton* and answer her saluting guns. Turkey's red and yellow colors were broken, and the *Dayton's* crew snapped to attention as the band of the Turkish battle cruiser *Yavuz* struck up the U. S. National Anthem. The citizens of Istanbul turned out in force to welcome the visiting American ship.

Istanbul is one of the most cosmopolitan cities in the world, a crossroad of the East and the West old in history. Liberty there is good, as the *Dayton's* men found out. The local population seemed genuinely interested in showing their city to the visitors. Photographers found a pot-pourri of the world's civilizations at which to aim their lenses.

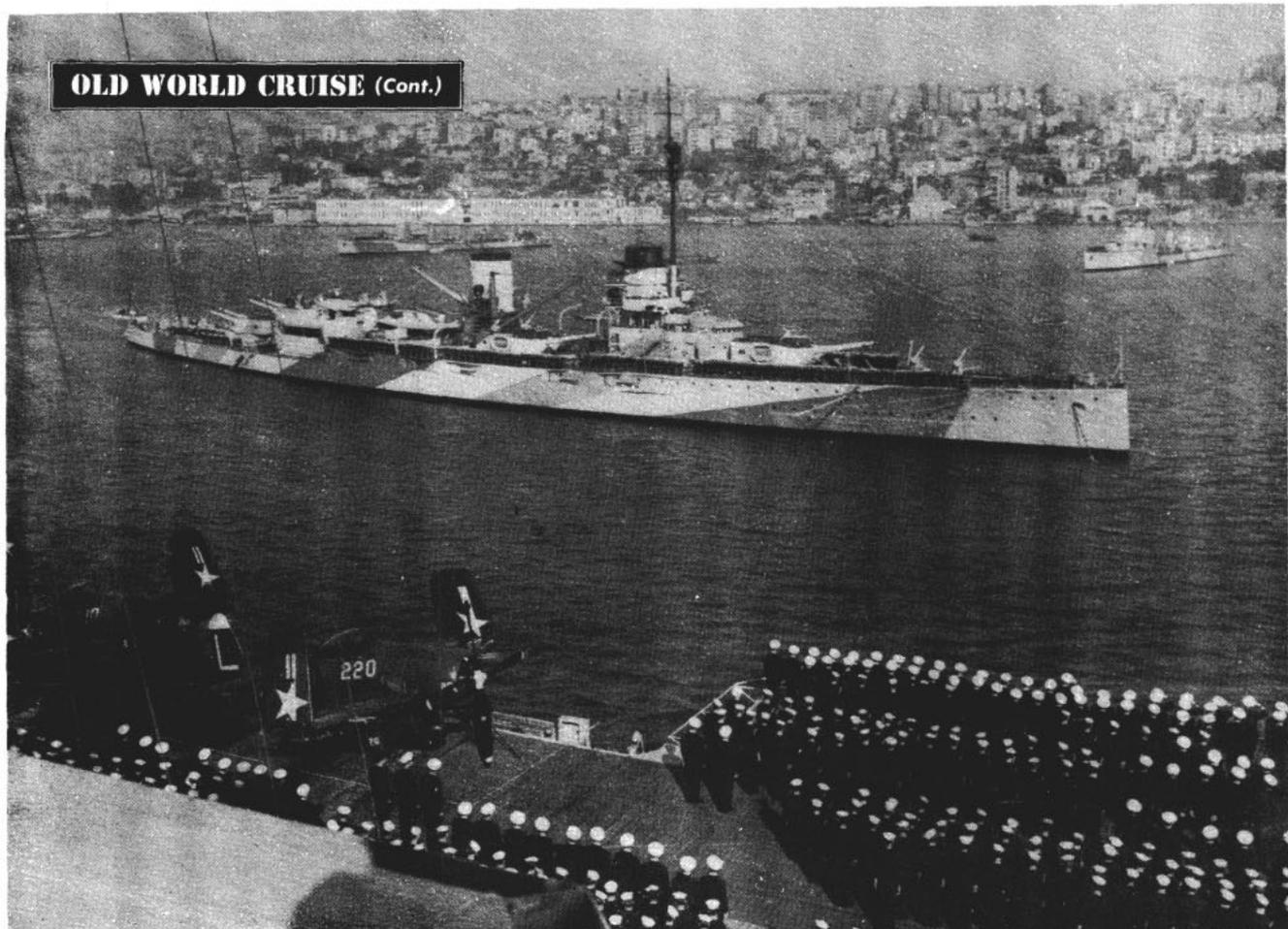
A liberty stop was made at Alexandria before the *Dayton* left the eastern Mediterranean, and crew members had a chance to get up to Cairo, a modern city contrasting strangely with the antiquity of its surroundings and its culture. Some salts found out.



BLUEJACKETS find good liberty in Egypt. They look over some jewelry (above) in one of the shops and ride camels (below) to pyramids and Sphinx



OLD WORLD CRUISE (Cont.)



CREWS snap to attention as Turkish band plays U. S. national anthem. Three Turkish destroyers are in background.

too, that you can get as seasick on a camel as you can on a cruiser.

The return trip found the *Dayton* stopping at Trieste and Gibraltar before heading once again into the Atlantic, where she pointed her nose westward—next liberty: New York.

Sergeant Shoots New Pistol Record

A new pistol record has been hung up for the Marine Corps to shoot at, and it's a mighty small target. The previous record had stood for 10 years!

Walter Lee Devine, Marine technical sergeant, fired 556 of a possible 600 to win the Eastern Division pistol shoot at Quantico. The previous record was 555, set in 1937 by Capt. Harry W. Reeves, USMCR, firing in the Marine Corps Competitions at Quantico.

MarCorps pistol competitions are fired twice over the National Match Course, for record. Possible score for each firing of the course is 300, or 600 for the dual firing.

Bikini Revisited

Bikini Atoll is being revisited this summer by a task group of naval and civilian scientific personnel, to study the long-range effects of an atomic bomb explosion on a harbor area.

Scientific work carried out during Operation CROSSROADS was so intensive that, as a result, more is known about the oceanography, geology and biology of Bikini than about any other harbor in the world. The groundwork was laid then for continuing studies in the only harbor area in the world ever subjected to atomic attack.

Some 40 scientists and technicians will go along, representing the Atomic Energy Commission, the U.S. Geological Survey, the Fish and Wildlife Service, the Smithsonian Institution, the Army and the Navy, and other scientific and educational institutions.

The scientists will bring back extensive collections of biological and geological specimens, send divers down to investigate sunken ships, employ a hard-rock crew to drill for core samples of the sub-strata, and make radiological studies of the water, land area and various organisms.

Conditions existing a year ago prevented complete examination of sunken ships and recovery of all special instruments. BuShips has arranged for deep diving operations during this summer's expedition to supplement information obtained during CROSSROADS.

Ships assigned to the task group include USS *Chilton* (APA 38), USS *Coucal* (ASR 8) and a landing craft.

Eight Jap Ships to U. S.

Thirty-two former Jap warships are enroute from Sasebo, Kyushu, for delivery to the U.S., Great Britain, Russia and China.

The ships are mainly escort vessels and destroyers, averaging 1,000 tons. Each of the four powers will receive eight ships.

MarCorps Leaves China

The MarCorps has completed its postwar job in China.

Marines sailed for the U.S. from Tangku harbor, leaving behind only a few men in North China for duty with U.S. naval activities connected with training Chinese navy personnel.

TRUK TODAY

TRUK, two years after the end of the Pacific war, is the subject of the following remarks in a letter by a Navy man to a friend. The letter's interest is heightened by the fact that—for many years before the war—Truk was an enigma to the outside world, cut off by Japanese restrictions as to visitors.

More recently, expeditions to Truk and the other atolls of Micronesia have been arranged by cooperation among the Navy and various government agencies and universities, to study that section of the world so long in quarantine (see *ALL HANDS*, July 1947, p. 47).

This Navy observer begins with comment on the atoll's climate:

"Like most places, opinions vary. Some think the climate is pretty near perfect; I don't like it. Today is our third day of calm in almost two months! The rest of the time the trade wind has blown between 12 and 30 knots with a consistency I wouldn't have believed possible. Of course, the breeze does relieve the heat—the temperature is in the 80's most of the time.

"Normally, there are two separate layers of clouds, a layer at about 10,000 feet that, when it can be seen, has the usual painted sky effect and can be gorgeous. But most of the time there is a constant procession of low cumulus that hurries by, between one and two thousand feet, which forms as much a part of the immediate surroundings as the water, the trade wind or the nearby islands.

"The same cumulus can be detached puffs of white fluffiness, or can be heavy masses of pouring rain with, usually, a sharp squall. As the squall hits the wind veers quickly to the southeast or south, gradually dying down to normal and working back to the east or northeast as the shower passes. Normally a shower lasts only about 20 minutes, but occasionally we have settled down to a good rainy day of several hours. . . .

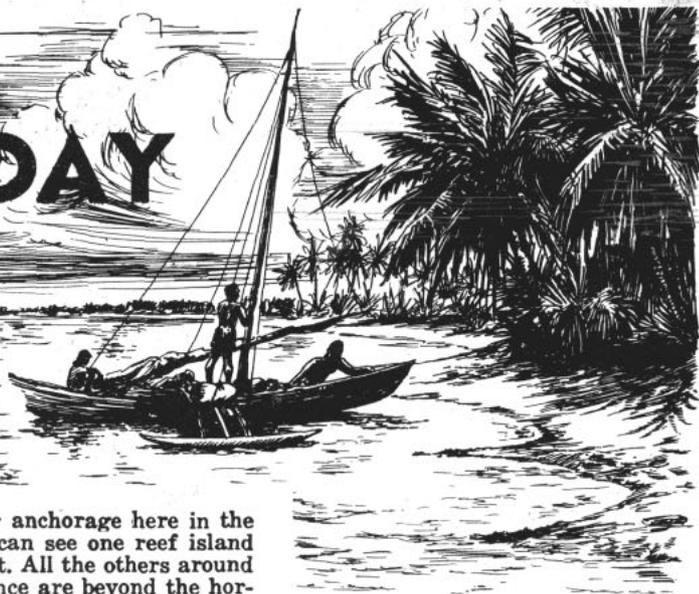
"No amount of intensive study of the charts prepared me for the immensity of Truk. Thirty miles does not sound like much in the way of distance, but it is the diameter of the

atoll. From my anchorage here in the lee of Moen I can see one reef island to the northeast. All the others around the circumference are beyond the horizon. The larger islands are of volcanic origin and are called 'mountains.' The highest is about 1,400 feet, most of the dozen are around 1,000 feet. They are from four to eight miles in diameter and the peaks have steep sides—a very hard climb in this climate.

"The majority of the villages are at or very near the shore lines of the larger islands. The usual box on stilts is the customary house, glass windows being a measure of prosperity. There is practically no furniture in the native homes. An occasional piece inherited from the Japanese is incongruous. For the most, grass mats and a low table or two is all.

"The Japanese are gone, except for the dilution of the Micronesian blood they left behind. . . . There seems to be nothing left at all of the German occupation except a very rare light-headed native and a couple of missionaries left behind, one a woman.

"Apparently until the late 1930s the Japanese here were largely commercial and treated the natives rather well. But when the military moved in, the picture changed and there were beatings and great subservience demanded. In the last part of the war it was accentuated by the lack of food, and the atoll chief says the natives would have been exterminated in another few months. To keep alive



the Japs all but ruined the coconut trees getting the heart of palm, and really did use up all the livestock, including dogs.

"The Japanese imported Okinawans to fish so the present natives have lost the art of all except net fishing on the interior reefs, and don't even know where the fishing grounds are. The Japanese discouraged the native handicraft, so it was almost a forgotten thing when we moved in. The natives were used only for hard labor and it will be some time before they regain much else. They have now become self-sufficient in food, but need more protein (fish, eventually). They almost all wear clothes, the men shorts and shirts, the women cotton dresses. Nearby islands, however, send deputations in occasionally in G-strings and lava lavas. The women do most of the road work and hard labor. . . .

"They seem cheerful and contentedly happy. I doubt if civilization can make them much happier, except by improving their health."



Roundup of Legislation Affecting Naval Personnel

Pay at Academies—Public Law 96 (S. 321): Increases, and otherwise revises, pay of midshipmen and cadets at service academies (see p. 11).

Admission of Fianceses—Public Law 126 (H.R. 3398): Extends the period for admission of alien fiancées of members of the armed forces (see this page).

Mustering Out Pay—Public Law 128 (S. 1218); This act, the Army Enlistment Bill, contains a provision which terminates Army and Navy mustering out pay for persons who enlist on or after the first of the month following enactment.

Warrant Promotion—Public Law 134 (H.R. 1326): Permits counting temporary service as warrant, commissioned warrant or commissioned officer toward six-year service requirement for promotion to CWO.

Naval Plantations—Public Law 149 (H.R. 1358): Amends the act governing the operation of naval plantations.

Supply Duty—Public Law 150 (H.R. 1371): Authorizes SecNav to appoint, for supply duty only, officers of the line of the MarCorps.

Dependents' Transportation—Public Law 151 (H.R. 1376): Permits transportation of dependents and household effects to overseas duty stations, in cases where dependents were prevented from traveling to such stations by reason of the war.

MarCorps Memorial—Public Law 157 (S.J. Res. 113): Authorizes a memorial in Washington, D.C., to MarCorps dead.

Clothing Allowance—Public Law 158 (H.R. 1357): Further amends Sec. 10, Pay Readjustment Act of 1942, to provide for clothing allowance

Conversion of 16 Ships Approved by Committee

A bill to provide authority for conversion of naval vessels into new types has been reported favorably by the House Committee on Armed Services. The bill, H.R. 3315, provides that under an approximately 55-million-dollar program, the following conversions would be made:

Nine Fletcher-class 2100-ton destroyers would be rebuilt as high-speed destroyer escorts. Nine such anti-sub ships were requested in order to develop group anti-sub tactics against the most advanced submarine designs.

Four submarines would be converted under the program, two as underwater troop transports, one as a cargo carrier and one as an Arctic picket boat.

The program includes conversion of two LSDs and a transport for Arctic operations.

Admission of Fianceses to U. S. Deadline 31 Dec

Congress is playing the role of Cupid.

Public Law 126 (80th Congress) extends to midnight on 31 Dec 1947 the period during which alien fiancées or fiancés of members of the armed forces may be admitted into the U.S.

An act approved 29 June 1946 (60 Stat. 339) set 1 July as the deadline for admission.

for enlisted men of the MarCorps and MarCorps Reserve.

Olympic Games—Public Law 159 (H.R. 2276): Authorizes certain expenses for Army and Navy participation in the Olympic Games (see p. 50).

Disability Retirement—Public Law 178 (H.R. 3251): to amend Sec. 8 of Act of 24 July 1941, as amended, to provide physical disability retirement for certain temporary officers who were retired for physical disability while serving in officer rank.

DFC Award—Private Law 35 (S.J. Res. 32, H.J. Res. 92): Awards the Distinguished Flying Cross to Rear Admiral Charles E. Rosendahl, USN (Ret).

National Defense—S. 758, H.R. 23-19: Passed by Senate; House bill in Committee for Expenditures in the Executive Department; to promote national security by providing for a National Security Organization, under a Secretary of National Security, and with departments of the Army, Navy and Air Force.

Terminal Leave—S. 1284, H.R. 3501 Passed House; reported by Senate ASC; to amend and rewrite the Armed Forces Leave Act of 1946 to provide lump-sum payment in lieu of terminal leave (see p. 12).

Terminal Leave—H.R. 4026: Introduced; to extend for 1 year the time which application may be made under the Armed Forces Leave Act of 1946 for settlement and compensation for terminal leave (see p. 12).

Cash Bonds—H.R. 4017: Passed House and Senate; to amend the Armed Forces Leave Act of 1946 to provide that bonds issued under the act shall be redeemable at any time after 1 Sept 1947, and to permit settlement and compensation under the act to be made in cash (see p. 12).

Terminal Leave—H.R. 3910: Introduced; to amend the Armed Forces Leave Act of 1946 so as to extend the benefits thereof to certain officers discharged prior to its enactment.

Income Tax—S.J. Res. 123: Introduced; previously reported in these columns as terminating various war

control legislation, including termination of the \$1,500 income tax exemption for officers of the armed services. This latter provision no longer is included in the bill. Thus, in the absence of other legislation, this exemption will continue until six months after the official termination of the war (see p. 13).

Income Tax—H.R. 4013: Introduced; to amend the Internal Revenue Code so as to terminate income tax exemptions for pay of service personnel, both officers and enlisted, as of 1 Jan 1948, and to require application of withholding tax to pay of service personnel.

Promotion—S. 902, H.R. 3830 (which incorporates provisions of H.R. 2537): Passed House; revision of laws relating to promotion, involuntary retirement and distribution of rank of all officers of the regular Navy and MarCorps (see p. 12).

Physicians, Surgeons—H.R. 3851: Reported by Senate and House ASC; to provide additional inducements to physicians and surgeons to make a career in the military services. This is a substitute bill combining the provisions of H.R. 3254 and 3174.

Permanent Waves—S. 1641, H.R. 4038: Reported by Senate ASC; to authorize the enlistment and appointment of women in the regular Navy

Guided Missiles Center Given High Priority

Weapons development is given a high priority in the Navy public works bill, reported favorably by the House Armed Services Committee (S. 1213, H.R. 3314). The bill includes about 75 projects at a total cost of about 250 million dollars, only part of which is to be appropriated during fiscal 1948.

Development of the Naval Air Missile Test Center at Ft. Mugu, Calif., and an aeronautical turbine laboratory in New Jersey are prominent features of the bill.

Also included in the bill are provisions for construction of aviation facilities at the Naval Academy.

A Navy request for purchase of 518 acres along the shores of Pearl Harbor was rejected by the committee.

Fleet Admiral Chester W. Nimitz, USN, CNO, told the committee of the importance of guided missile development, commenting that a lag in development might mean defeat in another war. (For a story of naval missile development, including the project at Ft. Mugu, see ALL HANDS, April 1947, p. 8).

and Mar-Corps and in the Naval and Mar-Corps Reserve.

P.G. School—S. 229, H.R. 1341: Reported, with amendment, by Senate and House ASC; to permit construction of a post-graduate school at Monterey, Calif.

P.G. Line School—S. 278, H.R. 1379: Passed House, Reported by Senate ASC; to establish a post-graduate school of the line of the Navy.

Navy Public Works—S. 278, H.R. 3314: Reported, with amendments, by House ASC; to authorize SecNav to proceed with the construction of certain public works, and for other purposes (see p. 10).

Academy Aviation—S. 230, H.R. 1364: Included in Navy Public Works Bill; to provide for constructing aviation facilities at the Naval Academy.

Reserve Retirement—H.R. 2744 (joint bill agreed upon by Army and Navy): Reported by House ASC; to provide a modified form of retirement for commissioned and enlisted personnel of Reserve components of armed forces.

Death Gratuity—S. 319, H.R. 1380: Passed House; to delete from gratuity statutes the restrictive phrase, "not result of own misconduct."

Veterans' Subsistence—S. 914, H.R. 3888: Reported by House Veterans Affairs Committee; to provide increased subsistence allowance to veterans pursuing certain courses under the Servicemen's Readjustment Act of 1944.

Reserve Training Pay—H.R. 3227: Hearings before House ASC subcommittee; to provide for inactive duty training pay for the Organized Reserve, to provide uniform standards for inactive duty training pay for all Reserve components, and for other purposes.

Veterans' Review—H.R. 4019: Introduced; to amend the Servicemen's Readjustment Act of 1944 to create a civilian board to review discharges and dismissals from service in the armed forces.

SecNav Powers—S. 1524, H.R. 4032: Introduced; to amend certain provisions of law relating to the naval service so as to authorize the delegation to SecNav of certain discretionary powers vested in the President.

Use of Gifts—S. 1528, H.R. 4034: Introduced; to authorize SecNav to accept and use gifts, devices and bequests for schools, hospitals, libraries, museums, cemeteries and other institutions under the jurisdiction of the Navy Department.

Navy Research—H.R. 4035: Introduced; to facilitate the performance of research and development by, and on behalf of, the Navy Department.

Medical Services Corps—H.R. 3215: Passed House, reported with amendments by Senate ASC; to establish a Medical Service Corps in both the Army and the Navy. This is a substitute bill combining the provisions of two Navy bills, H.R. 1361 (to

Personnel May Voice Opinions Before Congress

SecNav made it plain that naval personnel are permitted to voice professional and personal opinion when testifying before Congressional committees on the proposed "merger" legislation. The legislation was under debate on the floor of the Senate (S. 758) and was before the House Committee on Expenditures in the Executive Departments (H. R. 2319).

SecNav declared in Alnav 139-47 (NDB, 30 June), "I have recently become aware that a feeling of restraint may exist among certain naval personnel in regard to their latitude of expression before committees of Congress on the proposed National Security Act of 1947. This feeling, which is counter to the statutes and to the orderly processes of free expression, may have been engendered by misinterpretation of Articles 94 and 95, U.S. Navy Regulations, which in practical effect do not

limit a naval officer's freedom of expression but require that in addressing Congress, communications are to be channeled through the Secretary of the Navy.

"Without in any way weakening my endorsement of the January 16, 1947 agreement between the War and Navy Departments which was promulgated by Alnav 21, I wish to make clear that every person in the naval service is at liberty to voice his professional and personal opinion when testifying before a committee of Congress on the proposed National Security Act of 1947. To this end, and only with regard to the proposed National Security Act of 1947, those provisions of Articles 94 and 95, U.S. Navy Regulations, which prescribe that communications between officers of the naval service and committees and members of Congress be channeled through or authorized by me, have been waived."

establish commissioned grades in the Hospital Corps of the Navy) and H.R. 1603 (to establish a Medical Associated Sciences Corps in the Navy).

Sale of Stores—S. 1522, H.R. 4037: Introduced; to authorize the sale of naval stores at naval establishments to members of the Navy, MarCorps and Coast Guard, and to other specified or authorized persons.

Officers Benefits—H.R. 3939: Introduced; to provide for granting to certain officers of the Navy, MarCorps and Coast Guard the benefits of promotion for which they were selected during the war and prevented from receiving because of absence in a status of missing, missing in action, interned in a neutral country, captured by the enemy, beleaguered, or besieged.

POW Promotions—H.R. 3582: Introduced; to provide that persons

separated from the armed forces before receiving promotions to which they were entitled upon return from POW or similar status shall be held and considered to have been granted such promotions and the pay and allowances connected therewith.

Captives' Pensions—H.R. 3923: Introduced; to authorize retroactive payment of compensation or pension barred because of capture, internment or isolation by the enemy during World War II.

Captives' Subsistence—H. R. 3809: Introduced; to provide for payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Conversion of Vessels—H.R. 3315: Reported, with amendment, by House ASC; to authorize conversions of certain naval vessels (see p. 10).

Posthumous Promotion—H. J. Res. 96: Passed by House; to authorize the President to issue posthumously to the Late Lt. Gen. Roy Stanley Geiger, USMC, a commission as general, USMC.

Nurses' Retirement—S. 1570, H.R. 4090: Introduced; to equalize retirement benefits among members of the nurse corps of the Army and Navy.

Special Pensions—H. R. 3992: Introduced; to provide special pensions for certain persons awarded medals for extraordinary heroism in combat.

(Legislation previously listed in this column, which has had no change in status, has been omitted; these bills will be listed again as changes occur. The abbreviation ASC stands for Armed Services Committee, which in both the House and Senate is the consolidation of the former Military and Naval Affairs committees.)

Midshipmen Get First Pay Raise in 28 Years

The middies got their raise. Under Public Law 96, 80th Congress, their pay was increased from \$65 to \$78 per month, effective 1 July.

And that, according to Navact 15-47 (NDB, 15 July), makes their pay \$936 per year.

The midshipmen hadn't had a pay raise in 28 years, and the recent 20 per cent increase will just about take care of higher living costs and uniform expenses.

Pay at West Point and the Coast Guard Academy likewise were increased by the law.

PEACETIME PROMOTION PLAN PROPOSED

Legislation providing a postwar system for promotion of officers of the armed services has passed the House and gone to the Senate Committee on Armed Services for consideration. The measure as passed by the House combined the Navy's promotion bill with that of the Army, but under separate titles. The bill proposed by the Navy was reported in detail in ALL HANDS, April 1947, p. 54.

The bill passed by the House contains some amendments of the original Navy proposal.

One amendment places a numerical limit on the numbers of officers of general and flag rank, which may be exceeded only by temporary appointments of officers to two-star rank and below.

Under this amendment, the Navy is limited to 207 permanent rear admirals, of whom 19 may be officers in EDO, AEDO and SDO categories, and 38 may be officers of the staff corps (15 of the Medical Corps, 13 of the Supply Corps, 4 of the Civil Engineer Corps, 4 of the Dental

Corps, 2 of the Chaplain Corps). Of the total of 207, three officers may serve in temporary appointments as admiral and 23 may serve in temporary appointments as vice admiral.

The Marine Corps is limited by the legislation to one officer of four-star rank, two of three-star rank, 10 of two-star rank and 23 of one-star rank. Numerical limits also are imposed on the general officer ranks of the Army and the Air Forces.

Another amendment removes the Navy's authority to retire in the next higher rank officers who may hereafter be commended by the head of an executive department for conduct in action with the enemy. Further clarification of this provision is being sought in the Senate.

Excerpts from testimony before the House Armed Services Committee by the officer representing the Navy Department are as follows:

"The stated purpose of the Navy promotion bill is to regulate the distribution, the promotion and retirement of officers of the regular Navy and Marine Corps, and to provide

MEASURES WOULD CHANGE LEAVE LAWS

Two bills changing the terminal leave law (the Armed Forces Leave Act of 1946) have been passed by the House and are awaiting Senate action, and two others have been introduced.

A bill to provide for cashing of terminal leave bonds after 1 September (H. R. 4017) passed the House by a 386 to 0 vote. It is being considered by the Senate Armed Services Committee. The bill provides the option of cashing the bonds at face value plus accrued interest after 1 September, or holding them until they mature. The bill also provides that terminal leave may be paid in cash or bonds in cases where settlement is applied for after enactment of the bill. The bill extends until 1 Sept 1948 the final date on which individuals may apply for terminal leave settlement. The final date under existing law is 1 Sept 1947.

Also passed unanimously by the House was a bill (H. R. 3501) to eliminate terminal leave and provide, instead, a lump sum payment of base pay plus longevity, excluding allowances, according to the amount of leave on the books at time of an individual's discharge from the armed forces. The measure is being considered by the Senate.

The bill provides that persons who are discharged and who reenlist may accept cash payment for accrued leave, or transfer the leave to their new enlistment. Leave also may be carried over but cash settlement may

not be made when an enlisted person is appointed to commissioned rank, and when a commissioned officer reverts to enlisted status.

The bill excludes cadets and midshipmen from the provisions of the Armed Forces Leave Act. Administrative regulations to this end already are in effect.

The bill repeals a law which permits commissioned personnel to take emergency leave in excess of their accrued leave at half-pay. Under the bill, all personnel may take emergency leave in excess of accrued leave, but receive no pay.

Two other bills were introduced. One (H. R. 4026) would extend for one year the final date on which application can be made for settlement of unused leave, making the final date 1 Sept. 1948. The other (H. R. 3916) would extend the benefits of the Armed Forces Leave Act of 1946 to certain officers discharged prior to its enactment, who did not receive terminal leave.

Another measure affecting naval personnel became Public Law 128, 80th Congress. The law, while not concerned with terminal leave, does affect the amount of cash settlement received by persons discharged from the armed services. This act eliminates mustering out pay for persons entering the service on and after 1 July 1947. Persons who entered the service before that date, and who are otherwise eligible, may still continue to receive MOP upon discharge.

Labels on Container Of Duplicator Fluid

Precautions regarding labeling of duplicator fluid containers remain in effect, regardless of the change in stock numbers of the fluid, Alnav 150-47 (NDB, 15 July) advised.

Duplicator fluid containers, either original or containers to which the fluid has been transferred, must bear two labels, one reading "Poison," the other reading "Inflammable mixture — do not use near fire or flame — do not use internally."

Duplicating fluid stock number was changed in the Catalog of Navy Material, General Stores Section, Bulletin 31, to 51D437. Previously, the fluid was numbered 53F3900.

for the advancement of enlisted personnel to commissioned grades.

"The promotion of all officers above the rank of ensign will continue to be made only upon the recommendation of a selection board. That selection board will select from among the officers of each grade the best fitted officers, and that will be determined by the complete service record of each officer considered.

"The number of officers allowed in each grade of the line and of the Marine Corps is fixed by a percentage distribution among the actual numbers of those officers on active duty.

"The vacancies occurring each year within this percentage determines the number of officers who can be selected for promotion to fill those vacancies.

"Under stabilized conditions, the number of officers who must be considered in order to avoid stagnation and excessive time spent in each of the grades normally exceeds the number of vacancies in the next higher rank.

"It, therefore, becomes the duty of the selection boards, under existing law, to select from among the officers under consideration those whom it considers best qualified for promotion.

"Conditions in each of the staff corps being somewhat different do not permit the same percentage distribution in the various ranks; but in order that staff corps promotions can be kept in step with the line officers for similar lengths of service, each staff corps officer is assigned... a running mate in the line, according to date of rank. A staff corps officer becomes eligible for promotion and selection with his line running mate. Thus, all promotions in the Navy are closely geared together, because they are tied by law to the rate of promotions in the line...

"The promotion of all officers must occur at appropriate ages, to assure vigorous performance in all of the

ranks. There should still be, and must be, adequate, but not excessive, time allowed in each grade for the necessary training and experience. This assurance of a flow of promotion is not provided for under existing permanent law, with the result that during the prewar years, the average officer reached the higher ranks at too old an age."

The legislation as passed by the House provides that officers shall be eligible for consideration by a selection board when they will have completed on 30 June of the fiscal year in which the board meets the following years of service in grade:

	Existing Proposed	
	Law	Bill
Rear Admirals	No selection	4*
Captains	4	3
Commanders	4	5
Lieutenant Commanders	4	4
Lieutenants	4	4
Lieutenants (jg)	3	2

*Under the proposed bill, rear admirals must also have completed 34 years of service to be eligible for consideration.

The legislation as passed by the House provide normal terms of service in grade and total commissioned service (not provided in existing law). The legislation would establish the following years of service in grade and total commissioned service, applicable to officers not restricted in performance of duty, as normal terms of service in various grades:

	Service In Grade	Total Commissioned Service
Captain	5	30
Commander	7	25
Lieutenant		
Commander	6	18
Lieutenant	6	12
Lieutenant (jg)	3	6

The legislation as passed by the House provides that line officers on active duty, exclusive of additional numbers, shall be distributed among the ranks in the following proportions:

	Existing Law	Proposed Bill
Rear Admirals*	1	.75
Captains	4	6
Commanders	8	12
Lieutenant Commanders	15	18
Lieutenants	30	24.75
Lieutenants (jg) and Ensigns	42	38.50

* Existing law provides (for purposes of the above table) 1 per cent in the grade of rear admiral; the proposed bill provides three-quarters of 1 per cent in the grade of rear admiral and above. Existing law provides a numerical limit of 70 on the number of rear admirals serving in peacetime; the proposed bill provides no numerical limit.

For other details, see ALL HANDS, April 1947, p. 54.

CERTAIN WAR POWERS MAY BE ENDED

A joint resolution to terminate certain emergency and war powers was passed by the Senate and sent to the House.

S.J. Res. 123 will, if it becomes law, have this effect: repeal 60 provisions of law immediately; amend 16 provisions to provide for their termination at a fixed date in the future, and provide that in interpretation of 108 separate provisions of law, the effective date of S.J. Res. 123 shall be deemed to be the date of the termination of the war and national emergencies.

The resolution does not include all existing wartime and emergency legislation. Those not included in the resolution will remain in effect until Congress takes further action. Among these is the \$1,500 income tax exemption for officers of the armed services, which, unless there is other action by Congress, will continue in effect until six months after the official termination of the war.

Statutes which were effective only during the hostilities already have expired, or will expire on a fixed date, as a result of the Presidential Proclamation which ended the hostilities on 31 Dec. 1946.

Among statutes of interest to the Navy, to be terminated as outlined below, were the following:

• To be repealed immediately (upon the effective date of S.J. Res. 123, if it becomes law)—

Inclusion of female physicians and surgeons in the Naval Reserve and the AUS.

Transfer of enlisted men of the Naval Reserve and Marine Corps to the regular establishments to serve the unexpired term of the enlistment "in time of war or national emergency."

The President's authority to reduce the course of instruction at the Naval Academy to three years.

The wartime provision that removed the restriction on payment of active duty pay to retired officers of the Navy and Marine Corps.

Provision for appointment of acting assistant surgeons for temporary service by SecNav in wartime.

The wartime provision that suspended restrictions on employment of naval officers on shore duty under act of 3 Mar 1883.

Prohibition on involuntary retirement of Navy or Marine Corps officers adjudged fitted for service.

Abatement of tax for members of the armed forces upon death during the war.

• To be repealed effective 1 July 1948 (if S.J. Res. 123 becomes law)—

Free importation privilege for members of the armed forces.

Authority of the President to permit arming of merchant vessels.

• To be repealed one year after the effective date of S. J. Res. 123.

Authorization for officers and enlisted men of the armed forces to accept decorations and medals from governments of cobelligerent nations or other American Republics.

• To be repealed six months after the effective date of S. J. Res. 123—

Suspension of provisions of act of 2 Mar 1933 prescribing Navy ration in kind.

• In the interpretation of the following statutory provisions, the effective date of S. J. Res. 123 shall be deemed to be the date of the termination of the state of war declared by Congress and the national emergencies proclaimed by the President. The provisions in this category which are effective during war or emergency will cease to be effective immediately upon enactment of S. J. Res. 123. The provisions which by their terms remain in effect for a specified period after the termination of war emergency will terminate at the end of the specified period after enactment of S. J. Res. 123. The provisions include:

Authority of the President to transfer vessels, equipment, stations and personnel of the Coast Guard and Coast and Geodetic Survey to the jurisdiction of the Navy or War Departments.

Provisions for extension of time for examination of monthly accounts covering expenditures by Marine Corps, Navy and Coast Guard disbursing officers (and departmental examination of the quarterly accounts of Navy disbursing officers) from 60 to 90 days during war or national emergency and 18 months thereafter (as indicated above, these provisions expire 18 months after enactment of S. J. Res. 123).

Provisions that enlistments in the Navy and Marine Corps could be extended by SecNav for such time as he deems in the public interest in time of war or national emergency.

Provisions allowing enlistments in the naval service of deserters from the naval or military services of the U. S. in time of war.

The death penalty for certain naval offenses such as desertion and spying in time of war.

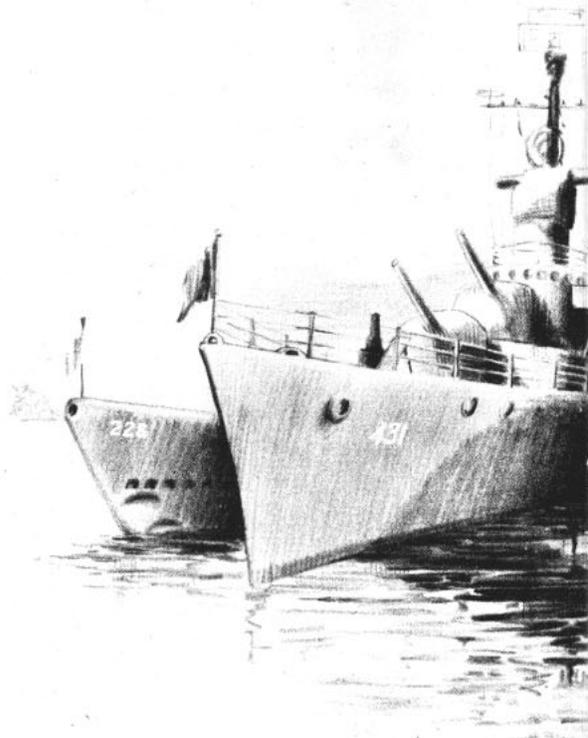
Authority of SecNav to call retired enlisted men into active service in time of war or national emergency.

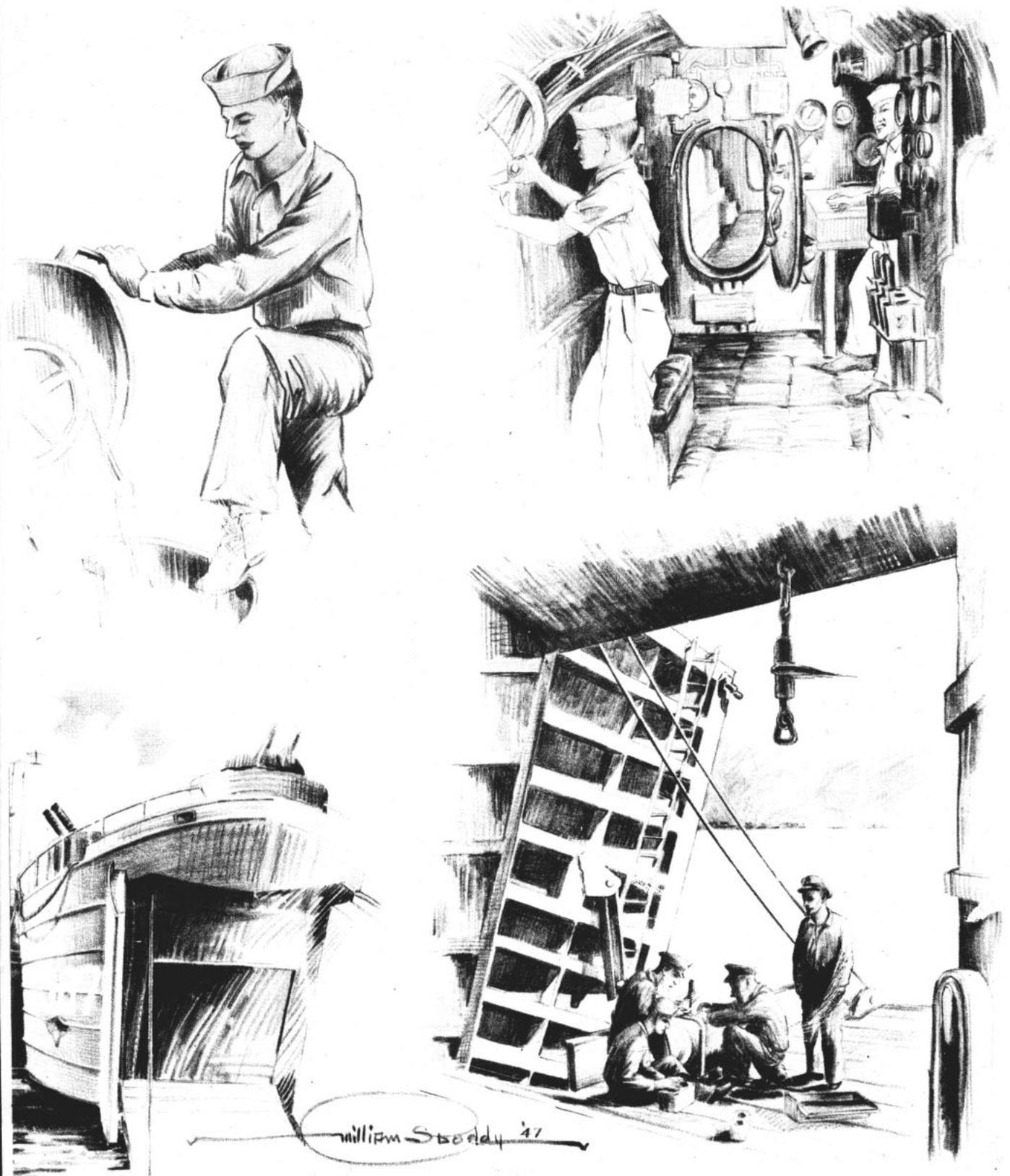
Provisions allowing credit for active duty service in a Reserve component of the Navy after 8 Sept 1939 and before the termination of the war in computing years of service necessary for appointment to commissioned grades



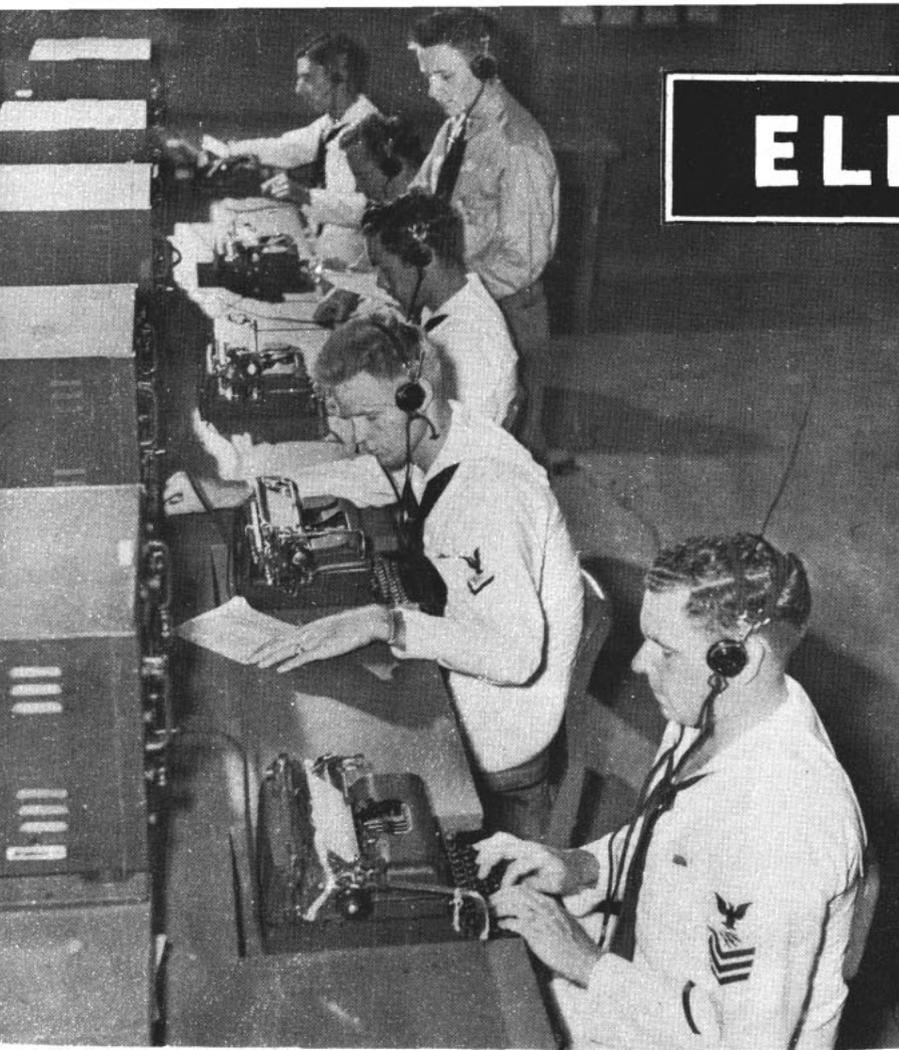
Ships and Men

... and an artist with a slick grease pencil, combine to produce a layout of purely Navy interest. You must have gone down to the sea in ships to feel this; you must have heard the chank, chank, chank of the chipper . . . sweated in the heat of the tank deck in a Pacific lagoon . . . yawned to the pressure-release as the hatch clanks open on a surfacing sub . . . braced to the roll of the tin can, here at rest after her war tasks. The ALL HANDS artist: W. S. Boddy, CY, USN.





ELECTRONIC



RADIO DRILL under instructor keeps electronic warfare specialists well trained in both the sending and receiving of Navy communications.

THE STORM whirled across the farmlands and lashed with full force at the little town of Burlington, Iowa. By the time it had passed over, telephone lines lay on the ground and were out of order.

Burlington was, for all practical purposes, an isolated community.

But a Naval Reserve company of electronic warfare specialists was prepared for the emergency. For a day and a half, the local Naval Reserve radio station furnished the only information from the town. It kept up a continual flow of reports, requesting aid and supplies.

Although it was purely a local disaster, the storm's effects were felt in the little town for many weeks afterward. But for the Naval Reserve radio operated by public spirited citizens of the new civilian Naval Reserve, the recovery would have been slower and more prolonged.

Elsewhere in the United States during the past year, the story was the same. When heavy explosions and fires broke out at the Texas City

oil piers, Naval reserve electronic warfare personnel radioed other Reserve divisions for ambulance drivers, medical personnel, rescue workers and scores of varieties of emergency supplies.

From Dallas sped a portable emergency communications unit, manned by five Reservists. When the *High Flyer* went up in the second major explosion of the Texas City disaster, this unit was less than 100 yards away. They continued transmitting messages, calling in medical supplies by air from Dallas, New Orleans, Corpus Christi and Los Alamitos.

Six Naval Reserve divisions from Houston sent their men, and at Port Arthur, the radio messages were transmitted on the Naval Reserve units in Galveston and New Orleans.

When tornadoes struck at Warren, Ohio, and Woodward, Okla., and floods swept through several mid-western cities, the radio stations of the Naval Reserve played their highly important parts. Providing communications during a public emergen-

cy is one of the most important functions of the Naval Reserve electronic warfare program.

In Terre Haute, Ind., city officials welcomed the Naval Reserve radio station atop the city hall, where it will be easily available for use in time of public need. The citizens of Williams, Ariz., recognizing the worth of the electronic warfare program, constructed a new building for the Reservists and furnished it without cost to the government.

By the middle of June, more than 10,000 Naval Reservists were training in electronic warfare units throughout the nation.

Broad in scope and precise in its methods, the electronic warfare program embraces training in communications, CIC, anti-submarine warfare and technical electronics, as well as electronics as related to guided missiles, infra-red and nuclear physics.

With the Navy supplying electronic equipment and paying its installation and maintenance, the electronic warfare program is an opportunity for young men to accomplish new skills and maintain proficiencies learned during wartime with equipment not available to the ordinary citizen. Both operators and technicians are afforded full use of printed material and actual experience with electronics gear of all kinds.

Some electronic warfare personnel are assigned to Organized Reserve units and other personnel in the Volunteer Reserve are integrated into electronic warfare companies and platoons.

For planning purposes, a quota of 900 companies and 5,000 platoons is the goal of the Volunteer electronic warfare program. Each company will have five officers and 40 enlisted personnel, while the platoons are comprised of one officer and nine enlisted men.

Volunteer Reserve personnel may participate in Organized Reserve drills and may serve as instructors and consultants in the training program.

Volunteer companies and platoons will use the facilities and equipment in Organized Reserve armories and some units will have their own buildings, designated as electronic warfare drill quarters.

Most of the equipment initially provided electronic warfare units comes from shore establishments which have been closed, and additional gear has been made available from decommissioned ships. Some new equipment which was bought by the Navy during the war but never used has been turned over for Reserve

WARFARE

training. Hereafter, appropriate quantities of all new electronic gear purchased by the Navy will be allocated to the Naval Reserve as well as equipment purchased solely for the Reserve. More than \$100,000,000 worth of equipment is being utilized by electronic warfare personnel throughout the nation.

Training methods in the armories include classroom lectures by regular instructors and visiting lecturers, maintenance and operation of equipment in Naval Reserve shore facilities and ships, assignments of laboratory problems and homework, extension and corresponding courses, visits to give use of training films, recordings manufacturing plants and naval and civilian laboratories, and the widest possible use of regular navy activities.

For training at sea, electronic warfare personnel may take their annual training duty aboard two AGCs equipped with extensive communications and radar equipment. USS *Taconic* and USS *Pocono* started the Reserve cruises for electronic warfare personnel during the middle of July. A total of 14 cruises aboard these two vessels are scheduled through October for Reservists from naval districts east of the Mississippi and the 9th ND and requests this training should be addressed to district commandants.

Cruises on the above ships are in addition to the opportunity for electronic warfare reservists on regular Naval Reserve cruises, such as on aboard USS *Wisconsin* and on annual midshipman cruises.

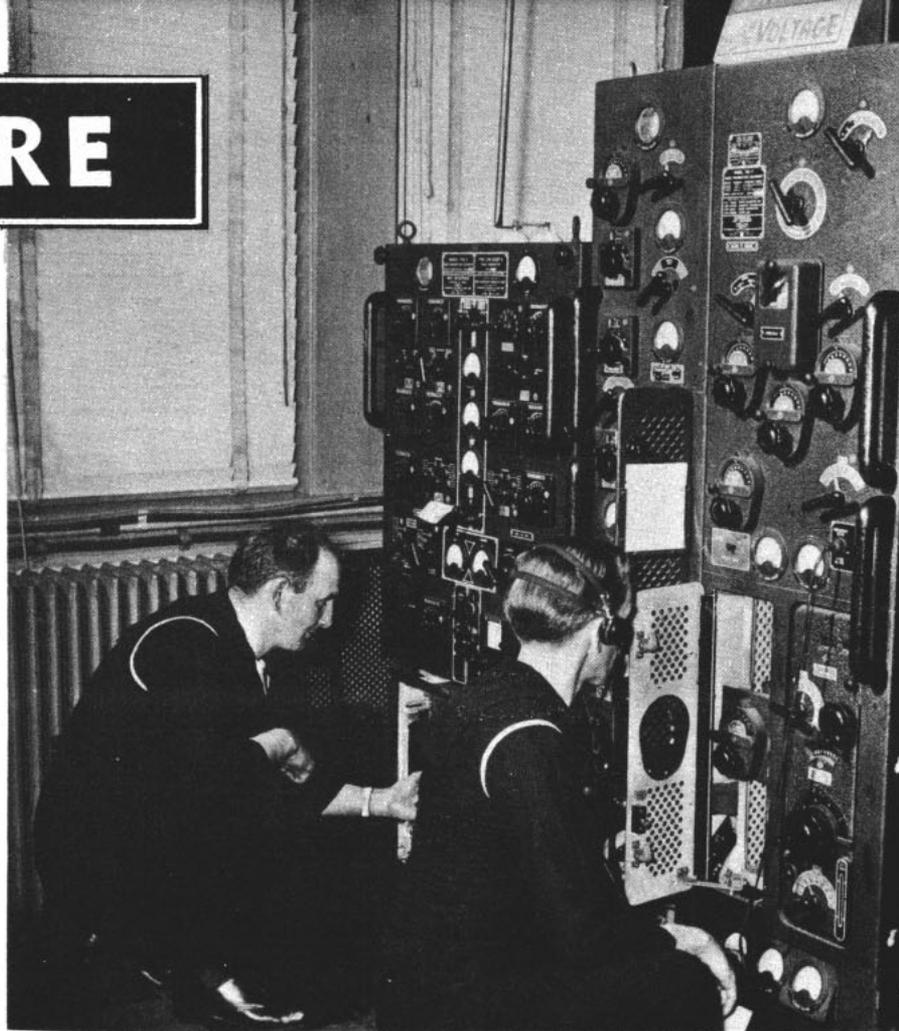
For the training of CIC personnel in armories, a new model now in the planning stage will approximate a cruiser's most modern gear, embracing radar, sonar, radio, infra-red and visual detection and communication equipment.

The test model, when completed, will be located in a Reserve armory and will embrace all the latest CIC concepts and procedures. Readings will be recorded and the functions of CIC plotting and reporting will be carried out the same as at sea.

BuShips will develop the plans, furnish the equipment and install the model trainer, with the primary goal being that the device must provide the maximum training possible in a Naval Reserve armory.

From the test model will come the plans, specifications and equipment lists for subsequent devices which will be constructed for other Reserve units.

In the meantime, CIC personnel continue their training to the fullest.



TROUBLE SHOOTING with complicated TDE and TBL transmitters occupies two electronic technicians mates strikers in the Reserve armory, Boston.

extent possible with the facilities now provided in the armories and at fleet training centers. Many units are afforded the use of radar equipment on board ships assigned to the Naval Reserve and full training is received on board ship on the annual two weeks' training duty.

A limited number of officers, either graduates of the wartime Navy (M. I.T.) radar school or those classified as electronics engineers (T), can request their annual 14 days training duty at the Naval School of Electronics Engineering, M.I.T. in Boston.

The abbreviated course is designed to keep the officers informed on the latest developments in electronics and related fields such as nuclear physics.

Another training device which simulates actual conditions is the "attack teacher" designed for the instruction of anti-submarine warfare personnel. Instruments operated by sonar men detect a simulated target and plot the data necessary for countermeasures.

A total of 25 of these instruments will be located in armories throughout

the nation, according to present plans. Several already are installed and in use by anti-submarine Reserve personnel.

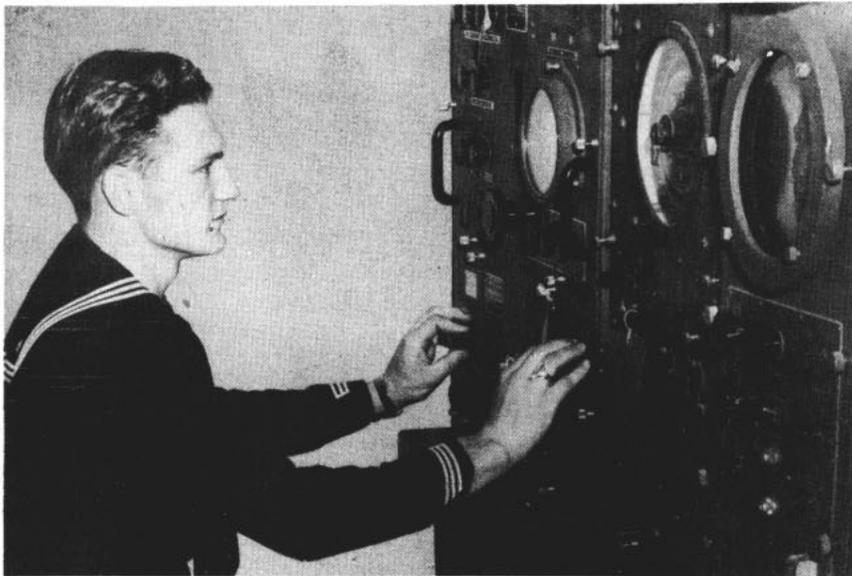
Training in the technical branch of the electronic warfare program begins with high school mathematics and physics, continuing through advanced mathematics, elementary physics and radio principles, and includes familiarization training with electronics equipment.

In the advanced stages, higher mathematics and principles of electronics as applied to modern equipment are the subjects studied.

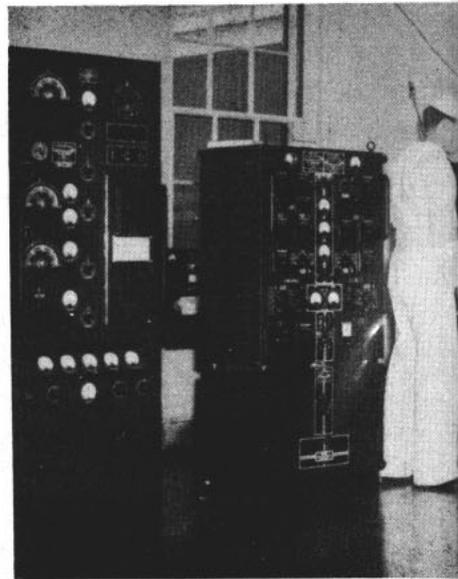
The communications portion of the electronic warfare program includes a comprehensive network of some hundreds of Naval Reserve radio stations throughout the nation, Hawaii and Alaska linking naval districts with Radio Washington.

Within each district, the armory, company and platoon stations link with the district Reserve radio station.

The network ties in with amateur radio emergency systems and serves



RADAR GEAR is operated by 13th ND Reservist who calls out findings during CIC drill. Others correlate and plot the data on a large chart.



TRANSMITTER exposes its inside workings while a chief radioman ex-

as an alternate to the Naval Communication System in event of extensive casualty to any NCS facility.

Another function of the network is to maintain equipment in operating condition to help meet the needs of the Navy in the event of mobilization.

Radio traffic originated by and addressed to Naval Reserve activities is kept wholly within the Naval Reserve network.

Naval Reserve call signs established by the Joint Chiefs of Staff are assigned by district commandants on the authority of the Chief of Naval Operations. In addition each Naval Reserve radio station is issued an amateur radio call sign by the Federal Communications Commission. Some 300 of these are of distinctive letter combinations including W1USN, W2USN, etc., K1USN, K2USN, etc., K1NR, K1NRA, K1NRB, etc., K2NR, K2NRA, K2NRB, etc. and KL7NR, KH6NR.

Close liaison is maintained with the Institute of Radio Engineers, an organization comprising some 20,000 top United States radio and electronic scientists. Dr. W. R. G. Baker, vice president of General Electric, is president of the IRE.

Another civilian group with which the Naval Reserve electronic warfare program closely cooperates is the American Radio Relay League, a parent organization for close to 100,000 amateur radio operators in this country.

Electronic warfare training in each of the districts may vary with the amount of equipment and other facilities available. For example, in the 1st ND communications drills are held every night of the week except Friday and Saturday. More than

half of the 10 companies and two platoons in the district use the facilities of Naval Reserve armories, while the remainder have been granted space in fire and police stations, public schools, radio clubs or various civic organization buildings.

In the Naval Reserve Training Center in Boston, Reservists use the facilities of a radio station equipped with TBL and TDE transmitters and several TCSSs. A large code practice room can seat 50 radiomen strikers at one time for teaching code by hand tape transmissions, recordings or actual operation of receivers.

The facilities of the Naval School for Radarmen and the CIC Group Training Center in Boston are being used for Reserve training. Officers supplement the practical training by giving classroom instruction in theory and fundamentals.

The 3d Naval District has a quota of 90 Volunteer electronic warfare companies and 350 Volunteer electronic warfare platoons in addition to electronic warfare personnel being trained with Organized divisions.

The extensive electronic training facilities in the New York naval shipyard used by fleet units during the war have recently been turned over to the Naval Reserve for the training of electronic warfare personnel in the metropolitan area.

These facilities include the radio operators school, Ioran school, radar materiel school, radar operators school, CIC school and sonar trainers. The entire installation represents one of the most outstanding all-around electronics training facilities available in the Navy.

The equipment includes complete installations of electronics equipment

of practically all types used generally throughout the fleet. Late information on new developments from the Shipyard Electronics Laboratory is provided for personnel in the area.

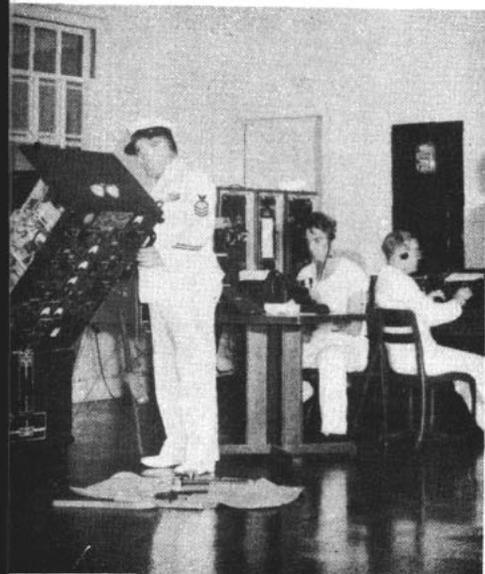
A mobile radio unit, the SCR-299, was recently allotted to 3d ND Reservists for training purposes as well as for a standby unit in the event of a communication casualty in the general area. Four Volunteer electronic warfare companies are using the facilities of the Naval Reserve Training Center and operate the Master Control Radio Station every Monday through Thursday.

The Potomac River Naval Command has three electronic warfare companies, two composed entirely of officers and one of enlisted personnel.

Electronic warfare company W-2, activated in December, 1946, is composed of Naval Reserve officers with technical classifications who are now employees of the Navy Department. A library committee was set up to advise on the type of publications and their sources available in and outside the Navy. Personnel will gain a knowledge of tactical and operational considerations through the study of fleet doctrines and operational requirements.

In the 5th Naval District, special consideration is given to the frequency of floods along the Ohio River section of the district. An extensive liaison program between Reserve stations and amateur operators has been set up for quick action in case of emergency.

Material valued at more than a million dollars is installed in the new Naval Reserve armory at the naval ordnance plant, Macon, Ga., for the use of Reserve units in the 6th ND. Two other armories have received



Explains the functions to a Naval Reserve radioman striker in Pensacola.



PORTABLE TBW/RBM transmitter is manned by electronic warfare rated personnel during a radio drill in the Benton Harbor, Mich., armory.

their full allotment of equipment, and electronics gear for armories still building is expected to arrive by the time of completion.

The communication plan for the 8th ND divides the area command into two separate networks. The eastern circuit is manned each Tuesday and the western circuit each Thursday evening. Drills are conducted by the District Reserve operational communication officer through the district and alternate stations of the district. In addition to the scheduled drills, the district station stands guard on the control frequency each Monday, Wednesday and Friday evening for contact with any Reserve radio station.

More than 100 amateurs residing in the 8th ND who are not members of any military organization, have pledged their cooperation in case of an emergency.

The 9th ND will have more than 85 stations when the first phase of the organization of the district network is completed. Throughout the district, many Reservists in the electronic warfare companies hold important civilian positions in local radio and television stations.

Many colleges and universities have provided space for these Reserve units, and the first electronic warfare company was organized at the junior college in Bismarck, N. D.

The installation of equipment at the Michigan City, Ind., training center was the first to be started, and its SO-8 radar installation, unique in its design, was engineered by active duty station keepers, along with other electronic equipment. The Michigan City plan forms an example for the installation of equipment throughout the district.

Portable communications equipment consisting of several SCR-399s have been stationed throughout the district and will be operated according to disaster plans in case of failure of regular communications channels.

Reservists of the 11th ND have invited members of the Institute of Radio Engineers to meet with them in the San Diego armory once a month and radio clubs have been contacted for the establishment of field representatives.

The 12th ND has established a Naval Reserve radio network consisting of two operating circuits and a district Fox schedule.

In addition to the Reserve units ashore, personnel on board four vessels of the Organized Reserve participate in radio drills. Fresno, Calif., activated the first 12th ND Volunteer electronic warfare company and many others have been established since.

Professors from the University of California have presented a number of lectures on nuclear physics to electronic warfare Reserve units in the San Francisco-Oakland area, while personnel of units at Fresno State College, Stanford University, and Modesto junior college receive periodic electronics demonstrations and lectures in the college laboratories.

In addition to the several mobile radio stations to be apportioned to armories throughout the 13th ND, smaller units will have light equipment which may be readily transported to the scene of any emergency which arises. During the organiza-

tional phase, electronics training dealt primarily with communications, since that type of equipment was the first to be installed.

Electronic warfare company 14-1 was organized in the 14th ND in early November, 1946, and weekly meetings are now being held in the Naval Reserve armory, a former net and boom building with an overhead crane which has proved useful in moving heavy transmitters.

A fine library of technical books, instruction courses and other literature has been established and has reached nearly the size of a regular shipyard electronics library. The laboratory has bench space to accommodate forty men and is wired with jacks for code practice for radiomen and with suitable power for electronics work.

Plans are under way to establish electronics units on all the major islands in the Hawaiian group, and an inter-island network will provide communications during a disaster.

Authority has been granted to set up three Naval Reserve, electronic warfare platoon radio stations in the 17th ND, Alaska, and these stations will form a valuable link with the Hawaiian Islands and the mainland.

Throughout the nation, electronic warfare Reservists train with the full knowledge that theirs is a fast-moving, highly progressive program. By keeping abreast of new developments while maintaining their own proficiencies, they help protect the future of their country.

OUR UNDERWATER

THE Navy's copper helmet crew has blown a lot of compressed air bubbles, burned many an arc torch—and learned plenty of underwater savvy—since the early 1912 deep diving tests from USS *Walke* in the muddy waters of Long Island Sound.

Trodding the ocean floor in a thin suit of sheet rubber and cotton quill, where 400,000 pounds of pressure grip a body at 440 feet, Navy divers face split-second challenges in rugged submarine rescue and salvage operations.

The Navy's answer: strict physical and mental requirements, rigid training and continual research to improve equipment.

Diving is arduous and hazardous work, but not quite as dangerous as you may have pictured it. Through tough courses, in which safety precautions are emphasized, the Navy teaches its volunteer students how to act, think and work under water.

There are at present four types of divers in the Navy: (1) Master divers and (2) divers, first class, receive their initial training at the Deep Sea Diving School located in Washington, D. C.; (3) Salvage divers are trained at the Navy Salvage Training and Diving School at Bayonne, N. J. (This school was formerly located at Pier 88 in New York where students used the broken hulk of the ill-fated *Normandie* for homework.); (4) Divers, second class, are qualified within the Fleet, ordinarily on board submarine rescue vessels.

Qualified master divers and divers,

first class, are trained and permitted to dive down to 300 feet. Divers, second class, are prohibited from diving to depths in excess of 150 feet.

Eligibles for diving training are selected from volunteer boatswain's mates, gunner's mates, shipfitters, carpenter's mates, machinist's mates, torpedomen and pharmacist's mates, preference being given to shipfitters having experience in arc welding.

Prior to acceptance, each candidate must pass a rigid physical examination. The most desirable age for training is from 20 to 30. Prospective divers should be of the phlegmatic or quiet, unexcitable type.

Divers should be mentally as well as physically fit; the type of work performed often requires quick, accurate judgment and initiative—traits of above-average mentality. Should any of the applicants suffer from claustrophobia, they are immediately rejected regardless of how physically fit they may be. In other words you have to be in top-notch form to become a diver.

Pressure diving is one of the first things the student learns. In recompression chambers, he undergoes tests to see how well he can withstand pressure for equalization of the ears and sinuses.

Another test is to breathe pure oxygen for half an hour at pressure equal to a 60-foot depth to test the student's reaction to oxygen poisoning. Oxygen poisoning has no serious effects upon the body. It is temporary and causes only nausea and physical discomforts.

Since most diving operations are conducted in dirty and muddy water, it is expected that student divers should be trained accordingly. When the student first puts on his diving suit he is sent down into shallow water to learn how to walk and move about on the bottom. Various types of equipment, such as ballast tanks, pipes and flanges, are sent to the bottom for the diver to take apart and reassemble.

Experimental torpedoes and mines are sunk. The diver learns to locate and retrieve them.

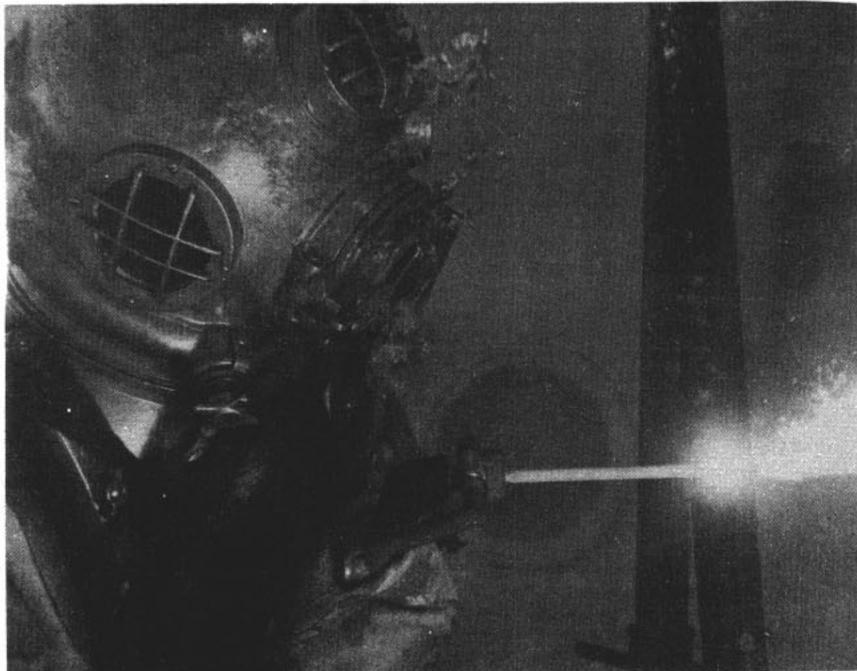
To assist the diver working in dark waters, diving lights have been developed. One such light consists of a 1,000-watt lamp designed to withstand pressure met at 500-foot depths.

The diving suit is a complicated affair. All students must be thoroughly familiar with its intricacies before they are permitted to make actual dives. The diving outfit with all its accessories weighs over 200 pounds; it costs about \$1500. Periodically examined for defects, the diving gear is patched and repaired by student divers.

While being supplied with normal



VERSATILE divers demonstrate walking and (below) welding technique.



SAILORS

compressed air, the diver can reach depths of 300 feet, but he will find himself reacting strangely. His mind becomes dull and there is a noticeable lack of coordination of mind and muscles. However, the diver breathing an oxygen-helium mixture will encounter no difficulties in breathing at depths of 300 feet.

The U.S. Navy has been the leader in developing the oxygen-helium mixtures for use in diving. Many difficulties have been encountered but in dives over 300 feet the oxygen-helium mixture has proved the best. However, since helium is a conductor of heat, and tends to lower the temperature by rapidly dissipating natural body heat, compressed air is more practicable in depths less than 250 feet.

The best working areas for divers are depths not exceeding the 150-foot mark. In such depths the divers can work freely and will not encounter lack of muscular coordination that occurs when working in deeper water.

The record depth reached at sea by a U.S. Navy diver using the oxygen-helium mixture is 440 feet. At that depth the diver was engulfed with 196 pounds pressure per square inch, or a total pressure of approximately 400,000 pounds. While using a tank, depths of 500 and 501 feet have been reached at the Deep Sea Diving School at Washington, D. C.

Diving involves many hazards, but accidents can be held to a minimum with first-class safety precautions.

One of the things that can go wrong is for the air flow to the diver to stop and subsequently suffocate the diver.

Just the opposite may also happen. The air-exhaust valve on the helmet may cease to work. Air pumped from above accumulates inside the suit and turns it into a balloon. The unfortunate diver will rise helplessly toward the surface. As he ascends, the air pressure inside the suit increases due to the lower water pressure outside. If this is not checked in time, the diving suit will burst and the diver may drown, trapped in his 200-pound suit.

Should the diver descend too fast he may be crushed to death. This is called the "squeeze." Air to the diver cannot be pumped fast enough to counteract the water pressure. Water forms a tight vise around the chest, and if the diver continues to descend the result will be fatal.

The most common danger among divers is compressed-air illness, the "caisson disease" or "bends." Sudden reduction in pressure, such as occurs in a too-rapid ascent to the surface, is the cause.

The cause of compressed-air illness



SUNKEN ships, cargoes and treasures were salvaged by more than two thousand five hundred expertly trained Navy salvage divers during war.

is excess gas absorbed into the blood and tissues, being liberated in the form of bubbles during or after inadequate decompression. In normal air, this gas is chiefly nitrogen. In synthetic air, it may be helium, hydrogen, or any other inert gas used as a substitute for nitrogen.

Symptoms of "bends," such as a rash on the arms or pain in the joints, will usually materialize a few minutes after an inadequate decompression, as a rule during the first hour. Symptoms have, however, been known to be delayed 15 hours or longer.

The only remedy is recompression, followed by adequate decompression, supplemented as necessary by the substitution of synthetic atmosphere for normal air for breathing purposes. As soon as symptoms of the "bends" appear, the diver immediately is placed in the recompression chamber and recompressed.

Before a diver goes beneath the surface to work on a project, he must

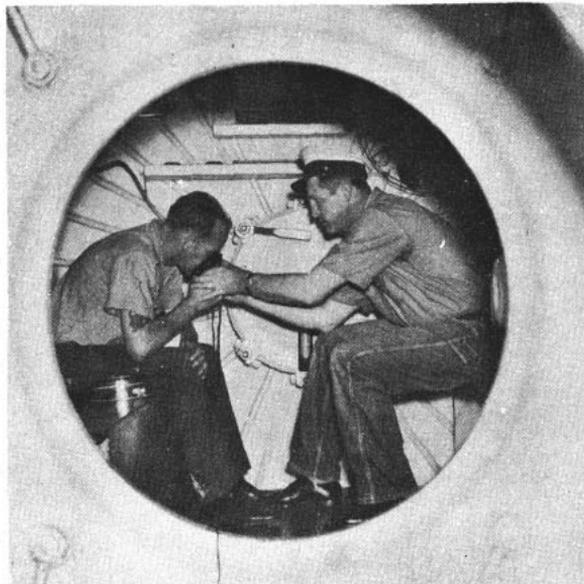
first know how to perform a similar job topside. Therefore, every diver is taught to use an oxygen-hydrogen torch and electric torch used in underwater burning and welding. In shops, wearing diving gloves, they learn to handle burning and welding tools. The future diver gets the "feel of the tools" he will eventually use when performing underwater work. In addition to learning the theory of welding, the future divers must also become thoroughly familiar with elementary electrical circuits.

Although most sea-going sailors are familiar with first aid and rescue breathing apparatus, divers must have better than average knowledge of these subjects. In using diving pumps, the diver must have a working knowledge of practical computation of air supply and equipment.

The primary objective of deep-sea diving is submarine rescue. For this work the Navy has developed a submarine rescue chamber, popularly called the "diving bell." It was this "diving bell" that was used to rescue 33 men from the submarine *Squalus* sunk off Portsmouth, N. H., 23 May 1939.

The submarine rescue chamber is a steel structure about 11 feet high and weighing approximately 18,000 pounds. It is pear-shaped in structure. Because of this, its bottom duplicates the action of a suction cup

Trodding the Ocean Floor Navy Divers Overcome Dangerous Hazards to Salvage Sunken Ships, Cargoes and Treasures



STUDENT divers first enter shallow water (left). They learn use of oxygen mask in recompression chamber (right).

when the chamber is placed over the escape hatch on a submarine.

The "diving bell" has three divisions: the upper compartment, the lower compartment, and the ballast tank.

The upper compartment houses all control apparatus, and can carry six to eight men. The "bell" is operated by a crew of two qualified divers. As the chamber descends and ascends, proper pressure is kept inside the upper compartment to conform with the outside depth pressure.

The lower compartment contains

the downhaul cable and reel which is secured to the submarine escape hatch. This compartment has a capacity of about 3,000 pounds of water. Lead ballast placed at the bottom of the ballast tank gives the chamber a positive buoyancy of 1,000 pounds, which permits the chamber to float freely surfaceward.

Salvage diving reached its peak during the war when more than 2,500 divers were used to salvage ships and cargoes sunk in Allied and occupied harbors (see ALL HANDS, Feb. 1947, p. 8).

Salvage diving is hard work. The diver must be constantly on the alert for jagged holes in the sunken ship he is examining. He must watch his air hose and guiding lines so they will not get entangled in the cables he is slipping under the foundered ship.

Such salvage operations are constantly being conducted throughout the world wherever the Navy has a base. No doubt many strange things will be discovered in King Neptune's domain before the Navy divers complete their rugged assignments. From Manila Bay, Navy divers have recovered more than \$3,500,000 of silver (see ALL HANDS, December, 1946, p.

The salvage operations that probably contributed the most to our war effort was the recovering of our sunken fleet at Pearl Harbor. Immediately after the infamous attack on 7 December 1941, salvage divers went to work in retrieving the smoldering and sunken hulks of our main Pacific fleet. Due to the success of this important salvage operation, the fleet that the Japs once thought they had defeated came back to strike the Mikado's flag from the seven seas.

Divers do duty in destroyer tenders (AD), repair ships (AR), submarine tenders (AS), submarine rescue vessels (ASR), auxiliary repair docks (ARD), torpedo and at mine testing activities, submarine bases, naval operating bases and aviation activities. First class divers are requalified every six months by making at least four dives to the depth of 150 feet.

Diving is a fascinating job filled with danger and excitement. It is not a job for cream-puffs. It requires "iron men" with cool heads and strong bodies—that's why the best divers in the world are U.S. Navy divers.

HOW DID IT START?

Figureheads Protected Ships from Storms

Just when the custom of figureheads originated research does not disclose.

However we do know that the ancient Phoenicians, Egyptians, Carthaginians, Greeks, Romans and Norsemen placed images of animals and great leaders over the prow of their warships. These figureheads were supposed to ward off the furies of the gods of storms.

The Constitution, "Old Ironsides," originally had a figurehead of Hercules. Later Andrew Jackson's figure in wood was placed there, and in some mysterious manner the head was sawed off by a Navy yard clique of opposite politics. The Constitution later carried a carved scroll.

One of the most famous figureheads in history is the "God of 2.5" who is better known as Tecumseh. This famous replica of the original now adorns the grounds of the U.S. Naval Academy.

This stern Indian chief's real name was Tamanend and he was the celebrated

leader of the Delaware Indians. His wooden image was used to decorate the old proud ship of the line USS Delaware.

To preserve this fine old relic of sail and tradition the Naval Academy class of 1891 donated the necessary funds to duplicate this wooden figure in bronze,

and with appropriate ceremony left it as a "patron saint" to the midshipmen. In the late 20s this bronze figure replaced the wooden one on the grounds of the Academy.

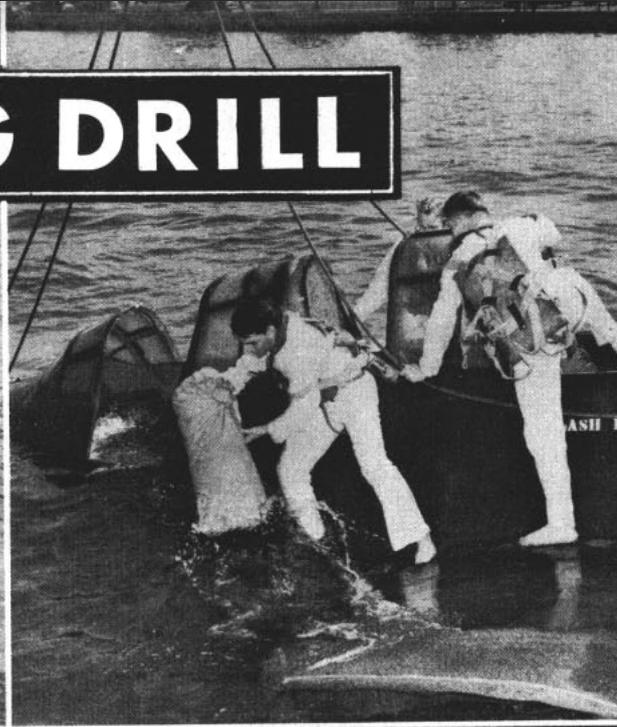
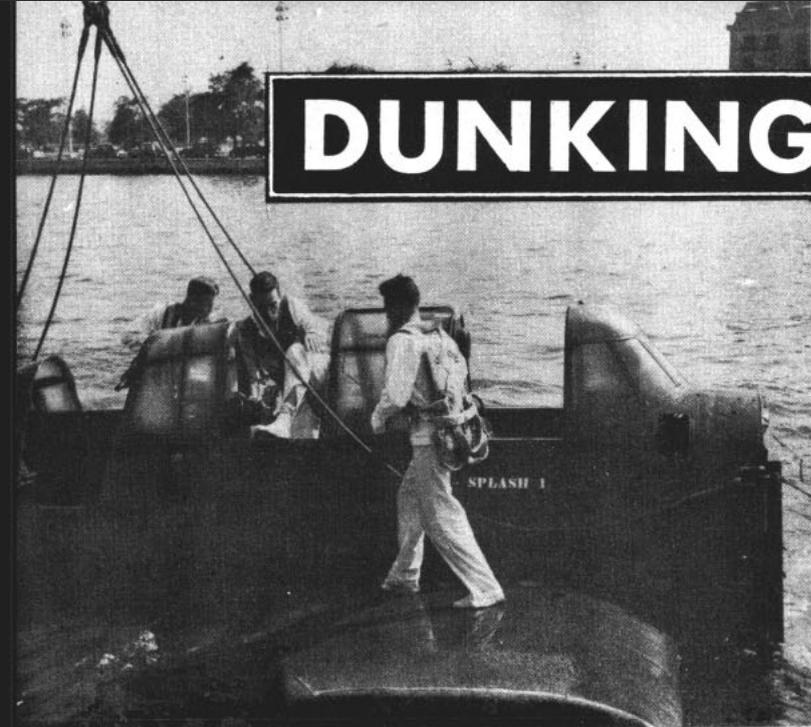
Figureheads and shields in some cases were used as late as 1909, but in most cases were removed prior to the new instructions for painting ships late in 1908. At this time white hulls were ordered to be painted a slate grey.

With the passing of the clipper ships, the aristocrats of the sea, figureheads also vanished.

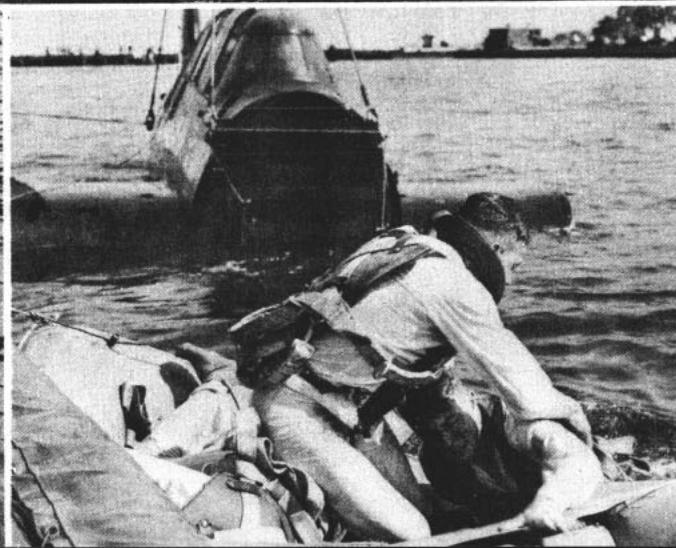
Today, once again, this ancient custom is being revived on some of the newest yachts.



DUNKING DRILL



DUNKING DRILL is the name for this unique exercise given at the Naval Academy by the Department of Aviation. In this series of pictures, third classmen go through the steps which teach them the fastest method of escaping from a sinking plane. Upper left: Midshipmen climb aboard in preparation for the drill. Upper right: Out of the sinking plane they come, tossing their life raft out ahead of them. Right: Practice dives teach the middies how to clear the plane. Lower left: Another view of the diving drill. Lower right: Midshipmen are helped aboard life craft after 'escape.'



VICTORY TO ALERT NAVY

"Remember the Maine!"

That was the battle cry as our Navy won a quick and decisive victory in the Spanish-American War.

With the burning desire to avenge what was thought to be the unmerciful and treacherous killing of the 266 men of the ill-fated battleship *Maine*, the Navy erased most effectively the Spanish armada from the seven seas. In the Philippines, Admiral George Dewey became the Hero of Manila by destroying Rear Admiral Montojo's Spanish squadron, and capturing the city (see *ALL HANDS*, January 1947, p. 16). In the Cuban waters, the fleet commanded by Acting Rear-Admiral William T. Sampson battered coastal positions, and conducted an effective blockade that eventually led to the defeat of Rear-Admiral Cervera's squadron.

War with Spain seemed inevitable because of the Spaniards' constant disregard for laws of humanity and rights of American citizens during

the Cuban uprising which broke out in 1895. When the unwarranted sinking of USS *Maine* occurred public opinion in the United States reached the boiling point. Finally on 25 April 1898 war was declared.

During a lull before the storm USS *Maine* was sent to Havana by arrangement of the two governments. In reviving the traditional naval custom of exchanging friendly ships a Spanish cruiser was ordered to New York.

Although official greetings and salutes were exchanged upon the *Maine's* arrival on 25 Jan 1898, her presence in Havana harbor was coolly received. Two days before the explosion, a crude drawing of an exploding battleship on the side of a building had been noticed. The feeling of hatred was running high. Every precautionary measure had been taken by the *Maine* and an alert and doubled watch had been established throughout the ship.

Everything was peaceful and quiet on the night of 15 Feb 1898 in Havana harbor. The water was calm and the only visible movements were those of the sparkling lights from the city and ships moored in the harbor. As the men of the *Maine* turned in for the night the tropical heavens cast a blanket of darkness overhead.

Suddenly—at 2140—a flashing devastating roar, pierced the stillness of the night. The *Maine* seemed to rise out of the water in midst of destruction and disintegration. Cries and moans of wounded and dying men chilled the tropical air. It was a horrible and savage night—destructive in force, treacherous in motive.

The lives of 266 American sailors were lost. The gallant battleship was forever lost to the Navy, resting broken and destroyed in the mud at her anchorage in Havana harbor.

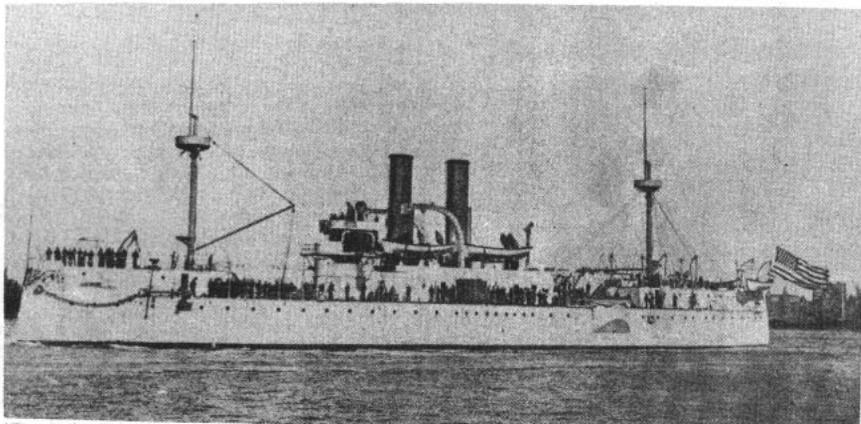
Although a court of inquiry and other investigating bodies declared that the *Maine* had been "destroyed by the explosion of a submarine mine," to date no one is fully certain what caused the savage and unwarranted destruction of the *Maine*. However, the American people's patience had been completely exhausted and war became imminent.

When war did break out the Fleet was in full readiness, stripped for action. Near Hongkong Admiral Dewey had diligently prepared his squadron for battle. When the order to commence shooting was given he sailed for the Philippine Islands where he annihilated the Spanish Asiatic squadron.

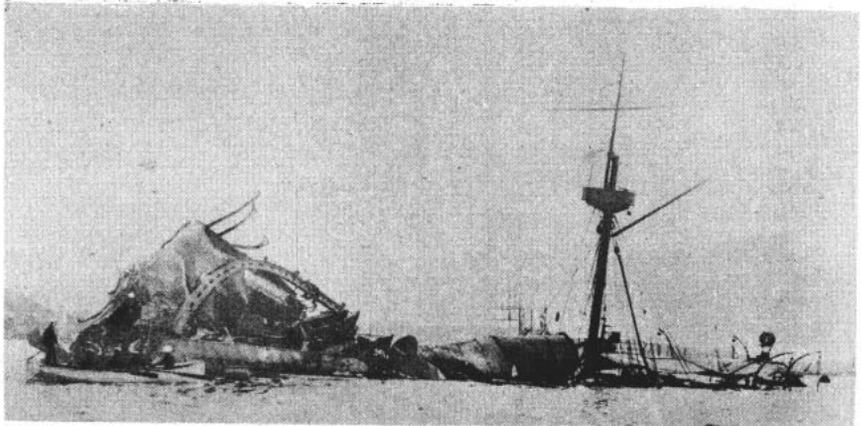
In the Atlantic, Capt. William T. Sampson was promoted to Acting Rear-Admiral, and relieved Rear-Admiral Sicard of the command of the North Atlantic Station.

Immediately upon the outbreak of war, Sampson wanted to take his force and strike hard upon the Cuban capital, Havana. His object was to destroy the city's defenses, permitting an easy capture and occupation for the Army. However, this plan did not materialize, because the Navy Department vetoed it. The Army was not prepared for such an operation, and the Navy Department was fearful that the land batteries guarding Havana might inflict serious material damage to the attacking Fleet. Instead an intense blockading program was inaugurated.

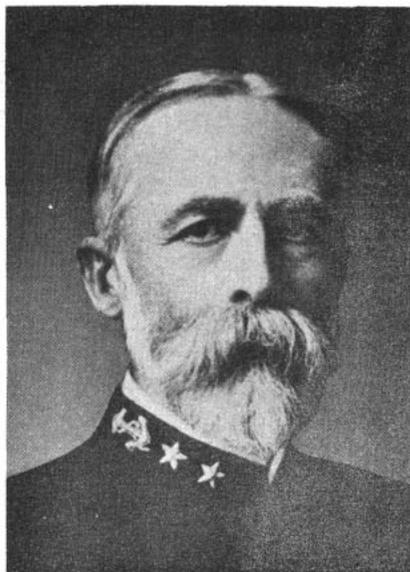
In addition to conducting a successful blockading program, the Fleet in the Atlantic was on constant alert for the Spanish squadron under command of Rear-Admiral Pascual Cervera. This squadron was assembled at Cape Verde Islands which belonged



SINKING of USS *Maine* on the night of 15 Feb 1898 led to war with Spain.



EXPLOSION sank battleship *Maine*, killing 266 sailors in Havana harbor.



BLOCKADING force of Rear Admiral Sampson routed Spanish armada. Oregon crew members cheer their victory.

to Portugal. Because of Portugal's neutrality it would be necessary for Cervera's squadron to leave and seek shelter elsewhere. General speculation was that Cervera would sail his squadron westward to Puerto Rico or Cuba. Sampson's job was then to intercept and destroy this Spanish armada.

Communications were pretty bad in those days and many opinions and decisions were formed on rumors. These rumors had it that Admiral Cervera's squadron was headed for the east coast where he would make bombardments on our eastern seaboard installations and cities. Public fear of such an attack necessitated the presence of another squadron of the Atlantic Fleet, the "Flying Squadron" commanded by Commodore Winfield Schley. Admiral Sampson had often asked that the "Flying Squadron" be added to his blockading force around Cuba and Puerto Rico, but because of the needless alarm he had to do without this force for some time.

Another rumor had it that Admiral Cervera's Spanish squadron was headed toward the South American coast to intercept USS Oregon that was circumnavigating South America. The Oregon had been ordered by the Navy Department to leave San Francisco and make a dash around the Horn to join Admiral Sampson's blockading Fleet.

Admiral Cervera, however, had never contemplated such plans. The Spanish admiral frankly admitted that he had little faith in the effectiveness of his old and slow ships. These opinions he conveyed to his superiors in Madrid, but they expected Cervera to perform miracles. On 29

April they ordered him to leave Cape Verde Islands to attack the American naval forces. The naval life of Cervera was about to come to an end. To the Latins, who adore the gesture of glorious defeats, this was to be the appropriate end to their derelict navy and the leadership of Spain.

The Spanish armada had exceptional luck in evading the wrath of the American Fleet in the Caribbean Sea. Because communications were not up to par, Admiral Cervera's squadron was able to sneak into the harbor of Santiago de Cuba on 19 May where it remained until the day of its ill-fated attempt to escape.

While in search of the Spanish squadron Admiral Sampson had taken his forces to Puerto Rico in hope of finding the enemy there. Patrolling off San Juan on 12 May, he found no trace of Cervera's ships, but decided instead to shell the city. The effect of the bombardment was negligible, but the fighting spirit of the gun crews was elevated by the gunnery practice.

In the meantime the "Flying Squadron" commanded by Commodore Schley, had been released from its unnecessary guard of the eastern seaboard. Now, together with the forces already in the Caribbean, the Navy could concentrate more heavily upon the search for Admiral Cervera's Fleet.

It was not until 29 May that searching units of the "Flying Squadron" located the Spanish Fleet, hiding snugly in the crooked harbor of Santiago. Only the masts of the Spanish ships could be seen. The infliction of destruction by long range firing was attempted but without success. Several shots were exchanged but the range was too great for accurate firing.

Cervera's Fleet was definitely holed up. There were only two things for the Spanish admiral to do: Stay in the harbor and hope for the best, or attempt a miraculous escape. The first plan would hardly be dignified since the Spaniards in Santiago had placed their hopes for victory in their Fleet. The second choice, although honorable, was actually of suicidal nature. It was obvious that Admiral Cervera's armada, once inside the harbor of Santiago, had defeated itself.

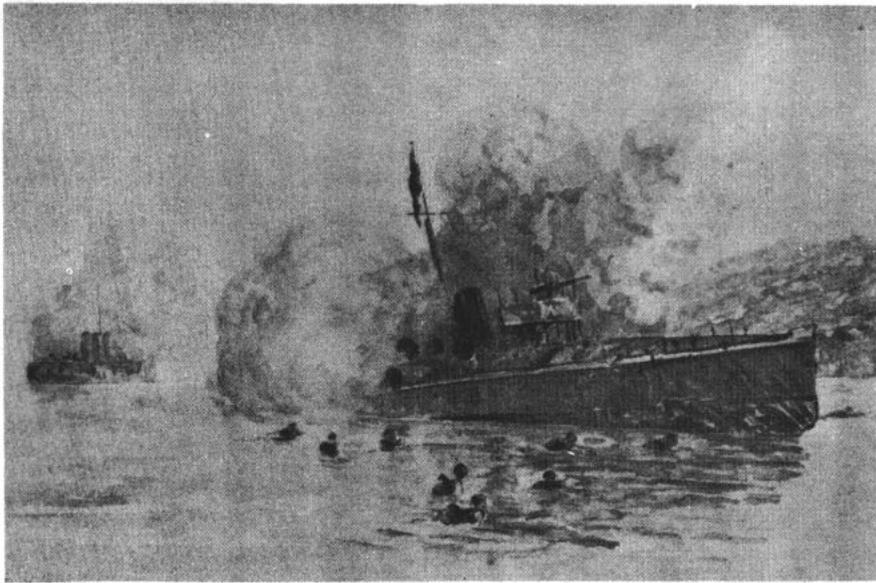
All these factors had been well reviewed by Admiral Sampson, who had deduced that his Spanish contemporary would eventually attempt to make a mad dash for freedom out the harbor. He had given all his captains explicit battle orders in case Admiral Cervera's ship should venture out. He had no fear that the Spaniards would ever escape the wrath of the American gun fire.

It was generally expected that Cervera's ships, when attempting to make their escape, would do so under the cover of darkness. To meet this challenge Admiral Sampson stationed a battleship in front of the harbor entrance day and night. At night the battleship's glaring search lights would illuminate the narrow harbor and movements by the enemy ships would immediately be observed.

Another precautionary measure considered was to sink a collier in the harbor entrance, thus sealing forever the Spaniards last means of escape.

It was decided to take the collier USS Merrimac to the narrowest part of the channel where she would be anchored and sunk. The risky job was to be performed by volunteers alone.

Volunteers were not hard to get. Practically every man in the Fleet volunteered but only eight were se-



DEADLY and accurate American fire made short work of destroyers *Furror* and *Pluton* under Admiral Cervera.

lected. These men, who so willingly chose to risk their lives for their country, were led by Lt.-Comdr. Richmond P. Hobson of the Construction Corps. It was Hobson, by the way, who actually originated the plan for shutting up the Dons in their hiding place by sinking the collier in the path of their escape route.

About 0300 on 4 June the dark shadow of the *Merrimac* slid gently and mysteriously toward the entrance of the harbor of Santiago de Cuba. The whole Fleet was tense, watching and praying for the success of the eight lone men who might any minute make the supreme sacrifice in order to thwart the enemy's escape. They were not expected to return.

Nearing the entrance the *Merrimac* was discovered by a Spanish picket boat that opened fire believing that it was an American battleship attempting to enter the harbor. The guns from Fort Morro Castle and the cruisers in the inner harbor opened fire at the slow moving collier. In midst of hailing rain of gunfire the *Merrimac* kept steady on her course, every man remaining staunchly at his post.

Finally the anchor was dropped, and Hobson set the helm so that the ship would swing around. However, the ship failed to respond, because fire from the beach had destroyed the rudder chain. The ship could not be swung cross-wise in the harbor entrance as was originally planned. Thus the plan for complete sealing up of the Spanish armada was not successful.

While the Spanish guns continued to pour lead toward the *Merrimac*, Hobson and his men exploded the ship. The Spanish gunners thought

that they had scored a direct hit upon a sinking American battleship.

None of the eight men was hurt. Their means of escape was to have been by a whale boat they had tied to the stern of the *Merrimac*. Gunfire had completely destroyed their boat but they were saved by clinging to a float that had been placed on board the *Merrimac* for such an occasion.

All night the swimmers stayed in the water, afraid to venture toward the beach where they might be shot by Spanish soldiers. In the morning several boats were sent out from the beach to investigate, and Hobson and his men were discovered and taken prisoners.

Admiral Cervera was himself in the boat that picked up Hobson and his men. The admiral was greatly impressed by the courage and daring of the Americans, and the sturdy sailors received excellent treatment while prisoners of war.

Nothing much happened after the sinking of the *Merrimac*. The adventure had not been successful, but it had definitely given the Spaniards a thorough warning of what may be expected should they try to venture out to freedom. The vigilant blockade was continued—a tiresome and rather dreary affair.

It was Sunday, 3 July 1898—a quiet and listless morning. The American warships, with their bows pointed toward the entrance of Santiago de Cuba, tossed lackadaisically in the long ground swells. The crews on the blockading ships were making preparations for church services, an air of holiday routine had settled over the ships.

The awaiting force had been depleted by several ships. The USS *Mass-*

achusetts and *Marblehead* had gone to Guantanamo for fuel and supplies, while USS *New Orleans* and a couple of auxiliary craft had been sent to Key West. Admiral Sampson had himself left the scene in USS *New York* to go several miles eastward along the coast to Daiquiri. Here he was to confer with the Army's Maj. Gen. W. B. Shafter, in regards to a combined operations against the enemy forces in Santiago. The absence of Admiral Sampson left Commodore Schley in USS *Brooklyn* in charge of the remaining American ships.

Although smoke had been noticed in the harbor during the morning, not much attention was given it. Smoke had appeared many a time before without any subsequent incidents. This day, however, the smoke had fire to it.

At 0935 the hoist "The enemy is trying to escape" was run up on USS *Brooklyn*, *Texas*, *Iowa* and *Oregon*. Among other U.S. ships awaiting the opportunity to pounce upon the enemy were the battleship *Indiana*, and the armed yacht *Gloucester*. General quarters was sounded, and men who had been preparing for Sunday services ran cheerfully toward their battle stations.

Finally Admiral Cervera had decided to attempt his escape!

Though he knew that defeat was the inevitable result, Cervera had put his squadron to sea. Not because he wanted to, but because the officials in Madrid had ordered him to leave Santiago. What happened subsequently was not a fight, but a futile flight.

Rushing out of the harbor came first Admiral Cervera's flagship, the *Infanta Maria Teresa*. Other ships of his squadron followed closely behind. Once clear of the harbor entrance the

Teresa turned westward down the coast.

Eight and 5-inch guns opened fire first from USS *Brooklyn*, which headed with full speed toward the Spaniard. Other ships in the blockading force fell into line and opened fire on the fleeing enemy as his ships emerged from their nest.

Cervera concentrated his fire upon the *Brooklyn* at the short range of 1,500 yards. He was assisted by the Spanish shore batteries, but the enemy's fire was not accurate and did little or no damage.

The American sailors' firing was excellent.

"Fire deliberately and don't waste a shot," was the order given by Commodore Schley. Say no more—the order was complied with smartly.

First to come out of the harbor, the *Teresa* was the first to succumb. Deadly shells rained about her from the *Brooklyn* and *Texas*. One shell exploded in the admiral's cabin, and set the after part of the ship on fire. The engine room was put out of commission by the accurate fire of the *Texas*, killing every man below. Gunners were driven away from their stations as the ship was riddled with heavy gunfire. To fight back was futile, and the *Teresa* was run aground with the white surrender flag flying from the yardarm.

Meanwhile the *Iowa* had taken another enemy cruiser, the *Almirante Oquendo*, under fire. The *Oquendo* was peppered with shells, fore and aft, but she still kept on going. Soon she drew ahead of the *Iowa*, but was immediately brought under heavy fire from the *Oregon*, *Indiana* and *Texas*. Soon she was finished as a fighting unit, bursting into a sheet of flame. Within

Superiority of American Ships and Guns Brought Defeat to Spanish armada, Establishing U. S. as one of World's Naval Powers

less than half an hour after they had left the harbor, the *Teresa* and *Oquendo* had been turned into blazing wrecks, dying on the beach.

The *Vizcaya* had made an effort to ram the *Brooklyn* with the hope that the *Cristobal Colon* might make a successful run for freedom. That didn't materialize however, because the *Brooklyn* evaded the *Vizcaya*, and poured hot lead into the fleeing Don. The gunfire from the *Vizcaya* went wild, and soon she found herself at the mercy of the Yanks after the *Oregon* had silenced her guns. At a point 20 miles west of Santiago harbor, the *Vizcaya* ran ashore and blew up.

The fastest of the Spanish cruisers, the *Cristobal Colon*, was still afloat and heading with full speed away from the scene of battle. When the *Vizcaya* hauled down her colors, the *Colon* was six miles ahead of the *Brooklyn*, the closest American ship.

The chase now was confined to this single ship, which pushed steadily forward, close ashore, toward Cape Cruz. Should she be able to round Cape Cruz she might succeed in escaping the wrath of our naval might.

However, Commodore Schley headed his *Brooklyn* straight for the cape, determined to cut off the escape route of the Spanish cruiser. In wake of the

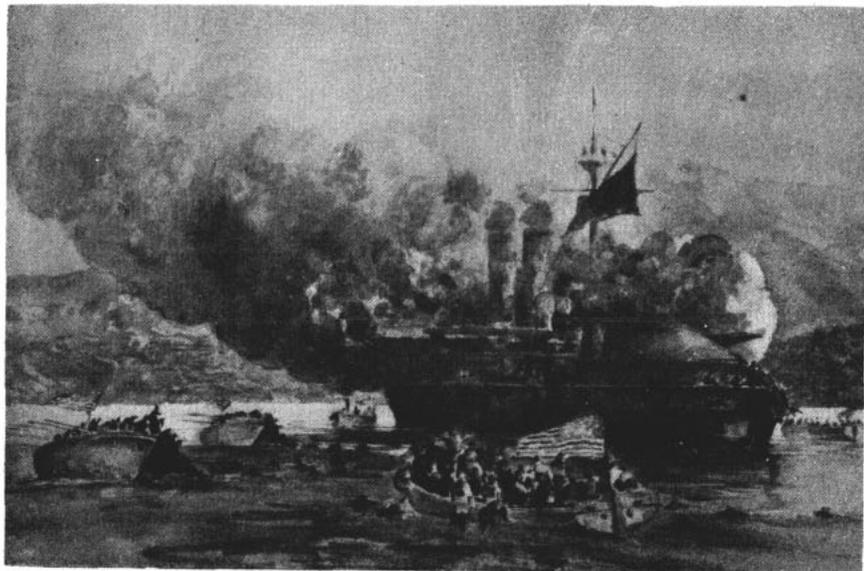
Colon followed the *Oregon*, constantly gaining on the fugitive ship.

The chase had continued for a couple of hours, and at 1250 it was decided to put the squeeze on the enemy. The *Oregon* fired one of her 13-inch guns, and the shell plunged into the water close behind the *Colon*. The next shell fell ahead of the fleeing ship. The *Brooklyn* opened up with her 8-inch guns and scored direct hits. Both ships kept pounding away at the Spanish cruiser which returned an ineffective fire. The speed of the *Colon* was being reduced, and at 1320 she headed for the beach, striking her colors in surrender. Forty-five miles beyond her starting point ended her flight. The *Colon* had not been seriously damaged, but became a loss when the crew opened the sea-valves and scuttled her.

While the *Colon* was being chased the armed yacht, USS *Gloucester*, under the command of Lt. Harry P. Wainwright, had made short work of the Spanish destroyers, *Furor* and *Pluton*. Remembering the boys of the *Maine*, in which he had served during the Havana explosion, Wainwright had his gunners pour a hail of burning lead into the enemy ships so effectively that they sank without returning any effective blows.

The most valuable lesson learned from the Spanish-American War was the effective advantage resulting from an alert and well-prepared navy. Spain had a navy—one of the best in Europe—but it was not prepared and organized for the grind of battle.

The war with Spain was short, but it firmly established the U.S. Navy as one of the formidable navies in the world.



BLAZING wreck, Spanish cruiser *Oquendo* (right) suffered defeat to ships commanded by Commodore Schley (left).

LETTERS TO THE EDITOR

Medical Care of Dependents

SIR: Can a Navy man get reimbursed for civilian doctor and hospital bills paid for medical care of his dependents?—F. P. H., CPHM, USN.

• *No. The Navy will not assume responsibility for costs of medical attention or hospital care except where naval facilities are used. Para. 418.1, Manual of the Medical Department, provides, "Dependents of naval personnel shall be provided out-patient service at naval hospitals, dispensaries and other Medical Department activities where facilities for such service exist." Hospitalization for dependents, authorized by Public Law 51, 78th Congress, is not free, but paid at rates prescribed by the President. (See ALL HANDS, June 1947, p. 59).—Ed.*

Hat Covers and Dungarees

SIR: What type hat cover should be worn by CPOs and officers when dungarees are worn?—V. G., CY, USN.

• *Since dungarees are a working uniform, the khaki or gray cap cover would be appropriate for officers, CPOs, cooks and stewards to wear with them. Enlisted men other than CPOs, cooks and stewards would normally wear either the white hat or the watch cap, depending on weather conditions.—Ed.*

Recognition for Tasks Performed

SIR: Read with great interest your feature, "The Fleet Keeps In Trim" (ALL HANDS, May 1947, p. 2), but was disappointed in not seeing our ship, USS *Bairoko* (CVE 115), listed with those named as having participated. It's quite true that we operated only with a replenishment group, but we know that no ship of the Fleet operated under a heavier strain of personnel losses, so we think it only fair that we gain some recognition for the tasks our ship performed.—C. C. T., RM1, USN and F.W., SM2, USN.

• *Emerson said: "The silence that accepts merit as the most natural thing in the world is the highest applause."—Ed.*

This column 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; no private reply will be made.

Naval Reserve Button

SIR: When I was released to inactive duty, I did not get a Naval Reserve button. How can I get one now?—P. S., Lt., USNR (Inactive).

• *You may request a Naval Reserve button from your district commandant.—Ed.*

First to Shell Jap Mainland?

SIR: What ship was the first to shell the Japanese mainland?—H.B., CBM, USN.

• *Although it is possible that a submarine might have shelled parts of the mainland earlier, the first official shelling of the Japanese mainland was accomplished by ships of Task Force 38/58 on 14 July 1945. It is impossible to determine which ship in the force actually did the first shelling.—Ed.*

Academy Service

SIR: Is there any legislation pending that would authorize academy service for pay and retirement purposes?—F. O. I., Cdr., USN.

• *Yes. A bill introduced into the Senate, S. 657, (see ALL HANDS, April 1947, p. 20), would credit service as cadet, midshipman or aviation cadet for pay purposes, and service as cadet or midshipman for retirement. When further action on the bill has been taken it will be reported in the Legislative Roundup section of ALL HANDS.—Ed.*

Aviation Specialty Mark

SIR: Is a person who is authorized to wear the aviation general utility specialty mark while attached to the air department of a carrier, permitted to wear the mark after he is transferred from the carrier to a non-aviation command?—H. P. M., Y2, USN.

• *No. Art. 8-7, Uniform Regs, 1941, states that in order to be eligible to wear the aviation utility distinguishing mark, a man of any rating other than aviation branch must be attached to and serving in the aid department of carriers for a period of not less than three months under operating conditions. Eligibility to wear the distinguishing mark automatically ceases upon the man's transfer to other duty.—Ed.*

RCN Time Doesn't Count

SIR: I spent five years as GM2 in the Royal Canadian Navy. Does this service count for (1) longevity? (2) the wearing of a hashmark? (3) the rate of S1?—R. P., S2, USN.

• *Sorry. Time served in the Royal Canadian Navy does not in any way affect your service in the U. S. Navy.—Ed.*

Ships' Names on Flat Hats

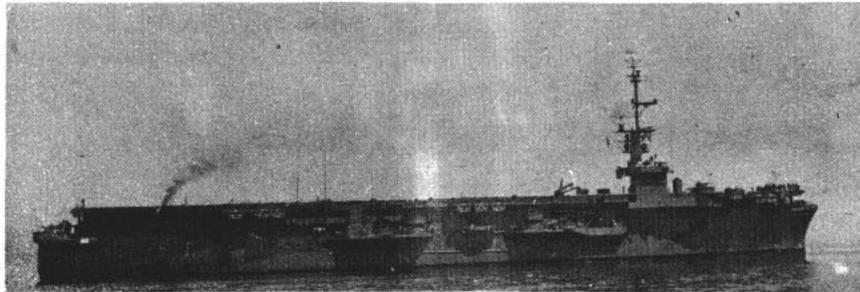
SIR: While in Europe I noticed that enlisted men of the British and French Navies wear the name of their ship on their flat hats. Is the U.S. Navy planning to do this too?—M. A. G., COX, USN.

• *No. The Navy Department does not contemplate changing present regulations relative to the wearing of U.S. Navy cap bands on enlisted men's blue hats.—Ed.*

Ex-Coasties in Naval Reserve

SIR: I read recently that ex-Coast Guardsmen now may be enlisted in Class V-6 of the Naval Reserve in the rating which they held upon separation from the Coast Guard. That's swell for those joining V-6 now, but how about those ex-Coast Guardsmen who enlisted in V-6 previously and had to go down to pay grade 5 from a higher grade?—J. P. M., S1, USNR (Inactive).

• *Changes in rating for former Coast Guardsmen who enlisted in the Naval Reserve as S1 or STM1, although they held higher ratings in the Coast Guard, were authorized by NRMAL 48-46. You may get your old rate back by a request to your district commandant, if the rate is included in the current Navy rating structure. Personnel who held Coast Guard ratings not included in the current Navy rating structure should forward their requests via official channels to the Chief of Naval Personnel (Attn: Pers 67).—Ed.*



USS BAIROKO—Participated with replenishment group during Fleet maneuvers in the Pacific.

Abbreviations

SIR: Since the abbreviations for the Personnel Accounting System have been changed from, for example, S1c to S1, is the word class also dropped when writing the record of proceedings on general courts-martial? In other words, should the record read seaman first, or seaman, first class?—M. C. M., Y1, USNR (V-6).

• Seaman, first class is correct. When the change was made, only the abbreviation for the rate was shortened, the actual name of the rating was not.—Ed.

Homestead in Alaska

SIR: I expect to be discharged from the Navy in a few months and would like to know how I may apply for a tract of timberland in Alaska under the Veterans' Homestead Act. Can I obtain an option for a long period of time? If so, how long?—R.S.V., CMM, USN.

• For full information on obtaining land in Alaska under the Veterans' Homestead Act, write to the Director, Bureau of Land Management, U. S. Department of the Interior, Washington, D. C.—Ed.

Appointment to Warrant

SIR: Is it possible for a CPHM to apply for appointment as pay clerk? If so, what are the qualifications necessary and the procedure and references needed?—J.F.T., CPHM, USN.

• No, not at the present time, as appointment to all warrant grades is temporarily suspended. When nominations for warrant rank are reopened, detailed requirements and instructions will be publicized by BuPers.—Ed.

Reenlistment in Rate

SIR: I was discharged as ST2 on 18 Dec 1945. I was reenlisted 15 Mar 1946 as STM1. Should I have been reenlisted as ST2?—D. R., STM1, USN.

• That depends. If you were rated ST2, USN, when you were discharged (and, of course, in that case your discharge would have occurred as a result of expiration of enlistment, because USN personnel were not included in the point system for discharge), then you should have been reenlisted in the same rate, since your reenlistment occurred within three months of discharge and thus qualified you for continuous service benefits.

If, on the other hand, you were rated ST2, USNR or USN-I, when you were discharged, then your enlistment in USN as STM1 was correct. Instructions in effect at the time of your enlistment in USN provided for enlistment or reenlistment of USNR or USN-I personnel, who served on active duty during World War II, in the rating held at time of discharge, only if the rating was open to enlistment or reenlistment. Certain specified ratings were not open. It happens that STM1 was the highest rating open in your rating group on 15 Mar 1946 for former USNR or USN-I personnel who previously held ratings as STM1 or higher.—Ed.

Praise for PTS

SIR: A lot has been mentioned about ships of the Navy and their war experiences, but the PT boats seem to have been missed. Many ex-PT men would be pleased to see something devoted to these ships, for instance a story in ALL HANDS.—R. S. N., COX, USN.

• ALL HANDS summarized the PTs' wartime exploits in a feature article, appearing in March 1946, p. 24.—Ed.

Questionnaire for Reservists

SIR: (1) Should an officer of the Naval Reserve who has received a college or professional degree since release from active duty report this to BuPers? (2) If so, is documentary evidence necessary? (3) Is it possible for an officer who is classified as a deck officer to transfer to Naval Intelligence while on inactive duty?—G. H. R., Lt. (jg), USNR (Inactive).

• (1) An officer qualification questionnaire (NavPers 319) will be mailed to all inactive Reserve officers in the near future. On this you will report any education you may have acquired since your release to inactive duty. (2) Yes. (3) You should submit requests for any change of classification to BuPers (Attn: Pers 313), giving your reasons and qualifications for requesting such change.—Ed.

Computing Longevity

SIR: Is the 31st day of a month used in computing longevity for pay purpose? The personnel officer here insists on using the 31st day of a month in computing this time and I contend that in accordance with Articles 2142-2, 2143-2 and 2140-13 (c) and (d) of BuSandA Manual, time computed must be on a 30-day month regardless of whether it is February, March or any other month. Say a man reenlisted 30 Sept 1946 and had two years, five months and 22 days previous service. When will he complete three years' service for pay purpose?—W. C. C., CY, USN.

• You are correct. Longevity for pay purpose is computed on a 30-day month basis regardless of the number of days in a particular month. If a man reenlisted on 30 Sept 1946 and had two years, five months and 22 days previous service, he would have completed three years service for pay purposes on 7 Mar 1947.—Ed.

You Hear Everything

SIR: I have heard that I am eligible for 30 days' leave for having participated in both atom bomb tests. Is this right?—J. L. O., CSK, USN.

• Sorry, chief. You ought to keep away from that scuttlebut.—Ed.

Souvenir Books Published by Ships and Stations

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

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

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

• USS Colorado (BB 45). Address: Commander Bremerton Group, Pacific Reserve Fleet, Puget Sound Naval Shipyard, Bremerton, Wash. Copies free to former crew members.

• USS Maryland (BB 46). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Copies free to former crew members.

• USS Lexington (CV 16). Address: Standard Lithograph Co., 1409 W. 11th St., Los Angeles 15, Calif. Price, \$4.

• USS Alabama (BB 60). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, \$3.

• USS Essex (CV 9). Address: Commander Bremerton Group, Pacific Re-

serve Fleet (address as above). Price, \$5.75.

• USS Yorktown (CV 10). Address: Mr. Robert Brandt, Al Paul Lefton Co., 521 5th Ave., New York City 17, N. Y. Price, \$5.

• USS Bunker Hill (CV 17). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, \$5.

• USS Quincy (CA 39). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, \$3.

• USS Hancock (CV 19). Address: Sterling Engraving Co., 1417 Fourth Ave. Bldg., Seattle, Wash. Price, \$4.

• USS Biloxi (CL 80). Address: Commander Bremerton Group, Pacific Reserve Fleet (address as above). Price, \$1.50.

• USS Belleau Wood (CVL 24). Former crew members who have not received copies may address: James I. Carson, Y3, Alameda Group, Pacific Reserve Fleet, NAS, Alameda, Calif.

• 43d Naval Construction Battalion. Former members of this battalion who have not received copies of the souvenir book may address: Alan F. Williams, 2356 Las Lunas St., Pasadena 8, Calif.

• USS Warren (APA 53). For information, address: Capt. W. J. Luzmoor, USMCR, 107 Central Ave. East, Hampton, Iowa.

Messing Privileges

SIR: I am serving with the Fleet Marine Force along with several other hospital corpsmen. We were wondering if a PHM3 is entitled to the same messing privileges as a sergeant in the Marine Corps. What about a PHM2?—G. G. S., CPHM, USN.

● *There is no written order concerning messing privileges in MarCorps staff NCO messes. It is the custom, however, for sailors and marines of equal pay grades to be allowed all the privileges of their ranks and rates when serving together, either ashore or afloat. Therefore, a PHM3 is entitled by custom, to the same privileges in regard to messing as a sergeant, and a PHM2 the privileges of a staff sergeant.*—Ed.

Oklahoma U. at Norman

SIR: In ALL HANDS, May 1947, p. 11, you state the University of Oklahoma is at Stillwater. I believe you'll find the U. of Oklahoma is at Norman, and that the school at Stillwater is Oklahoma A. & M.—J. L. S., SK3, USN.

● In ALL HANDS, May 1947, p. 50, we state the U. of Oklahoma is at Norman. You must be right.—Ed.

Canberra at Bremerton

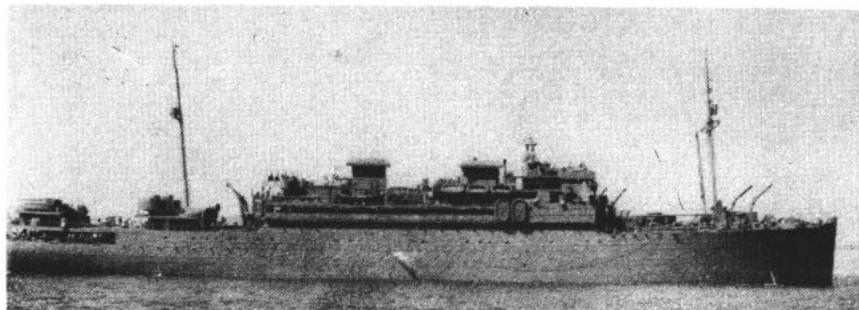
SIR: Where's USS Canberra (CA 70) these days?—W. S. B., Cpl., USMC.

● USS Canberra (A 70) was placed in the Bremerton group of the Pacific Reserve Fleet on 7 Mar 1947.—Ed.

Ships with Wooden Guns

SIR: Having served on the MS Marechal Joffre (later USS Rochambeau), I enjoyed your story on the ship's wooden guns (ALL HANDS, May 1947, p. 29), but was disappointed not to see a picture of her. How about one this issue?—D. M., QM1, USN.

● Glad to oblige, wheels. Here she is, minus wooden guns.—Ed.



USS ROCHAMBEAU—Former French ship converted to troop carrier had 5-inch wooden guns



USS MUSTIN—Took water down her stack in 87-degree roll during rough neutrality patrol?

Navy Service and G. I. Rights

SIR: The GI Bill of Rights states that provided you meet the basic requirements you are entitled to education or training for a period of one year plus the time you were in active service after 15 Sept 1940 and before the end of the war. The basic requirements referred to are: (a) a man must be discharged under conditions other than dishonorable, and (b) he must have had at least 90 days' active service or have been discharged due to a service incurred injury or disability.

I assume that the end of the war was on or about 1 Jan 1947. Having signed up on 8 Apr 1946, would I get three years of schooling or only a year-and-a-half?—C.B.A., S1, USN.

● *If otherwise eligible, your first 90 days' active service entitles you to 12 months' schooling. You rate, in addition, one month of schooling for each month you serve, including service during the first 90 days. If you are on a two-year hitch, you will be entitled to 36 months' of schooling under the GI Bill. The official end of the war has not been declared.*

Even if it had been, it would not affect you, as you come under the provisions of a separate law which concerns persons who enlisted between 5 Oct 1945 and 6 Oct 1946. These persons are in a special category. As far they are concerned the war does not end until the end of their enlistments, and all their service counts.

Maximum Roll

SIR: This is in reply to the letter headed "Maximum Roll" (ALL HANDS, June 1947, p. 29).

I put USS Russell (DD 414) in commission 3 Nov 1939 and stayed with her through thick and thin until August 1943, therefore I can give you quite a bit of dope on this type destroyer. During neutrality patrol and convoy duty between Iceland and the States, our entire squadron (DesRon 2) of nine ships experienced 50 degree rolls as commonplace rather than out of the ordinary. The Mustin (DD 413) made the record rolls (and still holds the record to this day as far as I know), while escorting USS New Mexico (BB 40) during neutrality patrol off Cape Race. As far as I can tell from an old beat-up log book I used to keep, the date would be either in a period of July-August 1941, or the specific date of 18 Nov 1941. Hazy as that may seem, here is the story:

The ships in company were USS Savannah, Philadelphia, New Mexico, Mustin, O'Brien, Walke, Sims, Hughes, Morris and Russell. We took over convoy duty on an English convoy bound for Halifax and for four days experienced some of the roughest weather I have seen anywhere. My ship (the Russell) held the record roll for about three hours. Ours was only 63 degrees to starboard, 72 degrees to port. The Mustin later reported visually (how the signalmen were able to man a light in those seas I'll never know) that she had experienced an 87 degree roll, took water down the stack and that the clinometer had "hit the peg!" She never actually expected to recover from that roll, but due to a heavy sea hitting at just the right angle she managed to come back to an even keel.—H. M. A., S1, USN.

● ALL HANDS took a 180 degree roll (to port) when your story hit the office, and failed to recover. But if you'll just hold this issue upside down, and read it standing on your head, you'll never notice the difference.—Ed.

24-Hour Clock

SIR: I've been wondering about the Navy's use of the 24-hour clock. I thought this system was used exclusively but my attention has been called to the fact that Navy Regs in various places uses a.m. and p.m. I would like an opinion from you on the subject and any information as to whether and when the 24-hour clock was officially adopted by the Navy.—S. P. L., Ens., USN.

● Paragraph 3, Art. 1032 of Navy Regs, put into effect 15 July 1921, states: "The use of the 24-hour day with the time expressed as a four-figure group, the first two figures denoting the hour and the second two figures denoting the minutes, is authorized for the naval service in correspondence as well as dispatches, using the civil day commencing at midnight, expressed as 0000." In a new edition of Navy Regs, now being written, other reference to time on the 24-hour clock basis will appear.—Ed.

Waiving Requirements

SIR: I am writing in regard to the question entitled "Graduate or Experienced," ALL HANDS, June 1947, p. 30. You might revise your answer in accordance with BuPers Circ. Letr. 191-46 (NDB 31 Aug 1946), which states that only COs of operating units of forces afloat are authorized to waive the prescribed school requirements for advancement to SKD3.—J. H., CY, USN.

• You're right. We didn't intend to go that far into detail in our original answer.—Ed.

Military Escort Duty

SIR: In ALL HANDS, February 1947, p. 57, you have an article on military escort duty. Since then I have been trying to locate the Alnav or official publication of final action on the subject, and as yet have had no results. Can I put in for this duty by official letter to BuPers?—E.U.O., CSK, USN.

• No. BuPers is selecting some of the men for military escort duty from the shore duty eligibility list, while others will be assigned by district commandants on a TAD basis.—Ed.

Longest Alnav

SIR: With reference to H. D. C.'s letter on longest Alnav (ALL HANDS, June 1947, p. 29), he speaks of an Alnav that was transmitted immediately after the war. We would like to add our information to the subject.

Said Alnav was originated 10 Apr 1946. The date and time group was 100332Z/167. It consisted of 29 parts, taking five days to transmit over How Fox. It was sent on How Fox NR 1715 and contained 15,793 groups.

We were wondering where H. D. C. and his "radio gang" are stationed. Any radio station's files should contain this information.—D. K. H., CRM; J. R. P., RM1; T. C. K., RM2; E. D. C., RM2; and R. D. B., RM2.

Mustering Out Pay

SIR: When I reenlisted in the regular Navy I received \$200 mustering out pay. I had not had sea duty at that time, but have had some now. In ALL HANDS, May 1947, p. 29, you state that in a case like mine I am entitled to \$100 more at the expiration of my present enlistment. On what authority is this \$100 paid to me?—C. E. R., Y2, USN.

• Paragraph 11, Section II of *Mustering Out Pay Regulations*, published by the Navy Department, states: "A member of the armed forces who has received mustering out pay in an amount less than \$300 as a result of the completion of one period of active service is entitled to receive additional mustering out pay upon completion of a later period of active service, under conditions which authorize payment in an amount higher than that previously, equal to the difference between his total entitlement for all periods of service less payments previously received, but in no event in a total amount greater than \$300.—Ed.

Ships with Four Screws

SIR: Are there any ships in the U.S. Fleet that have four screws? If so, which ones?—O. P. M., Y3, USN.

• Yes. The following ships have four screws: All CVBs; all CVs except USS Ranger; all CVLs; all BBs except USS Nevada, New York and Texas; all CAs; all CBs; and all CLs except the 6,000-ton antiaircraft cruisers.—Ed.

Sailmaker Rate

SIR: A recent editorial in some Navy magazine stated that the rate of sailmaker, or sailmaker's mate, was abolished in 1921. Having served on USS Arizona in 1938 with a sailmaker as a shipmate, I find this confusing. His rating mark was three loops in a line.

Can you tell me just when was the sailmaker rate discontinued? I believe they were changed to boatswain ratings in 1938 or 1939.—V.R.W., CHRELE, USN.

• Your memory is good. The rating group of sailmaker's mate was abolished by BuNav Circ. Ltr. 7-39, dated 21 Feb 1939. Under its provisions all men then holding the rating of sailmaker's mate were required to change to boatswain's mate (or coxswain) of equal pay grade before 1 July 1939.—Ed.

Wearing Submarine Insignia

SIR: Can an enlisted man wear the officer's submarine qualification insignia he earned while serving in a temporary commissioned status?—P. E. C., Y1, USN.

• Yes. In accordance with the new 1947 Uniform Regs, enlisted personnel who have qualified to wear the officer's submarine insignia while serving in a commissioned status, may continue to wear the insignia in the same relative position on enlisted uniforms upon return to enlisted status.—Ed.

Reenlistment Allowance

SIR: Is a minority enlistment computed as four full years for pay purposes?—T.C.F., S1, USNR (Inactive).

• No. A minority enlistment counts only up to the actual time served for purposes of pay, longevity and reenlistment allowance.—Ed.

Minority Enlistments

SIR: I reenlisted for four years in 1935 and extended my enlistment for three years. In August 1942 I reenlisted for another four years, but was paid only \$150 reenlistment allowance for the three-year extension. Should I not be eligible for reenlistment bonus for the original four-year enlistment also?—E.F.S., SWT, USN.

• No. Public Law 190, 79th Congress, authorized that an individual who reenlisted on or after 1 Feb 1945 could receive reenlistment allowance back to the payment of his last reenlistment allowance. Since your reenlistment in 1942 was prior to the enactment of this law, there was no authority to pay you reenlistment allowance for any period other than the enlistment from which last discharged.—Ed.

Medal of Honor

SIR: May the Congressional Medal of Honor be awarded to an individual more than once?—W. J. G., Lt. (jg) USNR.

• Yes. The Medal of Honor may be awarded to a person as many times as he shall "in action involving actual conflict with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission of his command or to the command to which attached." There have been seven cases of a man being awarded the Medal of Honor more than once, but not during World War II.—Ed.

Mustering Out Pay

SIR: You answered a question for me in ALL HANDS (June 1947, p. 29), regarding mustering out pay. You said I could collect it; but here at the hospital they say I can't collect, because I'm going into the Fleet Reserve. Well, I don't want to fight, pal. I just want to know if I do or don't. \$300 is \$300.—J.A.K., CHMUS, USN.

• Sorry, you don't. Persons transferring to the Fleet Reserve or being retired are ineligible for mustering out pay.

Your original letter to us raised this question: Since you extended an enlistment in May 1945, and didn't receive MOP, could you get the MOP after your next discharge when you would "go out on 20?" Well, you could, except for the fact that you're going into the Fleet Reserve.—Ed.

Salvage Money

SIR: While looking over ALL HANDS, March 1947, p. 31, I came across an item of interest. It was about USS Somers (DD 381) and USS Omaha (CL 4) in regard to salvage money.

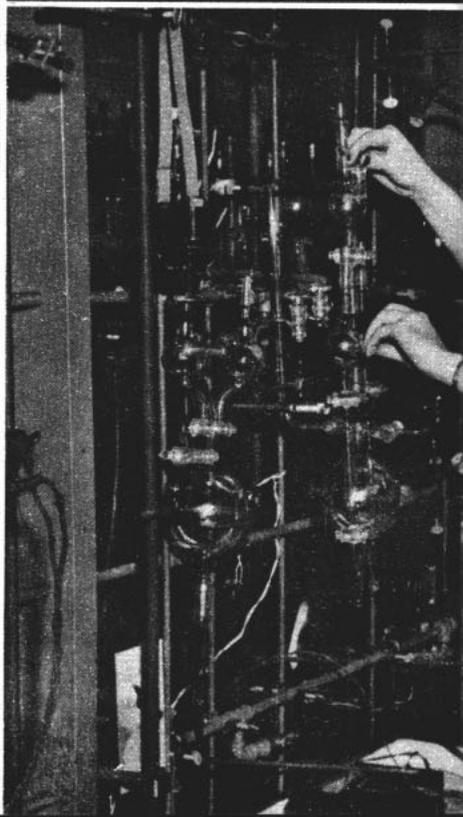
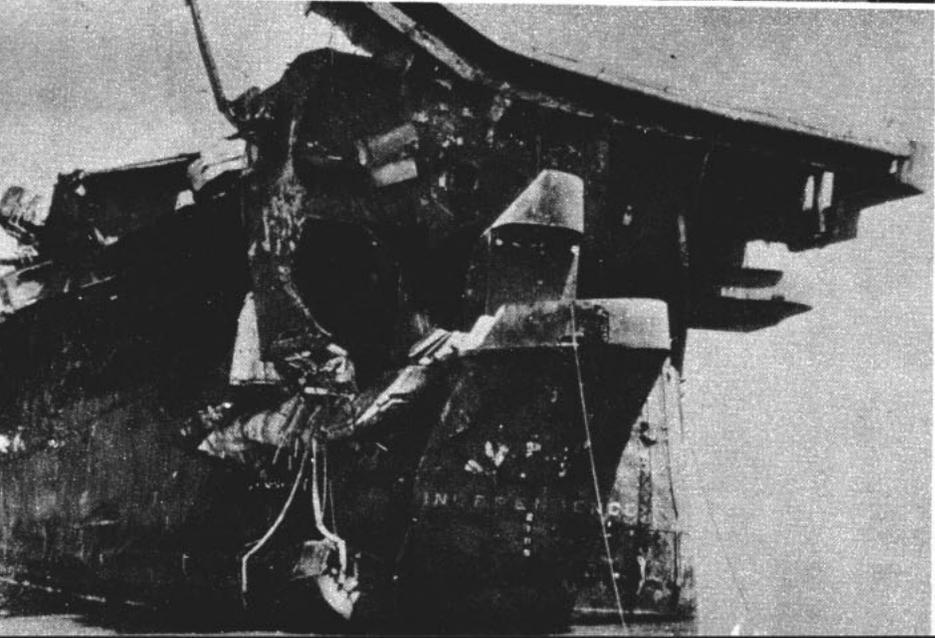
During my cruise down in the South Atlantic off the coast of Brazil, while serving aboard USS Seneca (ATF 91), we salvaged from the sea about 2,000 bales of raw rubber weighing about 250 to 300 pounds apiece, and that's a lot of rubber.

There were three German ships running the blockade and when sighted they scuttled their ships. We later were detailed to pick up all rubber floating in sight. It was in 1944 and I was wondering if any salvage money was coming to the crew.—A. K., CSK, USN.

• No. The Odenwald salvaging, in which the Somers and Omaha took part, has been the only case in recent naval history where the Navy has pressed for salvage rights for crews of U.S. ships. One reason for this was the fact that the salvaging occurred at a time when the U.S. was not officially at war with Germany. In your case, the situation would not be one of salvage because during 1944 we were at war with Germany. For full details on the District Court of Puerto Rico's decision regarding the Odenwald salvage case, see page 44.—Ed.



STORK overtakes Navy plane to deliver F. Summers (upper left), during flight on USS Antietam share chow with carrier during ship's visit to Australia. Independence rides at anchor at S of Bikini damage. Above: Rear A piped aboard USS Randolph after anniversary of Waves finds many st



TODAY'S NAVY

1st NAVY LITERARY CONTEST WON BY POET AND SHORT STORY WRITER

A lieutenant (jg) and a chief machinist's mate won top awards in the Navy's first literary contest, and eight other Navy men won honorable mention.

Prize winners were Lt. (jg) Arnold S. Lott, USN, who submitted a book-length poem entitled "Hits and Misses with Eric the Seagull," and Carroll E. Cain, CMM, USN, who submitted a short story, "No Plans."

Lt. Lott has served 15 years in the Navy, and was a chief yeoman when he was appointed to a wartime commission. His last duty station was NTC, Bainbridge, but he was on orders last month to report to LST 1146. Chief Cain is a veteran of 12 years' naval service, all but a few months of it in engine rooms afloat. He is currently serving aboard USS *Boxer* (CV 21).

The two winners will be given temporary additional duty orders to

Washington, D. C., and subsequently to the two-week Bread Loaf Writers' Conference beginning 13 August at Middlebury College, Vt. The director of the conference, Dr. Theodore Morrison of the Harvard University English department, served as final judge in the competition. The Bread Loaf Writers' Conference is considered one of the outstanding writing sem-

inars in the U. S. It affords an opportunity for writers to exchange thoughts and opinions and to hear lectures by established writers.

The winning manuscripts were selected from 25 entries submitted by Navy and Marine Corps officers and men, including Waves and Navy nurses. About two-thirds of the entries were received from enlisted personnel. Manuscripts included poetry (the largest percentage), short stories, novels, articles, essays, interviews and radioscapes.

Winners of honorable mention included:

Comdr. Richard F. Armknecht, CEC, USN — entry, "Fore and Aft," a collection of lyric poetry; Comdr. James C. Shaw, USN — entry, "China Sailor," a novel; Comdr. William D. Brinckloe, USN — entry, "The Golden Years," a novel; Lt. (jg) William G. Hunefeld, USNR — entry, "Chauncy, the Renegade Wheelbarrow," a short story; M. S. Money-penny, PHM2, USN, — entry, "The Mysterious 'They,'" an essay; John T. Ogilvie, HA1, USN — entries, "Not This House," a short story, and "Selected poems"; Raymond J. Brus-gul, QM1, USN — entry, "Drink from a Tin Dipper," a collection of poems, and Vincent DePaul Register, S1, USN — entry, "Song," a poem.



Lt. (jg) Lott



CMM Cain

...r baby to CPO's wife, Mrs. James
...o Norfolk, Va. Left center: Sailors
...ssies before big dance on board
...lower left: Atomic bomb-battered
...n Francisco awaiting examination
...miral Holloway, Supt., USNA, is
...nding in helicopter. Below: Fifth
...on duty in important Navy jobs.



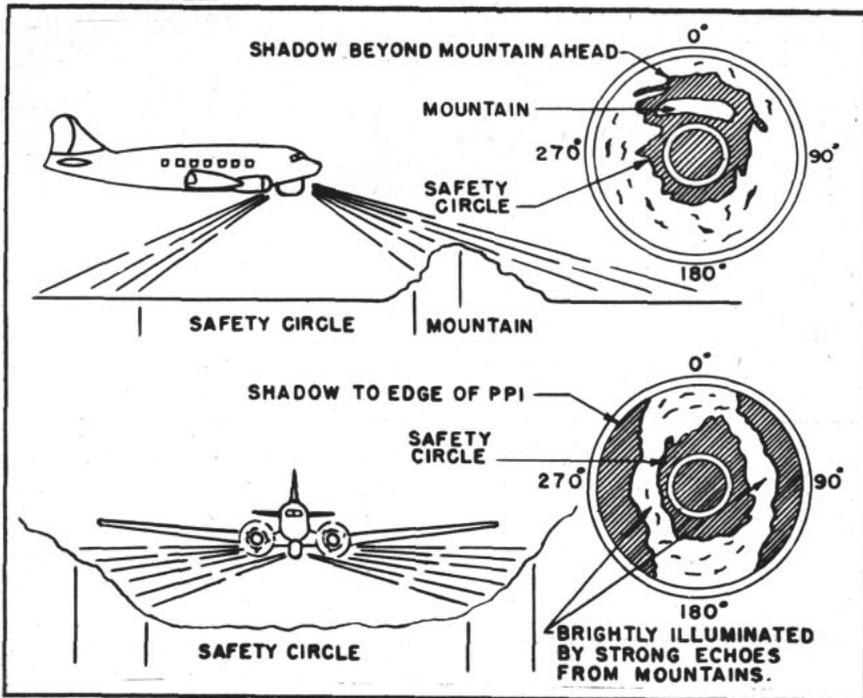
LAST SEPTEMBER



Navy human centrifuge whirled subjects 1,000 mph to study reactions to supersonic flight. Champlain College, 1st GI university, opened in N.Y. state. Experimental installations of air-conditioning on cruisers Salem and Newport News.

SEPTEMBER 1947

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



HERE'S HOW two different terrain situations appear on the PPI scope of radar to be installed in NATS planes. Danger areas are illuminated on scope.

Changes at the Top

SecNav James Forrestal announced at a press conference that Fleet Admiral Chester W. Nimitz, USN, probably will relinquish his job as Chief of Naval Operations about the end of this year. Admiral Nimitz' appointment as CNO expires in December.

The Secretary announced at the same time that Gen. A. A. Vandegrift, USMC, Commandant of the Marine Corps, expects to retire about 1 Jan 1948.

Admiral Nimitz later said he planned to remain on active duty in the Navy in whatever post he might be assigned. No hint was given as to who might succeed either Admiral Nimitz or Gen. Vandegrift in the billets they now hold.

New Radar Sets for NATS

Contracts have been let for 100 airborne radar sets of a new type to provide NATS planes with the latest in electronic navigation aids. The sets will be installed in NATS' four-engine aircraft after deliveries start early in 1948.

The radar, designated APS-42, was designed to specifications determined by the Navy, Army, and American Airlines in a year of collaboration. The purpose of the effort was to determine the type of radar most desirable for transport and commercial use, eliminating military features and concentrating on developing the possibilities of radar as a safety and navigation aid.

Other factors in the design were

light weight, reliability and ease of maintenance. The set weighs but 150 pounds, and will not materially affect transports' payload capacity.

The Navy will mount the radar scanner either at the nose or underneath the plane, the former installation giving a view of 220 degree arc centered ahead, the latter giving a 360-degree view. PPI scopes for both pilot and co-pilot will be installed, and an additional scope can be installed in the radioman's compartment for use in navigation on long, over-water flights.

The radar will pick up land masses up to 100 miles from the plane, and when used with radar beacons the range may be increased to 225 miles.

BuAer says it will give pilots "positive safety and navigational checks when flying blind over hazardous terrain."

Radio Dramatizes Research

Navy research is being dramatized on a series of 13 weekly radio programs, a part of the series "Exploring the Unknown," sponsored by the Revere Copper and Brass Co. The program is heard over the Mutual network at 8 p.m. each Sunday, EST*.

The company is sponsoring the Navy shows as a member of the Navy Industrial Assn. The programs are telling of the Navy's vast program of scientific research, out of which are arising discoveries of great significance to the nation in both military and non-military applications.

Named to Research Board

Dr. L. R. Hafstad, Director of Research of the Johns Hopkins University Applied Physics Laboratory, was appointed by SecNav James Forrestal to succeed Lloyd V. Berkner as executive secretary of the Joint Research and Development Board.

Dr. Hafstad was awarded the President's Medal for Merit in 1946 for his wartime services in connection with the development of ordnance devices for the Army and Navy, including the radio proximity fuze, fire-control gun directors and torpedo exploders.

Gunnery Development Ship

Work in progress on USS *Mississippi* (AG 128, ex-BB 41) at Norfolk Naval Shipyard will make her the Navy's newest and best gunnery development ship.

Three of her four 14-inch gun turrets and other equipment are being removed, to make room for various new ordnance gear, fire control apparatus and, someday, missile launchers. The work is expected to be completed this month, after which the *Mississippi* will replace USS *Wyoming* (AG 17) which served as a gunnery training ship during World War II and has since been used for gunnery development.

Armament modification being completed aboard the *Mississippi* includes installation of:

- A 6-inch, 47 caliber dual-purpose turret, the new rapid-fire heavy AA mount that is mechanized from handling room to gun muzzle. This is the gun a new class of light cruisers—USS *Worcester* and *Roanoke* (CLs 144 and 145)—will carry as main battery weapons.

- Two new 5-inch, 54 caliber twin mounts, an installation similar to but improved over the 5-inch single mounts installed on CVBs. The firing rate is greater than previous 5-inch designs, and is maintained steady at all angles of elevation.

- Several intermediate caliber rapid-fire guns, including the automatic 3-inch, 50 caliber rifle.

- Newest fire control equipment; standard 5-inch AA mounts; and space for development of new weapons, including missile launchers, as required.

The *Wyoming* will be disposed of after her development gear has been removed. Although she never left the Chesapeake Bay area, the *Wyoming* fired more rounds of AA ammunition than any other Navy ship in World War II, providing gunnery training for 35,000 officers and men.

The Navy announced that particularly qualified personnel will be assigned to gunnery development aboard the *Mississippi*, but that they will be rotated from time to time to give the largest maximum number of men possible experience in latest shipboard ordnance.

Sofar Station Completed

The first of a network of four Pacific stations has been completed for operating sofars, the new Navy long-range, underwater sound system for locating air and ship survivors at sea (see ALL HANDS, July 1946, p. 30).

Sofar will enable shore stations to pick up the sounds of small bombs dropped far at sea, and to plot their location. The name sofars is derived from the phrase, sound fixing and ranging.

Technicians at the Monterey, Calif., station, the first to be established, have recorded explosions of four and six-pound bombs dropped near Hawaii, 2,300 miles away. Other stations of the Pacific network will be constructed at Point Arena, northwest of San Francisco, and at Kaneohe and Hilo, T.H.

Sofar was developed as a by-product of wartime submarine detection studies. It was discovered that sound waves travel amazing distances in the ocean at depths of 2,000 to 6,000 feet. In Atlantic tests, sounds were transmitted 3,100 miles.

Explosions of bombs dropped by survivors at sea are heard over sofars station loudspeakers as a kettledrum effect. The signal starts a paper tape recorder and simultaneously sounds an alarm to alert the station operator. The tape provides a permanent record and a means of timing the arrival of the signal.

When the network of stations is established, any station receiving a signal will transmit its information to a control center. From the difference in time of arrival of the signal at each pair of stations, the control



PANAMA LIBERTY is objective of Reservist as he leaves USS Macon. Most reserve cruises put in at foreign ports.

LOW IN SPIRITS DUE TO DOG-GONE DUCK

Schenley, a blend (see photo), is forlorn (see photo).

Her neutral spirits, her attitude of abject dejection, her misery, are due to a duck; a duck named Fubar (see ALL HANDS, January 1947, p. 40, if Fubar fascinates you; but it's not necessary).

Schenley's forlorn, just plain jealous, and all because Fubar has stolen the spotlight. Both live at NAS, Jacksonville, where Schenley is the Waves' mascot and Fubar is anybody's girl. Schenley was there first, and it seems she enjoyed considerable distinction, attention, petting and such other emoluments as descend to mascots.

Then came Fubar, and Schenley was just another guy named Joe—or Josephine.

Fubar was an old hand at scene-stealing, an adept at publicity-purloining. She waddled onto the NAS stage and everyone forgot Schenley. Fubar's amours, when an unattached drake turned up some weeks later, became station gossip.

Fubar's been missing lately. It was theorized that Schenley might

have decommissioned her. On second thought, it's doubtful that Schenley could slug it out with a duck (see photo).



DOG'S LIFE is illustrated by Schenley, who used to bask in limelight as leading mascot at NAS, Jacksonville.

center will determine the exact location of the survivors, using special charts similar to those designed for loran. The position will then be radioed to rescue planes.

Flag Rank Orders

Flag rank orders last month were as follows:

Vice Admiral P. N. L. Bellinger, USN, was ordered detached from duty as a member of the General Board and to await retirement.

Vice Admiral Charles A. Lockwood, USN, was ordered detached from duty as Naval Inspector General and to be retired. Rear Admiral Leo H. Thebaud, USN, was ordered to duty as Naval Inspector General.

Vice Admiral George D. Murray, USN, Commandant of the 9th Naval District and Commander of the Midwest Naval Area, was ordered to relieve Vice Admiral Alfred E. Montgomery, USN, as Commander, First Task Fleet. Vice Admiral Montgomery was ordered to relieve Rear Admiral Freeland A. Daubin, USN, as Commandant of the 17th Naval District, with additional duties as Commander, Alaskan Sea Frontier and Commander, Northern Pacific Area.

Rear Admiral J. Cary Jones, USN, was ordered to relieve Vice Admiral Murray as Commandant of the 9th Naval District and Commander, Midwest Naval Area. Rear Admiral Charles W. Styer, USN, Asst. CNO (Operations), was ordered to relieve Rear Admiral Jones as a member of the Permanent Joint Board on Defense, Canada-United States, as additional duty. Rear Admiral Marshall

R. Greer, USN, Chief of Pan American Affairs, Naval Operations, was ordered to relieve Rear Admiral Jones as a member of the Joint United States-Mexican Defense Commission and as senior U.S. Navy delegate to the Inter-American Defense Board, as additional duty.

Rear Admiral Claude O. Kell, USN, was ordered as CO and Director, David W. Taylor Model Basin, Carderock, Md., with additional duty as Director, Experimental Model Basin, Naval Gun Factory, Washington, D.C.

Rear Admiral Spencer S. Lewis, USN, was ordered to await retirement. His last duty was as Chief of Staff to ComNavEastLant.

Rear Admiral Norborne L. Rawlings, USN, was ordered detached from the Material Division, Office of AstSecNav, and to be retired.

Rear Admiral Ingolf N. Kiland, USN, was ordered to CNO for duty, from duty as Commander, Training Command, Pacific.

Rear Admiral Peter K. Fischler, USN, was ordered to duty as Commander, Training Command, Amphibious Forces, Pacific, from duty as Deputy Commander, Pacific Reserve Fleet.

Rear Admiral Richard H. Cruzen, USN, was ordered to duty as Senior Member, Naval Sentence Review and Clemency Board.

Commodore Charles J. Rend, USN, was ordered detached as Deputy Chief of Naval Intelligence and to be retired.

Commodore James W. Boundy, SC, USN, was ordered to duty as Supply Officer in Command, NSD, Great Lakes, from duty in BuSandA.

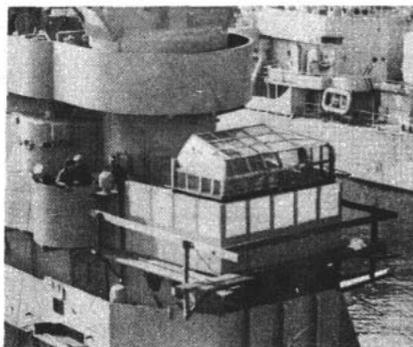
PLASTIC GREENHOUSE PROTECTS BRIDGE

The Navy is experimenting with a transparent, plastic "greenhouse" to cover the flying bridges of combatant ships and provide protection for men long exposed to the weather, occasional bucketsful of green water, gun blast and fumes.

USS *Manchester* (CL 83) is the "guinea pig" for the tests, and is trying out her new covered bridge on a Mediterranean cruise.

The hood is composed of plastic panels set in a metal framework. Two types of plastic—lucite and plexiglas—are being used in the *Manchester's* experimental structure.

The hood was designed and constructed at the Boston Naval Shipyard. Further studies and tests will follow to devise the most satisfactory protection for bridge personnel.



GREENHOUSE (center right) of plastic covers flying bridge and protects personnel from weather, gun blasts.

Ship Lighting Studied

Interior lighting conditions aboard warships have long been a problem to the Navy. Now BuShips, with the aid of 20 civilian illumination engineers, is making a comprehensive study of warship lighting problems aimed at development of efficient blast and shock-resistant light fixtures.

Experience gained during the war proved that commercial lamps and fixtures were too fragile and dangerous for warship installation, during battle, the glassware on these fixtures was often shattered by enemy shell or bomb explosions or even by the shock of our own guns, endangering personnel. Such glass fixtures were removed early in 1942 but satisfactory substitute fixtures were not developed.

In explanation of the studies being made, Vice Admiral Earle W. Mills, USN, Chief of BuShips said:

"We are seeking fixtures that will give a high level of light and a low level of glare 24 hours a day. Port-holes were welded over during the war and none of our newer ships have them. Naval personnel aboard ship must work under artificial light virtually all the time. We know that human efficiency wins battles, and we also know that no man can do his best work if he's suffering from eyestrain or the headaches caused thereby. Consequently, we intend to get the best light for men aboard ship that money can buy."

Interior lighting conditions aboard USS *Midway* (CVB 41) were studied recently by seven members of the engineer group on a week's Caribbean cruise.

The group's studies to date have included a survey of light fixtures now being used by the Navy, an analysis of such related problems as the color of deck, bulkhead and furniture paints, the level of heat generated by

a lamp, and the effect of salt air on fixtures.

During the cruise, two problems found only aboard a carrier were given special study. Overhead lighting, used on board all ships, is of little value to a mechanic working on the underside of a plane on the hangar deck of a carrier.

Ready-room illumination for night flying presents another problem peculiar only to carriers. Red lights are used to help pilots adapt their eyes to the darkness. These lights, however, provide a low level of illumination and a high level of heat, which is not satisfactory to heavily-clothed pilots.

The advisory group has developed a number of experimental designs, and sample fixtures are now undergoing service tests. All experimental work was conducted under typical shipboard conditions with the assistance of USS *Phoenix* (CL 46) and USS *Permit* (SS 178), two inactive Fleet ships. However, the absence of a normal complement and the fact that the ships were not underway were handicaps in some respects, so the engineers were invited to spend a week aboard the *Midway* during her training cruise.

Hot Shot Marines

The Marines are doing a lot of shooting this month—but it's all in fun.

Seven MarCorps Reserve officers have been named members of the eight-man team representing the U.S. in the International Rifle and Pistol Matches at Stockholm, Sweden.

The team was selected by the National Rifle Association, which is the governing body for U.S. participation in the international matches. The current matches mark the first time since 1939 that an American team has gone abroad for international competition.

On the home front, the Second MarCorps Division will conduct the 1947 National Rifle Association rifle and pistol matches at Camp Perry, Ohio, 4-15 August. The matches have been held annually at Camp Perry since 1903, except during war and depression years. This year's matches will be the first conducted by Marines.

Dayton's Team Is Good

The men of USS *Dayton* (CL 105) play basketball wherever they go, and usually to the chagrin of such opposition as they find. The Daytons currently boast a 26 won, 3 lost record, including, among others, the following victims:

The *Bristol*, *Witek*, *Beatty*, *Elokin*, *Great Sitkin* and *Purdy* in Boston; the *Providence* (twice) and the *Purdy* (again) in Guantanamo; the *Providence* and *Shenandoah* in Naples; several AAF teams in Trieste; the *Leyte* in Crete and a Turkish team at Istanbul.

The *Dayton* has lost to USS *Franklin D. Roosevelt* (in Norfolk), and to an Italian squad, the "Trieste Gymnasia," in Trieste.

Bristol Nine Wins

The baseball team of USS *Bristol* (DD 857) defeated Roberts College, Istanbul, Turkey, during the destroyer's visit to that city. A plaque depicting an ancient Turkish sportsman on horseback was awarded the *Bristol* team by the Roberts College Sporiculindaram.

HERO'S MEDAL TO BE PLACED IN CRYPT



AWARDED to John Paul Jones by Congress in 1787, but never delivered, a gold replica of medal was presented posthumously. It will be placed with effects of sea fighter in crypt at Annapolis, Md.



All-Navy Baseball Tourney

The All-Navy spotlight focused on baseball with the announcement that the All-Navy Baseball Tournament will be held the third week of September. Time and place of the tournament will be determined after results of eliminations are known it was announced by BuPers Circ. Ltr. 113-47 (NDB, 30 June).

Elimination contests for the Baseball Tournament between teams of Group I will be held at Com 4; Group II at Com 7; Group III at Com 12; Group IV at ComServLantSubordCom; and Groups V and VI, at ComServPac. For area groupings used for all sports eliminations see ALL HANDS, July 1947, p. 51.

One team selected as the champion from Groups I, II and IV will meet the champion team from groups III, V and VI in the final tournament. The All-Navy baseball championship will be determined on the basis of three out of five wins.

All personnel on active duty in the Navy or Marine Corps, officer and enlisted, may participate in the tournament. Also eligible to enter are Naval Reserve personnel on active duty (not for training only), but NROTC and Naval Reserve units are not. Teams may not have more than four officers as playing members in the game at one time.

Getting an Early Start

The Discoverers, grid squad of USS *Columbus* (CA 74), have begun practice for this season which they hope to play in the Southern California area, CNO willing. The footballers, wherever they play, will have their

All-Navy Boxing Finalists Tour Hollywood Studios

About 90 All-Navy boxing finalists toured three motion picture studios in a holiday aftermath to the championships held at San Diego, before returning to their commands across the world.

Warner Brothers, MGM and RKO opened their gates to the fighters, who had a chance to meet actors, collect autographs and see how movies are made.

Among stars met by the Navy men were Humphrey Bogart, Ronald Reagan, Shirley Temple and Judy Garland. The touring fighters also were introduced to Ritchie King, Fleet lightweight titleholder back in 1924, 1925 and 1926, who is now a Warner studio electrician, and Mushie Callahan, who was a welterweight champ in 1926 and who now is a trainer for film actors.

work cut out for them in defending the reputation *Columbus* teams have made in other sports across the Pacific.

Consider the record. *Columbus* horsehide.s boast a .700 season average, and defeated USS *Fall River's* previously unbeaten ball club 6-2 in their last game in Yokosuka before 1,000 fans. The ship's cagers wound up their Far Eastern season by winning the Shanghai Mayor's Cup Tournament, the Shanghai Area Service Championship, and losing out in the finals of the Naval Forces WesPac championship play. In a less familiar sport, *Columbus* soccer men won four and lost five against Royal Navy and Shanghai and Tsingtao clubs.



NICE SMILE and belt for All-Navy championship is presented by actress Janis Paige to Don Nelson, Cox.

Tourney at Norfolk

Bowlers at Naval Station, Norfolk, Va., were winding up a six-month tournament in three leagues, started by the RecSta recreation department to stimulate interest in the sport. Officers and men playing on 28 teams bowled all winter and spring for weekly high score awards. The alleys are located in the modern theater building on the station.

SHIP CONVERTS SMALL SPACE INTO USEFUL HOBBY SHOP

Proof that you don't need an air station hangar or supply depot warehouse to set up a hobby shop is offered by USS *Leyte* (CV 32).

A former berthing compartment and a converted peacoat locker house

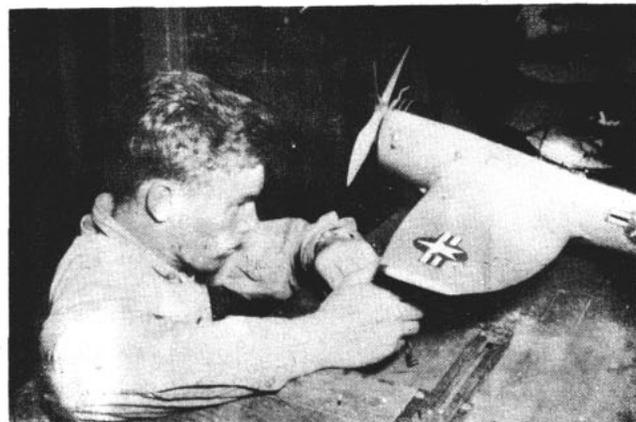
the hobby shop aboard this carrier. The shop isn't very big—just 12 x 30 feet—but it's well-equipped and accommodates up to 50 crew members of an evening, working in shifts.

The compartment was converted by

courtesy of the first lieutenant; hand and machine tools were obtained from surplus stocks through BuPers; and the shop was stocked with model kits and other supplies bought with an original \$300 investment from the ship's recreation funds. The kits and supplies are sold to hobbyists at a price just sufficient to cover cost and to allow about a 5 per cent profit, all of which is plowed back into the shop in the form of more supplies.

Machine installations, at present, include a 6-inch lathe, grinder, drill press, rotary saw and sewing machine.

Leathercraft and model airplanes are the most popular projects. But to the surprise of the ship's recreation officer some hidden talent turned up in the woodcarving line and a number of interested carvers are learning the art under instruction of a few skilled men. Model ships are next in line in popularity.



MODEL PLANE gets finishing touches from man on board carrier USS *Leyte*, where a small but well-equipped hobby shop has been set up for the off-duty pleasure of the crew. Project has proved that shortage of space can be solved.

THE BULLETIN BOARD

FAMILY ALLOWANCE POINTS CLARIFIED

If the load of unnecessary clerical work in BuPers is any indication, the administration of family allowance in the field is not enjoying clear sailing. The trouble seems due to unfamiliarity with procedures as set down in directives which have had wide distribution. The problem has been complicated by demobilization of trained benefits and insurance officers, and their replacement, on a collateral duty basis, by officers inexperienced in the benefits and insurance arts.

The Dependents Welfare Division, BuPers, has compiled a list of frequent errors which hold up family allowance payments to dependents, and has made suggestions for correcting them. They include:

- Incomplete and inaccurate information submitted on application for family allowance (NavPers 668) is a frequent cause of difficulty. Information on this application form should be provided in accord with directives, and should be double-checked against the service record to insure that it is accurate and up-to-date.

- The person indicated on the application to whom family allowance payments are to be made must be a dependent, or custodian of a minor child or incompetent person dependent upon the serviceman. The payee may *not* be the serviceman himself.

- Entitlement to family allowance is determined by BuPers. All servicemen must be permitted to submit applications on behalf of claimed dependents at any time.

- Navy men should be instructed that a change in the beneficiary slip (page 7 of series record) does not automatically alter their family allowance (or insurance) arrangements. If a serviceman acquires an additional dependent, he must submit

a complete new application for family allowance and mark it "supplement" for that dependent.

- Failure of dependents promptly to notify BuPers or BuSandA Field Branch, Cleveland, of change-of-address causes delay in delivery of family allowance checks. Postmasters do not forward checks to a change-of-address. Dependents should submit a change-of-address to: U.S. Navy Field Branch, Bureau of Supplies and Accounts (Allotment Division), Cleveland 15, Ohio.

Detailed instructions for preparation and submission of applications for family allowance are contained in the Dependent Benefits Manual (NavPers 15116). These instructions have been supplemented in BuPers Circ. Ltrs. 12-45, 245-46 and 261-46, and in Alnav 431-46.

Other problems have arisen in connection with family allowance, which may be answered by a discussion of the rules pertaining to it.

Inquiries have indicated it is not fully understood that individuals still may apply for family allowance. In this connection, see para. 2 of Alnav 431-46, which reads: "... any person who enlists or reenlists subsequent to 1 July 1946 and prior to the end of the 6-month period immediately following the official termination of the present war is eligible to apply for family allowance benefits. . . ." The war, as you know, has *not* been declared officially terminated, an action which may be taken only by the President or Congress.

Of course any person who enlisted or reenlisted before 1 July 1946 also may apply for family allowance.

The reason for the 1 July date is this: Family allowance benefits, under present law, are payable for the duration of any enlistment or reenlistment entered into before 1 July 1946. But persons who enlist or reenlist after 1 July 1946 may receive family allowance benefits only for the duration of the war plus six months. (It should be noted that legislation to extend family allowance privileges was before Congress at this writing. The progress of this legislation is being reported in ALL HANDS).

Those who may apply for family allowance (*any* time before the official termination of the war plus six months) include: enlisted men and enlisted women in all seven pay grades of the Navy and Marine Corps, including those of any retired

and reserve components, and aviation cadets, who are in the active naval service of the U.S. Excepted are members of the Insular Force of the Navy and the Samoan native guard or band of the Navy, who are not eligible.

Dependents who may be eligible for family allowance are divided into three classes, A, B and B-1. Class A dependents include: a lawful wife; a former wife divorced who has not remarried and to whom alimony has been decreed and is still payable; a legitimate child; a child legally adopted; a stepchild if a member of the enlisted person's household, including a stepchild who continues as a member of the household after death of the mother or termination of the marriage; an illegitimate child, but only if the man has been judicially ordered or decreed by a court of competent jurisdiction to contribute to such child's support, has been decreed by a court of competent jurisdiction to be the putative father of such child, or has acknowledged in writing that he is the father of such child; a child to whom the enlisted person stands in loco parentis and has so stood for not less than 12 months prior to the date of application on behalf of such child, and who

Questions Answered On Family Allowance

Family allowance answers you should know:

- You can still apply for family allowance.

- BuPers, not the local command, makes final determinations of eligibility and entitlement.

- Prompt notification of change of address to Field Branch, Cleveland, is important if checks are not to be delayed.

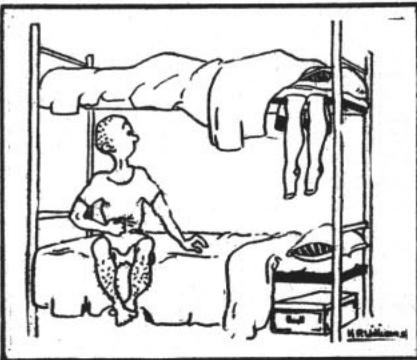
- There are three general classes of dependents.

- Complete and accurate information submitted in the application will expediate payments.

- Detailed instructions for efficient, time-saving administration of family allowance are available in all commands.

- Supplemental applications should be submitted to cover new dependents acquired since date of last application.

The accompanying short article offers an explanation of these points.



THE BOOT. PARRIS ISLAND WEEKLY

is a member of the enlisted person's household.

Children, to be eligible, must be unmarried children under 18 years of age, unless they are incapable of self-support by reason of mental or physical defect, in which case they are eligible regardless of age. The children of an enlisted Wave are eligible dependents within the above categories only when determined to be dependent upon her for chief support. The husband of an enlisted Wave is *not* an eligible dependent.

Class B and B-1 dependents include: parents (including father, mother, grandfather and grandmother, stepfather and stepmother, father and mother through adoption, either of the person in the service or of the spouse, and persons who, for a period of not less than one year prior to the enlisted person's enlistment or induction, stood in loco parentis to the enlisted person concerned, provided that not more than two persons within those named herein as parents may be designated to receive an allowance; brothers and sisters of the whole blood or half blood; stepbrothers and stepsisters; brothers and sisters through adoption.

Brothers and sisters in all categories above must be unmarried and under 18 years of age, unless they are incapable of self-support by reason of mental or physical defect, in which case they are eligible regardless of age.

The final determination of entitlement to dependency benefits is vested in the Director of the Dependents Welfare Division, BuPers. Bearing this in mind, commands were reminded that no person shall be denied the privilege of filing an application for family allowance for any dependent he may claim.

MarCorps Revises Rules For New AP Designations

New rules for applying the aviation pilot designation to naval aviators enlisting or reenlisting in the regular MarCorps were outlined in Almar 56-47.

The directive said that henceforth the only naval aviators who will be designated AP upon enlistment or reenlistment in the regular MarCorps are those former naval APs who now hold temporary commissions and meet current physical requirements for pilots in the naval service.

The Almar in no way affects the reenlistment and redesignation of enlisted men now holding AP designation. Applications for designation will be forwarded to MarCorps headquarters, together with cases in which extenuating circumstances may exist.

Naval Personnel Lauded For Aid at Plane Crash

Assistance of naval personnel from NTC, Bainbridge, after an airliner crashed near Port Deposit, Md., and killed 53 persons, prompted a letter of appreciation from William Preston Lane, Jr., governor of Maryland to the NTC commanding officer.

Governor Lane wrote:

"I am writing to thank you and the Navy personnel of the Training Center at Bainbridge for the very valuable assistance that you rendered to our State Police on the occasion of the airline crash near Port Deposit, Maryland, on the night of May 30th.

"The Superintendent of the State Police has told me of the tremendous help and cooperation that was furnished by your Navy personnel and as Governor of the State, I want to extend to you and those under you my thanks."

Technical Books Issued on Army-Navy Standards

First of a series of publications on joint Army-Navy standards on subjects of interest to technical groups have been published and are being distributed, it was announced in the Navy Department Bulletin (Item 47-524).

The first four publications are JAN-STD-2, Drawing Sizes; JAN-STD-12, Abbreviations for Use on Drawings; JAN-STD-19, Welding Symbols, and JAN-STD-102, Anti-Friction Bearing Identification Code.

The standards are being developed by the Army-Navy Joint Specifications Board to facilitate preparation and interpretation of drawings, design, production, inspection and maintenance, and to eliminate unnecessary differences in contractual requirements.

The board is at present developing JAN drafting standards in the following categories: general drawing practice, format for production and construction drawings, dimensioning and tolerancing, screw-thread, surface roughness, electrical-electronics symbols, mechanical symbols, and non-destructive test symbols. Standard welding nomenclature and definitions, welding charts, and color code for compressed gas cylinders and pipelines, also are being developed.

New subjects will be added from time to time.

Commands desiring copies, and who may not be on the regular mailing list, may address requests to: Supply Officer in Command, Naval Supply Depot, Bayonne, N. J.

Shorter Enlistment Terms are Authorized: New Provisions Listed

Shorter terms of enlistment were provided by Alnav 134-47 (NDB, 15 June). The new provisions were as follows:

- Two, three, four or six-year hitches may be entered by men enlisting or reenlisting in USN within three months from date of discharge from USN, or within three months from date of first demobilization, discharge and separation as a member of USNR or USN-I after active service in World War II. Men 17 years old (and who are in this category) may be enlisted or reenlisted for minority or for a term of two or three years only.

- Three, four or six-year hitches may be entered by any other person eligible for enlistment in the Navy, except that 17-year-olds in this category may be signed up for minority or three years only.

It was pointed out that enlistment or reenlistment in the peacetime Naval Reserve after demobilization from active World War II service does not qualify men for enlistment or reenlistment in the regular Navy under continuous service.

Written consent of custodial parent or legal guardian is required for all minors 17 and under 18 years of age.

The Alnav cancelled Alnavs 127-46 (NDB, Jan-June, 1946) and Alnav 85-47 (NDB, 31 March).

New Navy Nurse Corps Transferees Listed

Navy nurses were notified of their transfer to the Navy Nurse Corps, established by Public Law 36, 80th Congress. BuPers Circ. Ltr. 117-47 (NDB, 30 June) published a list of the nurses transferred, with dates of rank in temporary appointment.

It is planned that at a later date permanent ranks will be established in the new Corps.

Officers of the Nurse Corps will have authority in medical and sanitary matters and other matters in the line of their profession in naval hospitals and other activities of the Medical Department, next after officers of the Medical Corps and Dental Corps. They are not eligible for command but will exercise such military authority as may be prescribed from time to time by SacNav.

The law establishing the Nurse Corps provided for nurses in the ranks of ensign through commander, and for transfer of nurses to the corps in the temporary ranks in which serving.

Nurses transferred were to submit an acceptance, but were not required to take physical examination.

Early Discharge Allowed For Reenlistment to Space Personnel Turnover Evenly

Provisions whereby eligible personnel may receive mustering out pay, reenlistment leave and allowances, and travel pay, up to six months earlier than they would be able to get them under normal circumstances, were announced in Alnav 147-47 (NDB, 15 July). The Alnav allows early discharge and reenlistment, before normal expiration of enlistment, in order to space more evenly the turnover of enlisted personnel during fiscal year 1948, a year in which a heavy percentage of enlistments expires.

The Alnav "provides opportunities for early discharge and reenlistment with attendant privileges of mustering out pay, reenlistment leave and allowances, furlough travel allowance and certain privileges under the Servicemen's Readjustment Act of 1944 for men in categories described below who so request and are otherwise fully qualified and recommended for reenlistment."

The Alnav provided that commanding officers are authorized to discharge USN personnel for convenience of the government for the purpose of immediate reenlistment in accordance with the following schedule:

- During July 1947 — All men whose enlistments or enlistments as extended expire prior to Dec 1947.
- During August — All men whose enlistments or enlistments as extended expire during December 1947.
- During September — All men whose enlistments or enlistments as extended expire during January 1948.
- During October — All men whose enlistments or enlistments as extended expire during February and March 1948.
- During November — All men whose enlistments or enlistments as extended expire during April and May 1948.
- During December — All men whose enlistments or enlistments as extended expire during June and July 1948.

The Alnav directed that commanding officers of ships and stations within the limits of the continental United States shall grant reenlistment leave starting within one month of the date of reenlistment to all men so requesting, except students in schools who will be granted reenlistment leave not to interfere with the course of instruction.

Commanding officers of ships and stations outside the continental limits (including those in Alaska and the Canal Zone) were directed to transfer all men so requesting to the con-



"COMFY?"

tinental U.S. for reenlistment leave as soon as practicable, but not later than three months after reenlistment date. Options will be offered to permit men attached to ships or stations outside the continental limits to return to their own ship or station when their leave is completed, or to be assigned to general detail for further assignment by BuPers upon expiration of leave.

Reenlistments, in accordance with current directives, may be for two, three, four or six years.

Training Program Organized For CEC Volunteer Reserve

The Civil Engineer Corps Volunteer Reserve has nearly completed the job of organizing its peacetime training program.

Units have been established in 175 cities in the U.S., following the pattern adopted by the Seabee organization in World War II. Under this plan, the battalion is the basic unit. Groups of from 3 to 10 battalions have been formed into regiments, and these in turn are governed in the various naval districts by brigades.

The CEC Reserve program embraces monthly study seminars by each unit, and two-week training courses for selected groups of officers at BuDocks, Washington, D.C.

Strength of the CEC Reserve to date, by battalions, is as follows: 1st ND, 5; 3rd ND, 31; 4th ND, 3; 5th ND, 11; 6th ND, 10; 7th ND, 6; 8th ND, 31; 9th ND, 44; 11th ND, 14; 12th ND, 10; 13th ND, 8; PRNC, 2.

Changes in Uniform Regs Listed in 1947 Edition Now Being Distributed

Distribution of the 1947 edition of Uniform Regulations has been started to all ships and stations.

The new volume includes all changes to the 1941 edition that have previously been announced (see ALL HANDS, May 1947, p. 56), plus certain additional changes listed here.

In the new Regs, individual chapters are included for each category of personnel. These chapters include uniform tables, minimum clothing requirements, the insignia required, and the manner in which the uniform shall be worn by each group.

Because commissioned officers, warrant officers, CPOs, aviation midshipmen and cadets, NROTC midshipmen, cooks and stewards and Navy Band members now wear essentially the same uniform, only one chapter has been devoted to uniforms for the entire group.

Changes made, in addition to those already announced, are:

When taking part in church services, naval personnel are permitted to wear vestments of the church.

Enlisted personnel may be permitted to have civilian clothing in their possession at naval activities ashore when specifically authorized by the CO.

Embroidered devices of Naval Aviation Observers, Flight Surgeons, Naval Aviators and Chief Naval Aviation Pilots are to be on a background to match the color of the uniform.

Officers will be disqualified to wear the submarine insignia if they are declared "temperamentally unfit" or "temperamentally disqualified."

The gray uniform authorized for the Permanent Shore Patrol has been deleted.

Because new stocks of enlisted men's overcoats have a convertible collar, the regulation that overcoats shall be worn buttoned to the neck has been deleted.

Provides for changes in ownership markings on dungarees and undershirts.

Provides that CPOs, chief cooks, chief stewards, cooks and stewards shall have a mount on the combination cap band on which the cap device shall be centered.

Provides that enlisted men will be disqualified to wear the submarine insignia if they are declared "temperamentally unfit" or temperamentally disqualified."

Enlisted men who have qualified to wear the officers' submarine insignia may continue to wear such insignia on return to enlisted status; and the location on uniform where submarine

insignia is worn has been changed from the right sleeve midway between the wrist and elbow to the left breast.

Designates the lyre as the corps device of the Assistant Leader, Navy Band, and the CinC, Navy School of Music.

Lists new articles of uniform for Navy Nurse Corps, and deletes black sleeve stripes for nurses' overcoat.

Changes precedence of certain ribbons.

Authorizes wearing of certain special medals by members of various veteran societies.

Provides for the wearing of miniature medals with civilian evening clothes.

Provision is made for wearing a silver star on the Good Conduct ribbon in lieu of five bronze stars.

Undress sword belt has been deleted for Reserve officers.

"Protection of the Uniform Act" is quoted in full.

A new article on the wearing of the naval uniform by persons who served honorably in time of war is included.

The new edition does not contain references to full dress or dress uniforms for officers, or dress whites for enlisted men other than CPOs, cooks and stewards due to the consideration of the Uniform Board of revision of these uniforms.

Sub School Applications Deadline 30 Sept 1947

Applications are due in BuPers not later than 30 September for enrollment in the next class at the Submarine School, New London. The class, to consist of about 60 officers, will convene about 5 Jan 1948, it was announced in BuPers Circ. Ltr. 108-47 (NDB, 15 June).

The circular letter also announced officers selected for the incumbent class at the Submarine School, and listed those for whom reliefs could not be obtained in their present assignments.

Applications of volunteers for submarine training for the next class are desired from officers not over 28 years of age in the grades of ensign, lieutenant (jg) and lieutenants with date of rank subsequent to 31 Mar 1946.

It is desirable that officers have an educational background in engineering, or an excellent grounding in mathematics and physics. Applicants must be qualified to stand OOD watches under way. Selection is based upon quality of fitness reports and educational background. Officers will not be ordered to the Submarine School until they have completed at least two years' commissioned service as of 1 Jan 1948.

HARBOR AT GUAM NEARS COMPLETION

NAVY DREDGES are sucking and scooping 30,000,000 yards of coral and sand out of Apra Harbor, Guam. Dusty trucks and sweaty men are piling up a two-mile rock breakwater to curve a protecting arm around the bay that will become one of the largest and best ports in the Pacific.

Apra quickly became one of the busiest ports in the world after we recaptured it from the Japs in July 1944, but more because it was desperately needed than because of any natural advantages it had as a harbor. In fact, it had many natural disadvantages, which are the reasons for the immense project now under way. Its bottom was studded with great coral heads, many of them sticking up high enough to rip the bottom out of a whaleboat; much of the harbor was exposed to the fury of any passing storm; the entrance was narrow and tricky with a nasty set, between rocks on the one hand and coral on the other.

But with dredging completed and the breakwater finished, it'll be a different story. Three large, hydraulic dredges ranging in size from 24-inch to 30-inch discharge, and a 12-inch hydraulic dredge, are engaged in the current operations, in company with a four-yard clamshell dredge to handle material which cannot be pumped by the hydraulic dredges. More than 7,500,000 yards of material have been removed, to date.

The breakwater will stretch 10,500 feet in a slight curve around the harbor, when finished, and will be 40 feet wide on top and 344 feet above mean low water on the outboard end. The seaward side and top, when completed, will be armored with five and 30-ton rocks.

The typhoon of 20-22 Sept 1946 taught the builders quite a bit about seawalls in that location. The heavy seas tore great holes in uncompleted portions of the breakwater, washing out rock to sea level. The portion which had been completed and armored, however, was only slightly damaged. Repair of the storm's damage, and completion of the breakwater over the entire projected length, is expected to require until fall.

The breakwater was begun by Seabees, soon after Guam was recaptured. A quarry was opened up on Cabras Island and rock for the breakwater was broken out there and lugged out over the wall on trucks.

Progress was slowed by demobilization after Japan's surrender, and remained slow though by the end of September 1945 nearly every Seabee

left on Guam was working on the breakwater. In order to complete it, a contract was let with a private concern, which took over the job 1 Feb 1946.

This is not to say that the Navy rested on its laurels after the recapture of Guam, and used Apra Harbor just as it had been found. The reconstruction of the harbor, the removal of a tangled mess of wrecked Jap ships, within a few months after the occupation of Guam, remains one of the outstanding engineering feats of the Pacific war.

In less than a year after Guam's recapture, the Navy had built there its greatest advanced base from which flowed the material support for more than a third of American sea power in the final phase of the Pacific war.

From Guam's recapture to the end of the war, an average of more than 1,700 vessels of all sizes stood in or out of the port each month, totalling over 20,000 a year—a couple of thousand more ships than, for instance, San Francisco harbor handled during 1935.

From September 1944 to late 1945, about 4,600 ships were routed onward from Guam, including combatant ships, merchantmen, auxiliaries, amphibious vessels and escorts.

Troops embarked at Guam totalled more than 300,000, and included Marines for the Iwo Jima and Okinawa campaigns, and for the occupation of Japan and liberation of Jap-held China. Nearly 9,000,000 tons of cargo were handled by the port.

The end of the war did not end the activity in Apra Harbor, either. Soon after the Jap surrender, about 6,000 servicemen were being shipped each week to the West Coast for discharge.

From 7 Aug 1944, when the first American cargo was landed on Agat beach, development of the harbor was so rapid that, during closing stages of the war, the cargoes of 120 Liberty ships and 20 tankers were unloaded each month at the NSD piers. The depot and its fuel supply branch serviced an average of 75 Navy ships and small craft daily with fuel supplies.

And during the war the handling of ships, personnel and cargo in the harbor developed into a model of speed and efficiency, which began when word of a ship's arrival was received days before she steamed over the horizon. From that moment smoothly-coordinated operations were arranged to handle the ship in a minimum of time.

SKIPPER FINALLY FINISHES MODEL OF SHIP

You fellows who never thought the skipper would finish that model he was working on can back down on all engines, right now. Because here it is; took him three years or so, but finish it he did.

The accurate, carefully-detailed one-eighth inch scale model of USS *Terror* (CM 5), was built by Capt. H. W. Blakeslee, USN (Ret), her skipper during her last war year. The captain served on the *Terror* from the time she was commissioned in 1942 until he brought her home to the States for battle damage repairs after the Okinawa campaign.

Captain Blakeslee sent the accompanying photo of his model to ALL HANDS with the comment, "Many of

the crew were interested in the model when it was still unfinished, and many were the jibes I received about never finishing it!"



MODEL of USS *Terror* took former skipper three years to finish. Model is built on a one-eighth inch scale.

Enlistment Extension Periods Liberalized; New Instructions Listed

Periods for which enlisted men may extend their enlistments have been liberalized considerably by BuPers Circ. Letr. 102-47 (NDB, 15 June).

The new instructions, which will govern periods of extensions until changes to BuPers Manual are distributed, are as follows:

- An enlisted man may extend his enlistment for either 2, 3, or 4 years, regardless of whether serving in first or subsequent enlistment.

- An enlisted man having an approved application for transfer to service school for a course of instruction, or for transfer to a regular tour of shore duty, may extend his enlistment for either 1, 2, 3 or 4 years in order to have the obligated service required. If already serving in a voluntary extension of enlistment, he may re-extend for either 1, 2 or 3 years, provided that the extensions do not total more than 4 years.

- An enlisted man who has completed 19 but less than 20 years' service counting for transfer to Fleet Reserve—or who has completed 20, 23 or 26 years of active federal service—may extend or re-extend his enlistment for 1 year. The total of extensions in any one enlistment cannot aggregate more than 4 years, however, and he must submit at the time an application for transfer to Fleet Reserve to be effected on a date not later than that of the expiration of the extended enlistment. A man with 29 years of service may extend for 1 year to complete service for retirement. If already serving in a voluntary extension, he may re-extend for 1 year, provided that the two extensions do not total more than 4 years.

Except for the purposes given in

the two paragraphs above, extension or re-extension of an enlistment for 1 year will not be permitted without Bureau authority. Also, agreements to reenlist for the purpose of acquiring obligated service will no longer be accepted by the Bureau. Current instructions for this will be corrected by separate correspondence.

The circular letter stressed the provision that a single enlistment may not be extended for more than 4 years, or for periods totaling more than 4 years.

Home Made Postmarking Devices Not Authorized

Unauthorized postmarking devices of the "home made" variety have been used by some commands, it was announced by CNO in the Navy Department Bulletin (item 47-537).

It was pointed out that use of such postmarking equipment not issued by the Post Office Department is in violation of postal laws and the Navy Mail Service Manual, Part II. Postal laws provide as follows:

"Whoever shall forge or counterfeit any postmarking stamp, or impression thereof with intent to make it appear that such impression is a genuine postmark, or shall make or knowingly use or sell, or have in possession with intent to use or sell, any forged or counterfeited postmarking stamp, die, plate or engraving, or such impression thereof, shall be fined not more than \$1,000 or imprisoned not more than five years, or both."

CNO advised that use of unauthorized mail canceling equipment by naval personnel not only renders users liable under the above law, but also is a source of embarrassment to both the Navy and the Post Office Department in certain instances of complaints received from philatelic societies.

American Defense Service and Victory Medal to be Issued Starting 1 August

Distribution of American Defense Service and World War II Victory Medals to servicemen and veterans who earned them will begin 1 August, it was announced in BuPers Circ. Ltr. 110-47 (NDB, 15 June). Procedures were provided in the letter for distribution to naval personnel and veterans.

Area campaign medals will not be distributed at this time. Posthumous awards of medals will be made by BuPers in all cases.

Under no condition will medals be issued to any individual unless he was entitled to separation from the service with an honorable discharge or discharge under honorable conditions for the period in which the medals were earned.

Distribution to active duty personnel will be by naval commands ashore and afloat. COs were directed to check the records of individuals on board, determine eligibility for the medals, and requisition supplies of the medals to meet requirements. Naval personnel entitled to the medals because of service with the Army, Marine Corps or Coast Guard must apply for them through those services.

Medals will be issued to naval veterans, inactive Reservists and retired persons by Navy recruiting stations and activities designated by commandants of districts and river commands. Activities will be designated to supplement the recruiting stations in giving as wide geographic and population coverage as is possible. Where facilities permit, commandants may designate certain activities to make distribution to veterans by mail. Navy veterans living in other countries may apply for the medals direct to BuPers.

Delivery will be made to applicants only on evidence of eligibility. Discharge certificates, certificates in lieu of discharge certificates, or release orders will be required. The Notice of Separation from the Naval Service, NavPers 553, will only be accountable in those cases where eligible applicants have satisfactorily explained the unavailability of the aforementioned documents, in which case NavPers 553 must establish the applicant's separation under honorable conditions. Posts of veterans' organizations may act as agents for their members in applying for the medals, but the same documentary evidence will be required in each case.

Wide local publicity will be given to the distribution of medals to naval veterans, inactive and retired personnel.

Physical Program Vital Part of Navy's Universal Military Training Plans

Naval planning for universal military training has reached a more advanced stage than when last reported in ALL HANDS (February 1947, p. 37), but the Navy's plans still, of course, are dependent upon the action of Congress which is considering universal military training. It is not known whether the legislation will be acted upon at this session of Congress.

The Navy's tentative training plan for Navy inductees under universal military training provides for an initial period of recruit training of about two or three months. Ample facilities are available in the large training centers.

Strong emphasis will be placed on building up the physical stamina of trainees. More time and effort will be spent on athletic programs during recruit training than during any other period. The men will be given careful medical attention, and physical defects will be corrected, if possible. During this indoctrination and hardening, all trainees will be given identical instruction in the rudiments of the naval profession.

Shortly before the end of the two months' recruit training, about 65 per cent of the men will be selected for the line of work for which they appear best fitted. Their personal wishes will be honored so far as possible. These men will be transferred at the end of recruit training to Class A schools for training for specific ratings. This phase of training will take up to 20 weeks for general trainees, and four months for aviation trainees.

The groups not selected for schools will continue in recruit training until they have completed three months of it. They will then receive advanced training, on board ship if practicable. Those finishing the Class A schools will receive similar training.

After all men have completed a total of six months of training, they will be offered a number of options for the completion of their required year of military training (legislation now under consideration envisages a one-year total period of training). Those who elect to take the advanced universal military training will complete six months' instruction in operational, advanced and instructor training. Others may elect to enlist in the regular service, and larger groups are expected to enlist in Naval Reserve units (where they will eventually complete six months' training, though it will be accomplished in relatively brief Reserve training sessions extended over a period of perhaps several years).

Others may elect to try for college programs, selection for which will be

PLAY AN INSTRUMENT? HERE'S YOUR CHANCE

Requests are desired from qualified personnel for courses at the U.S. Navy School of Music, Washington, D. C., it was announced by BuPers Circ. Ltr. 118-47 (NDB, 15 July).

Because of the loss of many Navy musicians through demobilization, and the limited number of capable musicians in the regular Navy, many Navy bands have been forced to discontinue. Applications for any one of the three courses given at the school should be submitted via channels to BuPers. All applicants must have at least two years of obligated service.

A basic course of varying length is open for PO3s and non-rated personnel. Successful completion of this course is one of the requirements for advancement to MUS3. Applicants for the basic course must qualify in sight reading on one or more of the following instruments: flute, clarinet, coronet, saxophone, french horn, baritone, trombone, tuba, drums, string bass (preferred to double on tuba),

and stringed instruments (preferred to double on any wind instrument or drums). Applicants may also qualify in band and dance orchestra training, sight singing and dictation, private instrumental instruction, harmony, general training course, elementary theory or history.

An advanced course of one year is open to MUS1s who have had at least six years of naval service, one year of which must have been sea duty as a MUS1. Applicants must have at least 30 months' obligated service. Successful completion of this course is one of the requirements for advancement to CMUS, and consists of the following subjects: sight singing and dictation, theory, history of music, bandstratation, musicology, conducting and band administration.

Personnel for refresher courses of various lengths will be ordered by BuPers to the school as required to assemble new bands and orchestras.

Application forms for the courses are being distributed to commands.

on a highly competitive basis, or for entrance to the service academies (dependent upon their ability to obtain appointments under present provisions of law). Those selected for college will complete the required additional six months' training during the college curriculum.

Those who elect to complete one continuous year of universal military training will, at its completion, be returned to civilian life and will not be subject to call for further military service except in a national emergency. Those who elect one of the other options will serve either in a regular or Reserve component of the Navy for four to six years, depending upon which option is selected.

Appropriate Changes Made In MarCorps Lineal List

Appropriate changes in the Marine Corps lineal list have been made in compliance with Presidential regulations pursuant to Public Law 347, 79th Congress, it was announced in Alnav 136-47 (NDB, 30 June.)

The President's regulations were quoted as follows: "Naval aviators of the Marine Corps and Marine Corps Reserve and specialists of the Marine Corps and Marine Corps Reserve of commissioned rank who were temporarily promoted in due course at a rate different from that of their general duty contemporaries will be placed on the list in the position each would have occupied if he had been promoted in due course with his general duty contemporaries."

The regulations also said, "Each

former Reserve officer who, subsequent to 8 September 1939, shall have been appointed to commissioned rank in the regular service other than pursuant to Public Law 347, 79th Congress, shall have such higher lineal position to which he would be entitled under Section 6 of these regulations had he remained in the Reserve and transferred to the Regular Navy, (MarCorps) pursuant to Public Law 347, 79th Congress."

Officers affected by the above portions of the regulations were reappointed on 1 July 1947 to the ranks they formerly held for temporary service. The temporary appointments were considered to have been effected unless expressly declined, without necessity for acknowledgement or physical examination.

The MarCorps said the action also restored the proper relative lineal position of naval aviators who were reduced in rank in accordance with Alnav 126-47 (NDB, 15 June; ALL HANDS, July 1947, p. 53).

Further adjustments in the lineal list were announced in Alnav 148-47 (NDB, 15 July), which reported the termination of temporary appointments of certain named officers in the ranks of lieutenant colonel, captain and second lieutenant, their reversion to permanent rank and reappointment to temporary ranks of major, first lieutenant and CWO, effective 1 July.

Alnav 148 said, "Action taken in this Alnav is for purpose of reducing number in grade of lieutenant colonel and to place other officers in same class or group in same rank."

Inventory Control Affects Every Sailor; Key Factor In Navy's New Supply System

Inventory control is something the Navy is very much interested in these days. It's the key factor in the new Navy Supply System, and so it affects every Navy man who wears shoes.

The postwar Navy is to the pre-war Navy as the 10-story department store is to the corner grocer. In pre-war days, the Navy stocked 250,000 items in its supply agencies; today, the stock includes 3,000,000 different items. In dealing with that huge number of separate and distinct items, it's a neat trick always to have just the right number of each item on hand to supply the need; to avoid having a surplus of jeep tires and a shortage of black socks. And that's where inventory control comes in—rather, came in, in 1944, when wartime pressure caused older systems to buckle and split at the seams.

Inventory control is a means of insuring a balance between supply and demand for each item of material needed in the Navy. It is a means, ideally, of always having chow and whaleboat spares at hand, whether they are needed in Coco Solo or Bayonne, N. J.

In order that this Utopia may exist, two steps are required. The first is the identification and cataloging of all the Navy's material. The second is the establishment of central stock control points for all categories of material in use in the Navy.

The first step, in the Navy, has

involved a monumental effort of collecting, collating, editing and otherwise processing vast warehouses of information to be printed, in a form as handy as a telephone book, in the Catalog of Navy Material. The results of this cataloging effort so far have been rather more than spectacular. For instance, 225,500 different stock and reference numbers assigned to anti-friction bearings were reduced to a total of 8,500 different numbers. More than 100,000 airplane engine parts were reduced to 4,200. The airplane engine parts reduction already has resulted in savings of \$275,000,000, enough to operate the Aviation Supply Office at wartime capacity for 35 years.

The completed catalog will tend to prevent several expensive and inefficient practices which were inevitable under older supply systems. It is expensive to stock identical items under different stock numbers. It requires more purchase and shipping orders, more stock cards, more warehouse space and more personnel. At times, it has meant that machines in the fighting zones were immobilized for an apparent lack of spare parts which were actually in stock but under a different set of numbers.

When cataloging has been completed, the Navy will have attained a common cataloging language so that storekeepers and electronic technician's mates will be calling the same thing by the same name. It will be possible to attain real, Navy-wide inventory control where stocks can be regulated to meet actual requirements.

The second step is the establishment of supply demand control points. Many control points already are operating. About 19 will be established when the plan is completed. They include the Aviation Supply Office, the Electronics Supply Office, the Submarine Supply Office, the Ship's Parts Control Center and the Ordnance Stock Office.

It is the duty of these control points to conduct a continuing supply-demand review in the category of material in which each is interested. Each control point will continually estimate demand on the basis of current needs and planned future needs, and each will continually compute supply on the basis of materials on hand and on order. Each, too, will adjust supply to demand by redistribution of local excesses to meet needs at other activities, by declaring items surplus to the Navy's needs, or by buying more stock. One established control point already has saved nearly one and a-half million dollars by its realistic approach to the supply-demand problem.

Appeal Decision Awarding Odenwald Salvage Money to Crews of Omaha, Somers

A decision of the District Court of Puerto Rico awarded salvage money to 51 officers and 829 enlisted men who were members of the crews of USS *Omaha* (CL 4) and USS *Somers* (DD 381) during the period 6-17 Nov 1941, but an appeal is pending in the U.S. Circuit Court of Appeals in Boston and it will be at least early 1948 before the men learn what, if anything, they will be paid.

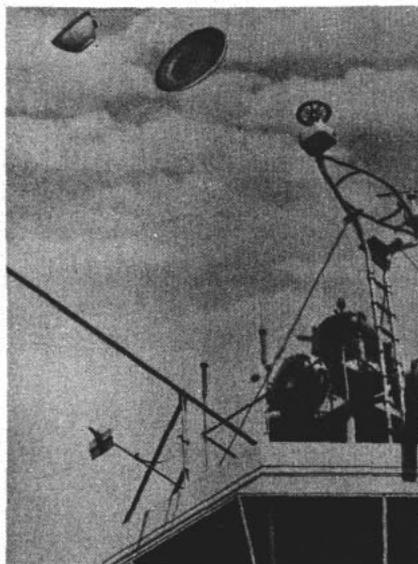
This litigation arose out of a very unusual situation when the *Omaha* and *Somers*, engaged on neutrality patrol, stopped and challenged the German motor vessel *Odenwald* which had been disguised and was carrying the nameboards of the American vessel *Willmoto* from Philadelphia (see ALL HANDS, March 1947, p. 31). As a preventive against capture, the blockade-running *Odenwald* had time bombs and other apparatus arranged to sink the vessel. As the boarding party boarded the ship, they were *Omaha* left, explosions were heard and the *Odenwald* hoisted "Fox-Mike," meaning, "I am sinking. Send boats for passengers and crew." As the party boarded the ship, they were told, "This is a German ship and she is sinking." At great risk, the members of the party stopped the flooding and after a perilous 11-day voyage brought the *Odenwald* into San Juan, Puerto Rico.

Since the *Odenwald* was in danger of sinking, the situation was one where a salvage claim could be asserted for preventing her loss. The Secretary of the Navy and the President, in 1941, requested the Department of Justice to file suit on behalf of the U.S. and of the crews of both vessels for salvage. In the usual course, charges for salvage have not been made by Government warships, but this was considered to be a special situation.

Litigation on the matter, suspended during the war, was finally settled at Puerto Rico. The decision of the District Court sets forth in great detail the circumstances of the matter. The decision states, in part:

"The *Odenwald* was not in possession of her people when the boarding party from the *Omaha* took over. She was then a derelict. She had been abandoned by her master and her crew. The testimony is clear to the effect that her own captain was of the opinion that she was going to sink 'within 20 minutes' and for that reason they had abandoned her.

"There is nothing in the law forbidding collection of salvage by the United States. It is true that it is very seldom claimed, but this is merely self-denial on the part of the Government and it does not preclude



FLYING SAUCER seen over control tower at NAS Los Alamitos, Calif., also had a cup. Coffee and spoon didn't get in picture.

salvage award to the United States.

"In connection with the question of Wilhelm Sidell it appears that upon the occasion the boarding party was attempting to start the engines of this vessel and thus to salvage her. Willie Sidell, one of the *Odenwald's* crew, indicated by manual gesticulation that a certain flywheel necessary to the starting of the engine was not being spun with sufficient rapidity. This, under the testimony, was not the effort of a man interested in salvaging his own ship, but rather the instinctive gesture of an engineer who is unwilling to stand by and permit familiar machinery to be mishandled. Therefore, the contention that the MS *Odenwald* was saved by a member of her crew and not by the personnel of the USS *Omaha* and USS *Somers* can not be sustained."

The District Court made the following salvage awards: Each member of the boarding and salvage party, that is, those who were officially so logged and so found by the District Court, were awarded \$3,000 each. All other personnel on the two vessels were awarded two months' pay and allowances amounting to a total of \$124,211.66. The U.S., as the owner of the *Somers* and *Omaha*, was awarded \$30,000 salvage plus the expense involved of \$42,212.40. An appeal has been taken by the interests of the salvaged vessel to the Circuit Court of Appeals in Boston.

Notices have been sent to all members of both vessels. Due to the fact that some personnel have changed addresses since separation from service, some difficulty has been experienced in notifying all personnel involved. Such personnel should return the circulated form and send their addresses (where changed from Navy Department records) to the Chief Admiralty Officer, Office of the Judge Advocate General, Washington, D. C.

Issue Is Authorized of Dependents' Travel

Issue of dependents' transportation involving excess cost was authorized by Alnav 138-47 (NDB, 30 June), which cancelled Alnav 25-44 (NDB, Jan-June 1944). The latter Alnav had suspended the authority.

Alnav 138-47 provided that effective 1 July 1947, applicable to travel in the U.S. only, "authority granted issue transportation dependents involving excess costs when entitled to transportation and properly requested by officer or man on SandA Form 33. . ."

The Alnav also provided that such TRs will not be issued for sleeping accommodations of a type superior to that to which entitled by regulations, and that incurring of excess costs by personnel about to be separated from the service should be avoided.

Navy Restates Policy In Matter of Claims Against Its Personnel

Policy of the Navy in matters of claims and complaints against naval personnel by reason of indebtedness was restated in BuPers Circ. Ltr. 95-47 (NDB, 31 May).

The letter declared, "The Department has maintained as a steadfast policy that it is not and will not be used as a collection agency. The Department has no authority to direct or control the pay of officers and men and disclaims responsibility for private indebtedness of individuals in the naval service."

The letter elucidates this policy at length, and furnishes a comprehensive guide to commands in handling the problems raised by such claims.

The letter makes clear, however, that indiscriminate purchase of non-essentials, and excessive extension of credit for essentials (food, clothing, rent, uniforms of CPOs, cooks and stewards) are to be discouraged, and that the Department will take action in the best interest of the naval service in aggravated cases.

The letter reiterated that the Navy desires that its personnel exercise thrift, and that they so order their lives that they will be able to live within their means. BuPers decried the tendency of a minority of businesses of varied types, and their agents, who too-readily extend credit to naval personnel on bases not in keeping with good business practice and in the hope that the Navy will assist them in collecting bad debts. Such practices, BuPers said, "cater to irresponsibility and the desire to live beyond one's means."

The letter pointed out that there is no legal basis on which the Navy can assist a creditor in collecting money from a member of the service, and that creditors therefore must seek redress by civil means.

The letter declared that the Navy must take positive action, however, in



"LIBERTY CARD, MAC!"

Short Wave Programs Beamed To Atlantic

The New York short wave station of the Armed Forces Radio Service offers two hours and 45 minutes of "live" broadcast daily, featuring ball games, interviews and special events. The station is on the air daily from 1800 to 2045 GCT.

The broadcasts are beamed to Europe, the Mediterranean, the Atlantic and Caribbean, with transmitters operating on the following frequencies:

WRCA	15.150 mcs
WBOS	15.210
WLWL-1	17.955
WLWL-2	17.955
WOOO	21.500

Each Monday at 1800 GCT, the program schedule for the ensuing two weeks is broadcast. Daily, the schedule for the following day is broadcast.

cases where naval personnel have failed to provide support for legal dependents. The Bureau declared such support must be provided until legal exemption is secured.

Rules Listed Governing Delivery of Personnel to Civil Authorities

Regulations regarding delivery of naval personnel to civil authorities were stated in Alnav 145-47 (NDB, 30 June), which cancelled Alnav 95-42. The new Alnav did not materially change the provisions of the old, but in effect reestablished it.

Alnav 145-47 provided that, pursuant to Appendix C4 and C8, Naval Courts and Boards, authority is granted to deliver, in the continental U. S., Alaska, Hawaii and Canal Zone, enlisted men of the Navy and Marine Corps to civil authorities of the U. S. Government, territories, states of localities, without procuring prior authority from the Navy Department, provided a proper warrant is presented. Report of delivery in each case will be forwarded to the Navy Department with copy to BuPers or the Marine Corps.

Delivery will not be made without proper specific authority of the Navy Department in cases where disciplinary proceedings are pending against the individual, or the individual is undergoing sentence, or in cases of requests by state, local or territorial authorities for an individual not within such state or territory, in which case the provisions of Appendix C9, NCB, continue to apply. Commanding officers should refer unusual cases to the Navy Department prior to delivery.

Modifications in Navy Discharge Procedures Listed

Navy discharge procedures came in some modifications in new Chap. 9, Part D, Secs. 1 and 2, BuPers Manual, being issued to the service. Some of these changes are discussed here.

The new Sec. 1, which concerns "Discharges," lists five types of discharge as follows: Honorable Discharge, a discharge of honorable classification, given by administrative action; General Discharge, a discharge under honorable conditions, given by administrative action; Undesirable Discharge, a discharge under conditions other than honorable, given by administrative action; Bad Conduct Discharge, a discharge under conditions other than honorable, given by general or summary court martial; Dishonorable Discharge, a discharge under dishonorable conditions, given only by general court martial. (A story on the new honorable and general discharge certificates appeared in ALL HANDS, July 1947, p. 52).

Reasons for discharge are listed in the new section as follows: (a) expiration of enlistment; (b) convenience of government; (c) dependency; (d) minority; (e) disability; (f) unsuitability; (g) inaptitude; (h) unfitness; (i) misconduct; (j) sentence of court martial.

• Honorable Discharges—A person discharged for any one of the following reasons may be entitled to an honorable discharge: expiration of enlistment, convenience of the government, dependency, minority, disability. To qualify for an honorable discharge, the individual must have rendered excellent service and fulfilled various other conditions. Excellent service is

defined as proficient in rating, industrious and possessing a good conduct record. (Minimum final average marks are 2.75 in proficiency and 3.25 in conduct.) The individual must not have been convicted by GCM, and must not have been convicted more than once by SCM. However, regardless of previous record, an individual who has been awarded the Medal of Honor, Marine Corps Brevet, Navy Cross, Distinguished Service Medal, Silver Star Medal, Legion of Merit, Distinguished Flying Cross, Navy and Marine Corps Medal, Bronze Star Medal, Commendation Ribbon, Gold Life Saving Medal, Silver Life Saving Medal or any Army award corresponding to the above, is entitled to an honorable discharge provided his record, subsequent to the act for which commended, entitles him to it. An individual discharged as a result of disability incurred in line of duty and resulting from action against an enemy normally will be given an honorable discharge, regardless of his previous record.

• General Discharges—This type of discharge is a separation from the service "under honorable conditions." It is given for the same reasons as an honorable discharge, and is issued to individuals whose conduct and performance of duty have been satisfactory but not sufficiently deserving or meritorious to warrant an honorable discharge. It is also given for the additional reasons of inaptitude and unsuitability.

• Undesirable Discharges—This type of discharge is a separation under

conditions other than honorable and is given for unfitness or misconduct.

• Bad Conduct Discharges—This is a separation under conditions other than honorable, and may be given only on approved sentences of general or summary courts martial. It is appropriate for offenses that warrant separation as a punishment, but which are not of a sufficiently grave nature to warrant dishonorable separation.

• Dishonorable Discharges—This type of discharge is a separation under dishonorable conditions, and may operate to deprive the individual of some of his civil rights. It may be given only by approved sentence of general court martial, and is appropriate for serious offenses warranting dishonorable separation as a punishment.

Other modifications and changes issued in the new Sec. 1, Chap. 9, Part D, included:

• Convenience of the Government—The Bureau may authorize or direct discharge of enlisted personnel for the convenience of the government for any of these reasons: general demobilization, or by an order applicable to all cases of a class of personnel specified in the order; to accept appointment as an officer in another branch of the armed service; to accept appointment as a cadet or midshipman to the Military, Naval or Coast Guard Academies; pregnancy; other good and sufficient reason when determined by the Bureau in accordance with such policies as may be adopted from time to time.

• Own Convenience; Purchase and Furlough Without Pay—The Bureau, as a policy, will not discharge enlisted or inducted persons for their own convenience. In this category are included requests for discharge submitted solely for the purpose of (a) accepting civil employment, (b) returning to school, (c) entering another branch of the armed forces in an enlisted status, (d) accepting employment with other government agencies in a civilian capacity. Discharges will not be authorized by "purchase." It is not the Bureau's present policy to grant furlough without pay.

• Dependency—Each request for a dependency discharge will be carefully and sympathetically considered by the Bureau, but submission of request is not of itself assurance that such a discharge will be granted.

The Bureau may direct a dependency discharge when it is considered that undue and genuine hardship exists, that the hardship is not of a temporary nature, and that the conditions have arisen since the individual's entry into the service.

Examples of meritorious cases are those in which the evidence shows

WAY BACK WHEN

Ships once Used Half-Hour Glasses

Back when an hour glass ashore had become a way to describe a woman's figure, the Navy clung to this old way of measuring time aboard ship. The early pendulum clock had proved unsatisfactory in the roll and pitch of a ship at sea.

Ships really used half-hour glasses, the tradition being that in the early days a half-hour at the wheel was enough for any man. In addition, it was necessary that whoever turned the glass be prepared to call all hands to man the pumps, a job that frequently had to be done at half-hour intervals.

A minute glass was early used to help determine the speed of a ship. One seaman stood by with a glass while another cast off the log



line, marked off with knots a certain distance apart—the distance the ship would have gone in a half-minute if her speed was one mile an hour, about 8 fathoms. As the log splashed into the water, the glass was turned; when the half minute was up the fathoms were counted off and the miles per hour—or knots—of the ship was figured.

The custom of ringing bells instead of keeping ordinary shore time resulted from the use of the half-hour glass. Every time the watch at the wheel was changed and the half-hour glass turned over, the bell was rung. It was rung an additional time each half-hour until the end of the four-hour watch when the procedure was begun all over again.

Only once a year sixteen bells was struck. At midnight 31 December the oldest man aboard ship rang out the old year with eight bells. Then the New Year was ushered in with another 8 bells by the youngest man aboard.

that either (1) as a result of the death or disability of a member of an individual's family the discharge of the man concerned is necessary for the support or care of a member or members of his family, or (2) the individual or his family is undergoing hardships more severe than the circumstances normally encountered by all dependents or families of members of the naval service, that this hardship is not of a temporary nature and that the discharge of the individual will result in elimination of, or will materially alleviate, the condition and that there are no means of alleviation readily available other than by such discharge.

Discharges will not be authorized purely for financial or business reasons, for personal convenience, when an individual is under charges or in confinement, or when an individual requires medical treatment.

An enlisted or inducted person will be permitted to submit a written application for discharge for dependency (hardship) to the Bureau via his commanding officer. Sympathetic consideration and assistance will be given him in preparation of his request. Such requests must be accompanied by at least two affidavits substantiating the dependency or hardship claim. One such affidavit should, if possible, be from the dependent concerned. If dependency is a result of death of a member of the family, valid proof of death should be furnished.

Requests should contain the following additional information: reason in full for request; complete home address of dependent and applicant; names and addresses of persons familiar with the situation; statement as to marital status and date of marriage; financial obligations, specific amounts and modes of contributions to dependents; names, ages, occupations and monthly incomes of members of the individual's family, if any, living in the home or vicinity, and the reasons why these members cannot provide the necessary care or support of the individual's family.

• **Minority**—The Bureau may authorize or direct the discharge of enlisted personnel for minority.

The statutory age for enlistment in the Navy is as follows: USN (male), 14 years; USNR (male), 17 years; USNR (women), 20 years. The administrative age at which persons will be accepted for enlistment in the Navy is: USN (male), 17 years; USNR (male), 17 years; USNR (women), 20 years.

The law requires consent of a parent or guardian to be obtained prior to enlistment of a minor under 18 years of age. If for any reason proper consent is not obtained prior to the enlistment of a minor in the USN or USNR, discharge will be authorized upon request from parent or guardian provided such request is

Graduates of BuPers Schools Will Return To Commands

Return of graduates of BuPers schools to their original commands was made "normal procedure" by BuPers Circ. Ltr. 109-47 (NDB, 15 June), which announced new policies for assignment of the graduates.

BuPers said its new policies will:

- Permit COs to select their best qualified candidates for schools in the full knowledge that their men will be returned to them.

- Permit schools to operate at maximum student capacity.

- Reduce failures caused by non-qualified students.

- Permit Bureau commitments to be met quickly.

The letter said COs are authorized to write "through orders" on enlisted persons transferred to schools, to guarantee return of their men. Certain minor exceptions will be made

received within 90 days after the enlistment (see below for exception); the discharge of a USNR male will be authorized upon request of the parent or guardian, provided such request is originated before the minor's 17th birthday, or within 90 days after his enlistment, whichever is later. If no such requests are received, tacit consent is assumed.

Normally, a minor will not be discharged because of minority on his own application. If it comes to the attention of a commanding officer that a minor may have enlisted without consent of parents or guardian, or that his age was misstated, such fact should be reported to BuPers. In submitting his report, the CO should, after observation of the man concerned, include a statement as to whether in his opinion the man is sufficiently mature for retention in the naval service.

The discharge of any enlisted woman who is determined to be under the age of 20 is mandatory and application of parent or guardian is not required. However, her enlistment may be considered binding where information as to her true age is not received before her 20th birthday.

Special instructions will be issued by the Bureau to certain commands from time to time relative to disposition to be made in cases of minors who, after induction or enlistment, are discovered to have misrepresented their ages or to have enlisted without proper consent. In the absence of such special instructions any cases in these categories must be reported promptly to the Bureau for consideration and disposition.

- **Unsuitability** — Discharge will be directed for this reason by the

to the foregoing procedure, in the case of men being transferred to schools which will qualify them for rates or billets for which no allowance exists in the transferring command, and in cases where the command may become deactivated after the individual is transferred to the school.

Such cases will be few in number because it is the intent of BuPers to make assignments to such schools from personnel becoming available in general detail through reenlistments, rotation of duty from outlying bases or shore duty. Service force commanders will be required to meet the commitments for special projects and new construction which previously have been borne by BuPers, and which cannot be met from general detail sources.

Bureau, to rid the service of persons considered unsuitable because of psychiatric or neurological handicaps, enuresis, personality disorders or defects, or other good and sufficient reasons as determined by administrative process.

COs shall not effect discharge for unsuitability, except when specifically authorized by the Bureau. COs may refer cases to BuPers for decision. Before recommending discharge for unsuitability, COs must investigate the case thoroughly, and inform the person concerned of the contemplated action and the reasons for it. The person concerned shall be given an opportunity to make any statement in his behalf that he may desire. If doubt exists as to the existence of a mental and/or physical disability as the cause for unsuitability, the enlisted person should be brought before a board of medical survey for a determination of fact.

- **Misconduct**—The new section included this new reason for discharge. The Bureau may direct the discharge of an enlisted or inducted person for misconduct for any one of the following reasons: an individual who has deserted and who has not been brought to trial; an individual convicted by civil authorities; an individual who has perpetrated a fraudulent enlistment. The enlistment of a minor with false representations as to age, or without consent, will not alone be considered a fraudulent enlistment. COs must make prompt reports to BuPers of all circumstances surrounding a case included in any of the above categories.

In other respects, the rules regarding discharges remain relatively unchanged. For details, see the new sections of Chap. 9, Part. D, BuPers Manual.

ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 129—Forty-second in a series listing officers selected for transfer to USN.

No. 130—Allows payment of travel allowance to enlisted men going on terminal leave, regardless amount of pay to man's credit (refers to Alnav 113-47; NDB, 15 May).

No. 131—Revises scale of daily ration allowances (see this page).

No. 132—Further instructions re the personnel accounting system.

No. 133—Announces changes in personnel accounting system instructions.

No. 134—Establishes new terms of enlistment and reenlistment in USN (see p. 39).

No. 135—Directs conservation of scarce gasoline stocks.

No. 136—Announces certain changes

Cost of Food Increases Daily Ration Allowances; Boosts Effective 16 June

Reflecting the rising cost of food, daily ration allowances were increased by Alnav 131-47 (NDB 15 June).

The directive modifies paragraph 41102-3, BuS&A Manual, by substituting the following daily ration allowances:

Continental U.S.—75 and under, one dollar; 76 to 125, 93 cents; 126 to 200, 87 cents; 201 to 500, 82 cents; 501 to 1000, 78 cents; 1001 and over, 72 cents.

Outside Continental U.S.—An increase of five cents for each of the foregoing groups.

Submarines—An additional allowance of 11 cents for periods in full commission. This allowance will not apply during periods in reserve or inactive status.

The increased allowances apply only to rations for the period beginning 16 June. Except as modified, paragraph 41102 will remain in effect. Necessary changes will be made to BuS&A Manual.

Later, Alnav 142-47 (NDB, 30 June) prescribed the following ration values for fiscal 1948: commuted ration, 75 cents; leave ration, 75 cents; midshipmen ration, \$1, and hospital ration, 91½ cents, all effective 1 July.

in Marine Corps lineal precedence (see p. 43).

No. 137—Continues in effect until further notice instructions regarding transportation of dependents from overseas to the U.S.

No. 138—Allows issue of transportation to dependents involving excess costs (see p. 45).

No. 139—SecNav declares "... every person in the naval service is at liberty to voice his professional and personal opinion when testifying before a committee of Congress on the proposed National Security Act of 1947."

No. 140—Directs 30 June inventory of entertainment movie programs.

No. 141—Forty-third in a series listing officers selected for transfer to USN.

No. 142—Prescribes certain ration values (see this page).

No. 143—Orders ships to be full dressed or dressed as appropriate on Saturday, 5 July, in observance of John Paul Jones bicentennial (see p. 36).

No. 144—Extends authority for naval officers to travel on outstanding repeated travel orders until 30 June 1948.

No. 145—Reviews instructions regarding delivery of naval personnel on request of civil authorities.

No. 146—Reports provisions to allow obligations and expenditures of funds if Naval Appropriation Bill not enacted by 1 July 1947.

No. 147—Provides early discharge and reenlistment, to space more evenly personnel turnover during fiscal 1948 (see p. 40).

No. 148—Announces further revisions in Marine Corps lineal precedence (see p. 43).

No. 149—Announces date of FCT candidate examination as 28 July.

No. 150—Provides for labeling of duplicator fluid containers (see p. 12).

No. 151—Outlines amendments to executive order governing cash clothing allowance of enlisted men of the Navy and Coast Guard, including Reservists.

No. 152—Lists officer candidate training appropriation expenditure account numbers to be used for fiscal year 1948 only.

No. 153—Assigns new pay groups, effective 1 July 1947, for officer candidate training.

No. 154—Asks for reports from medical activities using, or having custody or cognizance of Navy-owned radium used in civilian institutions.

No. 155—Requests applications from certain regular Navy officers for 37-week joint Army-Navy Guided Missiles Course.

No. 156—Lists officers appointed to grade of major for temporary service in MarCorps and MarCorps Reserve.

No. 157—Prescribes new requirements in preparation of applications for family allowance (see p. 38).

NavActs

No. 13—Announces procedure for pay records (SandA Form 500) opened for Naval Reserve personnel ordered to training duty with pay for periods extending beyond 30 June 1947.

No. 14—Requests applications from officers for course in electronics engineering.

No. 15—Gives new pay for midshipmen in accordance with Public Law 96 (see p. 11).

Form Devised to Give Statement of Service

A new standard statement of service (NavPers 566) has been devised to provide a handy form for data needed by men reenlisting, it was announced in BuPers Circ. Ltr. 101-47 (NDB, 15 June). Commands were directed to requisition supplies of the form, which may not be reproduced, and to make certain modifications to BuPers Manual.

The need for NavPers 566 was felt because other forms do not provide all the data needed for reenlistment purposes. The circular letter commented that in view of this, "the need is apparent for a standard document containing all pertinent data in event of reenlistment for opening service records, duty assignments, advancements in rating, and so forth. This is further evidenced by the constant flow of inquiries to the Chief of Naval Personnel for such information as contained on this new form.

The work load in preparation of such correspondence and the replies thereto, together with the handicap, if not injustice, to the individuals concerned that is created by the lack of information, far exceeds the clerical work involved in completing the standard statement of service (NavPers 566) for enlisted personnel upon discharge."

Dependents' Travel Rules Remain in Effect

Current instructions which govern transportation of dependents from overseas to the U.S. will continue in effect until further notice, it was announced by Alnav 137-47 (NDB, 30 June).

Transportation instructions are given in SecNav Ltr. (corrected) dated 10 Jan 1946 (NDB, 46-66) and in Alnavs 143-46, 346-46 and 358-46.

'NUMBER, PLEASE, MAC'

"The voice with a smile" is now ship's company aboard some of the Navy's sea-going vessels.

The Navy has completed negotiations enabling some ships at sea to take advantage of the Coastal Harbor Service, a commercial ship-to-shore telephone system. Personnel on board a ship subscribing to this service may call any telephone in the U.S. when their ship is at sea within a few hundred miles of the U.S.

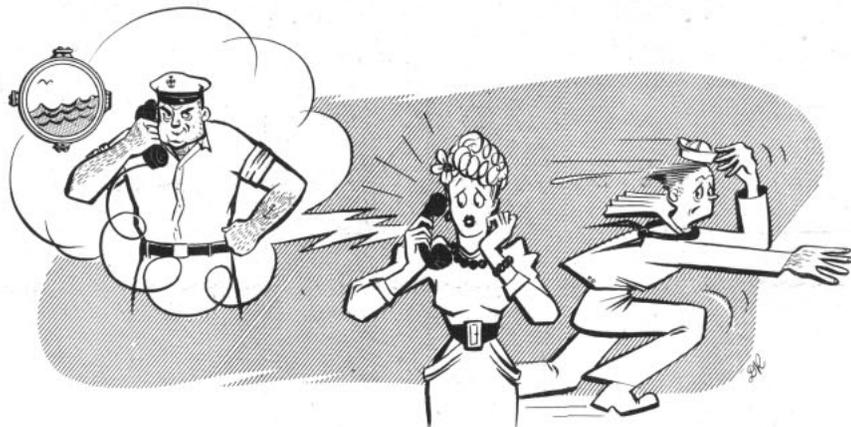
Fleet commanders may authorize ships under their command to use the service, but it is up to the CO of each ship so authorized to decide whether his will subscribe to it.

The service is limited and calls can be made only from ship to shore.

Up to approximately 150 miles from shore, the "link" charge is \$1.50 for each three-minute call to shore, which is added to the regular telephone call charges on land. In Zone 2—past the 150-mile limit—the charge is higher.

Naval vessels having the necessary equipment aboard may use the service, but equipment will not be installed on any Navy ship especially to permit operation of the new service. Practically all standard Navy transmitters and receivers designed for voice emission or reception are suitable for this service. Tests show that transmitters particularly suitable are the TBL, TCK-3 and TBM. Models TCS and TDE are suitable only for short range, due to their low power output. Receiver model RBB has proved to be somewhat superior to other models for this purpose, but the RBS or RAO-2 may be used.

Separate frequencies are used for the two directions of transmission, one from ship-to-shore and another from shore-to-ship. For operating frequencies, location of telephone company



shore stations and their call signs, see table on this page.

The communication officer will prepare a letter containing pertinent information to the Coastal Harbor Service to start the service. After service has started, his duties will include preparing forms to be filled out by users of the service, selecting and adjusting transmitter and receiver for best performance, providing instructions to users, collecting all charges, including federal tax, in cash for service, maintaining a record of all collect calls made, keeping technical liaison with the telephone company technical operator, and any other such duties pertaining to this service as the CO may prescribe.

To place a call, a person on board ship will fill out a form containing his name, serial or file number, rank or rate, land telephone number and location to be called, whether or not call is collect, and time call is to be made (COs will designate hours in

which calls can be made). On this form, the amount of charges will be entered and the communication officer will sign it. One copy of the form serves as a receipt for the caller.

The transmitting and receiving sets are now tuned to the desired shore station frequency and the ship's technical operator will listen to make certain the circuit is not in use. If the circuit is clear, the operator will put the transmitter on the air for a few seconds. If there is no response by the shore station, it should be called by voice.

When the operator ashore responds, the name of the ship, zone location, the city and land telephone number desired will be given and the time and charges requested.

The "push-to-talk" and "release-to-listen" operation is used because it is considered the most practical and satisfactory system. Instructions in the use of this system will be given to personnel on board ships subscribing to the service.

Upon completion of the conversation, the operators should be notified immediately to prevent tying up the circuit and preventing others from making calls. The communication officer will collect all charges in cash immediately after calls are completed. Calls may be made person-to-person, station-to-station or any way possible on land phones, with charges applied proportionately.

One-third of the radio link charge collected for calls will be put into the ship's recreation fund and will be made available to the CO for expenditure. The recreation officer will make payment of monthly bills as submitted by the telephone company.

Information which will assist the recreation and communication officers in carrying out their duties in regard to the Coastal Harbor Service, is being distributed in the form of a booklet (OpNav 20-23).

Table of Relay Stations for Ship-Shore System

Station	Call Sign	Frequency in kilocycles	
		Transmitting	Receiving
*Boston, Mass.	WOU	2506	2110
New York, N. Y.			
Staten Island	WOX	2522	2126
Staten Island	WOX	2590	2198
**Ocean Gate (N. J.)	WAQ	2558	2166
Wilmington, Del.	WEH	2558	2166
Norfolk, Va.	WGB	2538	2142
Charleston, S. C.	WJO	2566	2174
Miami, Fla.	WDR	2514	2118
Tampa, Fla.	WFA	2550	2158
New Orleans, La.	WAK	2598	2206
Galveston, Tex.	KQP	2530	2134
San Pedro, Calif.	KOU	2566	2174
San Francisco, Calif.	KLH	2566	2110
Eureka, Calif.	KOE	2506	2110
Astoria-Portland, Ore.	KFX	2598	2206
	KQX	2598	2206
	KOW	2522	2126
Seattle, Wash.			

* Not equipped with automatic signalling. Must be called by voice.

** For service to vessels off New Jersey Coast when out of range of WOX and WEH.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **AVIATION** personnel, especially inactive Reservists, will be glad to learn that the *Naval Aviation News*, monthly magazine of naval aviation, now is available in an unclassified version and may be purchased by subscription.

The unrestricted version is similar to the restricted issue. Each month the editors will delete the minimum number of paragraphs and pictures from the service version to produce the unclassified copy.

To enter a subscription to the *Naval Aviation News*, address: The Superintendent of Documents, Government Printing Office, Washington 25, D.C. Enclose \$2 by check or money order. Specify that you wish to subscribe to the *Naval Aviation News* and state the address to which you wish it to be sent.

The magazine now features several pages of news of Naval Air Reserve activities in each issue.

• **CATS AND DOGS** may be taken into the United Kingdom only under stringent regulations which apply, despite rumors to the contrary, to

service personnel as well as to all other persons.

The regulations, briefly, are that every dog or cat landed in Great Britain from abroad must be accompanied by a license (secured from the Ministry of Agriculture and Fisheries) and must be removed to quarantine kennels at the owner's expense where it is required to be isolated for six months.

The British order is a precaution against the introduction of rabies into the United Kingdom, a disease nearly unknown there.

BuPers Circ. Ltr. 120-45 (NDB, Jan-June 1945) remains in effect. It provides that "United States naval personnel shall not be permitted to import dogs into the United Kingdom," except under British regulations in effect.

• **OLYMPIC GAMES** are due in London next year, and you may be cheering some bluejackets in this greatest worldwide sports competition. All any sailor has to do to enter the Olympics is prove he's the best in the U.S. in his sport.

Plans are being developed to give Navy athletes a chance to compete, in a number of sports, for berths on the U.S. Olympic Team. The sports include boxing, wrestling, swimming, fencing, track, gymnastics, weight lifting and basketball. When planning is completed, information will be published to the service.

Navy athletes will be selected on the basis of performance in the All-Navy sports program. Top performers will get a chance to compete in try-outs for the U.S. team.

Best advice: While you're waiting for the Navy plans to jell, get yourself onto a ship or station team and get in shape, because, sure as there'll be an inspection next Saturday, you can bet that competition for berths on the U.S. Olympic Team will be the toughest ever faced by Navy athletes.

• **VACANCIES** existing in the NROTC program have resulted in the ordering of 289 additional enlisted men to Great Lakes for processing as candidates. Included in the group were 114 Marines.

These men were chosen from the applicants who took the NROTC exam last January, whose scores placed them next below the initial group of candidates selected previously (ALL HANDS, June 1947, pp. 49).

• **MOVIES**, more of 'em quicker, is what the Fleet wants. The Fleet also wants to see better ones.

Some satisfaction of the Fleet's demand is in the offing. BuPers stands ready to do what it can to improve film service, and to that end a conference was called of PacFlt and LantFlt representatives.

It was decided to speed up film shipments by the Navy Motion Picture Exchange in New York, adding four extra pictures, 15 prints of each, to weekly shipments for three weeks immediately. The prints were to be marked "Sea Prints" and made available for ships at once.

After the three weeks' period, the exchange will issue five programs weekly to each Fleet, instead of the four previously provided. It was recommended to ServLant and ServPac that the extra program (all prints) not be circuited ashore at all, but be put into immediate sea print classification.

The Navy plans also to distribute additional 16 mm. prints, as they may be obtained from the film industry, making still more available to the service.

It was decided too that in the Atlantic Fleet inactive ships and ships temporarily laid up for repairs will not get new movies furnished to Navy circuits. Commanders under whom such ships are placed may arrange to receive movies under the Optional Naval District Motion Picture Plan (under which movies are obtained directly from distributors, independent of the Navy distribution system).

This plan also will be recommended to inactive ships of the Pacific. As they adopt it, the load on the Navy's Pacific movie circuit will be lightened accordingly.

It was pointed out that the optional plan service, which supplies continental shore activities direct should provide more satisfaction for movie patrons than the somewhat slower Navy program circuits.

For ships of the active forces, Western Sea Frontier and service force commanders are rearranging circuits to put more prints into immediate sea film classification. Here it should be pointed out that the Navy Motion Picture Service consists of the Navy Motion Picture Exchange, it's up to the fleets to keep them moving.

Streamlining of the film circuits probably will not completely meet the desires of the Fleet. Certain immutable facts may continue to frustrate the wish of every man that he might see a new Class A film each night. One is the fact that Hollywood only turns out so many pictures a year (346 during a recent 12 months' period, only 107 of which were classed as epics of the supercolossal type turned out by the five top companies, the remaining 239 of which were of

Unauthorized Copies of Documents Illegal

Persons making unauthorized duplicates of any naturalization documents may make themselves subject to a fine of \$5,000 or five years imprisonment, or both. BuPers Circ. Ltr. 114-47 (NDB, 30 June) warned.

The letter said the Commissioner, Immigration and Naturalization Service, U.S. Department of Justice, has informed SecNav that some naval personnel are making unauthorized copies of naturalization certifications in violation of Section 346(a) (29) of the Nationality Act of 1940 (8 U.S.C. 746).

The act provides it is a felony ". . . To print, photograph, make or execute, or in any manner to cause to be printed, photographed, made or executed, without lawful authority, any print or impression in the likeness of any certificate of arrival, declaration of intention, or certificate of naturalization or of citizenship, or any part thereof."

the more modest, or merely colossal, type turned out by other companies).

Another limiting fact is budgetary. Films cost money, whether you see them at the Bijou or on the fantail of the Dayton. The cost of the motion picture service is greater than the amount appropriated by the Congress to support it. BuPers makes up the difference out of non-appropriated funds. It's anticipated BuPers may be as much as \$2,000,000 out-of-pocket this year.

Because the film budget is limited, BuPers is gathering opinions and exploring possibilities of financing its movies by other means—perhaps letting the bluejacketed film fan and his command pay part of the freight. No decisions have been reached in this regard.

• **ROTATION** of ships on foreign duty is a firmly established policy of the Navy Department for several cogent reasons. The period of rotation is about six months, with minor exceptions.

The reasons for rotation are these: To maintain morale without moving large numbers of dependents overseas; to maintain thorough and uniform standards of training, without the expensive establishment of training services at the scattered, distant foreign stations; to permit as many officers and men as possible to obtain the valuable experience of contact with a foreign nation and its people; to permit maintenance and repair of our ships in U.S. ports.

It is also Navy policy to assign aircraft carriers to the forces abroad from time to time, to make possible group training and to give aviation personnel equal chance to make foreign contacts.

The Navy Department has reiterated its six-month rotation policy.

Want proof? Ask any salt off USS *Fall River* (CA 131), just home from Japan, or USS *Dayton* (CL 105), just home from the Mediterranean station.

• **ESCORTS** for remains of Navy overseas dead, whose next-of-kin have requested they be returned to the U.S., are being chosen by BuPers from the shore duty eligibility list. Where possible, preference is being given men in those rates for which there are normally few shore billets. Those chosen are being queried as to whether they desire the duty.

Return of U.S. overseas dead is being handled by the War Department, which has selected two ports of entry into the U.S.: New York and San Francisco. The War Department will provide escort from the time of overseas disinterment to the delivery of remains at one of the 15 distribution centers set up throughout the U.S. From the distribution centers to the home of the deceased, or to a national cemetery, a military

escort for each deceased person and of the same branch of service as the deceased will be furnished. The escort will be required to deliver the remains to the next-of-kin or their agent, and is authorized if requested by the next-of-kin to remain for a period not to exceed 72 hours to attend the funeral.

Based on the schedule for return of remains, the Navy has determined it will need about 400 enlisted escorts and 15 liaison officers at distribution centers at the start of the program in October, with requirements scaling down during the ensuing year and a-half. BuPers will assign the 15 officers and 180 of the men to this duty. The remaining escorts will be designated for temporary duty from time to time as needed, by commanders of naval districts and river commands.

The War Department, upon arrival of remains in the U.S., will notify next-of-kin by telegram. Further notification will be given, in time to allow for arrangements, of exact arrival time of remains at home of the deceased or at a national cemetery, as selected at the option of the next-of-kin.

The Commandant, Marine Corps, will issue instructions concerning military escorts for Marine Corps overseas dead.

Next-of-kin of U.S. dead have been, or are being, notified that they may elect to have the remains sent home for private burial or for burial in a national cemetery, or elect shipment to a foreign country, or burial in a U.S. military cemetery overseas. Full information is being sent next-of-kin as to action they may take.

• **PHOTOGRAPHERS**, rated men and strikers, will have a chance to show their best in a semi-annual photo competition planned by BuAer.

The contest was planned to provide a big incentive for improving naval photographic techniques. Subject matter is limited to subjects of naval interest, but entries may be made in any of six classes. Semi-annual winners will be named in each class, and from them will be selected a picture-of-the-year.

Entries may be in any of these classes, in which individuals may submit one entry each: Human interest, action, pictorial aerial, military aerial, technical, humor. Photos will be judged on photographic quality, eye appeal, story telling, composition, technical value.

Entrants must be rated photographer's mates and strikers of the Navy and Naval Reserve on active duty, attached to an authorized Navy photographic laboratory. Certificates of merit will be awarded winners, and appropriate entries made in service records.

It was emphasized that the contest should not result in expenditure of additional photographic materials, but

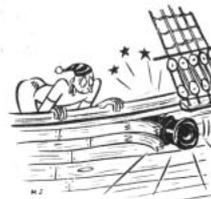
WHAT'S IN A NAME?

Portholes

It was during the reign of King Henry VI of England (1485) that the word porthole came into existence.

The conventional sites for mounting guns aboard ships in that period were the forecastle and aftercastle.

King Henry insisted on having guns which were too large to be mounted in this manner. A French ship builder by the name of James Baker was commissioned to solve the problem.



The situation was solved by piercing the sides of the Great Harry. Watertight covers for the holes were manufactured and when the batteries were not in use these covers were placed over the holes.

The French word "porte" was used to designate the new type opening. This was eventually Anglicized to "port," the openings then becoming known as "ports" or "portholes."

should be considered as photographic training and materials should be drawn from the allocation normally set aside for training purposes.

Closing dates for entries will be 30 June and 31 December. Entries received after these dates will be held for judging in the following competition, subject to the restriction that photos submitted must have been taken during the six months preceding the closing date of the competition in which entered.

Results will be reported in official publications, and publication of appropriate selections of entries (after judging) is planned in ALL HANDS Magazine and other naval publications.

Rules include the following:

Entries must be black and white, on 8 x 10-inch single weight glossy paper, on mounting board not larger than 11 x 14 inches.

Entries shall be stamped, numbered and captioned in conformance with standard naval procedure on the reverse of the mounting board, and in addition shall bear the full name, rate and service number of the entrant, together with a statement concerning the class in which the picture is to be entered. Information should be included as to camera and film used, exposure and filter, if any, and developing process.

Entries shall be forwarded with original negatives through regular channels to the Chief of BuAer, clearly marked, "For Semi-Annual Photographic Competition."

Decision of judges will be final; entries will not be returned.

BOOKS: LIVING SEA, HISTORY AND BATTLE REPORTS

HOW OFTEN have you thought how wonderful it would be to leave everything behind and travel—without a worry? It sounds perfect, but such trips never materialize for most of us. The best we can do is get hold of a good book on the subject, and relive the story-teller's adventures.

Three such books are now on the way to your ship or station library. Through these volumes you may choose to travel almost anywhere. With the turn of a page you may invade the Dark Continent and hunt all sorts of animals. Expert native guides will assure your safe return to civilization.

If Africa should prove too hot and rugged for you, another reach into the library will have you soaring up to the northland above the Arctic Circle. Of course, you may be the type that prefers to see America first. An able and new writer has provided a fresh account of the process of "discovering" America. It's Yankee humor of first-class quality.

• *Tomorrow's a Holiday*, by Arthur Loveridge; Harper.

Arthur Loveridge is a naturalist of note whose specialty is reptiles and amphibians. In the course of his life-

time he has made many trips to Africa in search of rare species of animal life. In *Tomorrow's a Holiday*, Mr. Loveridge continues the story of his travels and expeditions in eastern Africa begun in his earlier book, *Many Happy Days I've Squandered*, previously distributed by BuPers.

This time the author takes us on two safaris in Tanganyika territory. These trips provide many interesting experiences; collecting rare specimens in the little known regions of Africa is an exciting life.

This is a fascinating story that carries the reader through torrential rains and across swollen rivers, through a sweltering country, filled with danger.

• *The Raw North*, by Charles E. Gillham; A. S. Barnes.

This is an account of one man's experience in the bleak country above the Arctic Circle and the people he knew there.

In a Junkers plane he starts out from Edmonton along with four other passengers and the mail. First stop is Fort McMurray, an unattractive and lonesome outpost. Next on the itinerary is Fort Chipewyan. Here the author is annoyed by a green miniature horse fly, and gives a vivid and humorous description of this scourge of the North.

Charles Gillham, a former marine and for several years a biologist with the Department of Interior, gives us an interesting tale about the North. The behavior and habits of the inhabitants of the frigid region are essential studies for the student of our northern outposts. His description of the trials and tribulations of the Bush pilots, the key men to northern transportation system, will thrill flying enthusiasts.

• *On My Way Home*, by Richard Phenix; William Sloane Associates.

Out of his Army Uniform, with mustering out pay and a car, the author has time on his hands. The result: he decides to take the long way home.

Setting out from his point of discharge, Camp Crowder, Missouri, Richard Phenix follows the heed of Horace Greeley and heads west.

Without a schedule to follow, Phenix makes his first major stop at Salt Lake City. His bank roll is sadly depleted, so he must find work. His description of his first attempts to seek work are entertaining and typically American. To his discomfiture he realizes that the Army had failed

to teach him how to find a job.

After being a handyman, he ends up in the city of broken hearts, Reno. Jobs are scarce here, too. Because of that, Phenix decides he doesn't like the place, preferring the High Sierras and the wide open spaces.

Ending up in San Diego, he gives the local "Men Wanted" ads a try-out. As a driver for a dry-cleaning shop he finds that the pick-up and delivery business is not so good. Handling Navy uniforms is too much for him, so he turns in his resignation, and heads for Los Angeles and Hollywood.

In the city of lovely and glamorous screen stars, Richard Phenix makes an unsuccessful attempt to become a journalist and technical advisor for Paramount and Fox studios. Finally, in desperation he settles for a job as a clerk in Goldberg's Grocery.

However, his most pleasant memory from his Hollywood escapade is Carol, a pretty and wise young co-ed. But even such a lovely attraction as Carol fails to stop the roaming veteran.

However, after a trip to Seattle the wanderlust begins to ebb. Thoughts about going back to college finally become so strong that he gives up his sightseeing trip of America. Nosing his car to the east and the New Hampshire hills, Phenix decides that the old stomping grounds at home are the best places after all.

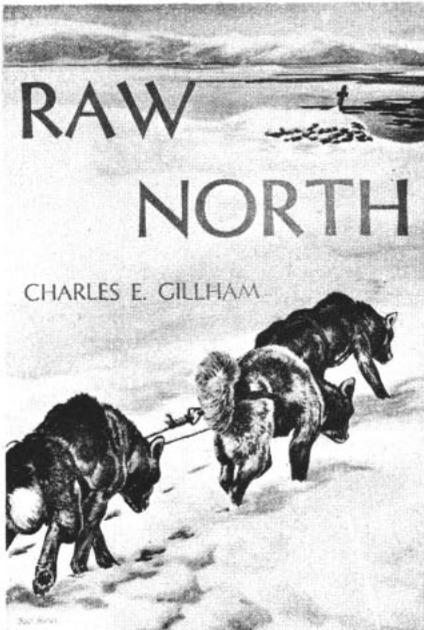
The book is a perfect example of what young American veterans think and do once out of the service. It is a friendly kind of book — full of humor.

• *Vain Shadow* by Hartzell Spence; Whittlesey House.

Among the many colorful and romantic figures who ventured to these shores in the 16th Century was Don Francisco Orellana, discoverer of the Amazon.

Vain Shadow is a vivid dramatization of the career of this Spanish conquistador whose quest for gold led him across the Andes Mountains into the jungle of the Amazon country. The chronicling of his journey is an amazing record of endurance and faith. It was a terrific battle against all the elements of nature and unfriendly natives as well. He survived the hardships and came back a changed man determined that upon the banks of the Amazon he would found an ideal state of which he would be the benevolent dictator. In his New Andalusia there would be no slavery, no racial, religious or social discriminations and love rather than greed would prevail.

Returning to Spain to seek royal funds for an expedition to found his colony, he succeeds in marrying the beautiful Ana de Ayala, which he thought was the fulfillment of one of



PICTURESQUE northland with all its hardships and obstacles is described by writer-explorer, ex-marine.

Career Opportunities In Armed Forces Listed

The question "how does military life compare with that of a civilian?" has been expertly answered by Lt. Col. North Callahan, AUS.

In his book, *The Armed Forces as a Career* (Whittlesey House), Lt. Col. Callahan describes fully the opportunities and securities offered to career men of the Army, Navy, Marines and Coast Guard.

To those who are in the process of deciding which of the armed forces to enter, this book offers invaluable advice as to what training and routines, benefits and advantages are to be found within the various services.

Men already in the service will find the information outlined to be of important assistance in helping to plan a more serviceable and profitable career in their chosen field.

his dreams. Finally Francisco and Ana set sail for the New World—after many vicissitudes. It was not an auspicious party, but Orellana was determined to return and so after a perilous voyage he was once more at his chosen spot only to be stricken with malaria.

• **The Moneyman**, by Thomas B. Costain; Doubleday.

For those who like their fiction romantic and robust, *The Moneyman* should fill the bill. It is an historical novel of the 15th Century France and is a worthy successor to the author's earlier best seller, *The Black Rose*.

The setting is France 25 years after Joan of Arc had gone to the relief of Orleans. The English are still at Rouen and Charles VII, a weakling and ineffectual king, sits on the throne of France. Condition of the country is serious, for the war has brought poverty and discouragement to the French. It is the King's Moneyman, Jacques Coeur, whose patriotism, honesty and loyalty save his country, but at the sacrifice of his own success.

Jacques Coeur is a merchant who, not at the expense of others, has become the wealthiest man in France. He is an idealist who enjoys his powers, but believes that the lot of the common people must be improved. Coeur, though he is the King's Moneyman, is still a commoner and his favor with the King leads naturally to jealousy and dislike of the less favored aristocracy. His influence at court is maintained with the assistance of the wise and beautiful Agnes Sorel who has the ear and the heart of the King. Coeur, in his effort to save France, stakes his private fortune on winning peace for France by

driving the English from Rouen. This he succeeds in doing only to find that his enemies have been able to ruin him as the King's minister.

For romantic interest there is the lovely Valerie whom Coeur rescues from poverty because of her striking resemblance to Agnes Sorel. Valerie is trained and educated for the role she will take when Agnes Sorel dies, to provide harmony in the court. However, the situation gets out of hand and at the height of his popularity, Jacques Coeur finds himself an outcast.

Variety A La Carte

• **Kenny**, by Louis Broomfield; Harper & Bros.

Three short stories—one of a new love, the other of an older one, and the third a tale of retribution by the French underground.

• **The Magnificent Barb**, by Dana Farolla; Julian Messner, Inc.

Story of a boy and his horse. You'll like this one if you read and enjoyed the Thunderhead series. This time the setting is Georgia instead of Wyoming.

• **The Enchanted**, by Marvin Flavin; Harper & Bros.

A charmingly fantastic story of a group of Spanish refugee children, and what befalls them as they escape from bomb-torn France, survive the torpedoing of the ship carrying them to America, and their final home on the shore of a secluded Caribbean island.

• **The Gentle Bush**, by Barbara Giles; Harcourt, Bruce & Co.

Louisiana, a romantic theme, and a triangular affair all have a place in the development of the plot of this novel of the sugar aristocracy.

• **Vermillion**, by Idwal Jones; Prentice-Hall, Inc.

A Cornish mine operator marries a Spanish land heiress in the California of 1835. From then until 1935 the Cope family is involved in the Five Apostles quick-silver mine. It makes quite a tale!

• **Home Country**, by Ernie Pyle; William Sloane Associates.

A collection of the inimitable Ernie Pyle's writings of America and Americans as he saw and knew it in the prewar days.

• **The Gilded Rooster** by Richard Emery Roberts; G. P. Putnam's Sons.

Story of the Sioux wars of the 1860's and the dramatic events that took place at Laramie.

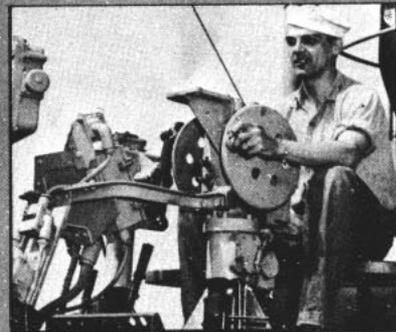
• **The Lonely Carrot**, by Mannis Walker; Dodd, Mead & Co.

What happens when the owners of an historic Eastern shore Maryland estate decide to take in paying guests to save their home. Slightly on the zany side, but amusing for summer reading.

QUIZ AWEIGH

Allow a point for each correct answer and check your score.

6 correct..... You're 4.0
5 correct..... Very good
4 correct..... Fair
3 correct..... Guess again



1. This sailor is operating (a) winch (b) crane (c) torpedo tube mount.
2. He is called (a) trainer (b) pointer (c) operator.



3. This is the first helicopter to (a) have twin engines (b) carry 10 people (c) mount .50 caliber machine guns.
4. It was designed primarily for (a) rescue work (b) research (c) new altitude record.



5. This is an (a) LSM(R) (b) LCI(R) (c) LST(R).
6. It is firing a barrage against (a) submarine (b) aircraft (c) beach.

DECORATIONS & CITATIONS

MARINE SERGEANT GIVEN HIGHEST AWARD

The Congressional Medal of Honor has been presented posthumously to Sgt. Darrell S. Cole, USMCR, Esther, Mo., for action during the assault on Iwo Jima on 19 Feb 1945.

He led his men up the sloping beach towards Airfield one despite the curtain of flying shrapnel. Personally destroying with hand grenades two emplacements that were impeding the progress of his unit, he continued to move forward until heavy fire from three Japanese pillboxes halted the unit's advance. He put his one remaining machine gun into action and suc-



Sgt. Cole

ceeded in silencing the nearest and most threatening emplacement before his weapon jammed. The enemy pinned the unit down a second time.

Gauging the tactical situation and evolving a plan of counter-attack, Sgt. Cole coolly advanced alone to the pillboxes, armed only with a pistol and one grenade. Hurling the grenade at the enemy in a sudden, swift attack, he quickly withdrew and returned to his own lines for additional grenades and again advanced, attacked, and withdrew.

With the enemy guns still active, he ran through the fire a third time to complete the total destruction of the Japanese strong point and the annihilation of the defending garrison in this final assault. Although instantly killed by an enemy grenade as he returned to his squad, he had enabled his company to storm the remaining fortifications, continue the advance and seize the objectives.



NAVY CROSS

Gold star in lieu of third award:

★ LEE, John E., Comdr., USN, San Diego, Calif.: As CO of USS *Croaker*, during her second war patrol in Japanese-controlled waters from 23 Sept to 10 Nov 1944, he penetrated escort screens and launched seven night surface torpedo and gun attacks to sink four ships of over 16,000 tons and to damage an additional four totaling over 11,000 tons.

★ MUNSON, Henry G., Comdr., USN, Waukegan, Ill.: As CO of USS *Rasher* during its fifth war patrol in Japanese waters from 22 June to 3 Sept 1944, and as CO of the coordinated attack group of two submarines, Comdr. Munson launched heavy attacks in the face of persistent countermeasures and scored 21 hits out of 24 torpedos fired. He also enabled the other ship to sink two tankers and a large freighter.

Gold star in lieu of second award:

★ BORTZ, Kilmer S., Lt., USNR, Washington, D.C.: As scout-bomber pilot in BomRon 13, attached to USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he boldly led his division through anti-aircraft fire and aerial opposition and scored a direct hit upon a Japanese aircraft carrier, which contributed materially to its sinking.

May to 17 June 1944, he penetrated escort screens to deliver three smashing attacks against Japanese shipping. He contributed materially to the sinking of four enemy ships totaling 30,300 tons and the damaging of one 5,600-ton freighter.

★ BROWNE, George H., Comdr., USN, Mechanicville, N. Y.: As CO of USS *Snook* during its seventh war patrol in Japanese-controlled waters from 6 Sept to 18 Nov 1944, he launched five attacks to sink three ships totaling 22,500 tons and damage two vessels totaling 9,000 tons. While on lifeguard duty, he rescued a downed naval aviator.

★ CALDWELL, Robert H., Comdr., USN, Coronado, Calif.: As CO of USS *Peto* during its seventh war patrol in Japanese-controlled waters from 25 Oct to 6 Dec 1944, he launched repeated attacks on enemy shipping and contributed to the success of the *Peto* in sinking more than 28,000 tons of enemy shipping.

★ CHAPMAN, Melvin L., Lt., USN, San Francisco, Calif.: As a pilot in BomRon 16 attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-bombing attack on an aircraft carrier and scored a direct hit on his target, despite its evasive tactics. He contributed directly to the sinking of the carrier.

★ CLEMENTSON, Merrill K., Comdr. (then Lt. Comdr.), USN, Washington, D. C.: As CO of USS *Blueback* during a war patrol in Japanese-controlled waters, he navigated dangerous seas and made bold attacks against the enemy to sink three ships totaling over 20,000 tons and damaged another ship of 5,000 tons.

★ COLE, Cyrus C., Comdr., USN, New London, Conn.: As CO of a submarine during a war patrol in Japanese-controlled waters, he penetrated escort screens despite severe opposition and launched a torpedo attack to sink four ships totaling more than 20,000 tons. Although depth-charged and fired upon, he succeeded in bringing his ship to port without serious injury to the ship or crew.

★ COLE, John S., Lt., USN, Milwaukee, Wis.: As scout-bomber pilot in BomRon 13 attached to USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he fought his plane through anti-aircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

★ COPELAND, Robert W., Comdr. (then Lt. Comdr.), USNR, Tacoma, Wash.: As CO of USS *Samuel B. Morse* in the Battle off Samar Island, 25 Oct 1944, Comdr. Copeland closed on an enemy disposition of battleships, cruisers and destroyers to deliver a torpedo attack. Despite a continuous bombardment from large caliber

First award:

★ ANDERSON, Robert H., Lt., USNR, Chipewa Falls, Wis. (posthumously): As pilot in FitRon 80, attached to USS *Ticonderoga* in the vicinity of the Philippines, 14 Dec 1944, he led an eight-plane division against 26 enemy airplanes and shot down five of the craft and probably a sixth. When his wingman was attacked and his own ammunition almost exhausted, he dived his plane on a hostile ship, forcing it to abandon the attack.

★ BANISTER, Alan, Capt. (then Comdr.), USN Mystic, Conn.: As CO of USS *Sawfish*, during its seventh war patrol in Japanese-controlled waters 22 June to 15 Aug 1944, he penetrated air screens to inflict serious damage on a 9,500-ton tanker. On another occasion, he contacted an enemy submarine of 1,900 tons and delivered a spread of four torpedoes, three of them direct hits, to sink the vessel.

★ BANKER, Donald F., Lt. Comdr. (then Lt.), USNR, New Orleans, La. (posthumously): As pilot and flight leader in BomRon 19, attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he skillfully directed his group in a strike against a large aircraft carrier and other units. He dived through an intense barrage to score a direct hit on the carrier, contributing materially to her ultimate sinking.

★ BLAKELY, Edward N., Comdr. (then Lt. Comdr.), USN, West Los Angeles, Calif. (posthumously): As CO of USS *Shark* during the first war patrol of that ship in Japanese-controlled waters from 16

guns, he inflicted considerable damage. Although his ship was lost, his action in diverting enemy fire from the almost defenseless carriers was a contributing factor in the successful conclusion of the battle.

★ **CORST, Albert J.**, Lt. Comdr. (then Lt.), USNR, East Orange, N. J.: As CO of *LCI 219* during operations off the coast of Normandy, 11 June 1944, when his ship was riddled by the explosion of an aerial bomb, he rallied wounded members of his crew and despite severe wounds from shrapnel splinters in his head, neck and leg, attempted to beach his ship. Fighting fires throughout his vessel and aiding in the removal of the wounded until it was apparent that the *LCI* was about to sink, he ordered his men to abandon ship. After all personnel had been evacuated, he left the sinking ship and shortly collapsed from his serious wounds.

★ **DAVIS, John M.**, Lt. (jg), USNR, New Orleans, La.: As a pilot in *TorpRon 11*, attached to *USS Hornet* in the Battle off Samar 25 Oct 1944, Lt. (jg) Davis made an attack on a Japanese battleship and scored two direct hits.

★ **EARLY, Alexander R.**, Capt., USN, Baltimore, Md.: As CO of *USS Canberra* in action against the Japanese off Formosa on 13 and 16 Oct 1944, Capt. Early continued to fight his ship despite the fact that it had been bombed in an aerial attack. He directed damage-control tactics and supervised its being taken in tow by another ship. On the latter date, he again fought his ship through an air attack and brought the vessel finally to safety.

★ **EDWARDS, William C.**, Lt. Comdr., USNR, Honolulu, T.H.: As fighter pilot in *FitRon 80*, attached to *USS Hancock* in the Tokyo area on 16 Feb 1945, he led an attack on numerically superior enemy aircraft. He personally shot down five enemy fighters and probably destroyed another.

★ **FLOWER, Richard E.**, Lt., USNR, Houston, Tex.: As pilot in *FitRon 15*, attached to *USS Essex* during the Battle for Leyte Gulf, 25 Oct 1944, he scored a bomb hit on a battleship and contributed to the success of the mission.

★ **FOLTZ, Frank E.**, Lt. (then Lt. (jg)), USNR, Detroit, Mich.: As a fighter-bomber pilot in *FitRon 18*, attached to *USS Intrepid* during the Battle for Leyte Gulf, 24 and 26 Oct 1944, he strafed an enemy cruiser, neutralizing the ship's antiaircraft fire and reducing the opposition to our bombers. Attacking again, he dived from a high level to score a direct 500-pound hit, causing serious damage.

★ **GERMERSHAUSEN, William J.**, Comdr., USN, Groton, Conn.: As CO of *USS Spadefish* during its fifth war patrol in Japanese-controlled waters near the western Honshu coast from 27 May to 4 July 1945, Comdr. Germershausen directed his ship deep into the shallow water of an enemy harbor to launch torpedo and gun attacks which resulted in the sinking of six enemy ships and four small craft.

★ **HALE, Cornelius C.**, Lt. (jg), USNR, Louisville, Ky.: As scout-bomber pilot in *BomRon 13*, attached to *USS Franklin*, during the Battle for Leyte Gulf, he boldly

CHIEF AWARDED NATION'S HIGHEST HONOR

Peter Tomich, CWT, USN, an Austrian orphan who gave his life as a hero during the Pearl Harbor attack, has been awarded posthumously the highest honor the U.S. Government and one of its states can offer.

Gov. Herbert B. Maw of Utah named him an honorary citizen of that state, and Rear-Admiral Mahlon S. Tisdale, USN, Commander Mare Island—Vallejo Area, U.S. Naval Base, San Francisco, awarded Tomich's Medal of Honor to the State as his guardian.

His medal and citation have never been delivered to his family, as letters sent by the Navy Department to his "next of kin" were returned unclaimed—addressee unknown. An extensive search failed to reveal any living relative. No disposition was made

of the medal until August of 1943 when it was sent for safe-keeping to *USS Peter Tomich* (DE 242), a destroyer escort named for the Pearl Harbor hero. It remained on the ship until late last year when the ship was decommissioned. The State of Utah requested that she be made custodian.

Tomich, on board *USS Utah* (AG 16, ex-BB 31), on 7 Dec 1941, disregarded the order to abandon ship after Japanese bombs and torpedoes had struck the ship, and remained at his post until all personnel had gone topside and he had secured the boilers to prevent an explosion.

The citation and medal will remain in the State House in Salt Lake City, prominently displayed with a plaque honoring all those men who gave their lives in *USS Utah*.

fought his plane through intense and continuous antiaircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

★ **HANSEN, Sigurd**, Comdr., USNR, Oakland, Calif.: As CO of *USS Dennis* during action in the Battle of Samar Island on 25 Oct 1944, Comdr. Hansen closed on a disposition of Japanese battleships, cruisers and destroyers. Maneuvering his ship to avoid crippling blows, he launched a short-range torpedo attack and diverted the enemy fire from the almost defenseless carriers to his own ship.

★ **HERN, Joseph, Jr.**, Lt. (then Lt. (jg)), USNR, Lawndale, Calif.: As scout-bomber pilot in *BomRon 13*, attached to *USS Franklin*, during the Battle for Leyte Gulf, 25 Oct 1944, he boldly fought his plane through antiaircraft fire and aerial opposition to score a direct hit on an aircraft carrier, contributing materially to its sinking.

★ **HUDSON, John J.**, Lt. (jg), USNR, Springfield, Ohio: As torpedo-bomber pilot in *BomRon 7*, attached to *USS Hancock*, during the Battle for Leyte Gulf, 25 Oct 1944, he launched a glide-bombing attack on a cruiser, scoring a damaging hit on the craft.

★ **HYDEMAN, Earl T.**, Comdr., USN, Piqua, Ohio: As CO of *USS Sea Dog* during its fourth war patrol in the Japan Sea from 26 May to 5 July 1945, Comdr. Hydeman

launched torpedo attacks and succeeded in sinking six enemy ships. Commanding three coordinated submarine groups operating concurrently, he also directed his units in destroying 31 ships and 16 small craft and in damaging five other vessels. He executed an escape through hazardous waters and brought his ship safely to port.

★ **ICENHOWER, Joseph B.**, Comdr., USN, Philadelphia, Pa.: As CO of *USS Jallo*, during its first war patrol in Japanese-controlled waters, from 9 Oct to 10 Dec 1944, he contributed materially to the success and safety of the *Jallo* in sinking a warship and evading severe countermeasures.

★ **JAMESON, Richard S.**, Lt. (then Ens.), USNR, Somerville, Mass. (posthumously): As navigator of an airplane during the assault on Kwajalein, 12 Jan 1944, he rendered invaluable assistance as his pilot flew in low to execute a hazardous bombing mission.

★ **JAMISON, William C.**, Lt. (then Lt. (jg)), USN, Hearne, Tex.: As pilot and division leader of *FitRon 20*, attached to *USS Enterprise*, during the Battle for Leyte Gulf, 24 and 25 Oct 1944, he launched a devastating rocket attack and inflicted extensive damage to a cruiser. By continuing his bold tactics, he scored a smashing bomb hit to damage a light cruiser.

★ **LAMADE, John D.**, Comdr., USN, Alexandria, Va.: As commander, Air Group 7, attached to *USS Hancock*, in the vicinity of the Philippine Islands, 25 Oct 1944, he led a fighter-bomber-torpedo strike against major units of the Japanese fleet, pressing home a relentless attack against a battleship. Although his plane was struck in the left wing root, he continued his dive to fire his rockets and strafe the battleship, pulling out through the cross fire of a heavy cruiser and a destroyer.

★ **LATHAM, Richard C.**, Comdr., USN, New London, Conn.: As CO of *USS Tinoso* during its 11th war patrol in the Japan Sea area from 29 May to 4 July 1945,



Lt. Comdr. Banker

Lt. Bertz

★ DECORATIONS

Navy Cross (Cont.)

Comdr. Latham directed his vessel deep into shallow water to launch attacks that resulted in the sinking of three freighters and a sea truck and in the damaging of another freighter. He withdrew from the danger area and brought his ship safely to port.

★ **LEEKER, Wallace F., Lt. (jg), USNR, St. Louis, Mo.:** As a pilot in TorpRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he scored a direct torpedo hit on an aircraft carrier, contributing materially to her sinking. Although his plane was struck and his wing set on fire by exploding shells, he continued to press home his attack.

★ **MERRITT, James F., Jr., Lt. Comdr. (then Lt.), USNR, Alexandria, Va.:** As commander of a patrol bomber attached to the 7th Fleet off the southwest coast of Mindanao, on 26 Sept 1944, he executed a masthead bombing attack on two large transports in bright moonlight and in the face of heavy antiaircraft fire. When his bombs failed to release on the first run, he returned to destroy one of the transports and inflict probable damage on the other.

★ **MESTER, Cecil R., Lt., USNR, Langoth, Pa.:** As pilot of a divebomber in BomRon 10, attached to USS *Enterprise*, during the First Battle of the Philippine Sea, 20 June 1944, he scored a direct hit on an aircraft carrier, severely damaging it.

★ **NOOY, Cornelius N., Lt. (then Lt. (jg)), USNR, Great Neck, N. Y.:** As pilot of a fighter plane in FitRon 31 attached to USS *Cabot*, Lt. Nooy dived from an altitude of 10,000 feet to destroy an enemy plane that was pursuing a friendly plane over the Bonins on 4 July 1944. During the action, he shot down three other aircraft and probably destroyed a fourth.



Capt.
Early



Comdr.
Gormershausen



Lt. (jg.) Hale



Lt. (jg.) Hansen

★ **PERRY, Frank C., Lt. Comdr., USN, Lincolnville, Me.:** As CO of TorpRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he expertly directed an attack upon a battleship without diversionary aerial support. He personally accounted for one hit and contributed to the neutralization of the ship.

★ **POLK, Lucille O., Lt. Comdr. (then Lt.), USN, Hutchinson, Kans.:** As a pilot in the vicinity of the Marshall Islands, he single-handedly attacked three enemy transports. In the face of heavy machine-gun fire, he handled his plane with skill and succeeded in sinking two Japanese ships and leaving a third dead in the water.

★ **RISSE, Robert D., Comdr., USN, Groton, Conn.:** As CO of USS *Flying Fish* during its fifth war patrol in the Japan Sea from 29 May to 4 July, Comdr. Risser maneuvered his vessel into shallow waters and succeeded in sinking 3,180 tons of enemy shipping. He was able to withdraw from the danger area and bring his vessel to port safely.

★ **ROGERS, William R., Ens., USNR, Los Angeles, Calif.:** As a pilot in BomRon 16 attached to USS *Randolph*, Ens. Rogers participated in a strike against the Japanese at Honshu on 18 July 1945. He carried out an attack against an enemy battleship and scored a direct hit in the face of intense antiaircraft fire.

★ **SIPPRELL, James E., Jr., Lt. (jg), USNR, Seattle, Wash.:** As a pilot in TorpRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he participated in a vigorous strike against major units of the Japanese fleet. Plunging through a heavy barrage of antiaircraft fire, he released his torpedo at close range on a light cruiser, contributing materially to its serious damage.

★ **SMITH, Allen W., Lt. Comdr., USNR, Avondale Estates, Ga.:** As division leader of torpedo planes in CompRon 75 at-

tached to USS *Ommoney Bay* during the Battle off Samar Island, 25 Oct 1944, he scored a direct bomb hit on a heavy cruiser, leaving the Japanese ship burning and seriously damaged. Later the same day he made a daring attack on several Japanese vessels, and was responsible for one of three torpedo hits which sank a heavy cruiser.

★ **SORENSEN, Charles H., Lt. Comdr. (then Lt.), USNR Hayward, Calif.:** As a pilot in TorpRon 15 attached to USS *Essex* during the Battle for Leyte Gulf on 24 Oct 1944, Lt. Comdr. Sorensen led his division in a successful torpedo attack. He obtained a hit on the ship and forced the ship to turn in such a position that it was a perfect target for the other planes in the division.

★ **STELLA, Emil B., Lt. Comdr. (then Lt.), USNR, Birmingham, Ala.:** As a pilot in BomRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-bombing attack on a battleship, scoring a direct hit. He contributed directly to its sinking.

★ **STRADLEY, Price R., Lt., USNR, Galena, Md. (posthumously):** As pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he pressed home a hazardous dive-bombing attack on an aircraft carrier, scoring a direct hit, despite its desperate evasive tactics. He contributed directly to the sinking of a carrier and played a gallant part in aerial operation during this critical period.

★ **STYLES, Ralph E., Comdr., USN, Honolulu, T.H.:** As CO of USS *Sea Devil* during her second war patrol in the Nansei Shoto, North China Sea and Yellow Sea areas from 19 Nov 1944 to 11 Jan 1945, he attacked a convoy and sank 2 ships of 17,500 tons. Boldly striking a high-speed task force, he contributed materially to the crippling of an aircraft carrier.



Comdr. Cole



Lt. Cole



Comdr. Copeland



Lt. (jg) Davis



Comdr. Hydeman



Comdr. Lee



Lt. Comdr. Merritt



Comdr. Munson



Lt. Nooy



Lt. Comdr. Polk



Ens. Rogers



Comdr. Sorensen

★ SULLIVAN, Dennis J., Capt., USN, Washington, D.C.: As CO of USS *White Plains* during action against the Japanese in the Battle off Samar Island on 25 Oct 1944, Capt. Sullivan brought his ship through a three-hour bombardment by a formidable column of Japanese battleships, cruisers and destroyers.

★ THOMAS, Robert F., Lt. (jg), USNR, Staten Island, N. Y.: As pilot in FitRon 21 attached to USS *Belleau Wood* in the vicinity of the Philippine Sea 15 and 25 Oct 1944, he shot down four enemy planes and on another occasion shot down one enemy plane.

★ VERRALL, Robert L., Lt. (jg), USNR, Anacortes, Wash.: As pilot of a dive bomber in BomRon 9 attached to USS *Yorktown*, Lt. (jg) Verrall launched an attack against units of the Japanese fleet and scored damaging hits on the bridge of cruiser, contributing to its sinking.

★ WARD, Norvell G., Comdr. (then Lt. Comdr.), USN, Roanoke, Va.: As CO of USS *Guardfish*, during its eighth war patrol in Japanese-controlled waters, from 14 June to 31 July 1944, he pressed home six well planned and executed torpedo attacks to sink 8 enemy ships totalling over 58,000 tons and damage another ship of 4,000 tons. Despite severe depth charging and aerial bombing he brought his ship safely to port.

★ WEIL, Edwin J., Lt., USNR, New York, N. Y.: As a pilot in BomRon 13, attached to the USS *Franklin* during the Battle for Leyte Gulf, 25 Oct 1944, he fought his plane through antiaircraft fire and aerial opposition to score a direct hit on aircraft carrier, contributing materially to its sinking.

★ WEST, James C., Lt. Comdr., USNR, Morgantown, W. Va.: As torpedo-plane pilot in TorpRon 19, attached to USS *Lexington* during the Battle for Leyte Gulf, 25 Oct 1944, he plunged through the enemy's heavy barrage of antiaircraft fire to release his torpedo at close range on an aircraft carrier, contributing materially to its ultimate sinking.

★ WICKLANDER, Raymond C., Lt., USNR, Corpus Christi, Tex.: As pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he boldly pressed home a dive-bombing attack on a battleship, scoring a direct hit despite its desperate evasive tactics.

★ WILLIAMS, Bruce W., Lt., USNR, Salem, Ore.: As pilot in FitRon 19, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he led his division through a heavy barrage of antiaircraft fire in a destructive strafing and glide-bombing attack. He released a 500-pound bomb on a battleship, contributing materially to its serious damage. He made repeated low strafing runs upon destroyers, seriously crippling one.

★ WILLIAMS, Joseph W., Jr., Comdr., USN, New London, Conn.: As CO of USS *Spearfish* during a war patrol in Japanese-controlled waters, Comdr. Williams made contact with an escorted enemy convoy of three freighters. He damaged one freighter and, after being forced to dive, surfaced and followed with an attack to sink the damaged freighter, another freighter and one of the escorts. He later sank a transport and returned to port without serious damage to his vessel or crew.

★ WRIGHT, William A., Lt., USNR, Seattle, Wash.: As bomber pilot in BomRon 16, attached to USS *Lexington*, during the Battle for Leyte Gulf, 25 Oct 1944, he gallantly led six planes in an attack on an enemy carrier. When his bomb failed to drop he maneuvered his ship to strike again, despite aerial opposition, and scored a probable hit on an enemy cruiser.



SILVER STAR MEDAL

Gold star in lieu of third award:

★ SWEITZER, Henry B., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Assistant approach officer, USS *Picuda*, POA, 29 Dec 1944 to 15 Feb 1945.

Gold star in lieu of second award:

★ BELL, Clarence E., Jr., Lt. Comdr., USN, Norfolk, Va.: Torpedo data computer operator, USS *Tinosa*, fourth war patrol, POA, 27 Oct to 16 Dec 1943.

★ BRYANT, James S., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Assistant approach officer, USS *Sealion*, third war patrol, POA, 31 Oct to 3 Dec 1944.

★ COOPER, Francis T., Lt. Comdr., USN, Honolulu, T. H.: Executive officer, navigator and torpedo data computer operator, USS *Bluegill*, third war patrol, SoWesPac Area, 18 Sept to 25 Nov 1944.

★ DUNCAN, Max C., Lt. Comdr. (then Lt.), USN, Forest City, N. C.: Torpedo data computer operator, USS *Barb*, 12th war patrol, POA, 8 June to 2 Aug 1945.

★ HENDRIX, Charles N. C., Lt. Comdr., USN, Martinsburg, W. Va.: Executive officer, USS *Sturgeon*, 10th war patrol, POA, 8 Apr to 26 May 1944.



Capt. Sullivan



Lt. Comdr. West



Lt. Wicklander



Lt. Williams

★ KLEIN, Erhardt E., Lt. (jg), USNR, Pullman, Wash.: Fighter pilot, FitRon 20, USS *Lexington*, Leyte Gulf, 25 Oct 1944.

★ MANSELL, Paul L., Jr., Lt. Comdr. (then Lt.), USNR, Hollis, N. Y.: Assistant approach officer, USS *Sunfish*, ninth war patrol, POA, 23 Oct to 19 Dec 1944.

First award:

★ ACKERMAN, Fred F., Lt. (jg) (then Ens.), USNR, Oakland, Calif.: Fighter pilot, FitRon 80, USS *Hancock*, Tokyo area, 16 Feb 1945.

★ ALLEN, Albert C., Capt. (then Comdr.), USNR, Tiverton, R. I.: CO of a fleet tanker, Marianas Islands, 16 June 1944.

★ ALLEN, Arthur C., Jr., Lt. (jg) (then Ens.), USNR, East Orange, N. J.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ AUCE, John F., Lt., USNR, Fort Madison, Iowa.: CO, LCI(G), POA, July 1944.

★ BATES, Joseph C., Jr., Lt. (jg), USNR, Los Angeles, Calif.: Torpedo data computer operator, USS *Sealion*, third war patrol, East China Sea Area, 31 Oct to 3 Dec 1944.

★ BELL, Clarence E., Jr., Lt. Comdr. (then Lt.), USN, Norfolk, Va.: Assistant approach officer, USS *Tinosa*, fifth war patrol, POA, 10 Jan to 4 Mar 1944.

★ BLANCHE, Carl R., Lt. (jg), (then Ens.), USNR, Bordentown, N. J.: UDT action against Japanese, Saipan and Guam, June and July 1944.

★ BLANKENBAKER, William O., Lt., USN, Greeley, Colo.: Diving officer, USS *Tambor*, ninth war patrol, POA, 5 Jan to 5 Mar 1944.

★ BROXHOLME, Robert L., Lt. (jg) (then Ens.), USNR, Long Beach, Calif.: UDT action against Japanese, Saipan and Guam, June and July 1944.

★ CRIEDER, Edwin A., Lt. (then Lt. (jg)), USNR, Long Beach, Calif.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ CURTIN, Neale R., Capt. (then Comdr.), USN, Annapolis, Md.: CO, USS *Geerandi*, Normandy, France, 6 June 1944.

★ CURTIN, George, Lt. (jg) (then Ens.),

★ DECORATIONS

Silver Star (Cont.)

USNR, Santa Monica, Calif.: Bomber pilot, BomRon 86, *USS Wasp*, POA, 19 Mar 1945.

★ COPEMAN, Thomas H., Comdr., USN, Pittsburgh, Pa.: CO, *USS Greer*, Gilbert Islands, 10 to 30 Nov 1943.

★ CARROLL, Robert M., Lt. Comdr. (then Lt.), USNR, Jamaica Plain, Mass.: Torpedo data computer operator, *USS Sturgeon*, ninth war patrol, POA, 13 Dec 1943 to 6 Feb 1944.

★ DECKER, Daniel D., Jr., Lt., USN, San Francisco, Calif.: Plotting officer, *USS Spadefish*, third war patrol, POA, 6 Jan to 13 Feb 1945.

★ DICKEY, Fred C., Capt., USN, Coronado, Calif.: CO, *USS Hancock*, Ryukyu Islands and Formosa, 6 to 20 Oct 1944.

★ DOYLE, William T., Jr., Capt. (then Lt. Comdr.), USN, Charleston, S. C.: Executive officer, *USS Laffey*, Guadalcanal, 13 Nov 1942.

★ FLEMING, Francis M., Lt. (then Lt. (jg)), USNR, New York, N. Y.: Fighter pilot, FitRon 16, *USS Lexington*, Philippine Sea, 19-20 June 1944.

★ FRISBEE, Marion, Ch Bosn (then Bosn), USN, Colton, Calif.: Action while serving aboard *USS Franklin*, Kobe, Japan, 19 Mar 1945.

★ FAIR, John W., Lt. Comdr. (then Lt.), USNR, Grosse Pointe, Mich.: Fighter pilot, FitRon 80, *USS Hancock*, Tokyo Area, 16 Feb 1945.

★ FORBES, George W., Jr., Lt. Comdr. (then Lt.), USN, Stonington, Conn.: Assistant approach officer, *USS Raton*, sixth war patrol, POA, 6 Oct to 1 Dec 1944.

★ FLENNIKEN, Clifton W., Jr., Comdr. (then Lt. Comdr.), USN, Hamburg, N. Y.: Diving officer, assistant approach officer, engineering and executive officer, *USS S-44*, POA, 24 Apr to 23 Aug 1942.

★ GAMBACORTA, Francis M., Comdr. (then Lt. Comdr.), USN, Newark, N. J.: Executive officer and assistant approach officer, *USS S-42*, first war patrol, SoWesPac Area, 26 Apr to 20 May 1942.

★ GODFREY, William J., Jr., Lt. (then Lt. (jg)), USNR, Manitowac, Wis.: Diving officer, *USS Pogy*, fifth war patrol, POA, 15 Jan to 8 Mar 1944.

★ HALL, William P., Lt. (then Lt. (jg)), USNR, Dayton, Ohio: CO, Motor Torpedo Boat 329, New Guinea Area, 6 July 1944.

★ HARRIS, Bryan, Lt. (then Lt. (jg)), USNR, Joliet, Ill.: Damage control officer, *USS Wilson*, Okinawa, 16 Apr 1945.

★ HEID, Clarence B., Ch Mach, USN, Pensacola, Fla.: Aviation ordnance officer, *USS Franklin*, Kobe, Japan, 19 Mar 1945.

★ HEMLEY, Eugene A., Lt. Comdr. (then Lt.), USN, Brooklyn, N. Y.: Torpedo fire control party, *USS Seadragon*, 11th war patrol, POA, 23 Sept to 8 Nov 1944.

★ HUEY, Enders P., Lt. Comdr. (then Lt.), USN, Abilene, Tex.: Gunnery and torpedo officer of a U.S. submarine, POA.

★ JACOBUS, Donald W., Lt. (then Lt. (jg)), USNR, Pittsburgh, Pa.: Naval gunfire liaison officer, Anzio-Nattuna Area, Italy, January and February 1944.

★ JANIEN, Cedric J., Lt. (then Lt. (jg)), USNR, Boston, Mass.: CO, MTB 321, Los Negros Islands, 20 March 1944.

★ JOHNSON, Dwight L., Comdr. (then Lt. Comdr.), USN, San Francisco, Calif.: CO, *USS Miller*, POA, 13 to 17 Oct 1944.

★ JONES, Allen J., Lt. (jg) (then Ens.), USNR, Tampa, Fla.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ KAUFMAN, John H., Comdr., USN, Grosse Pointe, Mich.: First Lt., *USS Santa Fe*, Shikoku, Japan, 19 Mar 1945.

★ LADUE, Howard A., Lt. (jg) (then Ens.), USNR, Royal Oak, Mich.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ LAMPMAN, Lester B., Lt. (jg), USN, Forks, Wash.: Bomber pilot, TorpBomRon 34, *USS Monterey*, Kure Naval Base, Japan, 28 July 1945.

★ LESSARD, Lester J., Lt., USNR, San Francisco, Calif.: Diving officer of a U.S. submarine, POA, January and February 1944.

★ LOFT, Gerald L., Lt., USNR, Brashear, Mo.: Diving officer, *USS Redfish*, second war patrol, POA, 25 Oct 1944 to 2 Jan 1945.

★ MEAD, David L., Lt. (jg) (then Ens.), USNR, Orange, Mass.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ METTLER, Harry A., Lt., USNR, Nelsonville, Ohio: CO, LST, European Theater, 28 Apr 1944.

★ MURPHY, Walter P., Lt. Comdr. (then Lt.), USN, Boonton, N. J.: Torpedo data computer operator, *USS Sailfish*, 10th war patrol, POA, 17 Nov 1943 to 5 Jan 1944.

★ MONTROSS, Keats E., Comdr., USN, Saginaw, Mich. (posthumously): CO, *USS Swordfish*, 12th war patrol, POA, 30 May to 28 June 1944.

★ NUNN, Earl E., Lt. (jg) (then Ens.), USNR, Des Moines, N. M.: Officer-in-charge of a 20 mm. battery, *USS Mahan*, Ormoc, Philippine Islands, 7 Dec 1944.

★ PINSON, Theodore W., Jr., Lt. Comdr. (then Lt. (jg)), USNR, San Antonio, Tex.: CO, *LCI(L) 497*, Normandy, France, 6 June 1944.

★ REED, Stuart W., Lt., USNR, Grosse Pointe, Mich.: CO, *LCI(L) 416*, Normandy, France, 6 June 1944.

★ RISHOVD, Sigurd A., Lt. Comdr. (then Lt.), USNR, Eau Claire, Wis.: Torpedo data computer operator, *USS Cabrilla*, fifth war patrol, POA, 3 July to 19 Aug 1944.

★ RUSSELL, Lloyd, Lt. (jg) (then Ens.), USNR, Norwich, Conn.: Diving officer, *USS Balao*, fourth war patrol, POA, 6 Feb to 9 Mar 1944.

★ SCHENCK, Robert F., Jr., Lt., USNR, Chicago, Ill.: CO, *LCI(G)*, POA, July 1944.

★ SCHNEIDER, Frederick H., Jr., Comdr. (then Lt. Comdr.), USN, Wausan, Wis.: CO, *USS Thorn*, Leyte Gulf and Surigao Strait, Philippine Islands, 19 to 25 Oct 1944.

★ SHARP, George F., Lt. Comdr., USN, Philadelphia, Pa.: Assistant approach and

executive officer, *USS Sea Owl*, first war patrol, POA, 19 Nov 1944 to 15 Jan 1945.

★ SMITH, Michael F., Lt. (jg), USN, Austin, Tex.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ SPIESS, Fred N., Lt. Comdr., USNR, Oakland, Calif.: For service aboard *USS Tarpon*, during seven war patrols, POA.

★ STANLEY, Gordon A., Lt. (then Ens.), USN, Oakridge, Ore.: Bomber pilot, BomRon 302, *USS Princeton*, Marianas Islands, 19 June 1944.

★ STELLA, Emil B., Lt. Comdr. (then Lt.), USNR, Birmingham, Ala.: Bomber pilot, BomRon 19, *USS Lexington*, Philippine Islands, 5 Nov 1944.

★ STUTSMAN, Laurance M., Lt. (then Lt. (jg)), USNR, Glendale, Calif.: CO, *MTB 128*, New Guinea and New Britain, July through December 1943.

★ STEVENS, John W., Comdr. (then Lt.), MC, USNR, Du Quoin, Ill.: Surgeon during operations on Roi, Namur and Kwajalein Atoll, Marshall Islands, 12 Feb 1944.

★ TWELVES, Wendell V., Lt. (then Ens.), USNR, Springville, Utah: Fighter pilot, FitRon 15, *USS Essex*, Philippine Islands, 13 Sept 1944.

★ VINEYARD, Merriwell W., Lt. (then Lt. (jg)), USNR, Frederick, Okla.: Pilot, AirGrp 2; *USS Hornet*, Marianas and Bonin Islands, 19 to 24 June 1944.

★ VOORHEES, Alan M., Lt. (jg) (then Ens.), USNR, New Brunswick, N. J.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WHITELY, John T., Lt. (jg) (then Ens.), USNR, White Plains, N. Y.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WILLYCK, Lee M., Lt. (jg), USNR, Detroit, Mich.: UDT action against Japanese, Okinawa, Ryukyu Islands, 27 Mar to 1 Apr 1945.

★ WILSON, William G., Lt. (then Ens.), USNR, Huntington, W. V.: Diving officer, *USS Seahorse*, fifth war patrol, POA, 3 June to 19 July 1944.

LEGION OF MERIT

Gold star in lieu of second award:

★ HELEN, Robert R., Comdr., USNR, New York, N. Y.: Commander, harbor clearance units of the salvage group, 8th Fleet, prior to and during invasion of Southern France, from August to November 1944.

First award:

★ ANDERSON, Thomas C., Rear Admiral (then Commodore), MC, USN, Sioux City, Iowa.: Fleet medical officer and chief of the medical station, Logistics Division, on the staff of the Commander in Chief, Pacific Fleet, from September 1943 to September 1945.

★ CHAPIN, Nealy A., Capt., USN, Washington, D. C.: Chief of staff to Commander Amphibious Group 1, in assault of Saipan.

Iwo Jima, Okinawa, and Ulithi, from 27 Feb 1944 to 9 July 1945.

★ CHILTON, William P., Capt., USN, Alexandria, Va.: Gunnery officer on staff of the Commander, Amphibious Group 1, assault and capture of Saipan, Iwo Jima, Okinawa, and occupation of Ulithi, from 27 Feb 1944 to 9 July 1945.

★ CROMMELIN, John G., Jr., Capt., USN, Coronado, Calif.: Chief of staff of a carrier task group commander, in operations against enemy forces in forward Pacific areas, from 1 Jan to 8 Aug 1944.

★ DYER, George C., Rear Admiral, USN, Chevy Chase, Md.: Chief of staff to Commander Landing Craft and Bases Northwest Africa waters, prior to and during invasion of Italy, September 1943.

★ FERREOLA, James A., Comdr., USN, Paterson, N. J.: LST commander of a beach assault unit, prior to and during invasion of France, August 1944.

★ FIELDING, Charles F., Capt., USN, Washington, D. C.: Communications officer on the staff of a task force commander, prior to and during invasion of Southern France, August 1944.

★ GREENE, Terence W., Capt., USN, Madison, Conn.: Commander of a convoy of 31 LSTs and 26 causeway tows and escorts, attached to Task Force 126, during invasion of Northern France.

★ HUIE, Byron S., Jr., Comdr., USNR, Silver Springs, Md.: Task group commander of salvage units in the Lingayen Gulf, early part of 1945.

★ MASSEY, Forsyth, Comdr., USN, Oregon City, Ore.: Operations officer of the staff of a carrier division and task group commander, POA, from September 1943 to December 1944.

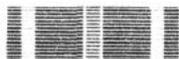
★ METCALF, Ralph M., Comdr. (then Lt. Comdr.), USNR, Carrollton, Ill.: CO, USS *Pogy*, during war patrol in enemy waters, from 7 Apr to 29 May 1944.

★ MORIN, George F., Lt., USNR, Wyoming, R. I.: Executive officer and navigator, aboard USS *Crevale*, Japan Sea area, from 27 May to 5 July 1945.

★ NIEMAN, Hugh R., Capt. (then Comdr.), USN, McKeesport, Pa.: Air officer and executive officer, USS *Cowpens*, from February 1943 to February 1945.

★ PATRICK, Williard T., Comdr. (then Lt. Comdr.), USNR, Newark, N. J.: Commander of a landing craft unit, attached to Ninth Army, in operations on the Rhine river, 24 Mar 1945.

★ SIMON, Seymour F., Lt., USNR, Chicago, Ill.: Staff secretary for Service Squadron 10, in Central and Western Pacific areas, 15 Jan 1944 to 1 June 1945.



DISTINGUISHED FLYING CROSS

Gold star in lieu of fourth award:

★ TORREY, Philip H., Comdr. (then Lt. Comdr.), USN, Long Beach, Calif. (posthumously): As CO of a carrier-based group, Kwajalein Atoll, Marshall Islands, 29 Jan to 3 Feb 1944.

Gold star in lieu of third award:

★ THOMAS, Gerald W., Lt. (then Lt. (jg)), USN, Small, Idaho.: Pilot of a torpedo plane, BomRon 4, USS *Essex*, Formosa area, 21 Jan 1945.

Gold star in lieu of second award:

★ BEAUCHAMP, Ernest M., Lt. Comdr. (then Lt.), USN, Los Angeles, Calif.: Pilot in FitRon 8, USS *Bunker Hill*, Formosa, 12 Oct 1944.

★ BRAKEFIELD, James A., Lt., USNR, Everts, Ky.: Pilot in TorpRon 81, USS *Wasp*, vicinity of Formosa, 15 Jan 1945.

★ CARMODY, John W., Lt., USNR, Granite Cit, Ill.: Pilot in TorpRon 80, USS *Ticonderoga*, China Coast, 12 Jan 1945.

★ DONER, Landis E., Lt. Comdr. (then Lt.), USNR, Merrill, Wis.: Division leader in FitRon 2, USS *Hornet*, Kazan Islands, 3 July 1944.

★ FOLTZ, Ralph E., Lt. (jg), USNR, Azusa, Calif.: Fighter pilot in FitRon 15, USS *Essex*, Northern Philippines, 22 Sept 1944.

★ HITT, James A., Ens., USNR, Buffalo, N. Y.: Pilot in CompRon 88, USS *Saginaw Bay*, Pacific war areas, 6 Apr 1945.

★ HOOD, Herbert D., Lt. (then Lt. (jg)), USNR, Mt. Pleasant, Mich.: Pilot of torpedo plane, Caroline Islands, 17 Feb 1944.

★ JENNINGS, Robert O., Jr., Lt. (jg), USNR, Washington, D. C.: Aerial operations, Nansei Shoto and Balikpapan, Borneo, 6 May to 2 July 1945.

★ JOYNT, Gilbert I., Lt. Comdr., USNR, Melbourne, Fla.: Pilot in FitRon 2, USS *Yorktown*, French Indochina, 12 Jan 1945.

★ LEEPER, Charles D., Lt. (jg), USNR, Parkersburg, W. Va.: Pilot in TorpRon 20, USS *Lexington*, near Pescadores Islands, 15 Jan 1945.

★ McCORMICK, William A., Jr., Lt. (jg), USNR, Chicago, Ill.: Pilot in FitRon 8, USS *Bunker Hill*, Philippine Islands, 18 Oct 1944.

★ NEAL, William H., III, Lt. Comdr. (then Lt.), USN, Baton Rouge, La.: Aerial operations, Nansei Shoto area, from 4 Apr to 11 June 1945.

★ NIDA, Henry, Lt. (jg) (then Ens.), USNR, Detroit, Mich.: Pilot of carrier-based aircraft, Okinawa, 6 Apr 1945.

★ RENFRO, Edward C., Capt. (then Comdr.), USN, Alexandria, Va.: As CO of a patrol bomber squadron, Central Pacific areas, 1 Apr to 24 Apr 1944.

★ TATE, Hugh J., Lt. (jg), USNR, Madison, N. J.: Pilot in FitRon 21, USS *Bellevue Wood*, Philippine Sea, 25 Oct 1944.

★ TURNER, Charles H., Lt. Comdr., USNR, Jacksonville, Fla.: As pilot in FitRon 31, USS *Cabot*, First Battle of the Philippine Sea, 19 June 1944.

★ SELF, Larry R., Lt. (jg) (then Ens.), USN, Dallas, Tex.: As pilot in FitRon 15, USS *Essex*, Central Philippines, 13 Sept 1944.

★ SPURGEON, Norman W., Lt. (jg) (then Ens.), USN, Tacoma, Wash.: Pilot in TorpRon 80, USS *Ticonderoga*, coast of China, 2 Jan 1945.

★ SMITH, Nicholas J., Lt. (jg), USNR, Lynchburg, Va.: Pilot in FitRon 13, USS

Franklin, Luzon Island, 17 Oct 1944.

★ STAPLETON, Thomas R., Ens., USNR, Syracuse, N. Y.: Pilot of carrier-based fighter plane, Island of Kyushu, 5 Apr 1945.

First award:

★ ANTHONY, Norman H., Lt. Comdr. (then Lt.), USNR, Ann Arbor, Mich.: Pilot of torpedo plane, division leader of BomRon 7, USS *Hancock*, Formosa area, 12 Oct 1944.

★ BALL, John F., Lt., USNR, Fullerton, Calif.: Aerial operations at Ambonia, 30 July 1944.

★ BARNES, Robert C., Lt. Comdr., USN, Coronado, Calif.: Aerial operations, Philippine Islands, 2 Jan to 7 Feb 1945.

★ BARTHLOME, Watson, Lt. (then Lt. (jg)), USN, Pocomoke City, Md.: Aerial operations in Western Pacific, 16 Feb to 6 June 1945.

★ BILBAO, Paul, Ens., USNR, Portland, Ore.: Pilot in FitRon 11, USS *Hornet*, vicinity of Formosa 10 Jan 1945.

★ BOYCE, Thomas E., Lt., USNR, South Hadley, Mass.: Pilot in TorpRon 7, USS *Hancock*, Formosa, 13 Oct 1944.

★ BROWER, William A., Lt., USNR, Crawley, La.: Flight leader of BomRon 7, USS *Hancock*, Formosa, 12 Oct 1944.

★ BROWN, Joseph D., Lt. (jg), USNR, Baltimore, Md.: Pilot in BomRon 86, USS *Wasp* Kure Naval Base, Japan, 19 Mar 1945.

★ BRUMMIER, Carland E., Lt. Comdr. (then Lt.), USNR, Bloomington, Calif.: Pilot in FitRon 44, USS *Langley*, Philippine Islands, 6 Nov 1944.

★ CAMPBELL, John R., Lt., USNR, Portland, Ore.: Pilot in BomRon 11, USS *Hornet*, South China Coast, 12 Jan 1945.

★ CASEY, Byron J., Lt., USNR, Jordan, Minn.: Aerial operations, Western Pacific, 13 Feb to 20 May 1945.

★ CORNELL, William B., Lt., USNR, East Milton, Mass.: Aerial operations SoWesPac, from 1 Mar to 11 May 1945.

★ CROWE, John W., Lt. Comdr. (then Lt.), USN, New York City.: Aerial operations in SoWesPac, 4 Mar to 5 May 1945.

★ CUFF, James B., Lt. (then Lt. (jg)), USNR, Roxbury, Mass.: Pilot in BomRon 7, USS *Hancock*, Formosa, 12 Oct 1944.

★ DAVIS, John J., Lt. (jg), USNR, Lackawanna, N. Y.: Pilot in FitRon 17, USS *Hornet*, Tokyo area, 16 Feb 1945.

★ DELANEY, William E., Lt. (then Lt. (jg)), USNR, Detroit, Mich.: Pilot of torpedo plane, vicinity of Caroline Islands, 17 Feb 1944.

★ DOYLE, Frank D., Lt. (jg), USNR, Ft. Worth, Tex.: Pilot in BomRon 18, USS *Intrepid*, Philippine Islands, 21 Sept 1944.

★ DURDA, Joseph, Lt. (then Lt. (jg)), USNR, Minneapolis, Minn.: Aerial operations in Central Pacific areas, from 18 Dec 1944 to 12 Mar 1945.

★ ENGMAN, Willbur J., Lt. Comdr. (then Lt.), USNR, Minneapolis, Minn.: Pilot in TorpRon 11, USS *Hornet*, Formosa, 9 Jan 1945.

★ EVERDELL, Romeyn, Lt. (jg), USNR, Nassau, N. Y.: Pilot of scout bomber in Air Group 13, USS *Franklin*, Pacific areas, 1 Sept 1944.

★ FILLER, Joseph F., Lt. Comdr. (then

★ DECORATIONS

D. F. C. (Cont.)

Lt.), USNR, Joplin, Mo.: Pilot in TorpRon 86, USS *Wasp*, Island of Honshu, Japan, 28 July 1945.

★ FINNERTY, John C., Lt. (jg) (then Ens.), USNR, Cincinnati, Ohio.: Pilot of fighter plane, USS *Princeton*, Philippine Islands area, 21 Sept 1944.

★ FRIEDMAN, Joseph, Lt. (jg) (then Ens.), USNR, Lewiston, Me.: Pilot in FitRon 17, USS *Hornet*, Tokyo area, 17 Feb 1945.

★ GAMMAGE, Thomas M., Lt. (then Lt. (jg)), USNR, Oakland, Calif.: Pilot in CompRon 38, Solomon Islands area, 13 Sept 1943 to 5 Mar 1944.

★ GARLIC, William L., Lt. (jg) (then Ens.), USNR, Summitville, Ind.: Pilot in FitRon 19, USS *Lexington*, Philippine Islands area, 14 Oct 1944.

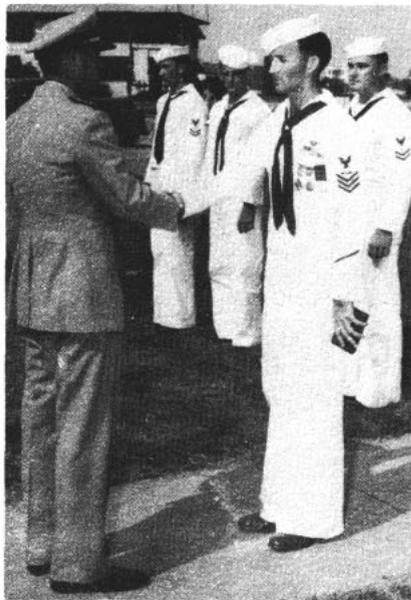
★ GHESQUIERE, George D., Lt. Comdr., USN, Annapolis, Md.: As CO, BomRon 18, USS *Intrepid*, Battle for Leyte Gulf, 24 Oct 1944.

★ GILLESPIE, Roy F., Lt. (then Lt. (jg)), USNR, Bellingham, Wash.: As pilot of fighter plane, Western Caroline Islands operations, 31 Mar 1944.

★ GROOMS, William J., Ens., USNR, Sidnaw, Mich. (posthumously): Pilot in FitRon 7, USS *Hancock*, Philippine Islands area, 26 Oct 1944.

★ HACKETT, Bernard E., Lt., USNR, Detroit, Mich.: Pilot of fighter plane in Air Group 3, USS *Yorktown*, vicinity of China coast, 16 Jan 1945.

★ HARKER, Henry L., Lt. (jg), USNR, Atlanta, Ga.: Pilot in TorpRon 29, USS *Cabot*, Philippine Islands, Formosa, Nansei Shoto, Bonin Islands, South China Sea, from 6 Oct 1944 to 1 Mar 1945.



HIS PAST caught up. L. M. Smith, ARMI, USN, received simultaneously seven awards dated back to 1943.

★ HART, Joseph E., Comdr. (then Lt. Comdr.), USN, Akron, Ohio.: CO, BomRon 88, USS *Yorktown*, Pacific Ocean Areas, 13 Aug 1945.

★ HOBBS, Robert A., Lt., USNR, Omaha, Neb.: Pilot of fighter plane, Air Group 8, USS *Bunker Hill*, Philippine Islands areas, 13 Sept 1944.

★ HOOK, John C., Lt., USNR, Long Beach, Calif.: Aerial operations in BomRon 21, vicinity of Southern Korea, 11 May 1945.

★ HOTCHKISS, Robert D., Lt. (jg), USNR, Pontiac, Mich.: Aerial operations against enemy forces, Western Pacific areas, from 27 Feb to 2 June 1945.

★ HOUCK, Herbert N., Comdr. (then Lt. Comdr.), USNR, Minneapolis, Minn.: Division leader of FitRon 9, USS *Essex*, Solomon Islands.

★ JEFFREYS, Lyman W., Lt. (jg) (then Ens.), USNR, Glencoe, Mich.: Aerial operations in Nansei Shoto, 15 May to 18 May 1945.

★ JOHNE, Ruben L., Lt. Comdr. (then Lt.), USN, Hollywood, Calif.: Pilot in night FitRon 75, Solomons Islands areas, from 25 Sept 1943 to 1 Mar 1944.

★ JOHNSON, Wallace R., Lt. (jg) (then Ens.), USNR, Kansas City, Kan.: Fighter pilot in FitRon 15, USS *Essex*, Central Philippines, 12 Sept 1944.

★ JONES, Alonzo "C", Jr., Lt. (jg), USN, Kingsville, Tex.: Aerial operations in Philippine Islands areas, 31 Dec 1944 to 25 Mar 1945.

★ LATROBE, Charles H., Lt. (jg) (then Ens.), USNR, Baltimore, Md.: Pilot of fighter plane in FitRon 90, USS *Enterprise*, Tokyo area, 16 Feb 1945.

★ LINDSAY, Elvin L., Lt. Comdr. (then Lt.), USNR, Palouse, Wash.: Pilot of fighter plane, FitRon 19, USS *Lexington*, Bonin Island group, 5 Aug 1944.

★ LLOYD, Gaylord H., Lt. (jg) (then Ens.), USNR, Hollywood, Calif.: Co-pilot of Navy search bomber, PatBomRon 118, POA, 26 Mar to 3 May 1945.

★ LOCHRIDGE, John E., Lt. Comdr. (then Lt.), USNR, Long Beach, Calif.: Aerial operations in Nansei Shoto areas, 3 Apr to 5 May 1945.

★ LONG, Frank T., Lt. (jg), USNR, Red Bank, N. J.: Pilot of torpedo plane in TorpRon 2, USS *Hornet*, Philippine Islands areas, 21 Sept 1944.

★ KARCH, Lloyd E., Lt. (then Lt. (jg)), USNR, Columbus, Ohio.: Pilot of torpedo plane, TorpRon 18, USS *Intrepid*, Philippine Islands area, 21 Sept 1944.

★ KEITH, Allis A., Lt., USNR, Kansas City, Kan.: Aerial operations in Western Pacific areas, 17 Mar to 14 June 1945.

★ MACMILLIAN, Logan T., Lt. (jg), USNR, Kirkwood, Mo.: Pilot of fighter plane, NightFitRon 90, USS *Enterprise*, Tokyo area, 16 Feb 1945.

★ MAXFIELD, John W., Lt. (jg), USNR, Yonkers, N. Y.: Co-pilot of patrol bomber plane, PatBomRon 123, Shanghai, China, 15 July 1945.

★ MCMILLIAN, Franklin B., Lt. Comdr. (then Lt.), USN, Pensacola, Fla.: Pilot of fighter plane, CompRon 68, USS *Fenshaw Bay*, Battle for Leyte Gulf, 25 Oct 1944.

★ MENDOZA, Richard N., Lt. (then Lt. (jg)), USNR, Anaheim, Calif.: Pilot of fighter plane, Air Group 8, USS *Bunker*

Hill, Philippine Islands, 13 Sept 1944.

★ MOXLEY, Charles R., Jr., Lt. (jg), USNR, Binghamton, N. Y. (posthumously): Pilot of fighter plane, USS *Bennington*, vicinity of Japanese home islands, 28 July 1945; 10 and 13 Aug 1945.

★ MULVIHILL, Thomas P., Comdr. (then Lt. Comdr.), USNR, Columbus, Mont.: CO of Liberator plane, PatBomRon 117, Nansei Shoto Islands, 14 Oct 1944.

★ NELSON, Ruben E., Lt. (jg) (then Ens.), USNR, Kingston, Idaho.: Aerial operations in Nansei Shoto areas, from 5 May to 13 June 1945.

★ O'HERON, William J., Lt. (jg) (then Ens.), USNR, Decatur, Ill.: Aerial operations in Nansei Shoto areas, 11 to 17 May 1945.

★ ONION, Frank C., Jr., Lt. (jg) (then Ens.), USNR, East St. Louis, Ill.: Pilot of fighter plane in FitRon 11, USS *Hornet*, French Indochina.

★ OTIS, Russell D., Lt., USNR, South Euclid, Ohio.: Pilot of fighter plane in NightFitRon 90, USS *Enterprise*, Tokyo area, 16 Feb 1945.

★ PATTERSON, Irving L., Lt. (jg) (then Ens.), USN, Weeping Water, Neb.: In aerial operations as fighter plane pilot, BomRon 80, USS *Ticonderoga*, Philippine Islands area, 5 Nov 1944.

★ RIPPINGLER, John F., Lt. (jg), USNR, Huntington Wood, Mich.: As CO of search plane, PatBomRon 106, Borodino Islands, 14 Mar 1945.

★ ROMAN, Walter W., Lt. (jg), USNR, Clovis, N. M.: Aerial operations in Nansei Shoto area, 3 Apr to 5 May 1945.

★ ROSEN, Ralph J., Lt. (then Lt. (jg)), USNR, Chicago, Ill.: Pilot of fighter plane, USS *Bunker Hill*, vicinity of Formosa, 12 Oct 1944.

★ ROTH, Charles W., Lt. (then Ens.), USNR, Newton Falls, Ohio.: Pilot of torpedo plane, CompRon 20, USS *Kadashan Bay*, Battle off Samar, 25 Oct 1944.

★ ROTH, Raymond W., Lt. (then Lt. (jg)), USNR, Hayes, Kan.: Pilot of torpedo plane, vicinity of Caroline Islands, 17 Feb 1944.

★ ROUNDS, George S., Lt. (jg), USNR, Atlanta, Ga.: Aerial operations against enemy forces in Pacific areas, 22 Mar to 4 May 1945.

★ SPINKS, James H., Lt. (jg), USNR, Portland, Ore.: As pilot of torpedo plane, BomRon 3, USS *Yorktown*, Formosa, 9 Jan 1945.

★ STANLEY, Gordon A., Lt. (jg) (then Ens.), USNR, Oakridge, Ore.: Pilot of plane operating off USS *Princeton*, action against enemy forces, Philippine Islands, 21 Sept 1944.

★ STEINHAUS, Robert A., Lt. (jg), USNR, Brooklyn, N. Y.: Aerial operations against enemy forces, Western Pacific areas, from 27 Feb to 2 June 1945.

★ STIRLING, Harold C., Lt. Comdr. (then Lt.), USNR, Sulphur Springs, Tex.: Aerial operations against enemy forces, SoWes-Pac areas 4 Mar to 9 May 1945.

★ TAYLOR, Will W., Lt., USNR, Providence, R. I.: Pilot of fighter plane, FitRon 4, Tokyo area, 25 Feb 1945.

★ TOTHILL, Frederick C., Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Pilot of torpedo plane, action against enemy forces in Caroline Islands, 17 Feb 1944.

★ VAN ANTWERP, Lloyd W., Comdr., USN, Coronado, Calif.: CO of TorpRon 18, USS *Intrepid*, Philippine Islands, 7 Sept to 24 Sept 1944.

★ VIDAL, Albert P., Lt. (then Lt. (jg)), USN, Gainesville, Fla.: Pilot in PatBomRon 109, action against enemy forces, Southern Korea, 29 May 1945.

★ VOORHES, Homer B., Lt. (jg), USNR, Oyster Bay, N. Y.: Pilot of fighter plane in FitRon 15, USS *Essex*, Battle for Leyte Gulf, 25 Oct 1944.

★ WALLACE, Daniel J., Jr., Lt. Comdr., USN, San Diego, Calif.: Division leader, FitRon 14, USS *Wasp*, First Battle of Philippine Sea, 20 June 1944.

★ WANGBERG, Harold G., Lt. (ig) (then Ens.), USNR, Seattle, Wash.: Pilot of carrier-based plane, Bonin Islands, 4 July 1944.

★ WEBER, John H., Lt., USNR, Chicago, Ill.: Pilot in Air Group 8, USS *Bunker Hill*, Philippine Islands areas, 13 Sept 1944.

★ WEEKS, Cyrus F., Lt. Comdr., USNR, Littleton, Colo.: Pilot of bomber plane BomRon 4, USS *Essex*, Central Philippine area, 11 Nov 1944.



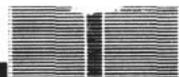
NAVY AND MARINE CORPS MEDAL

★ ALEXANDER, Hugh R., Lt. Comdr., USN, Coronado, Calif. (posthumously): For heroic conduct, while serving aboard USS *Oklahoma*, during attack on Pearl Harbor, 7 Dec 1941.

★ FOSTER, Robert C., SI, USN, Orleans, Vt.: For heroic conduct in effecting rescue of three U.S. Air Corps fliers night of 19 Aug 1946.

★ GRIM, Joseph M., CHCARP (then CARP), USN, Ft. Lauderdale, Fla.: For heroic conduct while serving in USS *Mobile*, when explosion occurred in one of ship's turrets, night of 18 Apr 1945.

★ TALBOT, William F., Lt. (jg) (then Ens.), USNR, White Plains, N. Y.: For heroic conduct while fighting fire aboard ship, 17 June 1944.



BRONZE STAR MEDAL

Gold star in lieu of third award

★ BROWN, Harold H., Lt., USNR, Wenatchee, Wash.: CO, USS *LCI(G) 568*, Okinawa, 2 Apr 1945.

Gold star in lieu of second award

★ BERRIEN, Price, Lt., USNR, Port Chester, N. Y.: Operational information officer, air support control unit, amphibious assaults on Marshall, Marianas Islands, Leyte and Iwo Jima, April 1944 to March 1945.

★ BOBCZYNSKI, Sigmund A., Lt. Comdr., USN, Portsmouth, N. H.: Assistant approach officer, USS *Archer Fish*, third war patrol in Japanese waters, 28 May to 15 July 1944.

★ FAHRION, Frank G., Rear Admiral, USN, Newport, R. I.: Commander, CruDiv

QUIZ ANSWERS

Answers to Quiz on Page 53

- | | |
|--------|--------|
| 1. (c) | 4. (b) |
| 2. (a) | 5. (a) |
| 3. (a) | 6. (c) |

4, Okinawa invasion, 21 Mar to 30 Apr 1945.

★ HAWKINS, Richard W., Lt. (then Lt. (jg)), USNR, Vermilion, Ohio: Aboard USS *William P. Biddle*, amphibious operations against Japanese force, 21-23 July 1944.

★ HECKEY, Albert R., Capt. (then Comdr.), USN, New York, N. Y.: CO, USS *Nields*, in support Allied operations in Italy, 15 May to 5 Aug 1944.

★ LEAKE, Kenneth E., Lt. Comdr. (then Lt.), USNR, Woodland, Calif.: CO, *LCI(L)* used as headquarters ship for commander of a task group leading convoy in Normandy invasion.

First award:

★ BAGBY, Oliver W., Comdr. (then Lt. Comdr.), USN, San Mateo, Calif.: Assistant approach officer, USS *Bang*, Japanese waters, 27 Aug to 29 Sept 1944.

★ BASKETT, Thomas S., Comdr. (then Lt. Comdr.), USN, Noank, Conn.: CO, USS *Tautog*, 12th war patrol in Japanese waters, 23 June to 10 Aug 1944.

★ BELKNAP, Robert E., Jr., Lt., USNR, Duxbury, Mass.: Senior small craft OinC, group of U.S. small craft boats, invasion Southern France, August 1944.

★ BIESEMEIER, Harold, Capt. (then Comdr.), USN, San Francisco, Calif.: CO, USS *Charles Carroll*, invasion Normandy, 6 June 1944.

★ BILLS, John E., Lt. Comdr. (then Lt.), USNR, Carson, Nev.: Boat group commander, staff Commander Transport Division 47, assaults on Iwo Jima, Okinawa and Taiken Shima, January through May 1945.

★ BOELHAUF, Elmer E., Lt., USN, San Diego, Calif.: Assistant transport group beachmaster, operations against Japanese forces on Roi and Namur, Marshall Islands, 31 Jan to 5 Feb; transport division beachmaster, landing on Guam 21 to 25 July 1944.

★ BOGLEY, John A., Comdr. (then Lt. Comdr.), USN, Friendship Heights, Md.: Assistant approach officer, USS *Picuda*, first war patrol in Japanese waters, 17 Feb to 5 Apr 1944.

★ BOIT, Julian M., Capt. (then Comdr.), USNR, Cedarhurst, N. Y.: Aide and flag secretary of a naval task force commander, invasion of Southern France, August 1944.

★ BOUCHER, John W., Lt., USNR, Richmond, Va.: CO, USS *LCI(L) 495*, invasion France, 7 June 1944.

★ BOWEN, Francis B., Lt. Comdr. (then Lt.), USNR, North Hollywood, Calif.: Assistant intelligence officer, Commander Aircraft, Solomon Islands, 20 Nov 1943 to 1 Mar 1944.

★ BOYD, Alston M., Jr., Capt. (then Comdr.), USN, Long Beach, Calif.: CO, USS *Kendrick*, invasion of Southern France, 20-26 Aug 1944.

★ BRADEN, James L., Lt. (jg), USN, Little Rock, Ark.: Aviation maintenance and

division officer, USS *Kenneth Whiting*, Central and Western Pacific waters, 1 Feb to 30 June 1945.

★ BRENNEN, James M., Lt. Comdr. (then Lt.), USNR, Highland Park, Mich.: CO, USS *LST 619*, operations against Japanese forces, Philippine Islands and Borneo, December 1944 to July 1945.

★ BRICKHOUSE, Smith, Jr., Lt. (then Lt. (jg)), USNR, Milwaukee, Wis.: CO, USS *LCS(L) 37*, assault and capture Okinawa, April to June 1945.

★ BURRELL, Charles W., Lt. (then Lt. (jg)), USNR, Santa Barbara, Calif.: Radar and communications officer, USS *Pollack*, ninth war patrol in Japanese waters, 28 Feb to 11 Apr 1944.

★ CARTER, John B. H., Lt. Comdr. (then Lt.), USNR, Media, Pa.: Intelligence officer of bomber command and later OinC all intelligence sections, Strike Command, Aircraft, Solomon Islands, 6 July 1943 to 12 Feb 1944.

★ CEDERBERG, Werner E., Lt. (then Lt. (jg)), USNR, Evanston, Ill.: CO, USS *LCI(L) 490*, invasion France, 7 June 1944.

★ CHARRON, James R. D., Lt. (then Lt. (jg)), USNR, Pen Argyl, Pa.: CO, landing craft gunboat, Marshall Islands, January and February 1944.

★ COLEMAN, David B., Capt. (then Comdr.), USN, San Diego, Calif.: CO, USS *Niagara*, Solomons Islands area, 25 May 1943.

★ CONLEY, Thomas F., Capt. (then Comdr.), USN, Coronado, Calif.: CO, USS *Ringold*, Tarawa Atoll, November 1943.

★ COOPER, Allan B., Lt., USNR, Denver, Colo.: CO, USS *LCS(L) 55*, assault and capture Okinawa, April to June 1945.

★ COTTEN, John H., Comdr. (then Lt. Comdr.), USN, Chapel Hill, N. C.: CO, USS *Charles J. Badger*, North Pacific area, 13-26 June 1944.

★ CROSS, John G., Capt., USN, Laguna Beach, Calif.: Logistics officer on staff Commander Third Fleet, Ryukyu Islands, Formosa, Philippines, French Indochina bases and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.

★ DEEN, Harvard F., Lt. (jg) (then Ens.), USN, Seminary, Miss.: Second officer *PT 370*, along New Guinea, New Britain and Admiralty Island coast from December 1943 to August 1944.

★ DISSETTE, Edward F., Comdr. (then Lt. Comdr.), USN, Annapolis, Md.: CO, USS *Cero*, second, third, fourth and fifth war patrols in Japanese waters, 13 Dec 1943 to 20 Aug 1944.

★ DUDEK, John M., Lt., MC, USNR, Chicago, Ill.: Medical officer, USS *Caldwell*, reconquest of Philippines, 12 Dec 1944.

Blue Stripe Goes on Top

The Presidential Unit Citation ribbon is worn with the blue stripe on top. In All Hands, July 1947, the four-color plate of ribbons of decorations and medals awarded to naval personnel incorrectly depicted the PUC ribbon with the red stripe uppermost.

★ DECORATIONS

Bronze Star (Cont.)

- ★ **FINLEY, William N., Jr., Lt. Comdr.** (then Lt.), USNR, Waverly, N. Y.: Commander LST Division 28, European theater, 1944.
- ★ **FITZMORRIS, James, Lt. Comdr.** (then Lt.), USNR, Wilmette, Ill.: Operations officer, 7th Amphibious Force, New Guinea, Bismarck Archipelago, Halmaheras and Philippines, August 1943 to February 1945.
- ★ **GADROW, Robert E., Comdr., USN, Peace Dale, R. I.:** CO, USS *Isherwood*, operations in North Pacific areas, from 3 Mar to 5 Mar 1944.
- ★ **GAGE, Hugh F., Lt., USNR, New York City, N. Y.:** CO, USS YMS 83, during operations against Anzio-Nettuno area, Italy, in January 1944.
- ★ **GALVANI, Amedeo H., Lt. (then Lt. (jg)), USN, Hyde Park, Mass.:** On board USS *Burns*, Truk Atoll, 16 Feb 1944.
- ★ **GENEROUS, Percy D., Lt. Comdr., USN, Boston, Mass.** (posthumously): Flight deck officer, USS *Hancock*, Philippines, 10 October to 2 Jan 1945.
- ★ **GILLAM, Edwin J., Capt., USN, Washington, D. C.:** Personnel officer, staff Commander 8th Fleet, Mediterranean theater, October 1943 to June 1944.
- ★ **GLIOTTONE, Frank L., Lt. Comdr., USNR, Rochester, N. Y.:** First lieutenant, USS *Gar*, during 11th war patrol, in enemy waters, from 3 Mar to 21 Apr 1944.
- ★ **GREER, Harry H., Comdr. (then Lt. Comdr.), USN, Pasadena, Calif.:** Assistant approach officer, USS *Herring*, third war patrol, 6 Mar to 12 Apr 1943.
- ★ **GREEVER, Frank E., Lt. (jg) (then CMOMM), USN, San Francisco, Calif.:** Hydraulic manifold operator, USS *Cabrilla*, fifth war patrol Pacific Ocean, 3 July to 19 Aug 1944.
- ★ **GROSSETTA, Warren A., Lt., USN, Tucson, Ariz.:** Plotting officer and OD, USS *Cabrilla*, fifth war patrol in enemy waters, from 3 July to 19 Aug 1944.
- ★ **HALL, Warren C., Comdr. (then Lt. Comdr.), USN, Newark, N. J.:** Approach officer, USS *Sunfish*, sixth war patrol, 15 Jan to 9 Mar 1944.
- ★ **HANSEN, Harry J., Capt. (then Comdr.), USN, Los Angeles, Calif.:** CO, USS *Storm King*, amphibious assaults on Angaur, Leyte and Lingayen Gulf, September 1944 to January 1945.
- ★ **HARMON, Joseph F., Lt. (then Lt. (jg)), USN, Jacksonville, Fla.** (posthumously): First lieutenant and damage control officer, USS *John D. Ford*, Netherlands East Indies, 8 Dec 1941 to 4 Mar 1942.
- ★ **HARRIS, David L., Comdr., USN, Cordale, Calif.:** CO of a U.S. destroyer in operations against enemy forces, POA, 16 May 1944.
- ★ **HASTINGS, Charles A., Lt., USNR, Mason City, Iowa:** CO, MTB, during operations against enemy forces in Solomon Islands areas, 5 May 1944.
- ★ **HAWKES, Clarence D., Lt., USNR, Memphis, Tenn.:** While serving in USS *Crescent City*, from 6 Apr to 23 Aug 1945.
- ★ **HAWKS, William L., Lt., USNR, Euclid, Ohio:** Service against enemy forces in Marshall Islands, 1 Feb 1944.
- ★ **HAWLEY, Edgar D., Lt., USNR, Richmond, Va.:** CO, USS LST 308, prior to and during invasion of Southern France, 6 June 1944.
- ★ **HAYES, John M., Lt. Comdr. (then Lt.), USNR, Chicago, Ill.:** CO, LCI(L) 469, invasion of France, 7 June 1944.
- ★ **HERMAN, Milton, Lt., USNR, Arlington, Mass.:** CO, USS YMS 27, during advanced landings in the Anzio-Nettuno area, Italy, in January 1944.
- ★ **HESS, John B., Comdr. (then Lt. Comdr.), USN, Cincinnati, Ohio:** Navigator, USS *Seawolf*, 13th war patrol in Japanese-controlled waters, 1 June to 7 July 1944.
- ★ **HILL, Hamilton D., Lt. Comdr., USNR, Missoula, Mont.:** CO, USS *Barry*, invasion Southern France, August 1944.
- ★ **HILL, Thomas K., Lt., USN, Hallettsville, Tex.:** Torpedo data computer operator, USS *Tautog*, 11th war patrol, from 17 Apr to 21 May 1944.
- ★ **HINCHLEY, John J., Lt. Comdr. (then Lt.), USN, Omaha, Neb.:** Diving officer, USS *Halibut*, seventh war patrol in Japanese-controlled waters, 10 Oct to 17 Nov 1943.
- ★ **HOBBS, Truman M., Lt. (then Ens.), USNR, Washington, D. D.:** Fire fighting and salvage officer, USS *Hopi*, Anzio beachhead, 15-17 Feb 1944.
- ★ **HOHN, Samuel H., Lt. Comdr. (then Lt.), USN, Beldwin Park, Calif.:** Flag Secretary, staff Commander Amphibious Group 3, vicinity of Kwajalein, Guam, Leyte and Lingayen Gulf from January 1944 to January 1945.
- ★ **HUGHES, Robert H., Lt., (jg), USNR, Oakbluffs, Mass.:** Member of attack team, attached to U. S. destroyer, against enemy submarine in Pacific area, 4 Feb 1944.
- ★ **HOWARTH, William J., Lt., USNR, Pittsburgh, Pa.:** Radar officer, USS *Guardfish*, eighth war patrol in Japanese-controlled waters, 14 June to 31 July 1944.
- ★ **HUBBARD, Eliot, III, Lt., USNR, Coronado, Calif.:** Member staff transport group commander, operations forward areas Pacific, May 1943 to 26 July 1944.
- ★ **JALBERT, Horace H., Capt., USN, Annapolis, Md.:** CO, amphibious training base, Bizerte, Tunisia, prior to and during invasion of Southern France, Aug 1944.
- ★ **JENKINS, Maurice, Lt. (jg) (then CMOMM), USN, Dover, N. H.:** Battle hydraulic manifold operator and senior auxiliaryman, USS *Darter*, third war patrol, Pacific area, 21 June to 8 Aug 1944.
- ★ **JENNINGS, Carter B., Comdr., USN, Laguna Beach, Calif.:** CO, USS *McDermot*, in actions against enemy forces, at Saipan, Marianas Islands, 15 June 1944.
- ★ **JOHNSON, Leon D., III, Lt., USNR, Richmond, Va.:** Countermeasure officer, staff Commander 3d Fleet, Rvukvys, Formosa, Philippines, French Indochina and Hong Kong-Canton-Hainan areas, 24 Aug 1944 to 26 Jan 1945.
- ★ **JOHNSON, William C., Lt. (jg), USNR, Valley Stream, N. Y.:** Aboard USS *SC 1326*, Pacific area, 21 July 1945.
- ★ **JONES, Lawrence F., Lt. Comdr., USNR, Washington, D. C.:** Officer in tactical command of units of PT boats, operating off the coast of France, nights of 6 Aug and 11 Aug 1944.
- ★ **KENNEY, Edward C., Capt. (then Comdr.), USN, Bucyrus, Ohio:** Medical officer, staff Commander Amphibious Group 3, vicinity Guam, Leyte, Lingayen Gulf, April 1944 to January 1945.
- ★ **KESTER, Virgil C., Lt. (then Lt. (jg)), USNR, Washington, D. C.:** CO, fire support ship attached to LCI(G) Flotilla 3, assault and capture of two large Pacific Islands, June to July 1944.
- ★ **KING, Ira M., Lt. Comdr., USNR, Los Angeles, Calif.:** Plotting officer and communication officer, USS *Darter*, fourth war patrol, from 1 Sept to 24 Oct 1944.
- ★ **KLEE, William M., Comdr., USN, New York, N. Y.:** CIC officer, USS *Murphy*, operation and assault of Cherbourg, France, 5 June 1944.
- ★ **KNAPP, David, Lt. Comdr., USNR, New York, N. Y.:** Operations against Japanese forces, Noemfoor Island, Dutch New Guinea, 2 July 1944.
- ★ **KRAUZA, Boleslaw, Ens., USN, Grove City, Pa.:** Assistant engineering officer, USS *Raton*, on first and second war patrols in enemy waters.
- ★ **LAMB, Raymond S., Capt., USNR, Bridgeport, Conn.:** CO, USS *Picking*, operations against enemy forces in North Pacific areas, from 4 Feb to 26 June 1944.
- ★ **LABOUNTY, Raymond A., Lt. (jg), USNR, Ann Arbor, Mich.:** Hull department division officer and OinC repair and fire fighting party aboard USS *Wasn*, Pacific area, 19 May 1944 to 15 Aug 1945.
- ★ **LAVIN, Charles G., Lt. Comdr. (then Lt.), USNR, Daytona Beach, Fla.:** Intelligence officer on staff naval task force commander, invasion of Southern France, August 1944.
- ★ **LEGENBEE, John M., Comdr. (then Lt. Comdr.), USNR, Washington D. C.:** Executive officer intelligence center administration officer, Joint Intelligence Center, Pacific Ocean areas, 23 July 1942 to 1 Sept 1945.
- ★ **LEVIN, William W., Lt. (then Lt. (jg)), USN, South Richmond, Va.:** Engineering officer, USS *Gunston Hall*, invasion Roi-Namur, Emirau, Hollandia, Guam, Peleliu, Leyte, Luzon, Iwo Jima and Okinawa, 13 Jan 1944 to 26 July 1945.
- ★ **LIDSTONE, Nicholas A., Capt., USN, Bellington, Wash.:** CO of a U.S. vessel, operations against enemy forces, POA, 16 May 1944.
- ★ **LOVE, John E., Lt. (then Lt. (jg)), USNR, North Field, Ill.:** Radar officer, USS *Seahorse*, fourth war patrol Japanese controlled waters, 28 March to 27 April 1944.
- ★ **LYON, Bavard W., Lt. (jg), USNR, Chicago, Ill.:** OD, USS *Raton*, during sixth war patrol in enemy waters, from 9 Oct to 1 Dec 1944.
- ★ **MALY, John T., Lt. (then Ens.), USN, Vallejo, Calif.:** Diving officer, USS *Sturgeon*, ninth war patrol Japanese-controlled waters, 13 Dec 1943 to 6 Feb 1944.

- * MANSSELL, Paul L., Jr., Lt. Comdr. (then Lt.), USNR, Hollis, N. Y.: Plotting officer, USS *Sunfish*, seventh war patrol, 22 June to 1 Aug 1944.
- * MARTIN, Lester, Capt. (then Comdr.), USNR, Long Beach, Calif.: CO, U.S. ship, assault on Kwajalein, 31 Jan 1944, and in Marianas, 21 July 1944.
- * MAYBERRY, Dale, Comdr. (then Lt. Comdr.), USN, Nevada, Mo.: Aide and flag secretary, operations officer, and chief of staff, ComCruDiv attached to U.S. Pacific Fleet, 5 Oct 1943 to 26 June 1944.
- * MCKINLEY, Erskine W., Lt., Comdr., USNR, Birmingham, Ala.: CO, USS YMS 207, during advanced landings in Anzio-Nettuno area, Italy, Jan 1944.
- * MCKINNEY, Gabe, Lt., USN, Colfax, Wash.: Torpedo officer, USS *Tunny*, fifth war patrol in Japanese-controlled waters, 27 Feb to 28 June 1944.
- * McLEOD, Norman W., Lt. Comdr. (then Lt.), USN, Clarkston, Wash.: Air officer, USS *Kenneth Whiting*, Central and Western Pacific waters, 1 Sept 1944 to 30 June 1945.
- * MEIMO, Peter J., Capt. (then Comdr.), USN, Kulpmont, Pa.: For meritorious achievement in support sustained operations from 26 Sept 1943 to 10 Nov 1944 and as material officer South Atlantic Force, 30 May to 10 Nov 1944.
- * MILLER, Roger F., Comdr. (then Lt. Comdr.), USN, Berkeley, Calif.: CO, USS *Osmond Ingram*, invasion of Southern France, August 1944.
- * MONROE, Paul H., Lt. (then (jg)), USNR, Los Angeles, Calif.: Diving officer, USS *B-6*, eighth war patrol in Japanese-controlled waters, 21 May to 9 July 1944.
- * MOSS, Edward K., Lt., USNR, New York, N. Y.: Fighter director officer on staff of Commander 3rd Fleet, from 24 Aug 1944 to 26 Jan 1945.
- * OWENS, Hinton A., Comdr., USN, Augusta, Ga.: CO, USS *Luce*, in operations against enemy forces in North Pacific areas, from 4 Feb to 26 June 1944.
- * PETTIT, Charles N., Lt., USNR, Bloomfield, Iowa: Member of fire control party, USS *Atule*, during first war patrol, from 9 Oct to Dec 1944.
- * MURPHY, John W., Capt. (then Comdr.), USN, Washington, D. C.: CO, beach assault unit, invasion Southern France, August 1944.
- * NALLY, Thomas J., Lt. (then Lt. (jg)), USNR, Brooklyn, N. Y.: CO, fire support ship attached to LCI(G) Flotilla 3, assault and capture two large Pacific islands, June to July 1944.
- * PERRY, George G., Lt. (then Ens.), USNR, Indianapolis, Ind.: Gunnery officer, USS *Somers*, invasion of Southern France, 15 Aug 1944.
- * PITTS, Raymond L., Lt. Comdr. (then Lt.), USNR, Los Angeles, Calif.: Diving officer, USS *Queenfish*, Japanese-controlled waters, 4 Aug to 3 Oct 1944.
- * PLUMER, Richard B., Lt., Comdr., USNR, Miami, Fla.: CO, PC 617, in operations against enemy off coast of France, for a period of 21 days.
- * RAMEY, John W., Comdr., USN, Seattle, Wash.: CO, USS *MacDonough*, forward Pacific areas, 9 Dec 1943 to 8 Aug 1944.
- * REED, William G., Lt. Comdr., USNR, Seattle, Wash.: As aide and flag lieutenant on staff of Commander North Pacific Force, from 25 Nov 1943 to 28 Nov 1944.
- * REILLY, James J., Jr., Lt., USNR, Newport, R. I.: Division officer of flag personnel, on the staff of a task force commander, prior to and during the invasion of Southern France, Aug 1944.
- * RICE, Stephen E., Comdr. (then Lt. Comdr.), USNR, Alexandria, Va.: Air plot, assistant air and acting air officer, USS *Lexington*, Central and Western Pacific areas, March to October 1944.
- * RUSSELL, William A., Lt., USNR, Pittsburgh, Pa.: CO, USS *LCS(L) 24*, assault and capture Okinawa, April to June 1945.
- * SHARPE, Jack M., Lt., USNR, Greenville, Tex.: CO, USS *LCS(L) 17*, assault and capture Okinawa, April to June 1945.
- * SHELMIER, Harold S., Lt. (then Lt. (jg)), USNR, Oakmont, Pa.: CO, LCI (*Mortar*), invasion Leyte, 20 Oct 1944.
- * SHERRETT, Herbert J., Lt. Comdr. (then Lt.), USNR, Roanoke, Va.: Executive officer and division commander, Motor Torpedo Boat Squadron 34, invasion of France, 24 May to 27 June 1944.
- * SIMPSON, Eugene P. A., Capt., USNR, Winchester, Mass. (posthumously): CO, advanced amphibious training base, Salerno, Italy; and Commander 8th Amphibious Force, invasion of Southern France, August 1944.
- * SINCAVICH, John W., Lt., USN, Bridgeport, Ohio (posthumously): Diving officer aboard U.S. submarine during war patrol in Japanese-controlled waters.
- * SMITH, Charles W., Lt. Comdr., USN, Gloucester, Mass.: As training officer and CO of a task unit, prior to and during the invasion of Normandy, France, from 29 Jan to June 1944.
- * SNIPES, Beecher, Comdr. (then Lt. Comdr.), USN, Waurika, Okla.: Executive officer of Headquarters, Fleet Air Wing 7, OinC, base unit and OinC Area Utility Communication Aircraft Unit, Atlantic theater, 1 Dec 1943 to 10 Mar 1945.
- * SPERRY, Lawrence B., Lt. Comdr. (then Lt.), USNR, Oyster Bay, N. Y.: Diving officer, USS *Sturgeon*, 10th war patrol in Japanese-controlled waters, 8 Apr to 25 May 1944.
- * STEINER, Morris, Comdr., USNR, Brooklyn, N. Y.: Medical officer in charge of blood bank on board USS *Crescent City*, during operation against Okinawa, from 6 Apr to 23 Aug 1945.
- * STEWART, Raymond E., Lt., USNR, Norwich, N. Y.: Torpedo officer, USS *Hadibut*, seventh war patrol in enemy waters, from 10 Oct to 17 Nov 1943.
- * STYER, Charles W., Lt. Comdr. (then Lt.), USN, New London, Conn.: Assistant approach officer, USS *Tilefish*, second war patrol in Japanese-controlled waters, 22 June to 15 Aug 1944.
- * TAYLOR, Henry H., Lt. (then Lt. (jg)), USNR, Brooklyn, N. Y.: Communications officer company of 8th Beach Battalion, invasion Southern France, 15 Aug 1944.
- * TENNENT, John G., III, Comdr., USN, (posthumously): CO, USS *Anderson*, Pacific area, July 1943 to 30 Jan 1944.
- * THORNE, Alfred H., Lt., USN, San Francisco, Calif.: For service in sustained operations against enemy forces in SoWesPac areas, from March 1942 to November 1944.
- * VAUGHN, Robert L., Lt., USNR, Seattle, Wash.: Communication officer, USS *Tunny*, during fifth war patrol, in enemy waters, from 27 Feb to 11 Apr 1944.
- * VAVRUSKA, William C., Ens., USNR, Petaluma, Calif.: As sonar operator aboard a U.S. Destroyer, during action in forward POA.
- * WADELL, Robert P., Capt., USN, San Mateo, Calif.: Navigator, USS *South Dakota*, Battle of Santa Cruz Islands and Battle of Guadalcanal, 26 Oct and 15 Nov 1942.
- * WARD, Thomas H., Comdr., USN, Raleigh, N. C.: On staff of Commander Amphibious Group 3, vicinity of Guam, Leyte and Lingayen Gulf, April 1944 to January 1945.
- * WARDEN, James B., Lt., USNR, Bronxville, N. Y.: Damage control officer, USS *Bang*, during first war patrol, from 29 Mar to 14 May 1944.
- * WATKINS, Preston R., Lt. Comdr., USNR, San Francisco, Calif.: As surgeon aboard USS *Doyen*, Gilbert Islands, from 20 Nov to 23 Nov 1943.
- * WEAVER, Everette P., Lt. (then Lt. (jg)), USNR, Ottawa, Ill.: Officer of the deck, USS *Bard*, eighth war patrol in Japanese-controlled waters, 21 May to 9 July 1944.
- * WERRENATH, Reinald, Jr., Lt., USNR, Watertown, N. Y.: Fighter director officer, USS *Cabot*, POA, from April to June 1944.
- * WESSEL, Robert L., Lt. Comdr. (then Lt. (jg)), USNR, Fresno, Calif.: Boat executive officer and boat captain, PT-Boat in Motor Torpedo Boat Squadron 6, Solomon Islands, 13 May 1943 to 10 May 1944.
- * WHITE, James W., Comdr., USNR, Montgomery, Ala.: Engineering officer, USS *Tuscaloosa*, in operations against the enemy, invasion of France, 6 June 1944.
- * WHITE, Melville E., Lt., USNR, New Orleans, La.: CO, USS *LCS(L) 11*, assault and capture Okinawa, April to June 1945.
- * WILLIS, Avery L., Lt. (jg), USN, Santa Ana, Calif.: Leading auxiliaryman, USS *Tunny*, fifth war patrol, from 27 Feb to 11 Apr 1944.
- * WILSON, Albert S., Lt. Comdr., USNR, Philadelphia, Pa.: Repair officer at advanced base, Bizerte, Tunisia, from July 1943 to September 1944.
- * WILSON, John V., Lt. Comdr., USN, Sumter, S. C.: Diving officer USS *Shad*, sixth war patrol, in Japanese-infested waters, 29 Sept to 24 Nov 1943.
- * WOODRIF, John L., Lt., USNR, Somerset, Va.: CO, USS SC 498, prior to and during the invasion of Southern France, August 1944.
- * YAMPOLSKY, Philip B., Lt. (jg), USNR, New York, N. Y.: Translator, Joint Intelligence Center, Pacific areas, 30 May 1944 to 1 Sept 1945.
- * YOUNG, Carl A., Lt. (jg), USN, Granby, Mo.: Plotting officer, USS *Sawfish*, seventh war patrol, in action against enemy forces, POA.

FANTAIL FORUM

Question: What foreign port would you like most to visit?

(Interviews were conducted at Headquarters 5th NavDist, Norfolk, Va.)



Billy G. Hendon, S1, Corsicana, Tex.: I'd like to visit Rio de Janeiro in Brazil for various reasons. Rio is a city of wealth, and its colorful customs and atmosphere appeal to me. Seems like a good liberty town, too.



James E. Samuels, Y1, Charleston, W. Va.: I think that Athens would be a good port. I've heard a lot about its scenery and customs, and the people are supposed to be a friendly group. I prefer the East to the West, anyhow.



Francis J. Walter, S2, Mehoopany, Pa.: For me, there's Sydney, Australia. It's near all the large Eastern cities, and the people are very friendly. A pleasant climate helps complete the making of fine liberty for the serviceman.



Robert W. Herman, S1, Avondale, Md.: I'd take Rio de Janeiro if I had anything to say about it. It is famous for its color, and its customs and Latin-American traditions appeal to me. I like their music, too.



Peter J. Mercier, SP13, Westerly, R.I.: My favorite port is Istanbul, Turkey. I like cold weather, and pretty country. I'm also intrigued by the atmosphere and beauty of that sector of the world.



Chester L. Bottom, SP13, Greensburg, Ind.: I guess my choice would be Dublin. I like the type of people in Ireland, and it is supposed to be pretty country. Maybe I like the way people talk over there.



Charles F. Welch, PHM2, Ardmore, Okla.: I'm for Wellington, New Zealand. The attitude of the people for servicemen foreign or home, is very good. Scenery and customs are enjoyable, too. Besides that, recreation facilities are favorable.



John G. Pappas, SP13, Hartford, Conn.: I would like to visit Athens, Greece. My parents came from there, and I would feel almost at home, speaking their language. The scenery is something terrific, I hear, besides the friendly people.



John A. Dunlap, SP13, Winston, Mo.: Bremerhaven, Germany, for me. I always wanted to see Europe, and how the Germans live. They say that Europe isn't as beautiful as it used to be, but maybe there is something of its scenic beauty left.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

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• AT RIGHT: Sightseeing through one of the narrow streets of Hong Kong, China, fascinates three blue-jackets serving aboard USS Estes (AGC 12), flagship of Commander Naval Forces, Western Pacific. 



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SIGHTSEEING TRIO

WHAT'S YOUR NAVY DOLLAR WORTH?

IT'S EQUAL
TO \$3.96 IN
CIVILIAN
PAY



An unmarried seaman first makes \$1,080 cash a year, gets food, lodging, clothing, medical care free and pays nothing for retirement, taxes or social security. A civilian must earn \$4,285 to pay for all of these and still have \$1,080 left.

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