

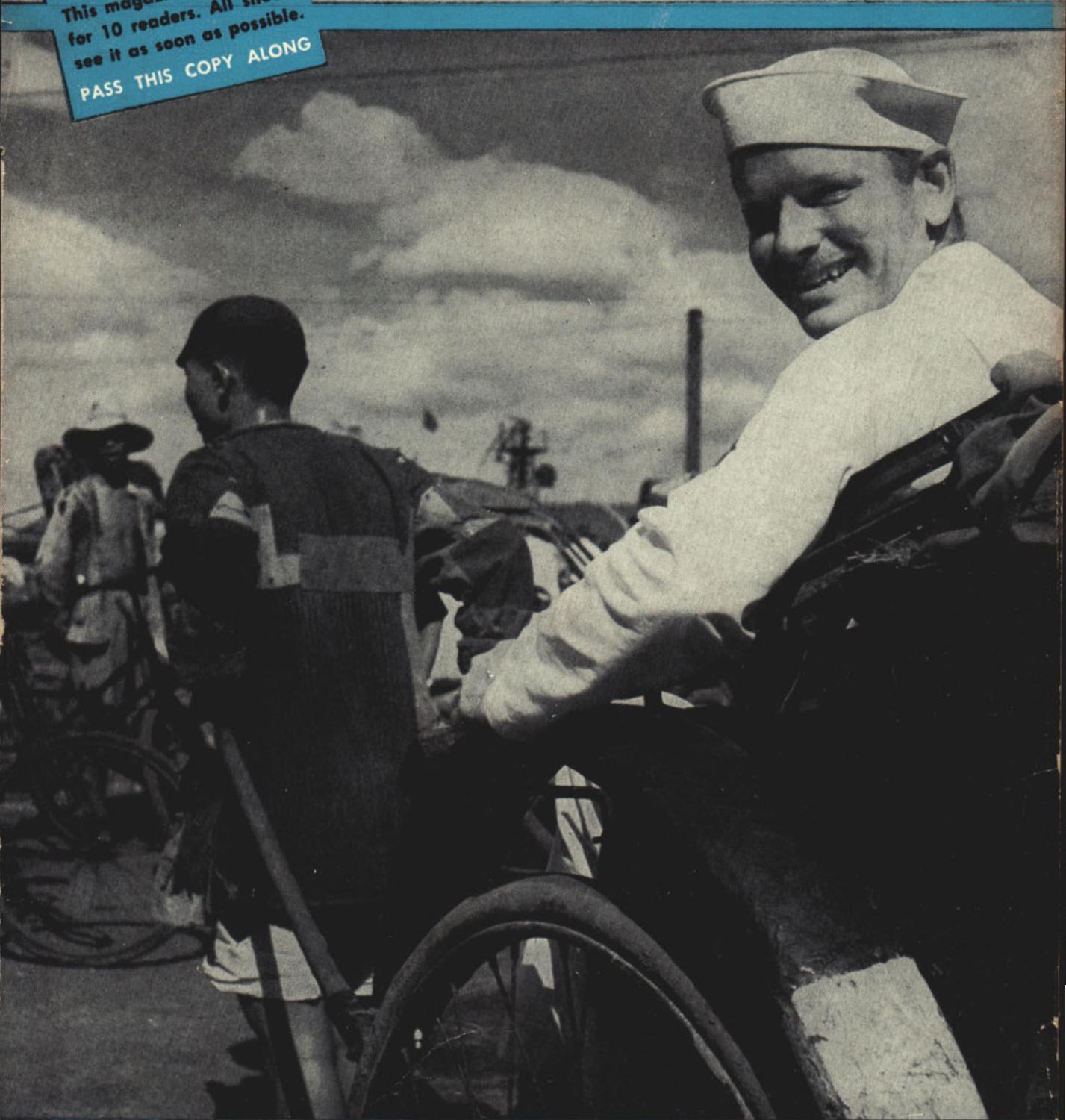
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AVPERS-O

OCTOBER 1946

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ALL HANDS

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OCTOBER 1946

NAVPERS-O

NUMBER 356

VICE ADMIRAL LOUIS E. DENFELD, USN

The Chief of Naval Personnel

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Deputy Chief of Naval Personnel

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● FRONT COVER: A ricksha liberty in Shanghai is enjoyed by Harry A. Lederhandler, PHOMI, of New York City.

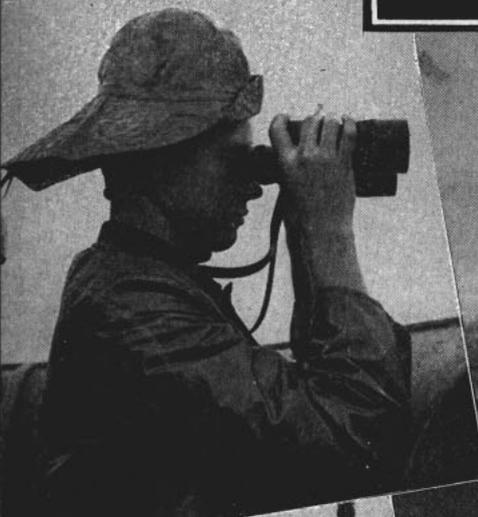
● AT LEFT: Sailors of USS Houston, flagship of European-based Twelfth Fleet, got some good scrapbook snapshots of Portuguese "visiting firemen" (spiked hats) and policemen (square hats) when the ship called at Lisbon.

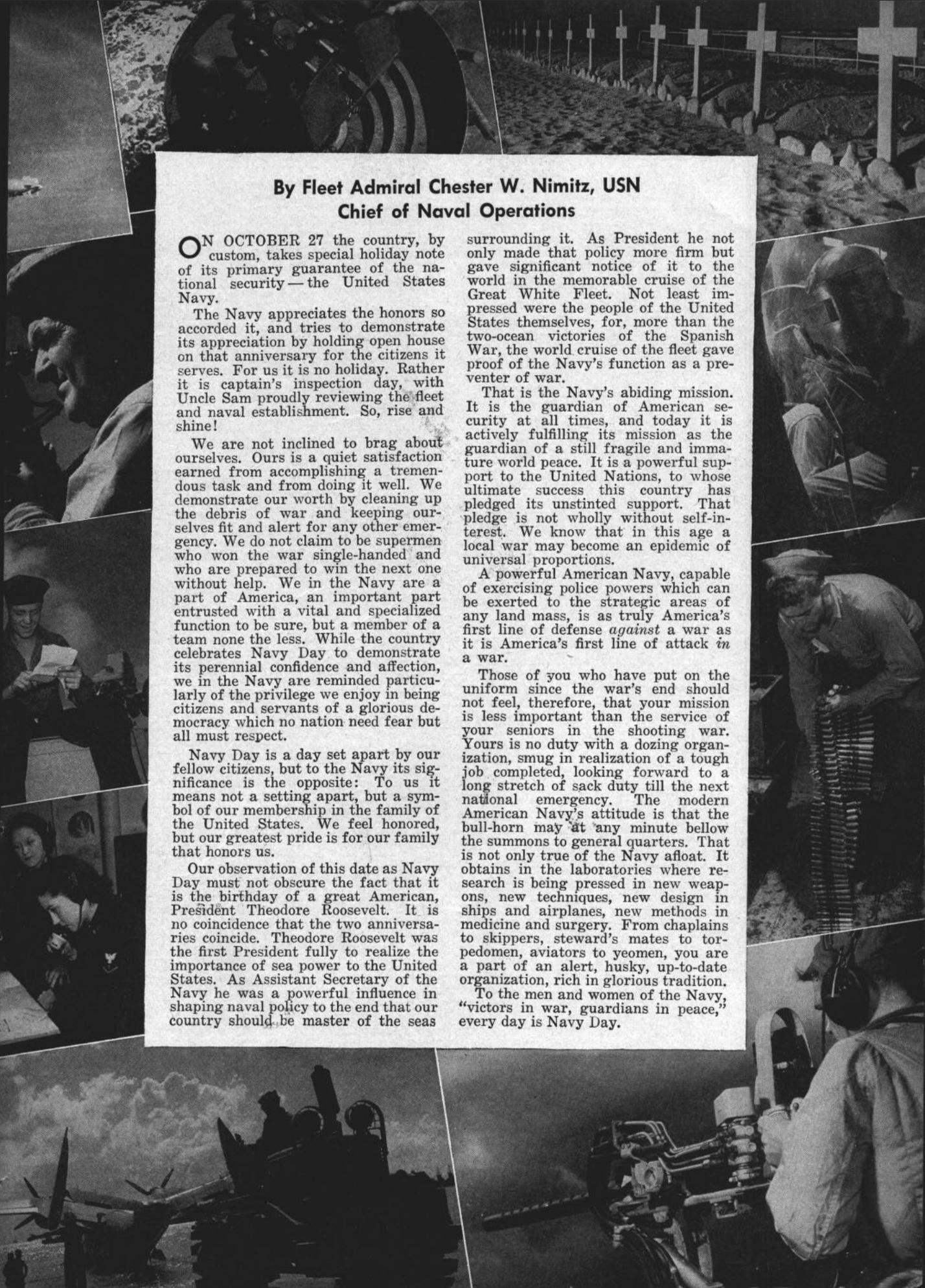
CREDITS: Front cover, inside front cover and inside back cover, official U. S. Navy photographs. On pp. 32-33, official U. S. Navy photographs.





NAVY DAY





By Fleet Admiral Chester W. Nimitz, USN
Chief of Naval Operations

ON OCTOBER 27 the country, by custom, takes special holiday note of its primary guarantee of the national security—the United States Navy.

The Navy appreciates the honors so accorded it, and tries to demonstrate its appreciation by holding open house on that anniversary for the citizens it serves. For us it is no holiday. Rather it is captain's inspection day, with Uncle Sam proudly reviewing the fleet and naval establishment. So, rise and shine!

We are not inclined to brag about ourselves. Ours is a quiet satisfaction earned from accomplishing a tremendous task and from doing it well. We demonstrate our worth by cleaning up the debris of war and keeping ourselves fit and alert for any other emergency. We do not claim to be supermen who won the war single-handed and who are prepared to win the next one without help. We in the Navy are a part of America, an important part entrusted with a vital and specialized function to be sure, but a member of a team none the less. While the country celebrates Navy Day to demonstrate its perennial confidence and affection, we in the Navy are reminded particularly of the privilege we enjoy in being citizens and servants of a glorious democracy which no nation need fear but all must respect.

Navy Day is a day set apart by our fellow citizens, but to the Navy its significance is the opposite: To us it means not a setting apart, but a symbol of our membership in the family of the United States. We feel honored, but our greatest pride is for our family that honors us.

Our observation of this date as Navy Day must not obscure the fact that it is the birthday of a great American, President Theodore Roosevelt. It is no coincidence that the two anniversaries coincide. Theodore Roosevelt was the first President fully to realize the importance of sea power to the United States. As Assistant Secretary of the Navy he was a powerful influence in shaping naval policy to the end that our country should be master of the seas

surrounding it. As President he not only made that policy more firm but gave significant notice of it to the world in the memorable cruise of the Great White Fleet. Not least impressed were the people of the United States themselves, for, more than the two-ocean victories of the Spanish War, the world cruise of the fleet gave proof of the Navy's function as a pre-venter of war.

That is the Navy's abiding mission. It is the guardian of American security at all times, and today it is actively fulfilling its mission as the guardian of a still fragile and immature world peace. It is a powerful support to the United Nations, to whose ultimate success this country has pledged its unstinted support. That pledge is not wholly without self-interest. We know that in this age a local war may become an epidemic of universal proportions.

A powerful American Navy, capable of exercising police powers which can be exerted to the strategic areas of any land mass, is as truly America's first line of defense *against* a war as it is America's first line of attack *in* a war.

Those of you who have put on the uniform since the war's end should not feel, therefore, that your mission is less important than the service of your seniors in the shooting war. Yours is no duty with a dozing organization, smug in realization of a tough job completed, looking forward to a long stretch of sack duty till the next national emergency. The modern American Navy's attitude is that the bull-horn may at any minute bellow the summons to general quarters. That is not only true of the Navy afloat. It obtains in the laboratories where research is being pressed in new weapons, new techniques, new design in ships and airplanes, new methods in medicine and surgery. From chaplains to skippers, steward's mates to torpedomen, aviators to yeomen, you are a part of an alert, husky, up-to-date organization, rich in glorious tradition.

To the men and women of the Navy, "victors in war, guardians in peace," every day is Navy Day.

CAMID CLASSROOM



Official U. S. Navy photographs

ARMS AND ARMOR are rushed onto beach as large vessels of Operation Camid move close in to 'enemy' shore.

SURF ROLLED through the grey-ness of the early morning light . . . Somewhere out in the offshore blackness, where the choppy waters and the dark sky blended together, transports were unloading . . . Then the beach was alive with a quick dawn, and out of the hazy mist came the sudden bursts of 5-inch 38s . . . Rocket-launching LCIs scratched the sky . . . F6Fs roared over the shoreline, stitching their targets in strafing runs . . . 20- and 40-mms from landing craft raked the silent beach . . .

The LCVPs moved toward the white surf.

D-Day off Guam, Iwo . . . or Okinawa?

No, this was just the final phase of Operation CAMID (short for cadet-midshipman), and the combined second classes of the nation's two service academies were waiting for the signal to begin their last assault of the operation.

This was just the final fling of Operation CAMID. It was just practice. But for most of the men taking part, it was the closest they had ever come to actual warfare. The men in charge of the operation were making things realistic. Everyone was in dead earnest about the operation, even though they knew there were no enemies up ahead . . . this time.

Movements were well-planned, and terse orders were carried out on the precise instant the schedule said they would be carried out. There were the

ALL HANDS Staff Writer Takes Part in Camid

Operation Camid was the first joint amphibious action for Annapolis midshipmen and West Point cadets. An ALL HANDS staff writer, Sol Davidson, 51, took part in the landings and in this article describes the successful operation.

sights of war, without the death attached to them . . . this time.

Then it was Fox hour. The planes had stopped coming overhead, the rocket ships had stopped pulverizing the beach with their rapid, continuous fire.

The first wave is hitting the beach. On the button—0900.

In the first wave are eight LCVPs, loaded with infantry troops. The infantry troops are loaded down with flame throwers and machine guns. They include forward artillery observers. They make their way up the beach, slowly. The second wave comes in just five minutes later. It also has eight LCVPs. Together the two waves have unloaded two companies of infantry troops.

Again the airplanes begin strafing, now 500 yards in front of the advancing troops, guided by an air control officer. The third wave comes in—six LCVPs and two LCMs. A white flare is dropped by one plane—the

beachhead is established. Not secured, just established, but that's a start. The fourth wave comes in. It contains the men of the third company. The fifth and sixth waves arrive. The troops move further inland. Cargo is unloaded. A jeep comes ashore. The tough part of the assault is over. Except for the final details, the entire Operation CAMID is over.

But that was only the final assault of the operation. Weeks of intense learning had preceded the final assault. Weeks of movies, lectures and practices, demonstrations and tours. Weeks of intense learning—and years of costly experience in the Pacific, in the Mediterranean, in the Atlantic.

Chronologically, the entire operation ran like this:

First Day

The cadets embarked at West Point on the USS *Okanogan* (APA 220) for Chesapeake Bay.

Second Day

The midshipmen embarked at Annapolis on the USS *Randolph* (CV 15) and transferred to the USS *Okaloosa* (APA 219) at Norfolk, Va.

Third Day

At 0600, the two groups got under way for the Bloodsworth Island firing area in Chesapeake Bay where the first demonstrations were to be held on the following day.

The enemy, assumed to have abruptly ended diplomatic relations with the

ALL HANDS

United States, has been boasting of owning secret weapons. Intelligence sources have revealed that the enemy's chief secret is a guided missile weapon of the atomic type. The most advanced launching strip is under construction at an isolated section of Little Creek, Va., 13 miles north of Norfolk. A surprise landing that will result in the immediate seizure of this area is imperative.

Fourth Day

This was Able Day. Baker hour was at 0800. At that moment, the second wave of marines in eight LCVPs arrived at the buoyed line 100 yards from "Blue Beach" on swampy, uninhabited Bloodsworth Island, 90 miles from Norfolk. This was just a demonstration put on by the Navy for the benefit of CAMID observers who were watching aboard APAs to show the necessity and importance of naval gunfire support. So no landings were made by the marines.

Fifth Day

The Camids were given a lecture on underwater demolition, a demonstration of the launching of an LCT from the deck of an LST and a landing exercise.

Sixth Day

Probably the most spectacular exhibition of the entire operation was given by Underwater Combat Demolition Team No. 2, a group of 50 veteran combat swimmers. They attached explosives to barricades lining the Little Creek, Va., beach and expertly and silently made their way back to the small boats from whence they had come, lying 200 yards offshore.

Seventh Day

The Camids made an inspection tour of the USS *Taconic* (AGC 17), the *Krishna* (ARL 38) and the *Weiss* (APD 135).

Eighth Day

Lectures on "Beach and Shore Parties" and "Communications in Amphibious Operations of Troops and of the Navy" were given and a debarkation drill was held on board the APAs.

Ninth Day

After a lecture on "The Boat Team," the Camids had liberty, including a dance given in their honor at the Norfolk Yacht and Country Club.

Tenth Day

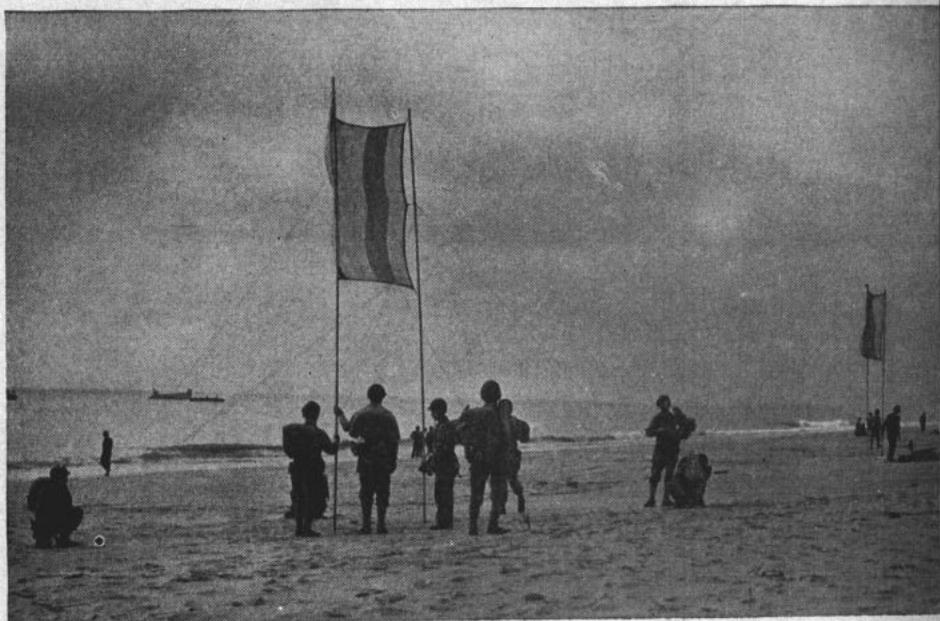
More liberty was allowed, until evening when the Camids had to report to their ships which proceeded to their anchorages off Little Creek—the site of the morrow's demonstration assault.

Eleventh Day

Today, Able-plus-7 Day, the tables were turned and the cadets and middies put into practice what they had learned. They would make the practice assault themselves. The middies would remain in the landing craft (with the exception of 50 who went ashore to learn the duties of beach-master and of the beach party) while



INITIAL ASSAULT force of marines storms beach (above) as big ships stand off. Beach taken, markers (below) are set up to speed delivery of supplies.



SMALL SUPPLIES are brought in immediately after assault waves. LCVPs like this one (below) bring materiel to set up command posts, medical units.





LVTAs RUMBLE inland through dust and smoke. Explosion of land mines along route added to reality which was emphasized during Virginia maneuvers.

the cadets would follow the marines onto the beach.

The situation, explained to them, was this:

The "landing" at Bloodsworth Island had been successful. Enemy resistance was broken; three scientists, one officer and 20 troops were captured. Five officers and 100 men had been killed. Our casualties were light: one officer and 20 marines killed. Prisoners taken divulged to our intelligence that Lt. Col. Seven, enemy commander, had escaped with all the important data on the secret weapon. ComPhibLant Vice Admiral Daniel E. Barbey, in overall charge of the entire operation, announced his decision to attack "Red Beach" at Little Creek.

Easy hour was at 0900. Just before that, the LVTAs, already close to the beach, began firing blank ammunition. The "A" wave hit the beach at

the precise moment of Easy hour and proceeded inland slowly, carrying on continuous fire. At 0901, the first wave composed of troop-carrying LVTs beached, discharged its troops, combat-wise marines.

The word came in: "No plane support. All planes are grounded." It was too foggy. All fire support would have to come from the supporting ships.

The second wave came in. It was composed of the first group of cadets led by marines. The troops had to wade through three feet of water.

The sixth and final wave beached at 0923. By that time, the beachhead had been well-established.

That, for all practical purposes, was the wind-up of landing operation on Able-plus-seven Day. Midshipmen, for this exercise, had taken the Navy's



SEARING FLAMES obliterate 'enemy' pillbox in early stage of invasion. This

part in amphibious operations—commanding the landing craft. The operations had gone smoothly, according to schedule and there were no mishaps.

Twelfth Day

The task force, under Rear Admiral Ralph O. Davis, USN, ComPhibGrp 2, left its Little Creek anchorage and headed for sea at 0800. The ALL HANDS correspondent, aboard Admiral Davis' flagship, the USS *Taconic*, was the only press representative on the cruise. By 1500 the task force had reached a point more than 70 miles out at sea.

A simulated air attack from Air Group 3 came over shortly after 1500 and the Camids learned how the "fighter director" officer controls the task force's own protective air cover.

The task force remained at sea overnight and returned in time for the final practice assault on the beaches of Camp Pendleton the following morning.

Vice Admiral D. E. Barbey, USN, was in command of the operation. Previously, he had been the guiding hand behind every Southwest Pacific beach assault from Woodlark and Kiribana Islands to Balikpapan.

Often referred to as the "Father of Amphibious Warfare," Admiral Barbey planned and directed Operation Camid from his flagship, the USS *Cactin* (AGC 5).

Operation CAMID was more than just a tremendous demonstration for official observers and it was more than just a lot of knowledge crammed into the future Army and Navy officers. As Admiral Barbey said ". . . Cadets and midshipmen may not absorb the vast amount of detailed instruction that has been poured into them, but I sincerely believe that each cadet and midshipman will carry away with him a tremendous impression of the important place amphibious warfare has achieved . . . and the vital importance

SecNav Praises Camid; Favors Joint Training

Secretary of the Navy James Forrestal saw in Operation Camid an indication of growing cooperation between the armed services.

Interviewed by an ALL HANDS correspondent immediately after the assault landing on Able Day-plus-7, SecNav said:

"The cadets and midshipmen worked well together. When men have a tough job to do, and when they know each other and their

methods, they are apt to work well together. This Operation was a fine example of teamwork."

The Secretary said that Camid was not the exclusive idea of either the Army or the Navy, but had developed as a cooperative training enterprise. He indicated he is in favor of joint training by the Naval and Military Academies, and that more such training will be a likelihood in the future.



Official U. S. Navy photographs

COMBAT VETERAN of demolition team gives demonstration for Camids. He swam from boat 200 yards offshore, toting charge to demolish barricade.

hostile strong point was knocked out by flamethrower by marine in first assault.

of planned coordination of the 'combat team'."

It was to this end that cadets and midshipmen lived in mixed groups aboard the small landing ships. They learned together, they lived together and they "fought" together.

The entire operation was just a beginning. It was the beginning of future closer relationships between the two service academies. Other points in the program have been accomplished:

- One thousand West Pointers and Annapolis men exchanged visits last spring. They roomed, ate, marched, studied and played ball with their hosts. Pronounced a huge success, the program will be continued on an even larger scale next year.

- A Navy officer was assigned to teach at West Point and an Army officer was assigned to teach at Annapolis.

- Secretary of the Navy James Forrestal and Secretary of War Robert W. Patterson jointly visited the Naval Academy and then the Military Academy.

- The two institutions' debating teams met for the first time this year, in addition to continuing sports competition.

- Plans are being made to conduct amphibious operation courses at both institutions in the future. Also, future exercises similar to Camid may be held.

Admiral Barbey, meanwhile, is hopeful of larger-scale amphibious training exercises in the future. Plans are under way, he revealed, for the acquisition of two Caribbean Islands—Culebra and Vieques—and when these are obtained, the necessity of bombing in one area and landing in another will be foregone.

Admiral Barbey told the ALL HANDS correspondent:

"Amphibious warfare is a recent development, never before part of the curriculum for cadets or midshipmen, either in a theoretical or practical way. A great deal of the methods of

amphibious warfare was kept secret during the war. Now we wish to pass on this technique to future officers. Those passing it on are those who have learned it through experience in combat.

"Amphibious warfare is essentially a joint operation of all services. The effectiveness of the operation is dependent upon the close coordination of each service. This coordination can only be effected by a thorough understanding of the problems of each service by the other.

"The exercise just finished accom-

plished these two principal objectives:

"1. It passed on recent techniques of amphibious warfare to our future officers,

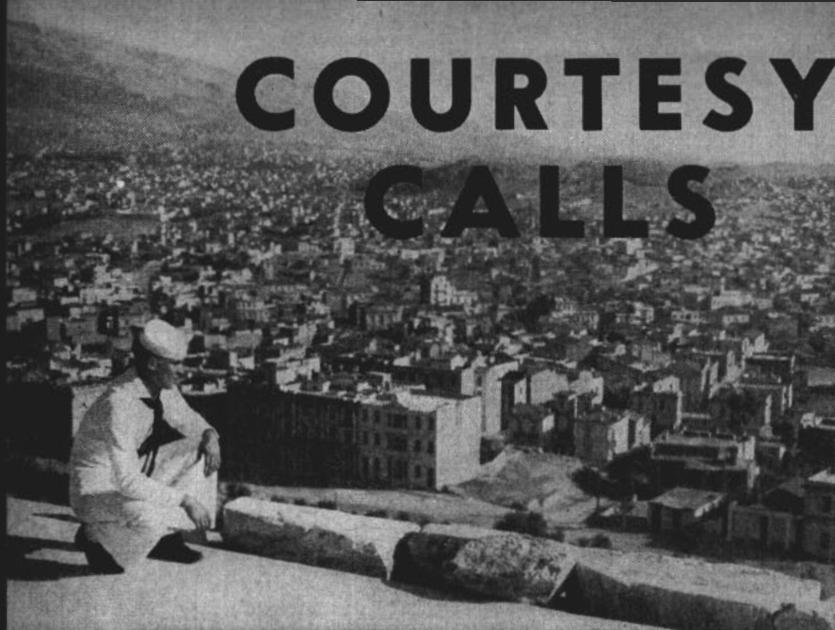
"2. It provided the opportunity of practical coordination. One offshoot of this is, of course, social. Students of one academy got to know the students of the other.

"Future warfare is bound to require coordination of all services, probably a greater coordination than at any time in the past. It is well to develop this coordination in the embryo officers of today."



HERE'S WHY it's called 'Camid.' Cadets Vreeland and Huie along with Midshipmen Huss and Davis talk things over with Vice Admiral Daniel E. Barbey.

COURTESY CALLS



BLUE MEDITERRANEAN is visited by men of 12th Fleet ships on goodwill and training cruise (see p. 37). Upper left: Sailor on Acropolis gazes over city of Athens. Left center: President of Portugal inspects marine guard. Lower left: Franklin D. Roosevelt lies at anchor in Bay of Naples. Upper right: Two sailors bargain with merchant in Naples. Right center: Regent of Greece treads flight deck of FDR. Lower right: Bluejackets, marines inspect ruins of ancient Parthenon.



NORTHERN HIGH LIGHTS

POLAR ICE, weather and navigational problems came in for scrutiny as recent exercises in the Pacific and Atlantic helped Navy men avoid mid-summer heat in pursuit of their duties.

In the Pacific the submarines *Trumpetfish*, *Blackfish*, *Cusk* and *Diodon* sailed through the Bering Strait into the ice-jammed Chuckchi Sea, farther than any undersea craft had ever ventured from the Pacific—70° north.

Meanwhile, on the Atlantic side, the icebreaker USS *Whitewood*, the Coast Guard icebreaker-cutter *North Wind* and the seaplane tender USS *Norton Sound* steamed northward to Thule on the coast of Greenland. From this point two Navy planes flew within 450 nautical miles of the North Pole on ice and weather reconnaissance.

Comdr. Lawson P. Ramage, USN, in *Trumpetfish* led the underwater cruise. *Trumpetfish* and *Blackfin*, sailing from Pearl Harbor on 15 July, met *Cusk* and *Diodon* on 25 July at Dutch Harbor, where Rear Admiral Allan R. McCann, ComSubPac, conferred with skippers of the subs and officers from PatBom-Ron 62.

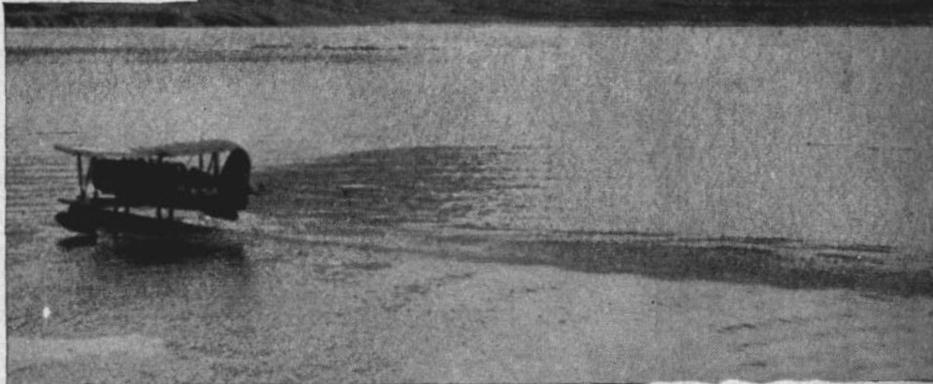
Northbound to the Pribiloffs and St. Mathews Island, the group turned to war-born radar and loran to determine positions. Along the Aleutian chain and in the Bering Sea celestial navigation became impossible because of fog and overcast. In the Arctic Ocean, after crossing the Circle on 28 July, the subs found star sights impossible because of continuous twilight. Radar and sun lines were used to verify positions. Loran, because of location of the stations, was not dependable north of Bering Strait.

Temperatures ranged down only to 41° F. at the Arctic Circle—too moderate for extensive cold weather tests. From 29 July until return of the submarines, PB4Y-2 aircraft from VP62 exchanged signals with the subs, advising them of ice, sea and weather conditions in the group track.

The Arctic group dissolved 12 August at Juneau, Alaska, with the *Cusk* and *Diodon* setting course for San Diego and the *Trumpetfish* for Pearl Harbor. *Blackfin* had departed from the group in the Chuckchi Sea, proceeding to Guam.

Indispensability of radar to Arctic navigators also was demonstrated by the naval group in the Atlantic, commanded by Capt. Richard H. Cruzen, USN, who accompanied Rear Admiral Richard E. Byrd to Antarctica in 1939-41. Radar screens on the *Whitewood*, the *Norton Sound* and the *North Wind* showed as many as 30 iceberg "targets" at one time.

One of the reconnaissance flights by planes of the *Norton Sound* proceeded to the Polar Sea between Greenland and the Canadian Arctic, and then along the north coast of the northernmost known land in the world (83°, 45' north latitude).



Official U. S. Navy photographs
ARCTIC WATERS, locale of recent Navy exercises, present variety of problems. Ice such as that in left foreground was constant hazard to maneuvers.



IN AIR, AT SEA and ashore useful data were recorded. Above are PBM observation plane, USCGS *North Wind*. Below is geographer at work.



FASRON:

were out of reach, and the squadrons couldn't carry all their mechanics and housekeepers with them.

The system was modified almost immediately when war came, to allow the mobility required by combat conditions. The primary change was establishment of the aforementioned alphabetical exercise—the CASUs, PATSUs, and the rest.

Right here is a good place to explain these short titles. They are as follows: CASU, Carrier Aircraft Service Unit; CASU(F), Combat Aircraft Service Unit; CASD, Carrier Aircraft Service Division; PATSU, Patrol Aircraft Service Unit; Hed-Ron, Fleet Air Wing Headquarters Squadron; SOSU, Scout Observation Service Unit.

These service units, assigned to air bases, carriers and tenders all over the world, took the problems of maintenance and logistics off the squadrons' hands, leaving the flyers free to fight. Squadrons were streamlined to a basic nucleus of flight crews and administrative personnel. Squadrons and air groups could move from carrier to carrier and from base to base, quickly and easily, as necessary to meet each tactical situation. They found aboard each carrier and stationed at each base the personnel and organization necessary to service them.

The system was extremely fluid, easily adapted to meet war situations, mobile. But it was not, like the peacetime organization, small and close-knit. It was vast and sprawling, requiring great numbers of aircraft personnel and clerical workers. They could not, under war conditions, always be employed effectively. While the service personnel at a base might have more planes than they could handle one week, the war and the air squadrons would move on, leaving the base operating at below capacity the next week. The support personnel would remain at the base, however, because the fast-moving war might require that the flying squadrons return at any time.

Well, we won the war, and the FASRon system was proposed, and adopted, as an answer to the problem: to provide some of the mobility of the wartime system, yet be economical of personnel in peace years. The FASRon is a compromise between the pre-war system of self-sufficiency of air units, and the wartime system under which nearly all services were provided to the air units by support groups. The compromise was adopted because, in peace, the Navy can't just ask Selective Service for a hundred thousand men any time it needs them. In peace, Navy personnel ceilings are fixed.

That's the background of the FASRon. The FASRon is a commissioned unit having the status of a squadron. It is formed to provide support for fleet air units. FASRons will be located, in postwar years, wherever air units are operating and such support is needed. The services provided by



BEFORE PILOT CAN climb into cockpit of his TBF for takeoff, hours of maintenance work are necessary. FASRons are now responsible for this job.

INGREDIENTS of the Navy's air establishment, liberally seasoned with wartime experience, peacetime economy, and future mobilization requirements, have been stirred up in the administrative kettle, and served on a postwar platter.

The new dish is the FASRon—Fleet Aircraft Service Squadron.

Purpose of the FASRon system is to provide certain basic services to fleet aircraft units. In turn, the various fleet air units must provide many services for themselves which, in wartime, were handled by other agencies. Immediate administrative result of establishment of the FASRons has been the decommissioning or disestablishment of all CASUs, CASU(F)s, PATSUs, HedRons, SOSUs and CASDs, the wartime agencies which serviced the fleet air units.

That list of short-titles is so much double-talk to non-flyers, so let's go back and examine a few basic principles.

In the dear, dead days beyond recall—before the Japs led with their chins at Pearl Harbor—the Navy

was a tight-knit, small, efficient organization, devoted to training a nucleus of men skilled in the art of naval warfare. The fleet spent long periods based on home ports. Normally, except for special exercises, squadrons and air groups operated from permanently assigned home bases at major air stations where full facilities were available for logistic support. Each squadron and air group could be, and was, organized as a pretty-much self-sufficient activity. Servicing and maintenance of aircraft were performed by squadrons themselves, with the exception that major overhaul of aircraft was performed by Assembly and Repair Shops.

The system was effective, in peacetime, but it lacked one factor which made it impossible to continue it in an all-out war. That factor was mobility, and it made itself felt when air groups embarked on the CVs for extended tours of a year or two in distant waters, or sat down on lonely Pacific islands to fly rugged patrols day in and day out for 24-36 months. Facilities of the major air stations

IT KEEPS 'EM FLYING HIGH

the FASRon will not be equal to that which the old CASUs, etc., provided, because many of the services will be handled by the air squadrons themselves. Under the FASRon system, division of air support functions will be as follows:

• AIR GROUP OR SQUADRON

—Assumes custody of assigned aircraft: assumes routine aircraft maintenance and upkeep, including engine changes, in accordance with basic directives; assumes responsibility for operational availability of aircraft; able to be self-supporting for short periods; maintains mobility; provides opportunity for diversified training of more personnel.

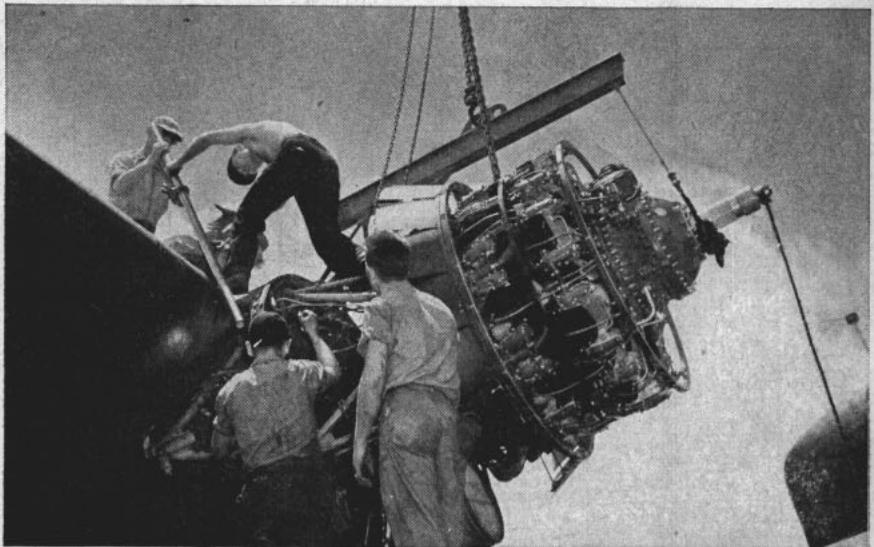
• AIRCRAFT SERVICE DIVISION

—This is a streamlined nucleus which replaces the old CASD, carrier-borne service unit. Supports embarked air group to limit of capacity; safeguards and maintains shipboard workshops and material spaces; provides quick-change engine assemblies; can support a streamlined group (a group operating without its own service department) for short periods; provides ship-based logistic support for air groups.

• **FASRON**—Provides shore-based logistic support for fleet air units, including supply services, disbursing, procurement of office and hangar space and equipment, issue of rolling stock, and shops and equipment; provides special aircraft maintenance beyond air group or squadron capacity, such as special changes and shop tests; supports streamlined groups or squadrons ashore for short periods; assumes custody, maintenance and operation of operating pool aircraft, except those in embalmed storage; assumes custody, maintenance and service of its own assigned aircraft.

• FASRON AUGMENTING UNIT

—These are smaller groups organized like FASRons, and their purpose is to



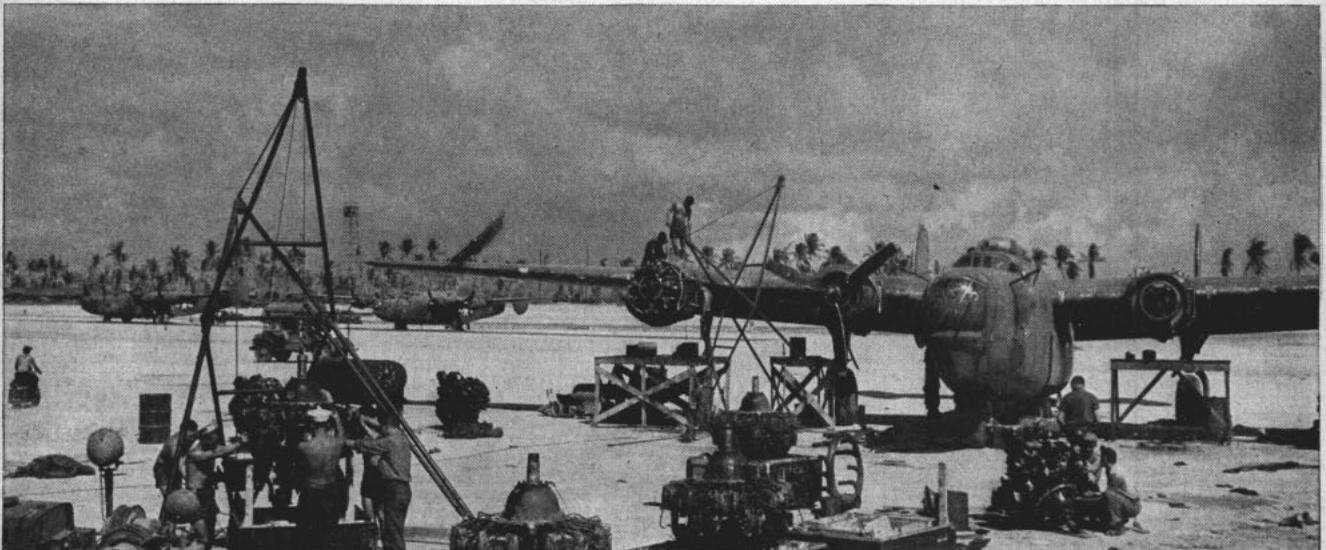
NEW NAVY SYSTEM of organizing aircraft service personnel maintains peacetime setup which can easily be expanded in event of mobilization.

reinforce FASRons or to operate alone in areas where they are needed. They are always an integral part of a parent FASRon, and naturally, perform the same mission.

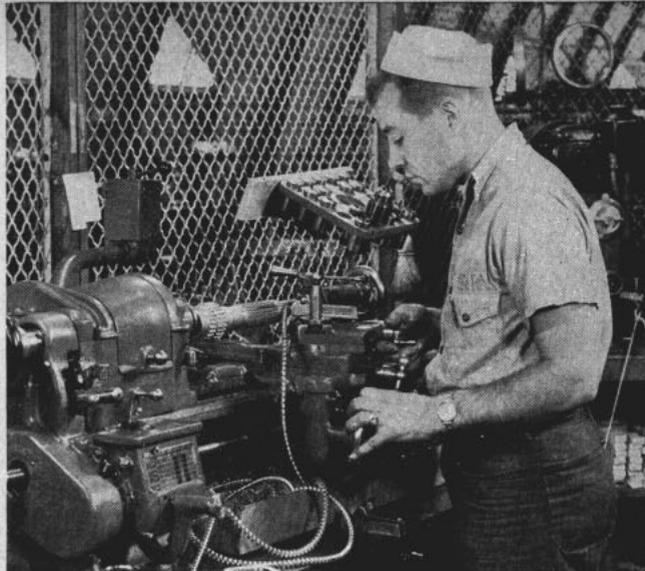
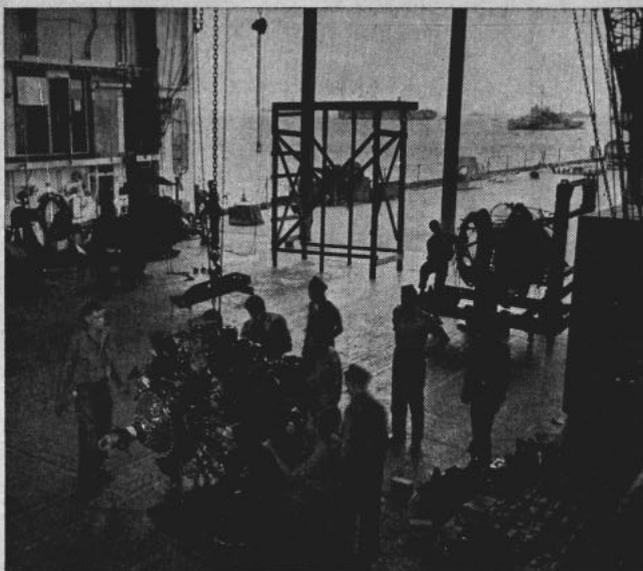
There are three basic types of FASRons, one for each major type of naval air tactical unit—CV, VP and VO. CV-type FASRons are numbered 1-100; VP FASRons 101-200, and VO FASRons 201-300. In addition to the basic FASRons, small satellite units (augmenting units) organized under their parent FASRons, were provided to bolster the FASRons in meeting various contingencies, such as deployment of more than one air group or squadron on a single FASRon. VO (scout) FASRons do not require such augmenting units, but CV (carrier) and VP (patrol) FASRons are apt to need such extra hands.

Accordingly, one type augmenting unit was provided for VP aviation and five for CV aviation. The CV augmenting units are designed to meet the peculiar demands of carrier aviation, and the types organized were: CVB, CV, CVL, CVE and Night Development Squadron. FASRons supporting carrier aviation may call upon one of these specially-tailored augmenting units to help meet its particular problems.

The augmenting units are further described as standard packages of personnel which can be assigned to meet varying requirements. Augmenting units, though organized as miniature FASRons and though they may be deployed where no FASRon operates, are under control of their parent FASRon and function as a detachment of the FASRon. They are not



OVERHAULING ENGINES of huge Liberator is tough job even with speed and skill of these Navy service personnel.



REPAIR WORK ABOARD seaplane tender is shown at left. Aircraft Engine Overhaul bases, where AMM2 is shown at right working in precision tool shop, were Navy's wartime answer to one vital problem of repair and logistics.

commissioned. Augmenting units and FASRons may be deployed by fleet commanders to meet any varying circumstances, and thus add considerable flexibility to the FASRon plan.

Advantages of the FASRon system are many, and may be discussed under the headings of personnel economy, training, standardization, maintenance, mobility and mobilization.

• **Personnel Economy**—Establishment of the FASRon system resulted in a shift of maintenance personnel from carriers and aircraft tenders to squadrons. Large numbers of personnel had been assigned to the aircraft maintenance departments of these ships, because in wartime air groups and squadrons moved from ship to ship and from base to base, and at all times the ships had to be

ready to operate and support aircraft. In peacetime, however, ships operate for limited periods only with their assigned air groups and squadrons. In interim periods when aircraft are debarked, the maintenance personnel aboard would be idle.

• **Training**—By placing additional tasks and responsibilities on squadron commanders, a greater opportunity for diversified training occurs. Squadron COs can thus train more total personnel, and more diversified groups of personnel, in gunnery, radio, radar, photography and other phases of naval aviation.

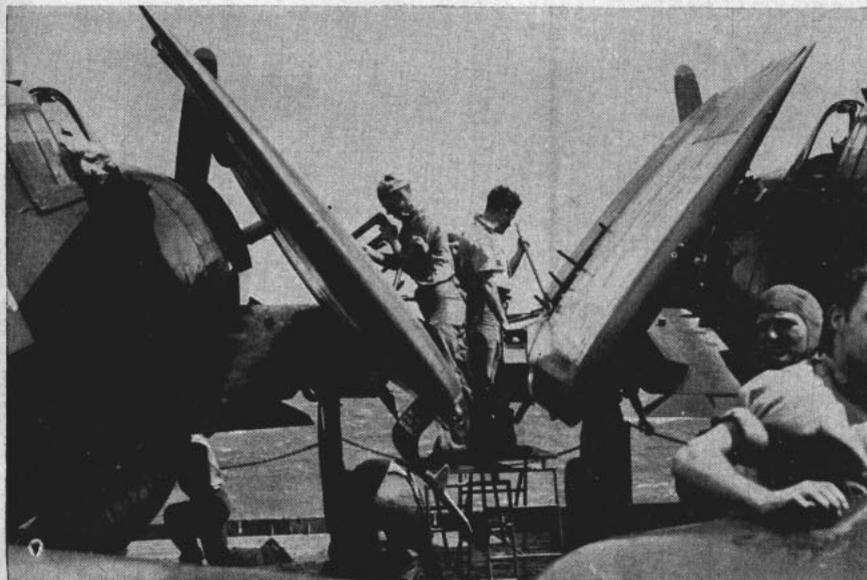
• **Standardization**—This is pretty much an administrative advantage, but it also allows considerable tactical leeway. The status of the FASRon is clearly defined. There is a standard

personnel allowance, and all FASRons are similar in organization and have the same commissioned status as a squadron.

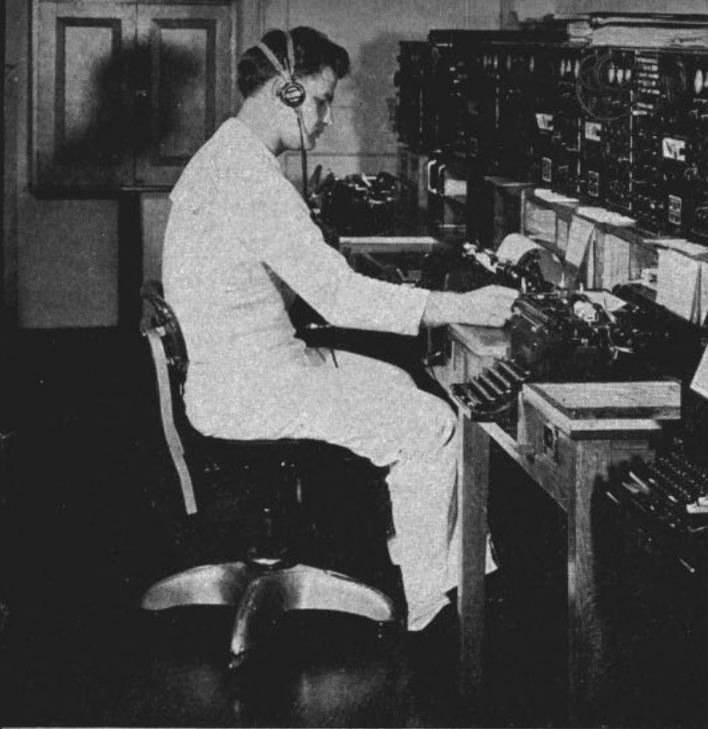
• **Maintenance**—Sufficient personnel are placed under the squadron commanders to enable them to conduct their own maintenance—a boon for which any squadron CO would sell his last shirt. Such direct control of aircraft maintenance was sacrificed to the demands of mobility, and with good reason, during the war.

• **Mobility**—It is perhaps not quite as free and easy as it was under the wartime system, but still it is an attribute of the FASRon system. Take these cases: (1) The flying squadron can operate ashore with its own maintenance personnel without any other support for short periods. (2) The flying squadron can operate as a streamlined unit (without its maintenance personnel) either ashore or aboard for short periods, and be maintained by the FASRon, if ashore, or the Aircraft Service Division of the carrier upon which embarked. (3) For long extended periods ashore or aboard, the squadron takes all of its personnel with it, and with the FASRon or the ship's Aircraft Service Division is able to operate indefinitely.

• **Mobilization**—Such considerations were not left out in the planning conferences which resulted in the FASRon system. In effect, the system is a potential wartime system, because it can be expanded without being reorganized (as was necessary at the beginning of World War II) to meet combat requirements. By the simple process of transferring all personnel from the flying squadrons, except the flight crews and the administrative personnel, to the ships to bring the carriers' and tenders' Aircraft Service Divisions up to strength, or to the FASRons to bring their allowances to that required for war service, the streamlined wartime system is handily achieved.



HELLCATS ARE GROOMED aboard carrier in Pacific. Under new plan, 'aircraft service divisions,' taking place of CASDs, will service carrier planes.



Official U. S. Navy photographs

NAVY RINGS OUT the old, rings in the new in radio equipment. Manual ship-shore radio circuit is handled by radioman shown at left. At right, new radio-teletype gear is being operated aboard USS Adirondack.

GONE ARE THE DAYS . . .

EVER SINCE that fateful day when the first of his fellows clamped on a set of earphones, the radioman has been plagued by the unpleasant, nerve-racking sound of the Morse code—a terrifying jumble referred to simply as "dit-da-dit."

But in the Navy, that wasn't the radioman's only cross to bear.

While on duty, he sat for hours on end, pounding out messages on a telegrapher's key and copying incoming traffic—all sent by means of this weird sound, broken up into dots and dashes. And when off duty, our unhappy radioman was forced to listen to friendly but often unpleasant jokes and remarks, all associated with this noisy phase of his existence.

He was referred to by various uncomplimentary terms and it was remarked, none too discreetly, that "all radiomen are 'dit-happy'", a colorful phrase roughly approximated by the boxing term, "punch-drunk." He was, you might say, sort of a social outcast, whose conversation was to be taken lightly.

All of this, mind you, stemmed from that awful sound, likened to the noise created by a thousand crickets chirping off-beat.

But it now is possible for a radioman, minus earphones, to send and receive messages all day without once having to listen to this annoying procession of dots and dashes. And we aren't referring to voice transmission, either.

The contrivance responsible for this evolution of the radioman is known to us all. It is simply the teletype, which has been used for years in sending messages over land by a wire.

Navy communications experts, by

. . . When Dots and Dashes Blighted Lives of Navy Radiomen; That's All Been Changed By Advent Of The New Radio-teletype . . .

applying the teletype to radio, have produced a very workable combination called the radio-teletype. The radio-teletype, in simple terms, is an ordinary, everyday teletype, connected by means of a converter, to the radio transmitting and receiving apparatus.

This hookup between the teletype and radio can be very simple, but a rather complicated converter is used because of possible weak signals and to eliminate noise. When receiving, the converter changes radio impulses into a form of electrical energy which will actuate the teletype, and vice versa when transmitting with the teletype.

Through the radio-teletype, messages can be received in printed form, and transmitted merely by typing out the message on the same teletype.

Compared with the fastest fleet radio broadcast of about 25 words a minute, the radio-teletype has a gross speed of 60 words a minute (there is a slight loss in time due to various mechanical factors such as carriage return and line feed).

Besides speeding up naval communications, the radio-teletype will make for greater accuracy. And, of course, the strain on the radioman will be lessened considerably. Instead of converting the wild sounds into words, he

can take off his earphones and watch the message flow from the machine.

The radio-teletype proved itself practical under actual combat conditions. From this evolved two types of installations, short-range and long-range. The first use in the Pacific of the radio-teletype was at Iwo Jima, and it was later used at Okinawa and in air strikes against the Empire.

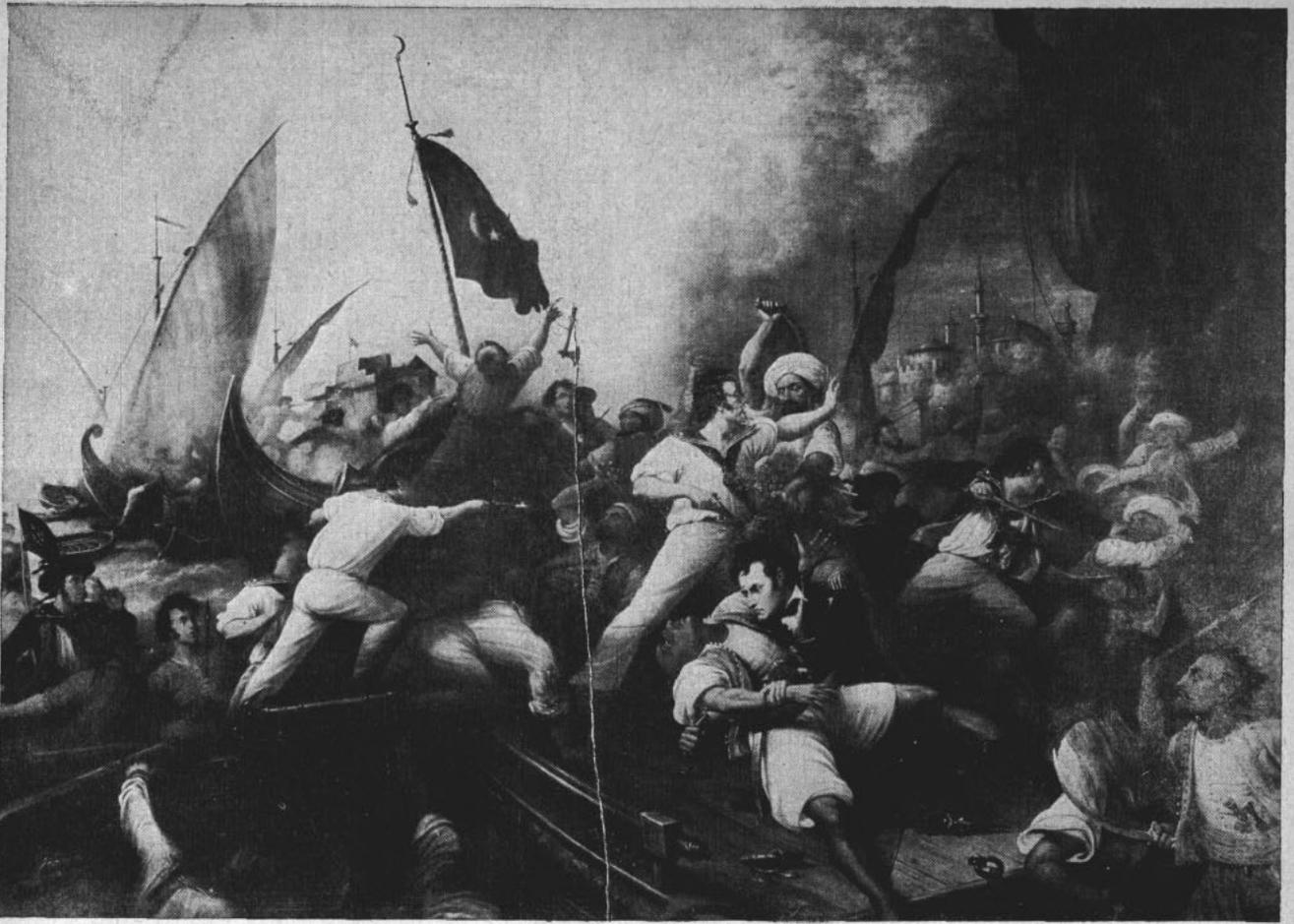
Three amphibious force flagships, the *Auburn*, *Eldorado* and *Estes*, were equipped with short-range installations at Iwo, while at Okinawa, all AGCs were equipped. At present, all fleet flagships are equipped with long-range sets, in addition to various other major combatant units. Also, the Presidential yacht, plane and train all have radio-teletype installations.

The USS *Missouri* was in touch with Washington from Turkey, sending 113,416 words by radio-teletype and reducing by many hours the time ordinarily required for transmission.

During recent Eighth Fleet maneuvers, the USS *Franklin D. Roosevelt* was in constant touch with Washington by radio-teletype, while the USS *Augusta's* long-range installation was used for transmission of reports from the Potsdam conference.

The seaplane tender, USS *Norton Sound*, which participated in an Arctic expedition, is radio-teletype equipped. A press-radio team aboard the USS *Carpellotti* (APD 136) accompanied two Naval Academy entries to the Bermuda Yacht Races, reporting the event by radio-teletype.

All in all, the lot of the radioman seems to be improving, and perhaps a few choice phrases soon can be omitted from the naval dictionary.



MAD MELEE ABOARD Algerian bark is pictured here. Seaman shields Stephen Decatur as latter kills pirate chieftain.

DEFENDER OF THE FLAG

A HUSH FELL over the brilliantly lighted banquet hall that evening in Norfolk, Va., 130 years ago. The celebrity in whose honor festivities were being held had been called upon for a toast. He rose, a tall, slender man of striking appearance; like Kipling's young outlaw, he looked like a lance at rest. Perhaps he hesitated a little, fingering the stem of his glass of port. Then he lifted the glass and spoke, quietly at first; but his voice rang like a bell as he concluded:

"Our country. In her intercourse with foreign nations, may she always be in the right, but our country, right or wrong!"

The toast has been criticized in some quarters as representing something less than the highest in patriotism. But certainly it epitomizes the creed of Stephen Decatur. For service to his flag was the alpha and omega of Decatur's life. His own honor and that of his country were one to him, and he wore it like a plume. . . .

Decatur's career, possibly the most romantic of any American mariner, was relatively late in beginning. Though aboard at the launching of the fine frigate *United States*—on the quarterdeck of which he later achieved fame—it was in the capacity of a

shipping merchant's clerk. A year later he became midshipman on the same vessel. He was then 20, no older certainly but twice the age at which Farragut was appointed and somewhat older than most midshipmen.

The captain of *United States* in 1799 was John Barry, and though the ship did not equal the record of Truxton's *Constellation* during the undeclared war with France, its service was nonetheless very creditable. So was Decatur's. After little more than a year in the Navy, he was commissioned a lieutenant.

Then came trouble with the Barbary pirates.

These lawless gentlemen, ensconced principally in three city-states—Algiers, Tunis and Tripoli—on the northern coast of Africa, had during the years around the turn of the century perfected one of the sweetest international blackmail rackets of all time. They raided Mediterranean shipping, accepted tribute to behave, then raided shipping anyway just to stay in practice. Though the British could have put a stop to these marauders' activities, they did not wish to, for the corsairs habitually respected their "treaties" with Great

Britain while preying heavily on the traffic of other nations.

The United States had tried the policy of buying off the lawbreakers for some time; the policy had worked out badly as might be expected, and now the time had come to try sterner tactics. Naval vessels were dispatched to the Mediterranean. But the men in charge were ineffective until fiery Commodore Edward Preble took over; and immediately after his arrival disaster struck when the frigate *Philadelphia* ran aground in the harbor of Tripoli and was captured by the enemy. Preble determined that the *Philadelphia* must be destroyed, and Decatur volunteered for the hazardous enterprise.

To this purpose the ketch *Intrepid*, itself taken from the pirates a short time before by Decatur, was manned with 75 sailors and marines and set sail for Tripoli. With all but a dozen of her crew in hiding and the rest disguised as Maltese, she sailed to within 100 yards of the *Philadelphia* and requested permission to make fast to the frigate for the night. Permission was granted. As the ketch drew alongside the corsairs saw the ruse, and crying "Americanos!" tried to organize a

defense; but Decatur's men were already clambering up the sides of the ship. Panic stricken, the pirates huddled on the forecabin where a savage saber attack killed 20 of their number and drove the rest overboard or below. Within 20 minutes the splendid vessel was ablaze and the Americans on their way to escape. None of the group was killed and only one wounded in what Horatio Lord Nelson, then blockading Toulon, hailed as "the most bold and daring act of the age."

Commodore Preble commented as follows: "Lt. Decatur is an officer of too much value to be neglected. The important service he has rendered . . . would in any navy in Europe insure him instantaneous promotion to the rank of post captain. I wish . . . it could be done in this instance. . ." Accordingly Decatur, aged 25, became the youngest captain ever commissioned in the Navy.

This was in February 1804. In August Decatur was once more locked in hand-to-hand combat with the foe. The occasion was a clash between gun-boats of the two forces. Contrary winds prevented more than three boats under Stephen Decatur, his brother James and Lt. Trippe from actually making contact. Despite heavy odds, Stephen Decatur and Trippe captured their opponents; meanwhile James Decatur forced a pirate bark to feign surrender only to be shot down by the captain as he boarded. His elder brother heard of the treachery, and mad with rage attacked what he conceived to be the guilty boat.

Whether he was the guilty man or not, the captain of the boat assaulted was a rugged character and a cool one. He met the American's rush with his pike, and Decatur's sword was broken. Then the two men rolled on the deck, in deadly embrace. The powerful corsair soon had Decatur on the bottom and sought to draw his dagger. A pirate who struck at Decatur with his scimitar was thwarted by Seaman Daniel Frazier who flung his body over his chief and took the blow himself. Decatur, struggling furiously, managed to draw a pistol and shoot the Tripolitan dead. The crew then surrendered.

Thus did Stephen Decatur gain his revenge; but his brother died at sundown that day. . . .

In 1806 Decatur was married. He had told Miss Susan Wheeler that "he had made vows to his country, and if he proved unfaithful to his country, he would be unworthy of her; but if she could be satisfied with the second place in his devotion, it should be hers exclusively and forever." Such a proposal could have come only from the lips of Stephen Decatur. The funny part of it was, he was accepted.

When the War of 1812 broke in June of that year, Decatur was in command of *United States*. That fall his ship was brought to battle in one of the stirring individual actions of the war.

It was the British frigate *Macedonian* under Captain John Carden which unwisely challenged Decatur's frigate the morning of 25 October

Daring Stephen Decatur Fought With Gallantry To Protect His Country In Wars Against France, Barbary Pirates, Britain

near the Canary Isles. Carden, with 49 guns to the American's 54, firing 547 pounds of metal to 786, nevertheless sought combat eagerly. There is some evidence that he mistook *United States* for the 32-gun frigate *Essex*, reported in those waters. Such an error in recognition would be roughly analogous to confusing a giant panda and a grizzly bear, and proved just as disastrous for the British. Standing off, which would have been good tactics against the short-range carronades of the *Essex*, Carden found himself being pounded to pieces by Decatur's long 24s. So rapid and well synchronized was the gunfire of the American ship that it appeared from *Macedonian* that she might be afire. Verse of the time tells how:

They thought they saw our ship
in flame,
Which made them all huzza,
sir;
But when the second broadside
came,
It made them hold their jaw,
sir.

Carden bravely attempted to close with *United States*, but she suffered so much damage that he had lost his original advantage as a sailor. *Macedonian's* mizzenmast fell, then her mainmast, as she became in the words of her conquerors first a brig, then a sloop. She was surrendered at 1115.

Capt. Carden was at first inconsolable. He moaned that he was undone, for, said he, "This is the first instance of one of His Majesty's ships striking to a vessel of similar grade."

"Pardon me, sir," said Decatur, "one of His British Majesty's ships, the *Guerriere*, struck her colors the other day to the *Constitution*."

Immensely cheered, Carden exclaimed, "Then I am safe!"

He was. He lived to become 87 years old and a rear admiral.

Thus far Stephen Decatur had never known what it was to drink the bitter draught of defeat. But that experience was to be his in January 1815, when he lost the *President*, which he had commanded since May of the previous year.

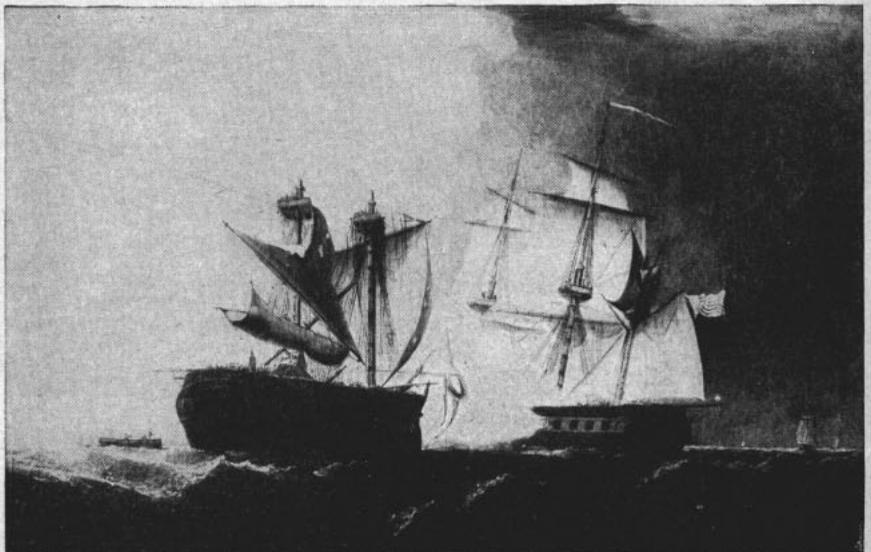
That winter Decatur, along with other gallant captains of the Navy, found themselves blockaded by the overwhelming sea power of the British. Outside New York, for instance, awaiting the *President* should that ship put out to sea, lurked *Majestic* (56 guns), *Endymion* (40), and *Pomone* and *Tenedos* (38 each). It was a committee calculated to give any blockade runner a hot reception.

Nevertheless Decatur started out in a snowstorm on 14 January while the blockaders under Capt. John Hayes were forced to stand off; but *President* ran aground in the gale. She was badly damaged when she put to sea, yet could not return immediately because of westerly winds.

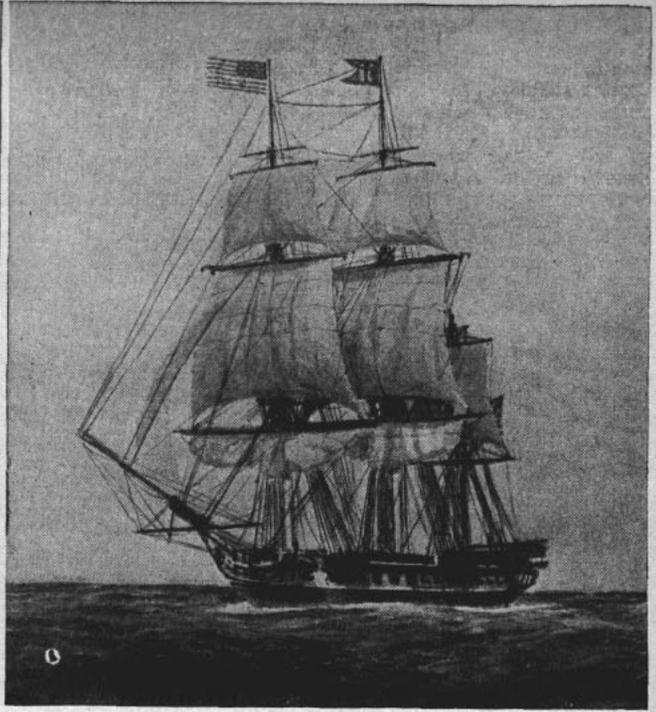
At daylight the next morning, 15 leagues from Sandy Hook, Decatur saw what under the circumstances he desired least to see—three British men-of-war to the eastsoutheast. They were *Majestic*, *Endymion* and *Pomone*, *Tenedos* not yet coming into view. *President* at once made off to the north.

Early in the chase the heavy *Majestic* fired at the fleeing American ship without effect; by midday she had fallen behind, but *Endymion* gained rapidly on the cripple. From time to time the Britisher yawed to pour broadsides into *President*, which could not stop to reply. By 1700 the two vessels were far away from the other pursuers.

Now Decatur turned on his tormentor, proposing to carry her by



EARLY KNOCKOUT was fate of HMS *Macedonian* (at right) when her captain sought combat with Decatur's powerful frigate *United States* in October 1812.



MAN AND SHIP shown here—Decatur and USS United States—were formidable Navy team during War of 1812. This vessel was one of famous frigates of revolutionary design, conceived and built by Joshua Humphreys of Philadelphia.

boarding, to scuttle his own ship and to sail the speedy captive back to New York. But *Endymion* kept warily away. There was nothing to do then but fight with guns, and Decatur did. But he was under desperate compulsion not only to win, but to win quickly—quickly—before the rest of the enemy squadron was up him. So he fired high, hoping to strip *Endymion's* sails from her yards so that he might continue the flight unmolested. He succeeded, but it took him two and one-half precious hours, and in the meantime one-fifth of his crew became casualties.

Now Decatur turned to the east, still hoping to escape though *Pomone* and *Tenedos* were drawing near. They were frigates of the class of *Guerriere* and *Macedonian*, neither singly a match for *President*, but together presenting dreadful menace now. They caught him, cutting off escape. The ships exchanged broadsides. *Majestic* appeared, far off. Decatur sent most of his crew below for their own protection; then he surrendered his ship.

Whether Decatur was justified in failing to put up further, hopeless resistance has been questioned by later historians. Apparently there was little doubt in the minds of the court of inquiry which investigated the case. Its members wrote: "We conclude . . . that Commodore Decatur . . . evinced great judgment and skill, perfect coolness, the most determined resolution and heroic courage . . . that his officers and crew . . . deserve the warmest gratitude of their country . . . that further resistance would have been unjustifiable and a useless sacrifice of the lives of brave men."

Decatur's active career at sea was concluded after the war in a final bout with his old enemies, the Barbary

pirates. Militarily and diplomatically he dealt with them in most summary fashion.

"Why," wailed the Bey of Tunis, "do they send wild young men to treat for peace with old powers?"

Decatur was not sympathetic. The buccaneers, their prestige suddenly sunk as low as Pittsburgh's Pirates of 1946, made peace and kept it pretty well thereafter.

For five years then Decatur dis-

charged important duties ashore and was treated to just mead of praise. Then he was challenged to a duel by James Barron, acquaintance since Decatur's midshipman days, enemy since the latter's part in condemning Barron in court martial after the unfortunate and disgraceful *Chesapeake* incident of 1807.

Barron's resentment smoldered for more than a decade. For a year acrimonious correspondence, increasingly bitter, was exchanged by the two men, Barron attempting to jockey Decatur into the position of aggressor, the latter determined to avoid all but a direct challenge. But eventually the meeting came.

Near the old stage road between Washington and Baltimore the two men faced each other, 22 March 1820. Decatur's second was his old friend Bainbridge; Barron was seconded by Capt. Jesse Elliott, him whose hesitation had wellnigh cost Oliver Perry victory at Lake Erie. They flipped a coin for positions, and Decatur won although the field was such that neither man could gain much advantage. Bainbridge explained the conditions.

At the last moment Barron said, "I hope, sir, that when we meet in another world we shall be better friends than we have been in this."

"I have never been your enemy, sir!" Decatur said.

Bainbridge rapped out his commands; both men fired, both fell, Barron painfully wounded and Decatur mortally. His friends surrounded Decatur, who lay bleeding badly. It was no time for a grandstand play, and the stricken man made none. He said simply, "I wish that I had fallen in the defense of my country."

He died at 2030 that evening.

WHAT'S IN A NAME

Bully Boys

If, for some unknown reason, you should be called a "bully boy," do not



let your temperament get the better of you. To you it may sound like "you are a toughie" but, according to an old legend of the sea, "bully-boys" was

the nickname

given to sailors in the Colonial days. It referred to the "bully-beef" standard ship grub of the time.

Beef also had a few other names which became popular among the seagoing fraternity. It was once known as "salt junk," for no other reason than "junk" was a product of old rope used in caulking seams. However, to the sailor of bygone days, the stringy quality of the beef bore a fair resemblance to the rope, hence its name.

At times the beef was kept in the "harness cask," so named, because of the sailors' belief that the beef used for food was of the "horse meat" quality, and pointed out that the tough pieces were parts of the horses' harness.



NAVY'S LARGEST PLANE (XR60-1) will carry 168 passengers or 20 tons of freight at 300 mph for 5,000 miles.

BIGGEST AIR TRANSPORT

THE NAVY TOOK the wraps off its latest transport plane, to reveal an aerial giant able to tote 168 passengers or 20 tons of freight, and to clip along at around 300 miles-per-hour for distances up to 5,000 miles without touching her multi-wheel landing gear to a runway. The new ship is a Lockheed job, named the Constitution (XR60-1), heftiest transport in the air—heftiest, that is, until the Army stows a cargo in the bomb bay of its heftier B-36 and calls it a transport.

Nearly everything about the Constitution is worthy of comment, and reticence is required to keep adjectives to a reasonable minimum.

For instance, despite her high top speed, the Constitution has a stalling speed of 80 miles per hour, enabling her to sit down on a fairly short runway. She can land with a 2,300-foot run. Then, if there's danger of overshooting, her inboard engines are equipped with reversible pitch propellers which can throw a blast forward and bring her to a quicker stop. A further refinement in the landing gear is a pre-rotation device, which sets the wheels spinning at landing speed before she touches down, minimizing shock impact and incidentally saving enormous amounts of rubber.

As might be expected, takeoff characteristics match the landing advantages. She can hoist herself into the air after a run of 2,350 feet.

The Constitution hasn't flown as this is written, by the way, but that's just a detail. You can take the designer's word in advance for the flight characteristics. The Navy expected to take her up for the first time late last month.

Beauty of the Constitution is her ability to move cargo and personnel over long distances without having to island-hop. She could take off from

NAS, Alameda, and make Guam (5,053 miles) nonstop.

Vice Admiral Arthur W. Radford, USN, DCNO (Air), who announced completion of the new plane, pointed to one use for her. He said the flying of parts and equipment to far-off bases is a Navy postwar economy plan, which has advantages over storing large stocks of parts all over the world.

The plane will operate with a crew of 9 to 11, including a captain (CO), pilot, co-pilot, radio operator, flight engineer, navigator, assistant flight engineer and two to four stewards, depending upon the number of passengers.

Fuselage of the Constitution looks a little like a figure "8" in cross-section.

The plane has a large passenger cabin on the top deck and two smaller cabins on the lower deck. Passenger spaces are pressurized for high-altitude flight. The plane can be adapted for hospital service, accommodating 32 litters on the lower deck.

Passengers may be carried on the top deck when the entire lower deck is used for cargo. The upper and lower decks, incidentally, are connected by spiral stairways fore and aft, making them easily accessible.

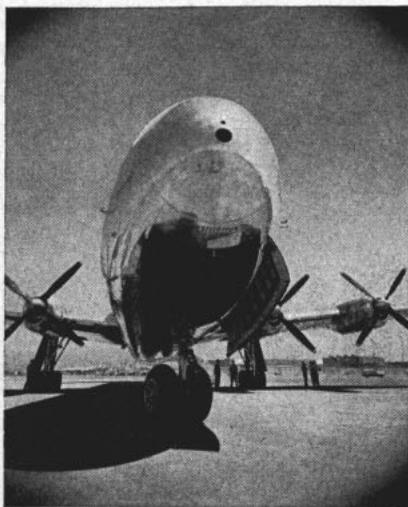
A feature of the plane is a hydraulic booster to help the pilot move the huge control surfaces against the slipstream. Three separate, synchronized hydraulic systems are in operation all the time, but the plane can be controlled on any one of the three.

Thermal de-icers should remove one of the perils of high-altitude flight. Heat from the exhausts is diverted through ducts along the leading edges of the wings, tail fin and stabilizers to prevent formation of ice.

Tunnels lead out to the four engines in the wings. An engineer thus has access to any of the four engines, and minor in-flight repairs to any one engine are perfectly possible while the craft flies on the other three.

Four Wasp Major engines deliver a total of 12,000 horsepower. Gross weight is 92 tons, 10 tons heavier than the Army's C-74, 20 tons heavier than the Navy's Mars. Wing span is 189 feet, overall length is 156 feet. The single tail fin is 50 feet high. Each portion of the main landing gear mounts four wheels.

The Navy has two Constitutions on order, and plans to use them in overseas service. But Admiral Radford says it'll probably be a year before they're turned over to NATS. Meanwhile, the Navy will test them thoroughly to find out what they'll really do.



Official U. S. Navy photographs
WIDE CARGO DOORS permit easy access of jeep. Lower deck can carry fighter plane with wings removed.

BATTIN' THE BREEZE

Night Howl

The night was black; the cruiser's J.O.O.W. was checking his zig-zag plan and the O.D. was comfortably stretched out in the skipper's big bridge chair, his glasses on the guide.

A quiet midwatch: tubes blown, on station, no bogies—and the Old Man in the sack. Even CIC was quiet on the squawk box.

Then over the 21 mc from the sig-

nal bridge came a sleepy voice: "Signal in the air from the guide . . . make 28 knots."

Silence. Then: "How," questioned the O.D., "can you read a signal hoist in the middle of the night at 3,000 yards?"

A long moment of quiet from the signal shack, finally broken by much mumbling and chattering into the squawk box.

"My relief just crawled out of the flag bag," answered the signalman-on-watch, "he's still walking in his sleep . . . (slap-slap) . . . and I'm trying to wake him up . . . (slap-slap) . . . he's been reading the night orders to you."

More silence, then a loud crash.

"I hit him with the joe pot, sir, to wake him up. Now he can't see nothing—nothing but joe at half a yard."

Can Opener

Your wife might not find it practical, but there is another method of opening cans as Lt. Comdr. E. B. Baker, (SC), USNR, is willing to attest.

It was aboard the USS *Columbia* during the late unpleasantness in the Pacific that the new technique came to light. A Jap 5-inch shell, crashing through the *Columbia's* emergency provisions storeroom, neatly sheared the tops off a quantity of cans containing meat. Lt. Comdr. Baker doesn't recommend the method for shipboard use, however. Two days after the action was over a damage control party had to don gas masks to jettison the stuff.

At this point readers can supply their own favorite gag line anent canned meat.

Fish-Chasers

The sub-chaser is now in pursuit of fish and fun.

Offered at \$10,000 each, surplus 110-foot SCs are moving briskly at a half-dozen Maritime Commission sales yards, where buyers receive hints on conversion to pleasure craft or commercial vessels. The Navy specifications that fitted these tiny ships for duty in every theater of war seem to satisfy civilian purchasers.

By removing transverse bulkheads the stateroom, radio shack and magazine can be converted into space for three large cabins, and the sub-chaser becomes a yacht. Fishermen can remove all bulkheads forward of the engine room and down to the keelson, making 4,700 cubic feet available for a finny cargo.

Orders, if you're interested, can be placed with the Director, Division of Small Vessel Procurement and Disposal, United States Maritime Commission, Washington 25, D. C.

Ballads and Bach

From the PubInfo officer at Green Cove Springs, Fla., comes word that a background of ballads and Bach works wonders to stimulate lagging spirits.

The SepCens whittled deep into the PIO's newswriting staff on the St. John's Islander . . . but deadlines and headlines continued to roll in—

So he tossed a loop around a stray record player and a stack of wax ranging from "Sioux City Sue" to "The Cowboy's Lament."

Now, from 0800 to 1630, a low background of juke box jumps keeps the staff on their toes and the station newspaper on the presses.



ON THE SEVEN SEAS

Hobby Horse Pays 150-1

Duty in the Navy has spurred on a certain sailor to investigate the theoretical side of ships—perhaps as an escape from the practical.

Anyhow, it's quite a hobby, collecting books, pictures, facts. He was riding this steed like mad one day when he stopped in a second-hand bookstore. As the creaky clerk approached, the sea-minded sailor asked if he had any antique material on ships in stock.

"Not a thing that I recall," the oldster said. "Except maybe an old *Jane's Fighting Ships*. You wouldn't want that, I suppose?"

"No, I guess not," he answered and started to walk out. But he changed his mind and finally bought the hoary volume for 80 cents.

It wasn't until he'd examined the book thoroughly that he discovered it was the 1897, or original, edition of *Jane's Fighting Ships*, signed by Fred T. Jane himself.

And worth, so the story goes, around \$120 these days.

Traffic Cop

Distraught denizens of Washington, bug-eyed and breathless, flooded switchboards in the Navy Department with frantic telephone calls one day.

Harried operators assured the inquisitive that (1) submarines had not been sighted in the Potomac River, (2) submarines had not been sighted in the Anacostia River, (3) submarines had not even been sighted in the Tidal Basin.

Innocent source of the excitement among the citizenry was a Navy blimp, flown in from Solomons Islands, Md., to perform a chore for the

District of Columbia Highway Department. The lighter-than-aircraft hovered over the city while photographers made shots of traffic bottlenecks for highway engineers. They took 95 black-and-white and 40 color photographs, thus inaugurating a new technique in traffic research.

It was a tame assignment for the blimp, veteran of wartime coastal anti-submarine patrols.

Bear Facts

Then there's the gyrene snow job from the ice caps of the arctic.

Seems that Sgt. William L. Penney, cook for a marine outfit, and some of his buddies were bedded down one night during some exercises in the snow cap country.

A polar bear (and this is a fact, mate) stuck his snoot in the shelter and rubbed noses with Penney before the sergeant got the GQ gong. Penney took one look, rubbed the sleep from his eyes, and took a second look.

Then he shelled the fur back out of the shelter with a barrage of pots and pans.

Thereafter, he slept with a skillet in his hand.

Or As a Paperweight?

It finally happened—

"No pets aboard" was the order and the O.D. meeting the returning liberty party had an eye like a cafeteria cashier.

Up the ladder came a seaman, totting a bucket.

In the bucket—a baby octopus.

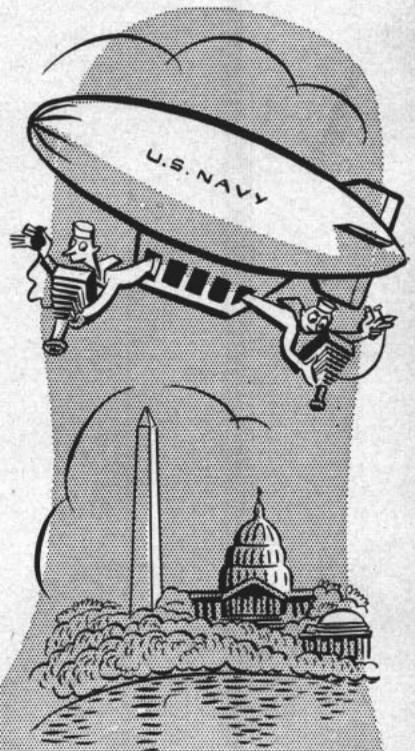
"It would look good, stuffed, on the bulkhead at home," he offered.

No Striped Paint?

Submariners lost none of their nautical whimsy with the end of hostilities.

USS *Trumpetfish* returned to Pearl recently after a North Pacific junket in waters cold enough to endanger the proverbial brass monkey. As she sailed into the tropic anchorage, observers at the submarine pens viewed the latest sample of submarine waggery.

The nose of the *Trumpetfish* had been painted blue.



CAREERS

A LOT OF NAVY MEN have made successful starts in their own businesses since V-J Day and thus furnished inspiration to bluejackets still on duty who someday will relinquish their seagoing careers for civilian life, through Fleet Reserve transfer, retirement, or otherwise.

But starting a new business of your own isn't easy and it's not done by chance. It requires capital, equipment, supply, location, experience and considerable initiative. Many organizations in the U. S. stand ready to help the veteran in such concrete problems as capital and equipment, but the veteran himself must supply the experience and the drive to succeed.

Before he starts on a new enterprise, the veteran will be wise if he consults the Veterans Administration representative in his town, the local Chamber of Commerce, the local Better Business Bureau and the local offices of the OPA. VA will help him get a loan. The others can offer expert advice and give him invaluable contacts. The OPA can outline for him the federal requirements he must meet in his enterprise.

It can be done. Navy vets have shown that the land of opportunity is just that.

Take for instance Floyd Bryan, once a Seabee CSK. His family had been bankers, but he lacked the cash necessary to start a bank of his own. He convinced another banker that he had the necessary background and experience, obtained a loan, sold stock in the bank, and today he is vice-president, cashier and principal stockholder in his own bank in Stephens, Ark. The bank is solidly established, a going concern in the town.

Up in Minneapolis a 29-year-old Navy man is swamped with orders for his precision gears. Donald Prince had experience prior to the war in machine shops. He knew how to make precision gears, and he knew that he could sell them. There are only 42 companies in the United States making them (competition is an important consideration to a new enterprise). Prince developed a process with which he can guarantee near-100 per cent accuracy. Armed with this and a backlog of orders for more than \$300,000 worth of his product, he purchased his machines from the War Surplus Board, and went to work. He intends to expand his plant as more material becomes available. Until then he is turning down a fortune in orders. He plans to attend the University of Minnesota this fall in order to be ready for larger problems of a larger business.

Matthias Schweih, a Navy flyer,

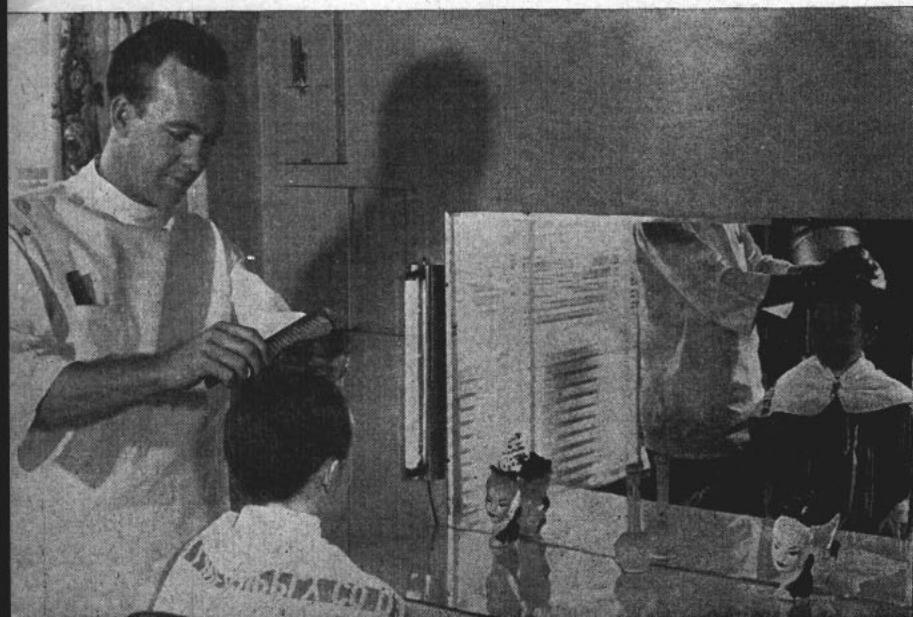
Task Not Easy, and Takes Lot More Than Some Luck; Many Vets Having Ability And Much Determination Are Leading Way Today



GROCERY ON WHEELS is idea which is proving successful for William Troy and Matthias Schweih. Schweih is ex-Navy flier, Troy ex-Coast Guardsman.



OWNING YOUR OWN business is tough sometimes, but satisfying. At least Navy vets Carl Anderson (above) and Jon Richeson (below) find it that way.



FOR VETERANS

and William Troy, a Coast Guardsman, have been buddies since their childhood. They had decided to go into a business together, but the type of business was vague. They rode by a housing project together one day, and their plan was born. A door-to-door check revealed that the housewives of the area were very unhappy about the distances they had to travel to shop for food.

The feasibility of a mobile store was obvious, but a truck large enough to handle a stock big enough to attract the housewives was a very expensive item. They ran into an antique of the New York World Fair—one of the huge buses that had been used there. The price tag of \$500 was within their reach, and another new business was born. Today they could easily double their operations, but for the scarcity of products. They plan to install a cold meat counter as soon as they can obtain the necessary slicers.

Curtis Coons of Reliance, Va., presented plans at the bank for a men's wear store. Among the plans was a note that he planned to do the carpenter work necessary on the interior himself. His former rate—carpenter's mate.

Howard Klien went into the Army, and was later commissioned in the Navy. For three years he was an instructor in naval aviation, and he ended up in radar. He already had one business in Dallas which his wife had continued to operate. Following his discharge, he opened a wholesale store, dealing in radios and electronics devices.

Kansas City has a new photography expert. Three years of Marine Corps photography gave former Corporal John Saunders the necessary experi-



RIDIN' HIGH is ex-Seabee John Curry, who purchased ranch through GI loan. He runs a riding academy.

OCTOBER 1946



BROTHERS TEAM UP to open variety store with backing of GI loan. Fred and Emmett Brinson are two of four brothers planning eventual chain of stores.

ence, and he opened his own shop. His field is color, and he runs a featured line of photographic Christmas Cards. The only present curb on his expansion is the ever-present problem of supply. The business could easily be doubled in size if the necessary items could be obtained.

Another man who has run into snags in supply, but who is doing a good business in spite of them, is Roy Pyle of Brighton, Colo. His is a virgin field. In fact he developed it. Pyle has invented a "fifth wheel" for farm wagons which eliminates all whip and sway while the wagon is being towed behind a tractor or truck. The wagons also feature a telescopic tongue and reach. The few wagons that Pyle has finished have found ready markets, and he is swamped with orders. Another brain-child of his is the hydraulic grain-stacker which he plans to build on the chassis of an Army weapons carrier. Having already made three stackers, Pyle intends to incorporate in the new one all the features of the old, plus a few more improvements that his agile brain has worked out.

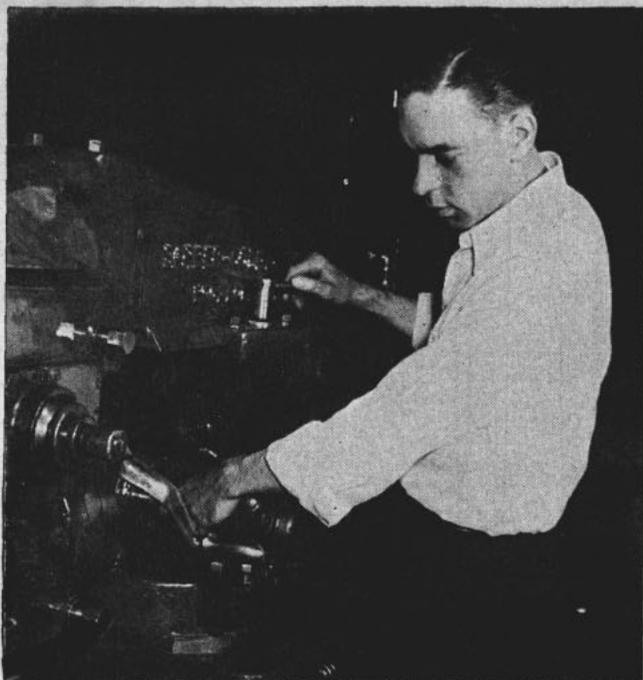
While John Curry lay in a naval hospital recovering from recurrent malaria, he thought of his own business often. He had spent his life riding horses in rodeos all over the west. Then he went into the Seabees, and while on Guadalcanal he trained three captured Japanese horses for messenger work over the rough terrain. One of the horses, incidentally, had belonged to one of Premier Tojo's sons.

When he was discharged, Curry had

developed his idea, a riding academy which was to become later a school for boys. He went to a bank with little but his experience, a well-laid plan and enthusiasm. He got the loan, and started his business with 12 horses. Today he has 53. His land borders a national park, giving riders access to bridle paths which take them to spots of great scenic beauty. The



DRILLMASTER Sam Williams, in Navy since 1942, took advantage of loan to set up thriving dental practice.



Veterans' Administration photos

PRECISION GEAR manufacture is business of Donald Prince (left), who finds it impossible to fill all orders he's received. Roy Pyle (right), also handicapped by lack of supplies, is doing well making farm machinery.

development of the boys school is well under way.

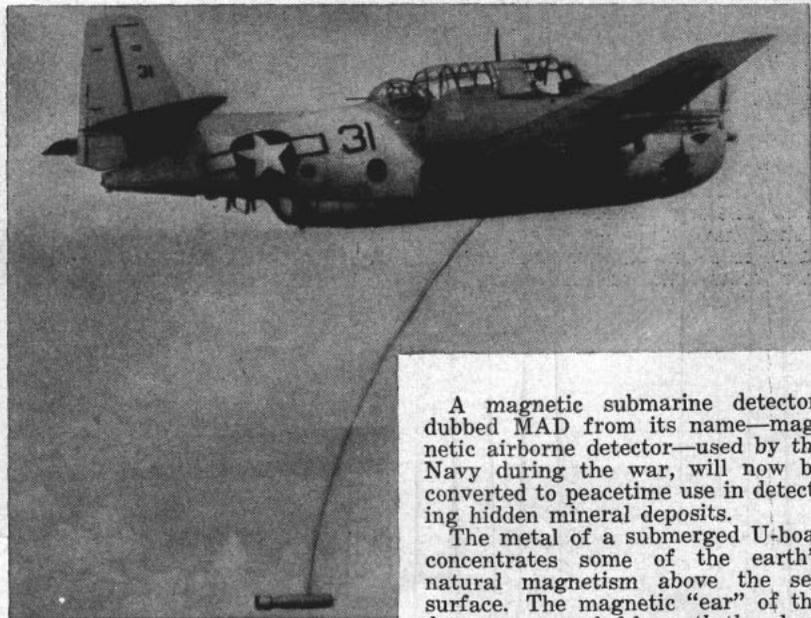
George A. Coone, formerly MM1, decided to use his Navy-gained skill and open a machine shop in Winston-Salem, N. C. His expected source of equipment disappeared when the War Surplus Board withdrew all machine tools from the market. After several disappointments, he managed to get enough machinery to open his doors. At present his lack of equipment pre-

vents him from accepting all jobs offered, but he concentrates on automobile repair work and cannot handle the volume that is coming his way. Coone is confident he can handle it once machine tools are available again.

In Portsmouth, Va., there is a new butcher shop, opened by Vernon B. Abbott, formerly head butcher at the Norfolk Navy Yard commissary store.

And the list goes on. Navy veteran Carl Anderson, who opened his own

dry cleaning shop; Navy veteran Jon Richeson, who opened a beauty shop in Seattle; Navy veteran David Sweetman, who is manufacturing concrete blocks in Halifax, Va.—men who worked hard at war and are willing to work hard for themselves. Some are using the skills they used in the service, some are using skills they had prior to the war. One thing they are all using—the ability to think, plan and work hard—is one thing the naval service demands of all its men.



'MAD OPERATOR', trailed from sub-hunting plane, spelled doom of U-boats during war on Atlantic.

A magnetic submarine detector, dubbed MAD from its name—magnetic airborne detector—used by the Navy during the war, will now be converted to peacetime use in detecting hidden mineral deposits.

The metal of a submerged U-boat concentrates some of the earth's natural magnetism above the sea surface. The magnetic "ear" of the detector suspended beneath the plane then passes through this area of concentrated magnetism, a delicate needle swings upward on a scale, and the U-boat's presence is detected.

SUB DETECTOR GETS NEW JOB AS PROSPECTOR

The plane then circles until the magnetic device says the submarine is below at the right angle for dropping a depth bomb.

Possible peacetime use for the MAD is to detect oil and mineral deposits, and officials of the Coast and Geodetic Survey hope that further developments of the new instrument will make it possible to prepare accurate and complete maps.

The device has already been used successfully in Iron County, Mich., and the Adirondacks in search of iron ore deposits for war use, and in Alaska in a search for oil deposits.

Combined with the airborne magnetometer, are SHORAN, a radio mapping device, special mapping cameras, and other war-born devices which have been modified to help form the new prospecting method. The new method's main value lies in its use to outline promising areas for intensive investigation by ground parties.

FALL MAY MEAN a variety of things to different people. To you, for instance, it may mean what you think any slick chick does when she first glimpses you in your only slightly non-regulation tailormade blues. However, what's meant here is *autumn*.

Fall, then, means to the Caribbean skipper the hurricane season at its worst; to many ex-GIs this particular fall means return to academic halls; to book publishers, it means the issue of a lot of new books, primarily in anticipation of Christmas sales.

A representative sampling of this year's fall fiction includes a couple of books about naval officers—one of Nelson's navy, the other of Nimitz'; an animal fable satirizing totalitarianism; a character study in modern American society; and the tale of a family of aviation pioneers.

The five are being distributed by BuPers to ship and station libraries. They are all eminently readable books.

Romantic and Reluctant

• **"Lord Hornblower"** by C. S. Forester: Little, Brown and Company, \$2.50.

By now *Hornblower* is as well known a name as *Halsey* to a large section of the American public, and the adventures of the former in conflict with Napoleon seem on almost as real and personal a level as the fight of the latter against Tojo's forces. It is seldom that a fictional character achieves such reality of existence.

That reality is attained by a fine blend of *super* and *man* in Mr. Forester's depiction of the hero. Horatio Hornblower is a bit on the extraordinary side in his tactical schemes, his qualities of leadership, his successes. But his human frailties—not so much

BOOKS:

STORIES OF SEA, AIR HIGHLIGHT FALL FICTION

his romantic philanderings, but occasional loss of composure in a tight situation, or near panic in the face of death—win the reader's fellow-feeling as Hornblower's exploits excite his imagination. And this is one of the endearing characteristics of this doughty sea-captain. Nonetheless he generally comes through in a pinch; with such a man as he, no wonder Nelson could function effectively with but one arm.

In this book Hornblower first ingeniously retakes a mutinous crew with its vessel; then he captures two fortresses; then he leads a small guerilla group against Bonaparte during the wild 100 days. Captured and condemned to death, he is finally reprieved as Napoleon is defeated at Waterloo. And with Waterloo comes, apparently and regrettably, an end to the Hornblower series.

• **"Mister Roberts"** by Thomas Heggen, Houghton Mifflin Company, \$2.50.

One early summer evening in clandestine ceremony, Lt. Douglas Roberts was honored by the "Order of the Palm," bestowed upon him by his shipmates "for action against the enemy, above and beyond the call of duty, on the night of 8 May 1945." On said night, Mister Roberts had galled the captain of his ship by slipping the deep six to the skipper's prized potted palm tree.

The *USS Reluctant*—"this bucket" to her crew—is the locale of this short, swiftly moving yarn of life aboard a glamorous auxiliary. While more active vessels fight the war, the *Reluctant* does its humdrum job—and fosters its private war between the captain and its crew, a guerilla war of pettiness and spite in which the skipper's palms are frequent and unmourned casualties. Actually the war is, perhaps, against boredom. The war is a phony war to *Reluctant's* crew; certainly the captain is a phony. The ship is held together by Lt. Roberts who is, infinitely more than the bumbling skipper, the leader of the ship.

Here then is no succession of heroic episodes, though Roberts may qualify as a hero. It is commonplace of ship-board life which are emphasized, and as commonplace are funny, tragic, harsh, ugly and tender, so is this book.

Beasts' Rebellion

• **"Animal Farm"** by George Orwell; Harcourt, Brace and Company, \$1.75.

No matter where the reader's political sentiments lie, he ought to appreciate the wit, insight and professional skill embodied in this English writer's faying of communism in the presentation of its workings in Farmer Jones' barnyard. Orwell's modern animal fable—an old form of writing given



Illustration from 'Lord Hornblower'

new vigor by the author's adroit treatment—deals with a pig-led revolt against mankind, with its avowed aim of enabling all beasts to realize the fruits of their own labor.

Revolutions and counter-revolutions, purges and tortuous diplomacy produce a society which the animals find something less than ideal. One of the principal difficulties in achieving the aim is expressed by the amendment in a key slogan. First, "All animals are equal," it is lengthened to pronounce: "But some animals are more equal than others."

Two Storms

• **"The Sudden Guest"** by Christopher La Farge; Coward-McCann, \$2.50.

This is the interesting psychological study of an egocentric old woman whose existence is epitomized by the incidents and memories hanging on two Rhode Island hurricanes. Miss Leckton, vainly attempting to preserve a way of life that has no validity today, relives in her aloneness during the storm of 1944, the rush of uninvited guests which swept into her life in 1938.

Flying Family

• **"Blaze of Noon"** by Ernest K. Gann; Henry Holt and Company, \$2.75.

This novel about aviation by an aviator carries a flying family—the four MacDonald brothers—through the early adolescence of America's flying: the period from 1925 to 1929.

Roland MacDonald, big and bluff, loud and lucky, is eldest brother and the leader—and the most interesting character in the book. In the end he is the only one of the group whose conquest of the air is not dearly purchased by life or limb. Caught in a blizzard, utterly lost, he characteristically escapes almost unscratched, mostly by good fortune but partly by improvising a worthy turn-and-bank instrument out of a bottle of whiskey.

HOW DID IT START?

Three Volleys

Firing three volleys at a funeral is an old superstition among sailors and dates back to the days of the ancient Romans.



The superstition was that the three volleys fired into the air were fired at imaginary devils as they escaped from the

hearts of the dead.

Before the advent of firearms, the number 3 had a mystical significance and was used in the ancient Roman funeral rites. Earth was cast three times into the sepulcher; friends and relatives called the dead by name three times, and then as they departed from the tomb they pronounced the word "vale," meaning "farewell," three times.

From the Roman era it has been handed down to us. Its survival today may be found in "three cheers," and the "three witches" in *Macbeth*. The mystic use of the number 3 may also be heard at an auction sale, with the auctioneer's familiar chanting of "once, twice, three times, and sold."



AMPHIBIOUS OPERATIONS from Africa to Okinawa (Normandy, above) will be covered in 15 volume naval history.

NOW IT WILL BE TOLD

FOR THREE AND A HALF years while the fiercest of all wars raged, men of the Navy wrote history in the cockpits of planes, on the decks of ships, at far-flung repair bases, at desks and drawing boards.

Now that the bloody actions from North Atlantic shipping lanes to the seas off Okinawa are ended and the roar of guns and bombs has died away, the history written by the Navy in deeds is being put down on paper.

The complete picture of naval ac-

tivities in World War II that the Office of Naval History is bringing forth will be presented in two parts: the Navy at sea and the Navy on land—the fighting Navy and the shore Navy which kept it going; the operational history of the war and the administrative history.

As is fitting, the operational history is being compiled not by merely bookish men searching through the records, but by men of the fighting Navy who spent their war years at sea, performing their duties as

needed, and seizing whatever “spare time” they could allocate to their historical duties, recording what was happening around them and to them.

Book research—the examination of hundreds of war diaries, action and patrol reports, letters, documents, and transcripts, and interrogations of Army and Navy personnel and of Allied and enemy prisoners-of-war—all this of course is of tremendous importance. But the result will be a history by men of the Navy, by men who have felt the salt spray in their faces, who have experienced a sub scare, who have felt their ship shudder under the impact of an enemy shell, and who know the despair of fire on shipboard.

The late President Roosevelt in 1942 approved the conception of a seaman's history of the war at sea, a history to be modeled generally on, but more extensive than, Sir Julian Corbett's account of the activities of the Royal Navy in World War I. As a result of early preparation, the operational history staff is composed of men who participated in Atlantic convoy work, in the invasion of North Africa, in the Philippine and Okinawa campaigns; between them they have covered every major campaign of the war.

In a complete account of the Navy, the activities of other services must have a part. One cannot—in history real or written—transport armies to a foreign shore and then steam away, leaving them to fight “their own” battles. In consequence the records of the Army and Marine Corps are undergoing thorough study by the staff, with a view to inclusion of all—and there will be much—pertinent material. Nor will the enemy be

KAMIKAZE was a desperate enemy's futile last bid to alter history's course.

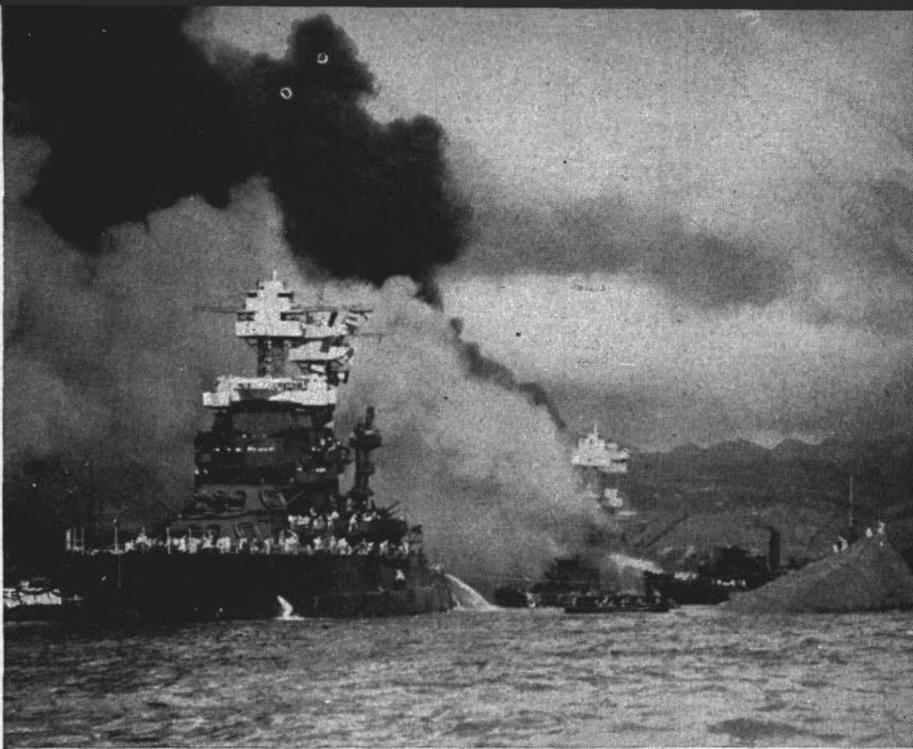


slighted. One must consider his objectives, his strategy and tactics, and—as nearly as can be ascertained—what passed through his mind in the surging tides of battle. At the present time the staff is examining data available from questioning of Japanese officers, which will be significant in analyzing the Pacific War.

The product, to be entitled a *History of United States Naval Operations in World War II*, will not be an official history; neither will it be a staff history. It will be addressed to the general public, with a full complement of charts and illustrative material. In its final form (it will not be finished until 1948) it will comprise some 15 volumes with a total of 1,500,000 words. The set is to be published volume by volume as each is completed, with one volume now in the hands of commercial publishers. This volume—Project Torch—will tell the story of the African campaign in its naval aspects. Also nearing completion is the account of the war in the Atlantic, which when finished will be volume I of the complete set.

Less spectacular but just as vital from the Navy's point of view is the administrative history project. This work is the outgrowth of an effort to get at the problems of all commands in the Navy—administrative offices, bureaus, sea frontiers, districts, bases, air stations—from the pre-Pearl Harbor days until the end of hostilities, as these problems were recorded by assigned historical officers. Its perusal will, it is believed, enable commanders in unhoped for future wars to avoid some of the headaches experienced by leaders in World War II.

Subjects, which will approximate 250 in number when the labor is completed in 1947, will be treated in separate volumes. Various questions to be dealt with are Waves, officer



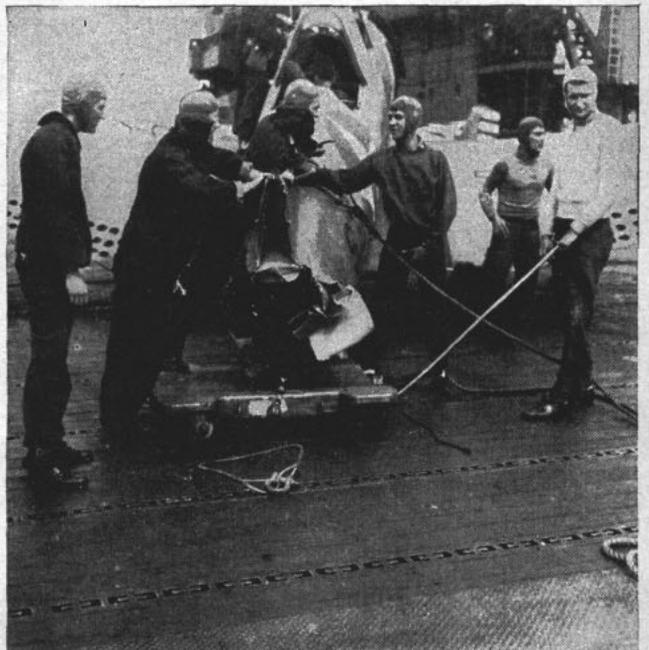
Official U. S. Navy photographs

WORST DEFEAT in Navy's history came at Pearl Harbor but USS Maryland, shown above beside capsized Oklahoma, recovered to witness total victory.

procurement, training centers, overseas bases, Negro personnel, Seabee battalions and ammunition depots.

At present it is planned that only a limited number of copies of each report will be produced—typewritten, not printed—for the command involved and for the Office of Records. But further studies will eventuate from these. An overall history of naval administration will be prepared—a critical account written in great detail for the use of the Navy itself. A more condensed history will be written for general publication.

The usefulness of such projects? When the matter of lend-lease naval bases achieved prime importance before American forces ever were actually engaged in the War, there was an urgent demand from the White House for data on conditions under which the Navy used Minorca, Syracuse, and other widely dispersed naval bases more than 100 years ago. Historical papers may grow old, but they never die. For as Napoleon maintained and as Marshal Foch has written, "History must be the source of learning the art of war."



STRATEGY OF VICTORY will be analyzed. Airplane and carrier emerged primary naval weapons of World War II.

THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

● **FIRE CONTROLMEN** of the fleet will be selected as candidates for the postwar rating of fire controlman (technician) by examination this fall. Establishment of the rate was announced in BuPers Circ. Ltr. 57-46 (NDB, 15 Mar).

Selectees will attend a 51-week course beginning early in 1947 at NTSch (Fire Control Advanced), Advanced Technical Service Schools, Naval Receiving Station, Washington, D. C. Among subjects to be studied are blueprint reading, mechanical drafting, basic mechanisms, optical instruments, electricity and electronics, radar, special control systems, ordnance and fuses.

The FCT rating was established to provide the Navy with personnel capable of maintaining and repairing modern fire-control equipment, with the exception of fire-control radar. These men will not replace fire controlmen, but instead will receive additional technical training to enable them to make repairs beyond the capabilities of regularly trained fire controlmen. They will do work on fire-control mechanisms that formerly required services of fire controlmen, electronic technician's mates, electrician's mates and in some cases machinist's mates.

In the next two years, it is planned that sufficient fire control technicians will be trained to permit assigning more than one such rating to each combatant ship, destroyer and above, and possibly two for each tender and repair ship. It is expected that only the highest caliber of "career" enlisted men in the Navy will qualify for this rating, and that these technicians will be leaders among maintenance and repair forces of the Navy.

Sample examinations and instructions are being issued by BuPers to activities. Additional information on FCT training is the subject of an Alnav proposed for early release.

● **FORMER POWs** detained by enemy countries, or next-of-kin of former POWs, need not employ lawyers or representatives to prepare claims against these countries for death or personal injury, property loss, or for money due for labor performed during their period of imprisonment.

The State, War and Navy Departments currently are preparing procedure and official forms for the use of these claimants. When procedures have been decided on and the proper forms devised and made available, full publicity will be given as to the manner of filing such claims.

Bills providing for allotment of a portion of the assets of enemy countries, which are held by the U. S., to be paid to American nationals who

are entitled to claims have been introduced in Congress. None of these bills, however, has passed the preliminary stages. It is expected that further attention will be given this problem by Congress.

None of the committees or organizations now purporting to handle such claims is sponsored by the War, Navy or State Departments, either officially or unofficially.

● **THE ATOMIC AGE** will inevitably bring changes in the postwar Navy. Recognizing this, BuPers has selected about 100 officers for training in the field of radiological safety. These officers will be assigned to scientific work in connection with the atom bomb tests and other phases of nuclear physics.

The class which started training in September is made up of volunteer officers who have had electronics, radio, radar, chemical or physics engineering background.

Future additional classes along this line may be expected, but definite plans have not been announced.



QUESTION:

★ **Do you think the Waves (Women's Reserve) should be made a part of the peacetime Navy?**

A majority of regular Navy enlisted men think the Waves should be made a part of the peacetime Navy, while nearly all men believe that the Women's Reserve did a good job during the war. Opinion on this subject was sampled at several commands at a half-dozen locations.

Of the wide variety of USN personnel queried, including those at repair and aviation bases, training centers and receiving stations, only six out of 100 thought the Waves had not been of much help during the war. Here are the replies:

- "The Waves did a good job during the war and should be made a part of the peacetime Navy" 60%
- "The Waves did a good job during the war but should not be made a part of the peacetime Navy" 34%
- "The Waves did not help much during the war and should be disbanded permanently" 6%

● **THE MARINE CORPS** is overhauling its enlisted rank structure with somewhat the same end in view the Navy has as it completes work on the naval rate structure: to enable the rank system to best serve the needs of the Corps, and to establish fair, logical, clear channels for the careers of enlisted Marines.

And, like the Navy, the impetus for overhaul was World War II, the stresses it brought to bear on the MarCorps system of personnel administration, and the lessons learned thereby. The old methods were found no longer adequate.

The overhaul is based on the general premise that the aim of any system of personnel administration must be to provide the Marine Corps with the men it needs, and that it be flexible enough to meet these needs as they change from time to time. In other words, when the MarCorps needs plumbers, the rank system should be able to provide them. An equally fundamental premise is that to attract men to a career in the Marine Corps, some method must be devised to assure them of full opportunity for promotions, limited only by their individual effort and the actual needs of the Corps; not limited by inefficient personnel administration which might permit men to be promoted in some circumstances while equally deserving men, through accident of assignment, were not able to be promoted at as fast a rate.

The old system did not accomplish these purposes as well as it should have.

General effect of the new system will be an emphasis on the importance as a promotion factor of each man's special skill, as indicated by his specification serial number (SSN). SSNs already have been assigned to Marine personnel. A deemphasized factor, so far as promotion is concerned, will be the activity to which the individual happens to be assigned. In other words, the new system will tend to equalize rates of promotion for all personnel who, say, drive trucks, no matter to which activity they may be assigned.

The new system will allow the Marine Corps to thus control promotions on the basis of its overall needs for specific skills, rather than allowing each Marine activity full latitude in promoting the men assigned to it for duty, without regard to the needs of the Corps for their particular skills.

Specifically the Marine Corps plan will be accomplished by the following steps:

● SSNs already have been grouped in what the MarCorps calls "functional fields," a grouping of related skills. Under the new system, all men in a given functional field, regardless of their duty assignment, will be controlled by a particular, central agency of the Marine Corps. In the past, the duty assignment determined the agency which held cognizance over the man.

Three such agencies will thus be given cognizance over all Marine personnel: the Personnel Department, the Supply Department and the Division of Aviation. Functional fields assigned to the cognizance of each department are: Personnel Department—Administrative and clerical, art-

lery, band, communication, engineer, infantry, intelligence, ordnance, photographic, public information and publications, security and guard, special services, tank and amphibian tractor training aids, miscellaneous. Supply Department—Supply, food, motor transport, disbursing. Division of Aviation—All men whose primary skill is in the field of aviation (flight and aircraft maintenance crews, aircraft technicians, weather and flight operations personnel, and others).

• Periodic tabulations will determine the numbers of personnel in each grade and each SSN within each functional field, providing data from which the needs of the Corps for each grade and SSN may be determined. Each of the three personnel agencies will exercise promotion policies as nearly equal as possible. Promotions to the various grades will be specifically controlled as follows:

• Promotions to the first three pay grades (whatever the SSN) will be made from published promotion rosters prepared by the agencies concerned on the basis of their needs, the rosters to contain enough names to meet anticipated needs for six months. Promotions to pay grades 4 and 5 (sergeant and corporal) will be effected from name rosters or by quotas for the various activities, as prescribed by the agencies concerned. Authority for such promotions will be issued quarterly, at the same time by the three agencies. Promotions to pay grade 6 (PFC) will be made on completion of a prescribed period of satisfactory service without regard to SSN (at present, this period is six months).

• To reduce differences in rates of promotion between the personnel agencies, "time in grade" requirements have been established. Nine months' service in grade will be required for promotion to corporal and sergeant, and one year's service in grade will be required for promotion to each rank above sergeant.

• A corollary to the new personnel system is reduction of the present 34 rank titles to seven, to allow only one official rank designation in each pay grade. The purpose is simplification, and since the old titles referred to duty assignment, which no longer is a large factor in promotion, they became relatively meaningless.

Marine enlisted titles of rank will be simply: master sergeant (first pay grade), technical sergeant (second), staff sergeant (third), sergeant (fourth), corporal (fifth), private first class (sixth) and private (seventh). Rank insignia for sergeants and below will remain the same; for master sergeants, technical sergeants and staff sergeants insignia will be those currently in use for sergeants major, gunnery sergeants and platoon sergeants, respectively. But revision of rank titles will not change the titles of various billets, well established in the Corps. For example, though a man's rank henceforth may be master sergeant, he will continue to carry his billet designator in the company or battery as first sergeant, in the battalion, regiment or division as sergeant major.

The new Marine Corps promotion system has been under study since many months before the surrender of

WAY BACK WHEN

Nine O'Clock Gun

Have you ever had your sleep interrupted by the roaring sounds of a cannon? If you have then you would fit snugly "into the picture" with the people of Norfolk, Va., and the surrounding neighborhoods of Portsmouth and St. Helena.



One of the cherished traditions of Norfolk Navy Shipyard is the famous "nine o'clock gun" fired each evening at 2100 at the Navy Yard.

It all came about when Rear Admiral Stephen C. Rowan, USN, came to the Navy Yard as commandant on 4 Sept 1886, and ordered a curfew gun fired at 2100 daily from the receiving ship.

The gun served not only as a curfew but a timepiece as well, and the people soon came to depend upon it as the correct time. Shortly before its appointed time to be fired the people, regardless of where they would be, would break out their watches, cast eager eyes at the clock on the mantelpiece, and wait for the roar of the nine o'clock gun. To all appearances

work and play were stopped for the time being.

This custom became fixed, and it has continued to the present with the exception of a short period between 1907 and 1909 when it was discontinued by order of Rear Admiral E. D. Taussig, USN, who was then commandant of the yard.

This order did not meet with the approval of the people of the community who had come to expect the sound of the gun each night and to depend upon it for time. Despite the pleas of the people, the Admiral refused to restore the gun, but so determined were the citizens that they took their demands all the way to the White House where President Taft acceded to their wishes and ordered the gun fired.

Even today, the time-honored custom of the people's looking at their watches when the gun is fired is still in vogue, especially among the citizens who have remembered the history behind the gun.

So, if you should happen to be aroused while at the Navy Yard, glance at your watch and remember that the traditional firing of the "nine o'clock gun" will be a reminder of the order which went into effect on 4 Sept 1886.

Japan. Policy now has taken definite shape and action will follow soon. The new rank titles will become effective 1 December, and the first promotions under provisions of the new system will be issued during the first quarter of 1947.

• **LEGISLATION** controls the Navy and thus the careers of naval personnel. The editors of ALL HANDS receive hundreds of letters each month from Navy men with problems, and frequently these letters can only be answered in terms of what the next Congress may do. In other words, their situations are not covered by laws, or, if they are, the applicable laws may be revised by enactment of pending legislation.

BuPers realizes the peculiar situation of service personnel, whose lives may be so directly affected by Congressional action, and accordingly maintains offices to assist the Congress—formulating legislation which affects the service, interpreting established laws, and bringing to the attention of the Congress new laws which may be needed to cover new situations, or old laws which may need revision.

When the 80th Congress convenes in January, there will go before it for consideration many pieces of legislation of direct interest to naval personnel. The following is a partial (and tentative) listing of subjects in which BuPers is interested, and which may be recommended, in one form or another, to the next Congress for consideration:

• Revision of present laws relating to promotion, retirement and rank distribution of officers.

• Revision of Naval Reserve Act of 1938, to provide modified retirement of certain Reserve personnel, and other necessary changes, the need for

which has become apparent with establishment of the large, postwar Naval Reserve.

• Establishment of the Waves as a permanent part of the Navy and of the Naval Reserve.

• Establishment of a new Post Graduate School in a new location.

• Authorization of an air field and facilities at the Naval Academy.

• Provision for specialist duty only officers to be a part of the line of the regular Navy.

• Establishment of the Navy Nurse Corps as a staff corps of the Navy.

• Establishment of the Hospital Corps as a staff corps of the Navy.

• Provision for officers in the medical allied sciences to be permanent members of the Medical Corps.

• Increase of the authorized strength of the Civil Engineer Corps to 3 per cent of the authorized line officer strength (it is, at present, 2 per cent).

• Revision and increase of USN midshipmen's pay scales.

• Revision of established laws governing transportation overseas of dependents and household effects.

• Extension of family allowance payments to enlisted personnel to 1 July 1949 (present law provides payments in all cases "for the duration and six," or for the duration of enlistments entered prior to 1 July 1946).

• Authorization for Naval Science buildings on the campuses of NROTC institutions.

• Establishment of permanent Chief of Chaplains of the Navy.

• Amendment of Servicemen's Readjustment Act to extend jurisdiction of Boards of Review to include review of discharges or dismissals by reason of sentence of general courts martial.



VANQUISHED SALUTE colors of victor as Jap sailors file aboard LST in China. Navy ships are being used to repatriate enemy military, naval personnel.



TREMENDOUS SCOPE of operation is indicated by crowd of Jap nationals

FAR EAST HOMECOMING

A GIGANTIC POSTWAR naval operation involving transportation of five and a half million Japanese, Chinese and Koreans—men, women and children—is drawing to a close.

The passengers are Jap prisoners of war, demilitarized personnel and displaced Chinese and Koreans who are being returned to their native lands by Navy amphibious craft, Liberty ships and ex-Jap naval vessels. The passenger ships all are operated or controlled by the Navy.

The first phase of the mammoth operation employed Navy amphibious craft and crews, and was carried out by the Seventh Fleet from November 1945 to April 1946. In this portion of the program, nearly 500,000 Japanese, Chinese and Koreans were repatriated.

The second and major phase utilizes Jap crews manning a fleet composed of Navy amphibious craft, War Shipping Administration Liberty ships and former Jap naval vessels. This part of the operation is expected to be completed by 31 December.

All costs of the repatriation operation are borne by the Japanese government. They include rental of the Navy and War Shipping Administration vessels being used, and the cost of converting them for their present employment, plus reconverting them to their original use. The conversion was de-

'Magic Carpet' Provided By U. S. Navy in Orient For Operation Returning 5,500,000 Japs, Chinese, Koreans to Native Lands

signed to give the ships maximum passenger carrying capacity by using holds and other available space as sleeping compartments. The Navy engaged in the program to carry out that part of the Potsdam Declaration which stated that the Japanese military forces, after having been completely disarmed, should be permitted to return to their homes.

The fleet which is moving the majority of the repatriates is comprised of 85 LSTs, 100 Liberty ships and about 100 ex-Jap naval vessels, including aircraft carriers, cruisers, destroyers, escort ships, transports, minelayers and cargo ships. The Japmanned, U. S.-owned vessels fly the Nipponese merchant marine ensign, in addition to a green and red square flag similar to the international "Oboe" flag. The former Jap naval ships fly the Japanese merchant marine ensign and a blue and red flag, similar to the

international "Easy" flag, in which a triangle is cut.

The passenger list by August had totaled 4,226,477, of which 2,126,409 were Jap ex-army personnel, 227,417 ex-navy men and 1,872,651 civilian Japanese. All were transported to the Japanese homeland. They came, in the numbers shown, from the following areas: China, 1,492,288; South Korea, 671,885; North Korea, 111,455; areas under the Supreme Commander of Southeast Asia, 571,691; Formosa, 454,760; Manchuria, 410,215; areas under the Australian military forces, 137,383; Pacific Ocean area, 123,437; Philippines, 89,998; Ryukyus, 49,422; other islands near Japan, 62,389; New Zealand, 796; North Indochina, 31,583; Hawaii, 182, and Hongkong, 18,993.

Before the War Shipping Administration and former Jap naval vessels were available in sufficient number to meet the repatriation requirements, amphibious craft of the Seventh Fleet were used for transporting Japanese from China to Japan, and for return trips with Chinese. Koreans also were repatriated from China and Japan. The Seventh Fleet ended its special passenger work on 8 April 1946, having transported 210,020 Jap ex-army men, 10,753 ex-navy, 100,288 Nipponese civilians, 11,134 Koreans from China



JAP MOTHER and baby (on mother's back) are two Nipponese of total of over 5,500,000 involved in repatriation project. Job will be completed in 1946.

and 77,939 Chinese and Koreans from Japan—a grand total of 410,134.

Seventh Fleet officers had to meet many new problems when war's end shifted them from amphibious assault operations to the passenger-carrying business, in which about 100 LSTs were utilized. Staff planners and ships' companies had to overcome the difficulties of engaging in such a gigantic transportation operation thousands of miles from the U. S., keeping enough trained officers and men aboard the ships during the critical demobilization period, and carrying, feeding and caring for people of a different standard of living and different customs and language.

The LSTs carried 1,000 men, with the number reduced when women and children were among the passengers. Normally, the voyages were of from two to four days duration, the longest LST trip being about 600 miles.

"Many a voyage ended with more aboard than started," the Commander Seventh Amphibious Force said. "There was scarcely a ship which did not have its midwife problems. When we first started the operation, proud commanding officers would often send in a dispatch something like, 'Began voyage with 950 aboard; completed voyage with 952 aboard, mother and twins doing splendidly!' But the population increase aboard the landing craft soon became only a routine matter."

Hospital corpsmen attended the stork when there was no doctor aboard, and frequently Japanese medical offi-

cers were assigned to assist with the health problems of the passengers. It was pointed out that the health record was excellent. Medical screening of prospective passengers before embarking kept the incidence of disease low.

In addition to Navy crews, the LSTs carried Marines, who supervised guard

work done by Japanese, and Japanese army interpreters. Discipline among Jap passengers was said to have been good.

Sailors rigged steam kettles outside the galley for cooking rice, principal item of diet for the passengers. The food was ladled out in tubs and carried forward on the foredeck, where the repatriates formed their chow line.

However, messing 1,000 persons was just one of the duties which kept officers and men of the landing ships on the go. There were cruises in rough weather, one time with a 65-knot wind, when shiphandling was the paramount problem, and one LST crew cared for 35 blind Chinese passengers on a four-day cruise.

Many Japanese babies received two rides in one, as they came aboard the ships on their mothers' backs, papoose-style. In addition to their babies, Nipponese mothers were loaded down with blankets, clothing and other personal effects in back-breaking quantities.

An idea of the tremendous magnitude of the transportation operation can be gained from a simple comparison. It has been estimated that the operation involved more passengers than there are residents of Scotland.

Interesting to U. S. Navy veterans of the war in the Pacific was the sight of former Japanese soldiers and sailors filing aboard the transporting ships and rendering their awkward and rather comic salute.



Official U. S. Navy photographs
YOUNG NIP is one of millions returned to Japan, from China, Korea, Manchuria and islands of the Pacific.

LETTERS TO THE EDITOR

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.

Change in Rate

SIR: I am planning a career in the Navy, but not in my present rate. I am a motor machinist's mate and would like to change to storekeeper if possible. I am a graduate of a Class "A" diesel school, which I attended two years ago while in the Reserve. I have reenlisted in the regular Navy. Can I make this change? How should I go about it?—T. G., MOMM2, USN.

• Your request through official channels to BuPers for a change of rate will be given consideration.—ED.

Broken Service

SIR: I reenlisted in the Navy as SK1, with broken service, after eight months as a civilian. Can 33 months as SK1 served during first enlistment be considered as time toward CSKA?—E. L. F., SK1, USN.

• No. Time served in a previous enlistment may not be counted for promotion purposes after reenlistment in a broken service category. You must again fulfill service and marks requirements existing for the next higher rating.—ED.

No Raise for ACADs

SIR: Are aviation cadets getting a pay raise?—D. P. M., ACAD, USNR.

• No, the Readjustment Act, as amended June 1946, did not provide an increase in pay for air cadets.—ED.

Log Keeping

SIR: Is there any regulation which specifies the type of writing implement to be used in keeping quartermaster or signal logs?—H.E.E., SM1, USN.

• No. Navy Regs (Art. 1317) and other sources specify only that such logs are to be kept in a neat and legible manner.—ED.

From Acting to Permanent

SIR: I was rated CGMA 6 Mar 1944 and received a temporary commission as ensign 14 Nov 1944, without having any sea duty as CGMA. I was then transferred to sea duty where I remained until separated on 2 Feb 1946. I have now shipped over as CGMA. Is it necessary for me to complete a full year of sea duty as CGMA before I am eligible for permanent appointment as CGM?—E. H. C., CGMA, USN.

• No. See Appendix A, para. 13, of BuPers Circ. Ltr. 126-45 (NDB, Jan-June 1945). Time served in a temporary officer status may be counted toward meeting requirements for enlisted promotion. In your case, it may be added to any previous or subsequent time served on sea duty as CGMA to fulfill the one-year sea duty requirement for appointment to pay grade 1. However, retroactive advancements or changes in status are not authorized.—ED.

SIR: I was advanced to CRMA 1 Aug 1945. I have had eight years continuous sea duty, but in February 1946 I was ordered to shore duty. Consequently I had only six months sea duty as CRMA. (1) Do I have to wait until six months after I return to sea as CRMA before I become eligible for permanent appointment? (2) If this is so, what is the logic behind this requirement?—M. P. G., CRMA, USN.

• (1) Yes. (2) The Navy is seagoing in the true sense of the word. For ratings which have a definite billet at sea, it is considered to be required that a CPO should serve in his acting appointment for a definite time at sea. That period has been set at 12 months in order that the CO may determine adequately a man's eligibility for appointment to pay grade 1.—ED.

About the Uniform

SIR: Gratifying are the newspaper indications of general disapproval of making any significant change in the uniform for enlisted men of the Navy. If such general disapproval of change in fact be the case, perhaps a complete about face would be timely.

Many officers envy men's privilege to wear clothing comfortable about the neck—without collar and tie, and waist—without shirt-tail tuck-in. Perhaps taking the best features of officers' trousers and enlisted men's jumpers for a composite result, generally looking towards the emancipation of the male in dress reform, would meet popular acceptance.

Against the uncomfortable and unhealthy custom for men to wear neckties, our civilian brothers seem helpless because someone important once said, "Clothes make the man." The services, however, with their presumption of masculinity and their efforts to base personal recognition on character and ability rather than class, wealth or social position, could be leaders of men. A universal open neck (similar to our tropical uniform shirt) for all uniforms, with open collar to overlay the coat or blouse collar when such garments are required for warmth, would win grateful applause of officers, CPOs and civilians as well.—G. M. B. Jr., Capt., (SC) USN.

SIR: Why doesn't the Navy, instead of decreasing the sailor's traditional looks by changing the uniform, increase it by just changing the head gear to something like that of a chief?—J. R. S., S1, USN.

SIR: All these guys that think the present uniform's a "Monkey Suit" will be among the sloppiest on leave off ships if this new uniform, with all its additional difficulties in caring for it, is put into use. If they can't look good or be satisfied with this uniform, they'll never look good or be satisfied.—R. S. C., PHM1, USN.

Change in Manual

SIR: Can you tell me what subjects are covered by Part D, Chapter 2, BuPers Manual? I notice that there is no such chapter in my copy of that publication. It is not listed in the table of contents, but there is a reference made to an article D-2003(3) in the index for Part D.—R. F. S., Y1, USN.

• If your Manual has been corrected to date it should show that Part D, Chapter 2, "Identification," was deleted by Change No. 1, BuPers Manual, 10 July 1944, and that material formerly contained in Part D, Chapter 2, is now in Part A, Chapter 4.—ED.

Coast Guard Reserve

SIR: (1) Are any plans being considered for active training duty in the Coast Guard Reserve for both officers and enlisted men, such as in the Organized and Volunteer Naval Reserves? (2) If not, may Coast Guard Reservists train temporarily with Naval Reservists?—P. C., Lt. (jg), USCGR.

• (1) No plans have been completed for active training in the Coast Guard Reserve. (2) Yes, but officers must resign from USCGR to enroll in the Naval Reserve. They probably would retain their present rank. There is no Coast Guard Reserve for enlisted men. They may enroll in the Naval Reserve, but will not retain any rate above that of S2. They may advance by taking a prescribed amount of training on a voluntary basis (see p. 58).—ED.

Dentists in Germany

SIR: Eighty-six Navy dentists are now in Germany. We left New York 18 July on the Army transport *George Washington*. All 86 were quartered on F deck below the waterline in troop compartments. We slept three high. We ate troop mess, standing up. The Navy was never like this!

After 10 miserable days we arrived at Bremerhaven. The train ride from there was 40 hours in third class cars to Erlangen, where we split up for our various Army posts.

From what I have seen, most of us were doing just as essential work in the States. But, of course, anywhere in the world there is just as much dentistry to do as the dentist wants to do.

Everywhere we go we are an oddity. The Germans don't know what we are. Many ask us if we are Russians when we wear grays. Others think we are what's left of the German Navy.

The only thing all of us ask is that the Navy doesn't forget us over here.—J. M., Lt. (jg) (DC), USNR.

• About 800 Navy dental officers now are on duty with Army units around the world, aiding that service in meeting its need for dentists despite shortages caused by demobilization.—ED.

Sinking of Atik

SIR: A recent newspaper article told of the sinking on 26 March 1942 of the USS *Atik*, formerly the SS *Carolyn*, 300 miles east of Norfolk while on her shake-down cruise. I have never found the *Atik* listed in any Navy ship loss list, nor on any Navy ship register. What were her classification letters and number?—E.B.W., Lt. Comdr., USNR.

• As a secret project with a highly specialized purpose, the *Atik* was never given a classification nor entered on the Navy's vessel register. Presumably the German high command referred to her when on 9 April 1942 it announced by radio that a U-boat had sunk "a Q-boat—a heavily armed ship disguised as an unarmed vessel. . . ." As the *Carolyn*, she still appeared in Lloyd's Register of Shipping, 1944-45 edition.—ED.

Crossing the 'T'

SIR: On page 43 of the July 1946 issue, you credit Admiral Ruddock as "the man who crossed the 'T' at Surigao," and "for leading the historic annihilation of a Jap battleship force in the northern neck of Surigao Strait." I was pilot-house radioman on the *Maryland* that night and, as I recall, Admiral Kincaid was the task force commander. Admiral Oldendorf, the group commander, was putting out the signals to change course and speed and to commence and cease firing. Is my memory correct?—J.S.H., CRM, USN.

• Approximately. Admiral Thomas C. Kincaid (then Vice Admiral) was Commander Central Philippines Attack Force (7th Fleet, augmented). Admiral Kincaid was not in the immediate Surigao battle area. Vice Admiral J. B. Oldendorf (then Rear Admiral) was Commander Support Force and OTC of our actual forces in Surigao Strait. He was aboard USS *Louisville* (CA 28) stationed in the left flank forces. Rear Admiral Theodore D. Ruddock was ComBatDiv, aboard USS *West Virginia* (BB 48), whose ships (West Virginia, *Maryland*) were among, and leading in that order, those ships that crossed the "T" (from van to rear, West Virginia, *Maryland*, Mississippi, Tennessee, California, Pennsylvania).

It may be said that Admiral Oldendorf "master-minded" the tactics of this battle, which occurred 25 Oct 1944. He presided at a conference the day before the battle, at which the possibility of crossing the "T" in this situation was discussed. Admiral Ruddock was among those subordinate commanders who aided materially in bringing the plan to fruition. Although not in command of the battle line, he initiated the battleship action by directing his flagship to open fire at the correct range.

ALL HANDS regrets implication in its previous article that a single officer was responsible for crossing the "T". But to the Japs, who lost a large part of their navy thereby (two BBs, three DDs sunk outright; one CA, one CL damaged, sunk by air attack on the following day) the question, "Who crossed the 'T'?" must seem more than a little academic.—ED.

Extended Enlistment

SIR: My minority cruise expired 30 Oct 1944. I extended my enlistment for two years 9 Jan 1945. My extension paper states that my extension will expire two years after the expiration of my previous enlistment, which I have signed. The CO of the station at that time had me signed up until 9 Jan 1947, without my signature. Which is correct?—D. J. B., GM3, USN.

• *In accordance with a wartime rule, Alnav 155-41 (NDB, cum ed.; 41-2019), enlistments were arbitrarily extended in cases of Navy men who did not voluntarily reenlist or extend their enlistments. Their enlistments did not, therefore, expire until the date preceding execution of reenlistment contract or on the date of execution of an extension agreement. Your enlistment expired the date of your extension agreement, 9 Jan 1945, and you will be required to serve two years from that date.*—ED.

Minority Cruise

SIR: (1) Does a minority cruise of three years, one month, 22 days count as four years for pay and time purposes on 20-year transfer to the Fleet Reserve? (2) Is a four-month sentence served on conviction of GCM deducted in figuring pay and 20-year retirement?—D. G. M., CEM, USN.

• (1) Section 202 of the Naval Reserve Act of 1938 provides that a complete enlistment during minority shall be counted as four years' service for Fleet Reserve transfer. Only actual time served in the enlistment counts for pay purposes. (2) Art. H-9407, BuPers Manual, provides that time spent in non-performance of duty while imprisoned under court martial sentence shall be counted for Fleet Reserve transfer. Such time is deducted for pay purposes.—ED.

Return to Old Rate

SIR: After four years active duty I was honorably discharged as a Y1. Later I decided to reenter the naval service. As Y1 was not then open I was forced to enter as a Y2. Is it possible for an adjustment to be made, and for me to get back the rate of Y1?—F.T.H., Y2, USN.

• *BuPers decides such cases on the individual merit of each case. If you desire an adjustment in your case it is suggested that you submit an official letter to BuPers via the CO.*—ED.

Air Boats Third

SIR: What is the proper name for aviation boatswain's mate, third class petty officer—aviation coxswain, or aviation boatswain's mate, third class?—D. V. J., GM3, USN.

• *Aviation boatswain's mate, third class.*—ED.

NUC for Iwo?

SIR: Did LSM Group 14, Flotilla 5, receive the Navy Unit Citation for the Iwo Jima operation?—S. R. W., GM3, USN.

• *No such award was made.*—ED.

'In High Esteem'

SIR: The enclosed letter shows, I believe, the esteem with which nearly all Naval Reservists look upon their association with the naval service.—E. C. E., R.Adm., USN.

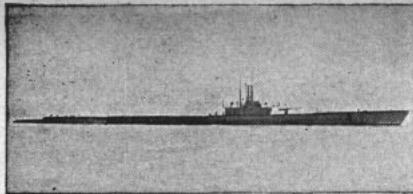
• *To: The Commanding Officer
Subj.: Letter of appreciation*

1. On occasion of return to inactive duty, I wish to express my appreciation for what the Navy has offered me.

2. During three and one-half years, the Navy provided educational facilities which would have been costly to duplicate as a civilian, and practical experience earned in the many and varied duties inherent in the Supply Corps, together with the degree of responsibility assumed, are seldom available in commercial business in such a short time. These things are invaluable assets for which there is reason to thank the Navy.

3. You may be assured that the naval service is held in high esteem by me, and that I will continue to speak in its support.

S.....



USS BALAO—Claim upheld by records.

Late Last Shot Claim

SIR: To date I do not believe the submarine of which I had command has been mentioned in the "last shot" controversy. USS Balao (SS 285) ceased fire at 0641 GCT on 14 Aug 1945 after sinking one and beaching one small patrol vessel by gunfire in Toni Wan, just south of Kameishi on the east coast of Honshu. We battle-surfaced and pursued the vessels into the bay in order to sink them. A number of rounds also were expended on points of aim on the beach. I believe this noses out all other claimants to "last shot" honors, except Torsk, and represents the final gunfire sinking of the war.—R. K. R. W., Comdr, USN.

• *Records uphold Balao's claim. Only later hostile incident reported to ALL HANDS, also substantiated by the record, was that of USS Torsk (SS 423) which sank two Japanese frigates with torpedoes, one at 1935 and the other at 2117 (GCT) on 14 August. Hostilities officially ceased at 2300 14 August (GCT). See ALL HANDS, June 1946, p. 39.*—ED.

Resignation of Regulars

SIR: I received a commission in the Medical Corps of the regular Navy 1 Jan 1944. Previously I held a reserve commission, and was on active duty for nine months as a temporary regular. My question is in regard to Alnav 283-45 (NDB, 30 September), which states that any officer who applies for transfer to the regular Navy and then decides he does not want to stay, may resign on 1 Jan 1947 and his resignation automatically will be accepted by the President. Does this apply to me?—O.W., Lt., USN.

• *No. Because you accepted your appointment before Alnav 283 went into effect, it does not apply to you. Alnav 283 applies only to officers appointed under Public Law 347, 77th Congress.*—ED.

Philippine Defense

SIR: Are personnel who served aboard USS Paul Jones (DD230) from 8 Dec 1941 to 21 Mar 1942 entitled to wear the Philippine Defense Ribbon? If so, do they rate any stars?—R. K. S., CY, USN.

• *Personnel who served aboard the Paul Jones for 30 days during the period 12 Dec 1941 to 3 Apr 1942 are entitled to wear the Philippine Defense Ribbon with one star.*—ED.

Gold Stripe Requirements

SIR: I have 16 years continuous service in the Navy. During my first enlistment I received a conduct mark of 3.0 for one quarter. During my second enlistment I received a mark of 4.0 for the entire enlistment and during the third enlistment I received a conduct mark of 3.5 for one quarter. I received one good conduct medal for the first 12 years of service. My marks in proficiency in rating were above 3.5. (1) Under the present laws of the Navy do I rate gold service stripes? (2) How many stripes (red or gold) do I rate?—H. P. G., CCS, USN.

• (1) *No. According to Art. 8-8(b), Uniform Regulations, enlisted men may wear gold stripes if they hold three consecutive good conduct awards or have 12 years continuous service during which time records have been maintained with marks and qualifications equivalent to those necessary for the receipt of good conduct awards.* (2) *Four, red.*—ED.

Wearing Gold Hashmarks

SIR: May gold hashmarks and rating badges be worn on CPOs' gray and khaki uniforms?—G. C. C., CMO MM, USN.

• *No. Art. 8-2 (b) Uniform Regulations authorizes eligible CPOs to wear gold rating badges on blue uniforms only. When gold rating badges are worn, gold service stripes must also be worn. Gold badges and hashmarks are not authorized for gray and khaki uniforms.*—ED.

No Mustering Out Pay

SIR: I reenlisted in March 1944. When this term is up I will have 21 years in the Navy and intend to transfer to the Fleet Reserve, drawing retainer pay. Will I receive my mustering out pay at that time, will I have to put in a claim for it for re-enlisting in 1944, or am I entitled to it at all?—R. L. S., CRM, USN.

• *Under Public Law 190, 79th Congress, persons discharged or released from active service for the purpose of enlisting, re-enlisting or appointment in the regular Navy on or after 1 Feb 1945 are eligible to receive mustering out payment.*

• *Under Public Law 225, the Mustering-Out Payment Act, no mustering out payment shall be made to any member of the armed forces who, at the time of discharge or relief from active service, is transferred or returned to the retired list with retirement pay or to a status in which he receives retirement pay.*

• *Inasmuch as you reenlisted prior to 1 Feb 1945 you are not eligible to receive mustering out payment for the period of service ending in March 1944. You also will be ineligible for mustering out payment at completion of your present tour of duty if you are transferred to the Fleet Reserve and placed on inactive duty with retainer pay.*—ED.

Duty of Consulates

SIR: In an August issue of Life there appeared a photo of two officers and a chief petty officer who, it stated, were attached to the American Consulate at Vladivostok, Russia. (1) What CPOs pull that type of duty? (2) What are their duties? (3) Through what channels does one request consulate duty?—B. B. B., CSM, USN.

• (1) *Storekeepers and yeomen were assigned, during the war, to duty with Naval Attaches and Liaison Offices in foreign countries.* (2) *Their duties were clerical and disbursing.* (3) *Enlisted personnel are being recalled from this duty and are being replaced by federal Civil Service employees. Qualified ex-servicemen are eligible for these assignments and may address inquiries to CNO, (Op-32), Washington 25, D. C.*—ED.

Souvenir Books

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

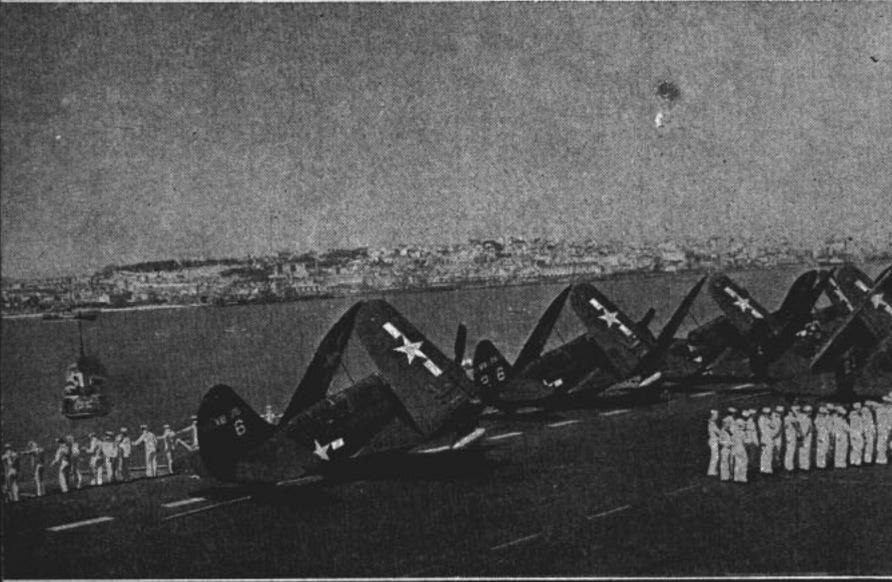
• *Souvenir books of the following ships are available at the prices indicated; address: Sterling Engraving Company, Room 806, 1417 Fourth Avenue Bldg., Seattle 1, Wash. USS Richard P. Leary (DD 664) \$5, Heywood L. Edwards (DD 663) \$5, Hancock (CV 19) \$4, San Juan (CL 54) \$4, Fanshaw Bay (CVE 70) \$5, Makassar Strait (CVE 91) \$5, Takanis Bay (CVE 89) \$5, Herald of the Morning (AP 173) \$5, Blue (DD 744) \$5, Oglethorpe (AKA 100) \$5, General Leroy Eltinge (AP 154) \$4, George F. Elliot (AP 105) \$5.*

• *USS Chilton (APA 38). Address: Commanding Officer, USS Chilton (APA 38), c/o FPO, San Francisco. One copy free to men who served aboard prior to 1 Jan 1946.*

• *USS Cleveland (CL 55). Address: Recreation Officer, USS Cleveland (CL 55), Philadelphia Group 16th Fleet, U. S. Naval Base, Philadelphia 12, Pa. One copy free on request to former crew members.*

• *USS Franklin (CV 13). Address: Albert Love Enterprises, 1060 Capitol Avenue, Atlanta, Ga. Distribution expected 1 November, not limited to former crew members. Price, \$5 per copy.*

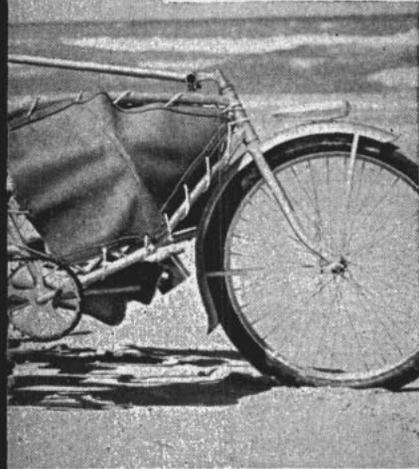
• *USS LST 692. Address: N. T. Benson, 733 Buckingham Place, Chicago 13, Ill. Copies free to former crew members.*



WITH FLOWERS BEDECKED, Waves leaving Pearl Harbor. Left center: divers aboard carrier FDR looms the c left: Dainty things are examined cu lingerie counter in Canal Zone comm nalmen are invited to receive semaph on Daytona Beach. Lower right: Mrs. wife to arrive in United Kingdom, c



TODAY'S NAVY



(upper left) smile farewells on
Behind folded wings of Hell-
ity of Lisbon, Portugal. Lower
iously by midshipmen at the
ssary. Upper right: Navy sig-
ore sent by girls in 'sun surrey',
R. E. Kane, first enlisted man's
reets her husband at airport.



SecNav Outlines Policies and Aims In Governments of Pacific Islands

U. S. Objectives Stated

On Sept. 2 The New York Times carried an editorial entitled "Pacific Islands." I am appreciative of The Times' well deserved reputation for accuracy and objectivity, but feel that in this instance your editorial opinion could not have been derived from a full knowledge of pertinent facts.

The editorial groups "Guam, American Samoa and the mandated islands we took from Japan" and states "that our Government intends, unless Congress should make it change its mind," to leave these islands indefinitely under military rule.

Guam and American Samoa are possessions of the United States, the former having been captured by the United States Navy during the Spanish-American War and ceded to the United States by the Treaty of Paris; the latter being voluntarily ceded to the United States Government.

There is a distinction between the United States possessions of almost fifty years' standing and islands recently seized by the defeat of the enemy in the Pacific. The status of these latter islands is now that of captured ex-enemy territory, and as such they are administered under military government in the same manner as the Ryukyus, the Bonins, Korea and the ex-enemy homelands.

There is also a significant distinction between "military rule" and naval civil government. The latter is in effect in those Pacific islands which are not ex-enemy territory. The difference between military government and civil government stems from the underlying basis of authority. Military government is based on principles of international law which require an occupying power to provide a form of government in the absence of the deposed power. Civil government of island possessions, on the other hand, is based

SecNav Forrestal's Letter To N. Y. Times Reprinted

This article was written by Secretary of the Navy James Forrestal as a letter to the editor of the New York Times, on 20 September. The letter appeared on the Times editorial page on 24 September, and is here reprinted.

upon some domestic organic act or, as in the case of Guam and American Samoa, upon Presidential executive orders.

On Dec. 23, 1898, President McKinley issued Executive Order No. 153190, which reads: "The island of Guam in the Ladrones is hereby placed under the control of the Department of the Navy. The Secretary of the Navy will take such steps as may be necessary to establish the authority of the United States and to give it the necessary protection and government." On Feb. 19, 1900, President McKinley similarly placed the islands of American Samoa under the jurisdiction of the Secretary of the Navy.

To my knowledge, the offering of Guam and American Samoa for trusteeship under the United Nations has never been suggested by responsible sources.

I thoroughly agree that our national security is important and that, therefore, we must maintain strong Pacific bases. Single island positions cannot be considered strong bases. Selected islands can, however, together with Guam, form a far-reaching, mutually supporting base network, although each alone would fall far short of being an impregnable bastion. Large-scale offensives cannot be mounted from a small island base. An appropriate base network, however, permits

LAST NOVEMBER



World peace and quiet was broken in two areas: troubled China and recently riled Netherlands East Indies. Unmindful B-29s made first non-stop flight from

Japan to Washington; flying time: 27 hours, 29 minutes.

NOVEMBER 1946

SUN	MON	TUE	WED	THU	FRI	SAT
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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



Official U. S. Navy photograph

TOY TRAIN PLAYS part in education of Guamanian children under Naval Civil Government. Interest among moppets is not, it appears, unanimous.

full exploitation of mobility of forces, which was such a vital factor in victory in the Pacific.

Your editorial states that our record in American Samoa and Guam does not give adequate assurance of the preservation of democratic rights of the inhabitants of the Pacific islands while assuring the protection of national security interests. That is the exact objective of naval civil government and, for that matter, of military government as well. The Navy's record in Guam and American Samoa needs no defense. This record, however, has been recently attacked by irresponsible criticism.

It is difficult to understand your assertion that the Chamorros on Guam had more self-government under Spain than they have had since 1898. As stated in the Report of the United Nations of July, 1946, prepared by the Navy Department, on Guam and American Samoa, the civil rights of the inhabitants of Guam as to freedom of speech, press, religion, assembly and others are not infringed. Limitations which were necessarily placed upon individual liberty during operations of war by certain proclamations of the Military Governor were, of course, removed when the naval civil government was restored on May 30, 1946. Most of these limitations had been removed earlier.

Inhabitants are treated in all respects on the basis of equality with the United States citizens in Guam except for the matter of wage scales, where a differentiation exists based on the present relative standards of living. Local law prohibits any landowner alienating land to a non-Guamanian without approval of the Governor. This is part of the United States policy of "Guam for the Guamanians" which is intended to prevent exploitation of the inhabitants by outsiders.

There are Guamanian Commission-

ers, an advisory Congress, and all courts except the Court of Appeals are staffed exclusively by Guamanians. A United States naval officer has been appointed Governor of Guam and he is responsible directly to the Secretary of the Navy. The participation in the processes of government by the population of American Samoa is similar to that of the Guamanians.

As I have stated, certain other Pacific islands are under military government. The directive of military government in the occupied islands includes the following:

"It shall be the mission and duty

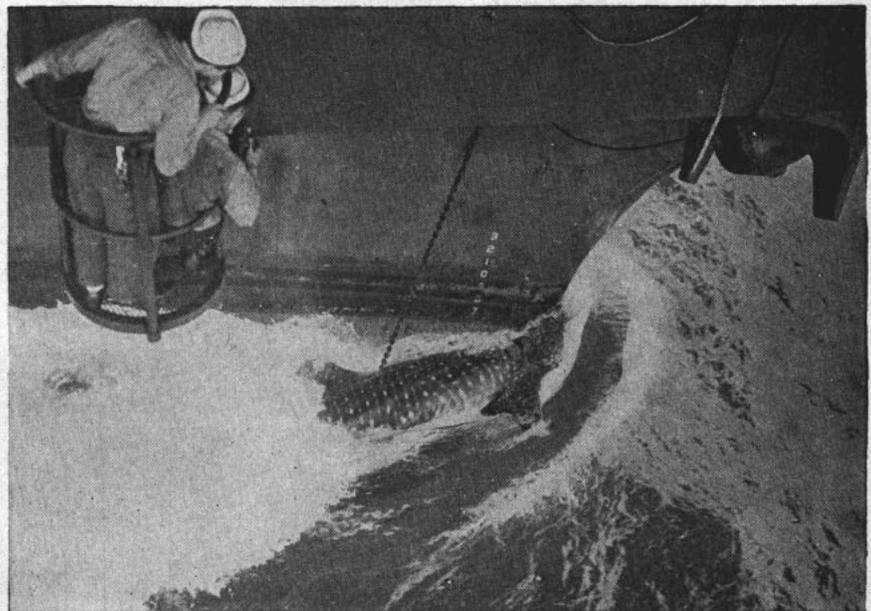
of the U. S. Navy Military Government to give effect to the announced policies of the United States by:

- "1. The physical restoration of damaged property and facilities.
- "2. The continued improvement of health and sanitation.
- "3. The early establishment of self-governing communities.
- "4. The institution of a sound program of economic development of trade, industry and agriculture along lines which will ensure that the profits and benefits thereof accrue to the native inhabitants and which will assist them in achieving the highest possible level of economic independence.
- "5. The establishment of an educational program adapted to native capabilities and to local environments and designed to assist in the early achievement of the foregoing objectives."

These aims are identical with those of the naval civil governments of Guam and American Samoa.

A group of selected naval officers has recently completed a course at Stanford University designed to train them for duties in connection with naval, military and civil government. In addressing this group on the occasion of their graduation on Aug. 30, 1946, the Honorable Herbert Hoover said in part: "The Navy has for many years administered such Pacific islands as we have held and I can say unqualifiedly that their administration has been completely without blemish." He continued to say that it would be a fatal mistake to remove these islands from naval administration. He also said that it was his hope that we were going to hold to the Pacific islands as primary to the safety of the American people and that such holding could not be held an extension of imperialism because we have no designs for economic exploitation.

I heartily concur with these views of Mr. Hoover.



Official U. S. Navy photograph

SM—THAT'S SEAMONSTER, son, not signalman—was overmatched when it attempted to ram USS Princeton. Sailors watch death struggles of victim.

'Threshold of New Age'

Theories of national policy and security, battered under impact of nuclear physics and the atomic bomb, will be scrutinized in sessions of the new National War College which opened 3 September in Washington, D. C., with an address by the Commandant, Vice Admiral Harry W. Hill, USN.

Admiral Hill told high-ranking members of the Navy, Army, Air Force and State Department, students in the first U. S. school of its type: "Recent technological developments have brought us to the threshold of a new age. The implications of nuclear physics and the atomic bomb may require a complete reorientation of our old ideas regarding national policy and security. Because of that, it is doubly important that you keep your minds flexible and free of any preconceived ideas."

Eminent civilian and service authorities comprise the faculty.

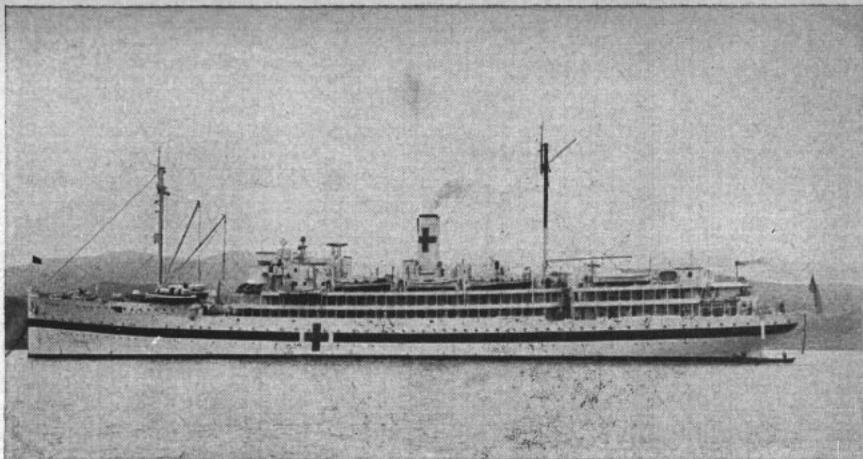
Changes in Command

SecNav James Forrestal announced eight major command changes, scheduled to take place within the next few months.

Slated for retirement were Admiral John H. Towers, CincPac; Admiral Ben Moreell, Chief of Material Division (see p. 37); Vice Admiral Harold G. Bowen, Chief of Naval Research; Vice Admiral Aubrey W. Fitch, Superintendent of the Naval Academy; and Vice Admiral Arthur S. Carpenter, Director of Public Relations. Rear Admiral Luis de Florez, Assistant Chief of Naval Research and a reservist, is returning to civil life.

Here are the changes:

- Vice Admiral Louis E. Denfeld, now Chief of Naval Personnel, relieves Admiral Towers in February.
- Vice Admiral William M. Fechteler, now commander battleships and



Official U. S. Navy photograph

BIGGEST GUN, worst gag, oldest Navy hospital ship are retired at one time as USS Relief joins Mothball Fleet after 26 years' gallant service.

cruisers in the Atlantic, relieves Admiral Denfeld.

- Vice Admiral W. H. P. Blandy, Commander Joint Task Force I, takes over as Commander Eighth Fleet in the Atlantic, replacing Admiral Marc A. Mitscher, who recently became CincLant.

- Vice Admiral Earl W. Mills, now Deputy Chief of BuShips, relieves Vice Admiral Edward L. Cochrane as Chief of the Bureau in November.

- Admiral Cochrane succeeds Admiral Moreell.

- Commodore Paul F. Lee relieves Admiral Bowen in November.

- Rear Admiral James L. Holloway, now an Assistant Chief of Naval Personnel, replaces Admiral Fitch in January.

- Rear Admiral Felix L. Johnson, also an Assistant Chief of Naval Personnel, in November relieves Admiral Carpenter.

Relief Relieved

Decommissioning of the USS *Relief* (AH 1) recently at Norfolk Naval Shipyard put the Navy's oldest hospital ship into the Mothball Fleet and laid to rest the Navy's oldest wheeze: "What ship carries the biggest gun?"

It was the *Relief*, first ship built from keel up for military hospital purposes, which carried the biggest gun. An 18-inch barrel, manufactured for BuOrd experiments, was fixed in her hold as ballast. The *Relief*, of course, mounted no guns or weapons of any type, in conformance with international law.

The *Relief's* keel was laid in 1917 and, construction interrupted by World War I, she was commissioned in 1920. She joined the fleet in 1921, the second ship to bear the name. The first *Relief* served as a hospital ship in the Spanish-American War, Philippine Insurrection and Boxer Uprising.

Refitted just prior to World War II, the *Relief* served gallantly throughout the recent hostilities.

The USS *Bountiful* (AH 9), originally the USS *Henderson* (AP 1), was commissioned in 1917 but was not converted to a hospital ship until 1944.

'Okie' to Scrap Pile

USS *Oklahoma*, venerable ex-BB 37, was scheduled last month to be sold for scrap, "as and where she is." *Oklahoma's* hull is at Pearl Harbor, where she was raised nearly two years after she capsized and went to the bottom in the Jap attack.

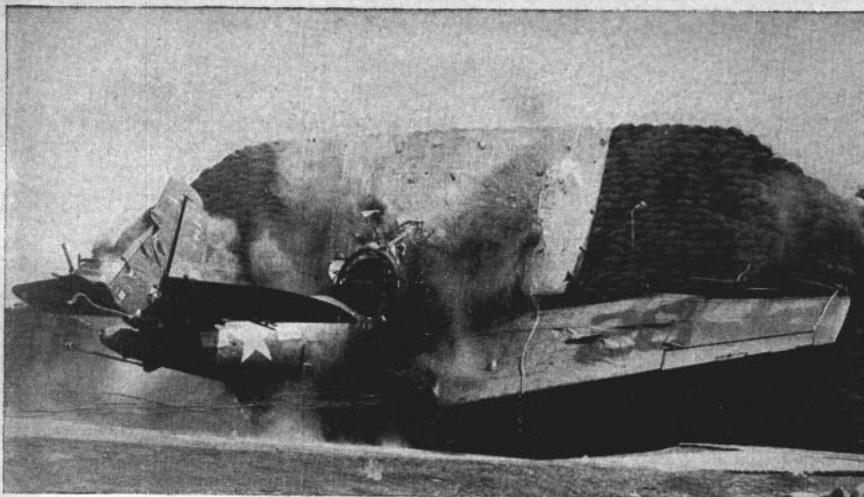
The old battlewagon, sister ship of the *Nevada*, was first commissioned 2 May 1916. The two were the first U.S. battleships built to burn all oil fuel; *Nevada* has geared turbines, *Oklahoma* reciprocating engines.

The ships carried 10 14-inch 45s in two twin and two triple turrets. They were modernized first in 1927-29, tripod masts replacing the old cages and bulges fitted. Early in the war *Nevada*, also hit at Pearl, was again modernized; her tripod mainmast was removed and an AA battery of 16 5-inch 38s installed.



Official U. S. Navy photograph

GLOBAL PALAVER is held by quartet of midshipmen—two Americans, two from Brazil—as latter visit U. S. Naval Academy during training cruise.



Official U. S. Navy photograph

'SMASH HIT' is result of test of nylon safety harness as TBM crashes into barricade at 125 mph. Only dummy pilot, it should be explained, is in plane.

Largest Egg Beater

Experimental flight tests of the world's largest and first twin-engine helicopter have been conducted at Lambert-St. Louis Municipal Airport for the past few months. The helicopter, known as the Navy's XHJD-1, was built by the McDonnell Aircraft Corporation under the direction of BuAer.

The two 40-foot-blade rotors turn in opposite directions, side by side, making a tail or torque-rotor unnecessary. They are powered by two 450-horsepower Pratt and Whitney Wasp Jr. engines mounted midway on the pylons extending from the fuselage out to the rotor hubs.

The twin-engines are intended to give the XHJD-1 greater reliability for safety over rough terrain, populated areas or water. The helicopter is designed to cruise at more than 100 miles per hour with a useful load of over 3,000 pounds.

The XHJD-1 will fly on either of the two engines. Either engine is able to drive both rotors through a system of over-running clutches. If power fails in flight, the rotors will continue to rotate and the craft can glide to a landing in somewhat the same manner as a fixed wing airplane.

Human Spinnypigs Tested

A human centrifuge, in which subjects will be whirled at speeds approaching 1,000 miles an hour, will be built by the Navy to study man's reactions to forces created by supersonic flight.

The centrifuge will resemble in principle an amusement park "airplane." It will be the world's largest, and will be constructed at the Naval Aircraft Modification Unit, Johnsville, Pa.

Naval flight surgeons pointed out that airplanes have been designed with performance characteristics beyond man's present physiological limits. The centrifuge will enable them to determine such limitations accurately, and will serve to develop protective devices and means to extend these limits.

Harness Tried Out

Navy tests of a new nylon safety harness for pilots were taken out of the laboratory last month, when naval scientists staged a practical trial at the Naval Air Experimental Station, Philadelphia Naval Base.

In the first of a series of tests to obtain the best design for the harness, the scientists simulated a violent crash by catapulting a Navy TBM into a barricade at a speed of 125 miles an hour. Both the plane and a harness-equipped dummy were fitted with various instruments to determine strength and elasticity of the harness.

From the experiments, researchers expect to devise a harness which will hold a pilot in his seat in the event of a crash, yet have enough elasticity to prevent serious injury from the terrific jolt.

Navy Chauffeurs Delegates

Nearly 150 bluejackets and marines went on stage before a distinguished international audience when they began work as chauffeurs for the delegates to the General Assembly of the United Nations, scheduled to convene in New York late this month. Cars and drivers already were in use for members of U. N. committees.

The Army, Navy and Marine Corps, at the request of the United Nations, were to provide 240 sedans and more than 400 drivers and mechanics, to operate a motor pool for use of the delegates. It was expected the service would materially assist the delegates, most of them unfamiliar with New York City and its transportation problems.

Candidates for the coveted billets were handpicked by naval district commandants and Marine Corps activities. Men chosen were required to be certified to drive Navy vehicles, and to meet high standards of intelligence and appearance, alertness, neatness, conduct and tactfulness. Knowledge of a foreign language was not a requisite, but commandants were advised that such knowledge would help.

Drivers and mechanics are billeted in a barracks on the campus of the City College of New York, where preparations were made, under direction of the United Nations, to feed and house them, and provide for their off-duty recreation.

The chosen chauffeurs and mechanics reported early in New York for thorough indoctrination in United Nations organization, recognition of high officials, and the New York City traffic system.

The 30 marines appeared in the new Marine Corps uniform, and the 120 Navy men went to work in the traditional "bellbottoms."

The assignment is in the nature of additional duty.



Official U. S. Navy photograph

WORLD'S LARGEST HELICOPTER, first twin-engine helicopter to fly, was built for Navy to obtain vital data useful in field of rotary wing aircraft.

Goodwill Cruises

Two warships, an aircraft carrier and a cruiser, will be assigned duty with American naval forces in European waters in line with the Navy's policy of rotating ships of the Atlantic Fleet between the Western and Eastern Atlantic and the Mediterranean.

The carrier USS *Randolph* will be assigned temporarily to U.S. Naval Forces Europe, reporting in the Mediterranean area about 1 November, the announcement said. The cruiser *Spokane* was to have left the Western Atlantic early this month for duty in European waters, while the cruiser *Little Rock* was slated to leave the Mediterranean for the U.S. late last month.

Meanwhile, the carrier USS *Franklin D. Roosevelt* wound up a series of courtesy calls in the Mediterranean (see p. 8) with a visit to Casablanca on 24 September. The carrier's operations after the Casablanca call were not revealed at the time ALL HANDS went to press.

The *FDR's* trip was arranged mutually by the State and Navy Departments for goodwill and training purposes. The destroyers *Noa* and *New* escorted the *FDR* on her cruise from the States, and were slated to replace two DDs on duty in the Mediterranean under the rotation program.

The *FDR* visited Lisbon in company with the cruisers *Little Rock* and *Houston*, and the destroyers *Warrington*, *Perry*, *Cone*, *Noa* and *New*. Following this, the *Houston* returned to the United Kingdom and the remainder of the party joined the cruiser *Fargo* at Gibraltar for the trip to Naples, first leg of the goodwill cruise.

After departing Naples, the force split, and the *FDR* paid calls to Athens and Malta, accompanied by



Official U. S. Navy photograph

'RESPECTED, POPULAR' is U. S. rating in South America today says recently returned Fleet Admiral Halsey.

OCTOBER 1946



Official U. S. Navy photograph

HITTING HIGH NOTES is pleasant job of these eight songsters whose ditties charmed radio audience during recent San Francisco broadcast.

one cruiser and three destroyers. Although her escorts were able to moor inside Piraeus Harbor, historic port of Athens, the huge carrier had to anchor outside during her four-day visit to Greece.

The *FDR* ended her visit to Greece with a gesture of goodwill and thanks, sending 78 planes over Athens in a demonstration which had been canceled previously. The planes made two appearances over the capital, the second time flying in formation to spell out the letters "F.D.R." They were launched from the carrier near the island of Melos, about 80 miles south of Piraeus, after the ship had sailed.

The *FDR's* schedule called for visits to Algiers and Tangier after leaving Malta, with the windup at Casablanca. The destroyer *Cone* accompanied the carrier on all visits. At Piraeus and Malta, the cruiser *Little Rock* and destroyers *New* and *Corry* also were in company.

Other Mediterranean visits were as follows:

- Destroyers *Noa* and *Warrington*: Departed Naples and visited Salonika, returning to Naples on 12 September.

- Cruiser *Little Rock*: Departed Malta and visited Bone, Algeria, returning to Naples on 18 September.

- Destroyer *New*: Departed Malta and visited Bougie, Algeria, returning to Naples on 18 September.

- Destroyer *Corry*: Departed Malta and visited Philippeville, Algeria, returning to Naples on 18 September.

It was announced that the cruiser *Huntington* and the destroyers *Perry* and *Wilson* will remain in the Adriatic area.

Vice Admiral Richard L. Conolly, USN, late last month was to relieve Admiral Henry Kent Hewitt, USN, as Commander of United States Naval Forces in Europe and Commander, Twelfth Fleet.

With the assumption of his new duties, Vice Admiral Conolly was to be

advanced to the rank of admiral. He will continue his duties as naval advisor to the Secretary of State at the Paris Peace Conference and naval advisor to the Council of Foreign Ministers during the period of the peace conference. He will also be naval advisor to the European Advisory Commission in London.

After being relieved, Admiral Hewitt was to report to CNO for temporary duty pending further assignment.

Flag Promotions

The following recess appointments to flag rank for temporary service were announced last month. (Congress not in session).

- To be Admiral in the U.S. Navy: Marc A. Mitscher to rank from 1 Mar 1946.

- Richard L. Conolly to rank from 23 Sept 1946.

- To be Vice Admiral: John L. McCrea to rank from 16 Sept 1946

- William J. Carter (SC) to rank from 22 Aug 1946.

- To be Commodore: Albert T. Sprague Jr. to rank from 2 Nov 1945.

- James W. Boundy (SC) to rank from 28 July 1945.

- Morton D. Willcutts (MC) to rank from 3 Apr 1945.

- Wilbur E. Kellum (MC) to rank from 12 Jan 1946.

Admiral Moreell Retires

Admiral Ben Moreell (CEC), USN, retired last month, and at the same time resigned as Federal Coal Mines Administrator. He was succeeded as administrator by his former deputy, Capt. Norman H. Collisson, USNR.

Admiral Moreell, wartime chief of the Bureau of Yards and Docks and guiding spirit of the Seabees, had attained four-star rank this year, the first non-Academy officer to become a full admiral.



Official U. S. Navy photograph

HURLING INTO AIR, this TBM is sped from 'electropult,' gadget for aiding takeoffs in limited space. Developers were Westinghouse, Navy.

SATO: Slingshot-Assisted Takeoff

At Naval Air Test Center, Patuxent River, Md., and Mustin Field, Philadelphia, the Navy brings to a fine stage of perfection a principle David once used on an outsize character named Goliath.

With an electrically-powered "sling-shot," airplanes are being hurled into the air after a run so brief it is best described as sudden. The Maryland installation recently changed the status of a jet-propelled fighter from earthbound to airborne in four and one-tenth seconds after a takeoff run of only 340 feet.

Westinghouse Electric Corp. developed the new type catapult at request of the BuAer, whose experts on aircraft launching foresaw its use on tiny Pacific islands in the stepping-stone march on Japan. By the time of the first airplane launching on 8 June 1944, however, United States forces had started chewing off bigger bites of enemy-held territory, and planes could run until their tires wore out, so large were the airfields within striking distance of the Axis homelands.

The Navy and Westinghouse then turned their attention to a different use for the catapult, christened "electropult" by Westinghouse. Appearance of German V-1 "flying bombs" initiated work to adapt the device for launching of robot and jet-propelled planes.

Both of the present installations are too large and too heavy for use

on board ship, but BuAer does not ignore this as a future possibility. Commercial aviators see the catapult as essential to mid-ocean floating seadromes, mid-city airports and revival of outgrown airports.

The Navy planned the electric catapult only for expeditionary, or shore-based operations and not as a replacement for present shipboard types.

Not unlike a trolley line, the catapult—that one installed at Patuxent River—has a roadbed 1,382 feet long upon which races a shuttle car at speeds as high as 200 mph under dead weight loads. A Pratt & Whitney aircraft engine drives generator coupled to an energy storage arrangement which puts out as much as 15,000 horsepower over a period of a few seconds. By means of a bridle the aircraft is hitched to the shuttle car, tugged swiftly down the roadbed and sent hurtling into the air.

Following are test figures showing take-off speed and length of run for different weights:

20,000 lbs.	100.2 mph	610 ft.
15,000 lbs.	125.0 mph	612 ft.
10,000 lbs.	144.0 mph	578 ft.

The catapult can be described as a huge electric motor unrolled like a carpet. If assembled in the customary rotary form, the motor would be 440 feet in diameter. One-twelfth of a stateside mile, that is.

BuMed is composed of four corps, Medical, Hospital, Dental and Nurse, and is headed by Vice Admiral Ross T. McIntire (MC) USN, Surgeon General of the Navy since 1938. In World War II more than 97.8 per cent of Navy and Marine Corps battle casualties survived.

Makes Difference

The coming of the guided missile, and considerations of economy, have considerably altered the Navy's current shipbuilding program.

Forerunners of a probable revolution in ship construction and naval tactics, USS *Kentucky* (BB 66) and USS *Hawaii* (CB 3) will become the Navy's first warships equipped to launch missiles. Construction on the *Kentucky* was curtailed in January of this year, and on the *Hawaii* in August, to allow necessary design changes.

Vice Admiral E. L. Cochrane, USN, Chief of BuShips, said, "It is still too early to make any forecast of the ultimate design characteristics of these ships, except to say that they will be guided missile warships."

A guided missile, by the way, may be any pilotless object which can be sent against a target and controlled in flight. Such a missile might carry atomic explosives in its warhead and be capable of ranging great distances.

Earlier the Navy had announced an economy move which will delay construction of six ships now building in four naval shipyards, and slow construction on 11 others building in six private yards. Construction on another group of 23 ships was at such an advanced stage that the economy plan would not affect their delivery to the fleet.

Three of these were scheduled for delivery late this month: USS *Valley Forge* (CV 45), USS *Manchester* (CL 83) and USS *Toledo* (CA 133). The remainder were expected to be ready for duty within the next few months: USS *Wright* (CVL 49), USS *Fresno* (CL 121), USS *Rochester* (CA 124) and several DDs, DEs, submarines, minecraft, auxiliaries and landing craft.

Safe Fluid Developed

A non-inflammable hydraulic fluid which is expected to augment the flying safety of both military and commercial aircraft has been developed by the Naval Research Laboratory.

Rear Admiral L. C. Stevens, USN, Assistant Chief of BuAer for Research, Development, and Engineering, announced that the fluid, a result of over three years intensive investigation, was developed primarily to reduce the hazard of fires occurring when hydraulic lines were punctured by enemy action, but may be used by commercial planes because of its non-inflammable characteristics.

Operation of brakes, landing gear, landing flaps, controls, automatic pilot and other moving parts are dependent on hydraulic fluid piped under high pressure. The petroleum oil which was previously used has been a fire hazard and many fires in combat have been attributed to its use.

The new fluid has a water base with the addition of several materials which impart lubrication, prevent corrosion and reduce the freezing point to 50 degrees below zero.

The non-inflammable fluid, specified for all new Navy airplanes, has been made available to airlines and aircraft manufacturers.

BuMed 104 Years Old

"To keep as many men as as many guns as many days as possible", is the fundamental mission of the Bureau of Medicine and Surgery, oldest staff corps of the Navy, which observed its 104th birthday on 31 August.

Accent on Reserve

The accent will be on the Naval Reserve 27 October when the Navy and the Navy League of the United States join in observance of the twenty-sixth consecutive annual Navy Day.

In a letter to President Ralph A. Bard of the Navy League, Acting Secretary of the Navy John L. Sullivan formally designated the Navy League as official sponsor of the worldwide celebration. He pointed out that this first Navy Day following demobilization is an especially appropriate occasion to emphasize importance of a strong peacetime Naval Reserve. The Navy League took as its Navy Day slogan, "Your Navy—victor in war, guardian in peace," and pressed plans for a highlighted three-day program, to continue over a period of one week.

Since 27 October falls on Sunday, that day will be devoted to religious services, particularly a ceremony instituted last year in which people of the United States may honor those who lost their lives at sea. Participating persons are asked to send a single flower, wild or home grown, to one of thirty-two designated ports of reception. There dockside ceremonies will be held, ships with their fragrant cargo sailed out of sight of land and the flowers scattered on the waters.

On the Saturday preceding 27 October and the Monday following, traditional activities are scheduled—parades, reunions of Navy veterans, mass meetings, dinners and luncheons, "open houses" at naval ships and stations and a new feature, the Naval Reserve Ball. In communities where no Naval Reserve units have been organized, recently-discharged Navy men will sponsor these events.

Naval aviation, with Air Reserve groups taking part, intends to display the Navy's air might in all cities in the U. S., whenever practicable.

Ships will visit, in all cases possible, the areas of which they bear token names. In addition ships bearing names of heroes decorated with the Medal of Honor will visit, when practicable, the areas closest homes of their namesakes.

Planes for Reserve

Nearly one-quarter of the planes planned for the Navy in the fiscal year 1947 will be devoted to the Naval Reserve program, figures revealed by the Navy Department indicate. Of the 8,010 operating planes in the Navy, 1,880 will be for the use of the Naval Reserve.

Of the planes allocated to the Naval Reserve program, 1,156 or nearly two-thirds will be combatant types. In actual operation in the Navy will be 3,820 combat planes, 1,385 of them first line aircraft for the regular Navy. Here are the totals:

First line combat planes in operation	1,385
Other combat planes in operation	1,279
Non-combat planes in operation	3,466
Total regular Navy.....	6,130
Naval Air Reserve combat type planes in operation.....	1,156
Naval Air Reserve non-combat type planes in operation.....	724
Total Naval Reserve.....	1,880
Total Navy operating aircraft	8,010



Official U. S. Navy photograph

SIGHTING STARS through the new two-star aircraft sextant is Lt. Frances Biadasz, formerly a liaison officer and instructor for French navigators.

'MECHANICAL BRAIN' SEXTANT

A SEXTANT with a "mechanical brain" that simultaneously measures the altitudes of two celestial bodies and automatically records aircraft positions has been developed by the Instruments Section of the Bureau of Aeronautics.

The new sextant is for use in aircraft and was developed from an idea advanced by Dr. Vannevar Bush, wartime leader in scientific research and development. It is run by clockwork and was developed independently by the National Defense Research Committee.

About 20 minutes are required for a navigator with an ordinary sextant to shoot and work out a three star "fix". With the new sextant, most of the navigator's work is done on the ground before the plane departs.

The new instrument is set up so that it will follow two selected stars during the course of the flight. After this is done, a single observation at any point during the flight shows the course and distance to the destination by means of intersecting

lines in the eyepiece and the sextant's levelling bubble.

One major advantage of the instrument is that the observed stars and the levelling bubble are drawn out into a straight line by means of a cylindrical lens system. This reduces the variables with which the navigator must contend to two and provides ease of manipulation heretofore impossible.

Tests of the new device have proved its success in overcoming difficulties encountered in previous attempts to design a similar instrument.

The sextant will be submitted to further laboratory and flight tests. Following these tests, BuAer will make a determination of the practical aspects of the new instrument.

Further laboratory and flight tests of the intelligent sextant are being conducted by the Naval Air Experiment Station, Philadelphia. BuAer requested completion of the tests by 15 October, although current work load may delay this date.



Official U. S. Navy photograph

MISSION OF MERCY is accomplished by LSMs, transporting rice to critical Chinese famine areas. Shallow draft vessels move easily up river gorges.

Mercy Mission

Her war job ended, a Navy landing craft recently fought a peacetime battle to solve an age-old Chinese problem.

The problem was that of transporting rice from the fertile Szechwan Province, of which Chungking is the center, to the famine area surrounding Hankow, down the Yangtze River 600 miles toward the sea. The obstacle for centuries has been a 130-mile stretch of rapids between the two cities, where the river boils and churns through narrow gorges rising 4,000 to 5,000 feet above the Yangtze.

The traditional Chinese method of negotiating the rapids was slow and uncertain. Foot paths have been carved in the sides of the cliffs and coolies with ropes guided sampans and junks through the rapids by sheer manpower while the crews fended off menacing rocks with poles.

China, in desperate need of getting rice to the famine area, turned to the Navy for help. The LSM was picked as the craft best suited to defeat the rapids, since the ship is 212 feet in length, can carry 315 tons of cargo, draws only eight feet when loaded, and can make 13 knots loaded.

Recently, the USS LSM 470 departed Shanghai for Chungking, carrying penicillin for Hankow and aviation gasoline for the test run. The easy run up the broad lower reaches of the Yangtze to Hankow was completed in four days, but the ship still had to face the rapids before she could reach Chungking, starting point of her down-river "rice run."

After a three-day cruise the ship reached Ichang, lower boundary of the treacherous rapids, where she was forced to wait 13 days for a rise in the river. The Yangtze finally rose, and the gallant little craft began her battle. Three days later, she emerged from the rapids and steamed triumphantly into Chungking. As the first American naval vessel to penetrate

the upper Yangtze since the start of the war, the ship was greeted with fireworks and flowers.

Loaded down with U. S. Embassy furniture and effects and a token shipment of 10 tons of rice as the test load, the LSM made the return trip down to Hankow without incident.

The test successful, the landing craft made two more trips between Hankow and Chungking, carrying vitally-needed materials for Chungking on the up-river leg and rice for Hankow on the down-river trips.

Joint Service Schools

Some confusion has resulted from the fact that titles and locations of joint service schools, the former Army-Navy Staff and Army Industrial Colleges, have been changed and a new one, the Armed Forces Staff College, has been opened at Norfolk.

The National War College, (formerly the Army-Navy Staff College), is now located on grounds formerly occupied by the Army War College, Washington, D. C. The Industrial College of the Armed Forces, (formerly Army Industrial College), is now situated adjacent to the National War College on premises previously used by the Army War College. The Armed Forces Staff College is a new school in joint operations.

Universities Aid Research

A two-year research program under the name "Project Squid" is being conducted by five universities, to develop liquid rocket and intermittent jet propulsion devices for the Navy.

The Office of Naval Research, at the request of BuAer, set up a study plan to be conducted at Cornell, Purdue, Princeton and New York universities and the Polytechnic Institute of Brooklyn.

Aerodynamics, thermodynamics, chemistry, mathematics and physics will be the fundamental subjects for research.

'Magic Carpet' Rolled Up

The Navy has rolled up its "Magic Carpet," but its work long will be remembered by thousands of demobilized sailors, soldiers and marines brought back to the States from all over the world.

Racing against the clock to meet the pressure of rapid demobilization, ships of the Naval Transportation Service, augmented by combatant and auxiliary vessels, successfully completed one of the great mass movements of history.

During November and December 1945, peak months of the gigantic operation, 456 Navy-manned ships were covering vast distances to bring home veterans for discharge. Overhead, planes of the Naval Air Transport Service winged their way home, loaded down with returning servicemen.

When Japan made her unexpected early surrender, the problem of satisfying public demand for quick return of overseas personnel was tossed into the lap of the armed forces. In the Atlantic, the Army had been redeploying troops since V-E Day, and this program was converted to demobilization with little difficulty. The machinery for troop transportation was already in motion and the experience gained in redeployment was of great value in handling the new task.

The Pacific, however, presented a much different and more difficult problem, and it was here that the major work of the "Magic Carpet" was done. No ready program existed for the great homeward movement of servicemen. Movements all had been in an outbound direction. At the time of the Jap surrender, a major portion of U. S. military might was poised for the anticipated invasion of the Empire, and after V-J Day much of this troop movement capacity was tied up in the occupation of Japan.

In addition, the Navy discharge point system placed into effect shortly after the surrender of Japan made many thousands of overseas veterans eligible for demobilization. The Navy had a moral commitment to these men to return them to civilian life as quickly as possible.

It became immediately apparent that regularly-assigned NTS transports could not begin to move the millions of servicemen scheduled for return home, so the plan was placed into effect to utilize all normal and improvised passenger space on all vessels, including combatant types, sailing for the U. S.

Originally, the term "Magic Carpet" was used to describe the homeward movements of troops on all types of vessels, but as transportation procedures became more highly organized the phrase was used only in connection with ships assigned specifically to the program.

The task confronting NTS' Personnel Section was that of matching troop movement requirements with available troop ship capacity.

Many ships whose war exploits have written a new chapter in American naval history engaged in the operation. Thousands of servicemen who returned home on the *Saratoga* undoubtedly felt a twinge in their hearts when the gallant old carrier sank at Bikini after

This Test Tells How You Rate

having compiled a notable record in the "Magic Carpet" program. Among the other carriers which participated in the operation were the *Enterprise*, *Randolph*, *Hornet*, *Lake Champlain*, *Wasp* and *Yorktown*. Average load of the CVs was between 3,500 and 4,000 persons, but the *Lake Champlain* was especially converted to accommodate well over 4,000.

Battleships made their contribution, although they were not as well adapted to the job. They carried more than 1,000 persons each trip. Among them were the *Nevada* (later the Bikini target ship), *Arkansas*, *Colorado*, *Maryland* and *West Virginia*.

The list of cruisers engaged in the tremendous undertaking included the *Chester*, *Augusta*, *Boise*, *Portland*, *Philadelphia*, *Savannah* and *Reno*. The *Long Island*, first of our escort carriers, led a long list of ships of this type.

During peak operations in the Pacific ships were assigned by types in the following numbers: APAs, 220; AKAs, 28; AKs, 10; CVEs, 45; BBs, 6; AHs, 6; CVs, 7; APHs, 8; AVs, 5; LSVs, 6; CVLs, 4; CLs, 11; and CAs, 9—a total of 365 vessels—in addition to 49 APs operating regularly under NTS.

In the Atlantic there were 4 CVs, 3 CVLs, 2 CAs, 4 CLs, and 1 BB—a total of 14 ships—in addition to 28 of the regular Naval Transportation Service APs.

Ships of the "Magic Carpet" and Transport Pool in the Pacific returned more than 2,200,000 persons, among which were Navy, Marine Corps, Coast Guard and Army personnel, and civilian workers, prisoners of war, war brides and other dependents. Aircraft brought back an additional 122,178.

Although the smaller program in the Atlantic returned only 96,000 persons, the ships operated at times under extremely hazardous weather conditions, particularly during the storms in November and December 1945. Many of the ships suffered considerable damage, but transportation of veterans continued.

Most of the combatant craft were released from the operation in December 1945, but some CVEs were retained through January of this year. Although the combatant ships were used only during the intensive phase of the program, the NTS transports began the operation and carried right on to the end of demobilization. Of these, only 12 remain under NTS at present. Their chief task is transporting overseas the dependents of men in the occupation forces.

Speaking on behalf of the transportation operation in the Pacific, Rear Admiral William M. Callaghan, USN, Chief of the Naval Transportation Service, declared:

"Considering the tremendous distances of the Pacific, the great numbers of personnel involved and the short time in which it had to be done, the return of our American warriors will rank as one of the great mass movements in history."

The "Magic Carpet" began on 20 September 1945. The last run was made by the transport *Fremont*, which carried 1,200 men from the Philippines to San Francisco in late August of this year.

How good a driver are you? During the past year, more than 100,000 operators of Navy and Marine Corps vehicles have been tested, with a gratifying decrease in the incidence of motor vehicle accidents (see ALL HANDS, September 1946, p. 51).

In the belief that what's good for 100,000-odd drivers might be good for all Navy men, ALL HANDS prints here-with excerpts from the written examination which must be passed by Navy drivers before they can be licensed. Write out the answers, then turn to p. 60 to see how you compare with good drivers.

Driver Information Test No. 1

1. What is the most important thing to check when you drive a car for the first time? (A) The shackles for possible wear (B) the headlights (C) the brakes (D) the reverse gear.

2. If the approaching driver does not dim his lights, you should (A) leave your bright lights on (B) dim your lights (C) drive onto the shoulder of the road (D) use your parking lights.

3. Most automobile skidding is caused by (A) fate and cannot be prevented (B) too much snow or ice on the road (C) too much air in the tires (D) driving too fast for the condition of the road.

4. At which of the following speeds does it cost most to drive a passenger car? (A) 20 mph (B) 30 mph (C) 40 mph (D) there is no difference in cost.

5. If your right wheels go off the road onto a rough shoulder, you should (A) slam on the brakes (B) steer straight and slow down (C) turn the steering wheel quickly to get back on the road (D) speed up.

6. If you meet glaring lights at night, you should (A) look straight ahead (B) close your eyes for a second (C) look at the right shoulder of the road (D) look straight at the coming lights.

7. In ordinary driving on a level road, you should (A) keep your right foot on the accelerator (B) keep your left foot on the clutch and your right foot on the accelerator (C) rest your right foot lightly on the brake (D) maintain an even speed by using the hand throttle instead of the foot accelerator.

8. While you are waiting for the red light to change to green, you should (A) have the gear shift in low (B) start the car on the amber light (C) put on the hand brake (D) have the gear shift in neutral.

9. In starting the engine of a car, in cold weather, you should (A) step on the clutch even if you have checked the gear shift to see that it is in neutral (B) place the gear shift in low gear (C) release the handbrake before turning on the ignition (D) step on the clutch only if the car is in gear.

10. Under ordinary driving conditions, you should bring the car to a complete stop from a speed of over 30 mph by stepping on the (A) clutch and brake pedals at the same time (B) clutch pedal first and then the brake pedal (C) clutch and brake pedals together and then placing the gear shift in neutral (D) brake pedal first and then the clutch.

11. If you come to an intersection where there is no traffic light, or officer, and a pedestrian is crossing in front of you, who has the right-of-way? (A) you have (B) the pedestrian has (C) you have if you sound your horn (D) neither has.

12. If you want to make a left turn when the light turns green, you should (A) hurry to turn before traffic gets in the way (B) signal and slowly make the turn when traffic is not in the way (C) pull into the intersection and wait for

the light to turn green on the cross street (D) blow your horn and turn after pedestrians clear the crosswalk.

13. The function of the choke on a vehicle is to (A) make it easier to start the car (B) make it unnecessary to run the engine to warm it up (C) make it unnecessary to adjust the carburetor for winter driving (D) cut down the amount of gas used after the engine warms up.

14. If you are driving at night with your brightest lights (the upper beam) turned on and you encounter a heavy fog, which one of the following actions would you take to improve your visibility? (A) continue driving with the bright lights (use upper beam) (B) depress your driving beam (use lower beam) (C) turn off your lights (D) turn on all the lights as brightly as possible.

15. If you cannot see any car in your rear-view mirror, you can be sure that (A) it is safe to back your car (B) it is safe to make a left turn (C) no car is passing yours (D) a car is not following directly behind you.

Driver Information Test No. 2

1. Upon approaching a car on a two-lane highway at night I would (check two)

- a. () Change to the lower headlight beam.
- b. () Speed up to get by quickly
- c. () Reduce speed
- d. () Maintain bright lights so as to see better
- e. () Flash my headlights rapidly off and on

2. From the standpoint of avoiding accidents, which six (6) of the following parts of an automobile are the most important to keep in good condition?

- a. () Tires
- b. () Differential
- c. () Speedometer
- d. () Clutch
- e. () Brakes
- f. () Rear view mirror
- g. () Engine
- h. () Steering mechanism
- i. () Horn
- j. () Lights
- k. () Gearshift
- l. () Windshield wiper

3. You are driving at a moderate speed on a straight stretch of slippery road, slightly down grade with no approaching cars. The rear end of your car starts to skid toward the left. Which of the following steps would you take? (check two)

- a. () apply my brakes hard
- b. () I would not use my brakes
- c. () Turn front wheels to right
- d. () Turn front wheels to left

4. At 40 miles an hour good brakes can stop a car on a dry, level pavement in about

- a. () 36 feet
- b. () 80 feet
- c. () 150 feet

5. The time it takes most drivers to begin applying the brakes after visualizing an unexpected situation requiring a stop in about: (indicate seconds and feet)

- a. () $\frac{1}{4}$ second or feet at 30 miles per hour
- b. () $\frac{3}{4}$ second or feet at 30 miles per hour
- c. () $1\frac{1}{2}$ second or feet at 30 miles per hour

6. The most common factor in automobile accident is:

- a. () Mechanical defects in the cars
- b. () Poor design and condition of highways
- c. () The physical disability of motor vehicle operators
- d. () Unsafe practices of drivers and pedestrians
- e. () Inadequate signs and signals



LENS LEASE

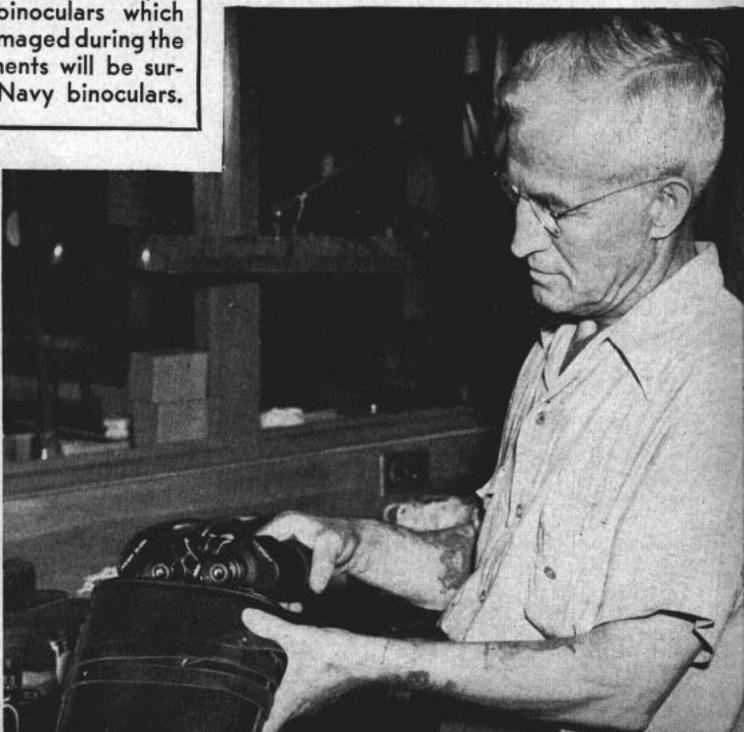
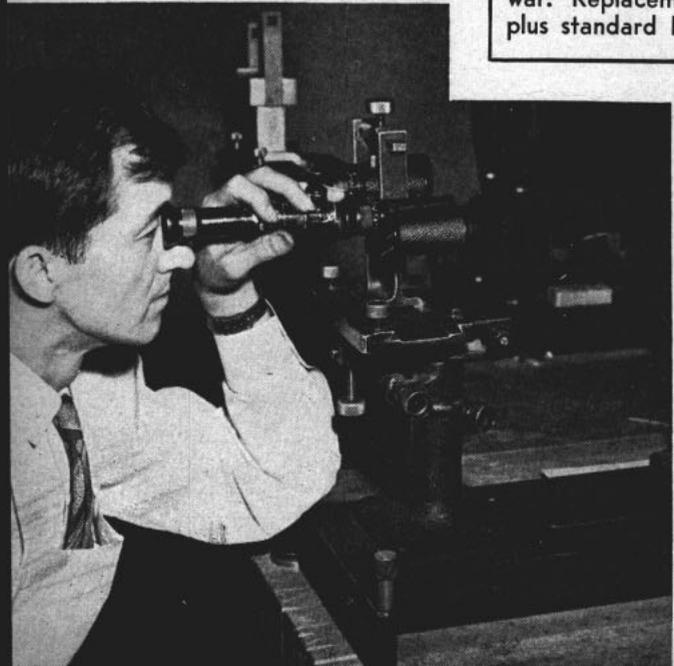
IN THE DARK MONTHS of the war's beginning, patriotic citizens loaned the Navy some 10,000 sets of urgently needed binoculars. These official U. S. Navy photographs show optical technicians of the Naval Observatory busy reconditioning the glasses for return to their owners. An accolade (right) expressing the Navy's gratitude will accompany each set of binoculars. Legislation has been enacted which will enable the Navy to replace some 2,500 privately-owned binoculars which were lost or damaged during the war. Replacements will be surplus standard Navy binoculars.



*In appreciative recognition of the patriotic contribution
of _____
J. E. MOWINCKLE
in lending binoculars for use by the United States Navy
in World War II*

E. S. Cochran
THE ANIMAL FOR
GIVEN BY ARRESTED BY DRUGS

17 SEPTEMBER 1946



DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

VPB 102 Skipper Gets Highest Award

The Medal of Honor was awarded posthumously to Bruce A. Van Voorhis, Lt. Comdr., USN, of Coronado, Calif. for conspicuous heroism at the risk of his own life above and beyond the call of duty in action against the enemy on Japanese-held Greenwich Island during the Battle of the Solomon Islands on 6 July 1943.

As squadron commander of Bombing Squadron 102 and as Plane Commander of a PB4Y-1 patrol bomber, Lt. Comdr. Van Voorhis, fully aware that such a mission offered a limited chance of survival, voluntarily undertook to prevent a surprise Japanese attack against our forces. He took off in total darkness on a perilous 700-mile flight without escort or support and was successful in reaching his objective despite treacherous and varying winds, low visibility and difficult terrain.

He coolly persisted in his mission of destruction, though he was being forced lower and lower by pursuing planes. Fighting alone his relentless battle under fierce antiaircraft fire and overwhelming aerial opposition, he abandoned all chance of a safe return. He executed six bold ground-level attacks to demolish the enemy's vital radio station, installations, antiaircraft guns and crew with bombs and machine gun fire, and to destroy four fighter planes, one in the air and three on the water.

Lt. Comdr. Van Voorhis was caught in his own blast and crashed into the lagoon off the beach. He sacrificed himself in a singlehanded fight against insuperable odds.

Diver Gets Award For Rescuing Two

For the conspicuous gallantry and unselfishness with which he risked his life as a diver engaged in rescue operations at West Loch, Pearl Harbor, Hawaii, 17 Feb 1945, Owen F. P. Hammerberg, BM2, USN, of Detroit, was awarded the Medal of Honor posthumously.

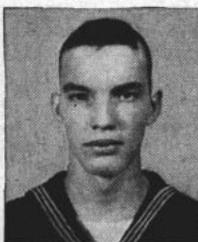
When two fellow divers were helplessly trapped in a cave-in of steel wreckage while tunneling with jet nozzles under an LST sunk in 40 feet of water and 20 feet of mud, Hammerberg unhesitatingly went overboard in an attempt to rescue them.

Despite the certain hazard of additional cave-ins and the risk of fouling his lifeline on jagged pieces of steel imbedded in the shifting mud, he washed a passage through the original excavation and reached the first of the trapped men.

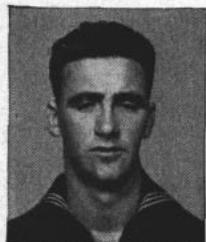
Even though he was exhausted from the hours of intense work, he resolved



Lt. Comdr.
Van Voorhis



HAI Lester



BM2 Hammerberg



Corp. Berry



Sgt. Gray



Pfc. La Belle



Pfc. Phelps



Corp. Stein

to continue his struggle to wash through the oozing, submarine, subterranean mud in an effort to save the other man. He ventured still further under the buried hulk and reached a spot immediately above the trapped diver just as another cave-in occurred and a heavy piece of steel pinned him crosswise over his shipmate.

His cool judgment, skill and continuous disregard of personal danger saved the lives of the two trapped divers, but the action cost him his own life. He succumbed 18 hours after he went to the aid of his fellow-divers.

Corpsman Honored For Okinawa Duty

For his action as a medical corpsman with an assault rifle platoon attached to the 1st Battalion, 22nd Marines, 6th MarDiv, Fred F. Lester, HAI, of Downers Grove, Ill., was posthumously awarded the Medal of Honor.

He showed conspicuous gallantry and fearlessness at the risk of his life when on 8 June 1945 during action against enemy forces on Okinawa Shima in the Ryukyu chain, he saw a wounded marine lying in an open field between the two front lines. He crawled forward toward the casualty under an intense barrage from enemy machine guns, rifles and grenades. Although he was badly wounded as he inched forward, he disregarded the increasing fury of the fire and his own pain and pulled the wounded man to a covered position.

He was struck again by enemy fire before he reached cover, but he exerted tremendous effort and managed to get the man to safety where, though he was too badly wounded to administer aid himself he instructed two of his squad in the proper treatment for the rescued marine. As he realized that his own wounds were fatal, he refused aid and calmly directed his men in the treatment of two other marines, less severely wounded than himself.

Shortly thereafter he died, but his selfless concern for the welfare of his fighting comrades and his competent direction of others had saved the life of one who would otherwise have perished and had contributed to the safety of countless others.

Medal Of Honor To Five Marines

For extraordinary heroism and intrepidity over and beyond the call of duty, five marines have been given the nation's top award, the Medal of Honor.

The men who so unselfishly risked their lives were Tony Stein, Corp., USMCR; Ross F. Gray, Sgt., USMCR; Charles J. Berry, Corp., USMC; James D. La Belle, Pfc, USMCR; and Wesley Phelps, Pfc, USMCR.

The first four awards were presented for action during the seizure of Iwo Jima in the Volcano Islands during February and March of 1945. The fifth award was presented for the unhesitating sacrifice of personal safety to save the life of a comrade in action against the Japanese forces on Peleliu Island in the Palau group. All awards were made posthumously.

For his aggressive initiative, sound judgment, and unwavering devotion to duty on 19 Feb 1945 at the initial as-

★ DECORATIONS

sault on Iwo Jima, Corp. Tony Stein of Dayton, Ohio, was awarded the medal. Serving with Company A, 1st Battalion, 28th Marines, 5th MarDiv, Corp. Stein was the first man of his unit to be on station after having hit the beach. Armed with a personally improvised aircraft type weapon, he provided rapid covering fire as the remainder of his platoon attempted to move into position.

When his comrades were stalled by a barrage of machine gun and mortar shells, he stood up in full view of the enemy so that he might observe the location of the hostile guns, regardless of the fact that he was drawing enemy fire to himself. He was determined to neutralize the strategically placed weapons and one by one, he boldly charged the enemy pillboxes and succeeded in killing 20 of the enemy. Under the merciless hail of exploding shells and bullets which fell on all sides, Corp. Stein remained cool and courageous as he continued to deliver the fire of his ingenious weapon with such speed that his ammunition was soon exhausted.

Completely undaunted by the situation, he ran back to the beach for more ammunition. Eight times he made the trip back, carrying or assisting a wounded man back each time. Despite the fury and confusion of the battle, he gave assistance to his platoon whenever the unit was in position, directing the fire of a half-track against a stubborn pillbox until he had effected the destruction of the Japanese fortification. Later in the day he personally covered the withdrawal of his platoon to the company position, even though his weapon had been shot from his hand twice. Throughout the day Corp. Stein risked his own life time and time again over and above the call of duty,



Official U. S. Navy photograph

WIDOW of Solomons hero, Lt. Comdr. B. A. Van Voorhis, gets husband's Medal of Honor from SecNav.

thinking always of the safety of his men rather than of himself.

Sgt. Ross F. Gray of West Blocton, Ala., won the award for his fearless action in the Iwo Jima campaign as the acting platoon sergeant serving with Company A, First Battalion, 25th Marines, 4th MarDiv on 21 Feb 1945, only two days after Corp. Stein's heroic action during the landing. Sgt. Gray, as he was advancing with his platoon toward the high ground northeast of airfield number one, shrewdly gauged the tactical situation when they were held up by a barrage of hostile grenades. After organizing the withdrawal of his men from enemy grenade range, Sgt. Gray quickly moved forward alone to reconnoiter. He discovered a heavily mined area extending along the front of a strong network of emplacements joined by covered communication trenches and although assailed by furious gunfire, he cleared a path leading through the minefield to one of the fortifications and returned to the platoon position. He informed his leader of the serious situation and volunteered to initiate an attack while being covered by three fellow marines.

Alone and unarmed but carrying a deadly 24-pound satchel charge, he crept up on the Japanese emplacement and boldly hurled the short-fused explosive, sealing the entrance. Although machine gun fire opened up immediately from another opening to the same position, he unhesitatingly braved the increasingly furious fire to crawl back for another charge. He returned to his objective and demolished the position by blasting the second opening. He repeatedly covered the ground between the savagely defended enemy fortification and his platoon area and systemically approached, attacked, and withdrew under blanket fire. He succeeded in destroying a total of six Japanese positions, more than 25 of the enemy and a quantity of vital ordnance gear and ammunition. Before finally rejoining his unit, Sgt. Gray had singlehandedly overcome a strong enemy garrison and had completely disarmed an enemy minefield.

The medal was awarded to Corp. Charles J. Berry of Lorain, Ohio, who was a member of a machine gun crew, served with the 1st Battalion, 26th Marines, 5th MarDiv in the Iwo Jima engagement. On 3 March, the 23-year-old corporal gave his life that the other men in the crew might have a chance of survival. Throughout the hazardous night, Corp. Berry maintained a constant watch with other members of his gun crew as he manned his weapon in the front lines with alert readiness. He was undaunted when, shortly after midnight infiltrating Japanese launched a surprise attack and attempted to overrun his position. Fearlessly he engaged in a hand grenade duel and returned the weapons with prompt and deadly accuracy. When finally an enemy grenade landed in a foxhole, he determined to save his comrades. With superb valor and unflinching devotion to duty in the face of certain death, he unhesitatingly chose to sacrifice himself and immediately threw himself on the deadly missile, absorbing the shattering violence of the exploding charge in his



Mulvaney on Bomb Disposal (BuOrd)

"He's made completely of atoms!"

own body. Protecting the others from serious injury, he gallantly gave his life.

The Medal of Honor was awarded posthumously to Pfc. James D. La Belle, Minneapolis, who, during the seizure of Iwo Jima on 8 Mar 1945, gave his life without hesitation that others might live. Serving with a weapons company, 27th Marines, 5th MarDiv, he filled a gap in the front lines during a critical phase of the battle. He dug a foxhole with two other marines and, although grimly aware of the enemy's persistence in attempting to blast a way through our lines with hand grenades, applied himself with steady concentration to maintaining a constant vigil through the night. When a hostile grenade suddenly landed beyond reach in the foxhole, he quickly estimated the situation and determined to save the others if possible. Shouting a warning to the others, Pfc. La Belle threw himself on the deadly missile and smothered the charge with his own body. He unselfishly paid with his own life for the safety of his friends.

In addition to the four marines who received the Medal of Honor for action at Iwo Jima, Pfc. Wesley Phelps of Rosine, Ky., was awarded the top award posthumously for action against the Japanese on Peleliu, in the Palau Group on 4 Oct 1944. Serving with the 3rd Battalion, 7th Marines, 1st MarDiv, Pfc. Phelps gave his life so that his companion might live. When during the night the enemy launched a particularly violent counterattack, he and another marine occupying the same position were endangered by an enemy grenade that had landed in their midst. Without hesitating, Pfc. Phelps rolled upon the weapon, even though it meant certain death. Completely disregarding his own safety, he took the full impact of the explosion and saved the life of his comrade.

NAVY CROSS

First award:

★ BURNETT, Robert W., Lt. (Jg), USNR, Oakland, Calif.: As a pilot in Air Group 28, attached to the USS *Monterey*, operating against major units of the Japanese Fleet during the First Battle of the Philippine Sea on 20 June 1944, Lt. (Jg) Burnett, cool and courageous in the face

12 HEROES RECEIVE NAVY CROSS

of intense and accurate antiaircraft fire from numerous heavily armed enemy ships, carried out a bold low-level bombing attack against the enemy fleet, resulting in four direct hits on a Japanese carrier. He skillfully executed a safe landing in the sea after returning 300 miles to his task force through darkness and unfavorable weather.

★ **CHEEK, Tom F., Lt. (then Mach), USN, Harrison, Ark.:** As a section leader in a fighter escort for torpedo planes in an attack on three enemy aircraft carriers, Lt. Cheek showed extraordinary heroism and distinguished service. During the Battle of Midway on 4 June 1942, when viciously attacked by a superior force of enemy fighter planes, he repeatedly diverted attacking planes from the torpedo planes by skillful tactics and maneuvers. During this encounter he personally shot down a Japanese fighter plane which was then attacking U. S. planes, and rendered exceptional service in furthering our attack. He became separated from his wingman in the course of the action, but continued to press his attacks on enemy planes, despite heavy antiaircraft fire and without assistance from other planes. At the completion of the engagement, he successfully found his carrier and landed aboard.

★ **DREIS, Thomas G., Lt. (jg) (then Ens.), USNR, Chicago:** As a pilot in Air Group 28 attached to the USS *Monterey* operating against units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944, Lt. (jg) Dreis showed superb airmanship, aggressiveness, daring combat tactics and unwavering devotion to duty. Cool and courageous in the face of intense and accurate antiaircraft fire from numerous heavily armed enemy ships, he carried out a bold, low-level attack against the enemy fleet, resulting in two direct hits and two near misses on a Japanese carrier. After returning to his task force through 300 miles of darkness and unfavorable weather, Lt. (jg) Dreis skillfully landed safely on the *Monterey*.

★ **LAUGHON, Willard R., Comdr. (then Lt. Comdr.), USN, Seaford, Del.:** While CO of the USS *Rasher* during a war patrol in the Pacific from 19 Feb to 4 Apr 1944, Comdr. Laughon boldly penetrated enemy infested waters and sank five hostile ships totaling 28,502 tons and damaged seriously a 7,064-ton vessel. Unflinching in the fulfillment of this assignment he executed a daring reconnaissance and handled his ship with swift, evasive tactics bringing the *Rasher* safe to port.

★ **PENNOYER, Paul G. Jr., Lt. (then Lt. (jg)), USNR, Long Island, N. Y.:** Serving as a pilot in Air Group 28, attached to the USS *Monterey* operating against enemy units of the Japanese fleet during the First Battle of the Philippine Sea on 20 June 1944, Lt. Pennoyer demonstrated superb airmanship and daring combat tactics. In the face of intense and accurate antiaircraft fire from numerous heavily armed enemy ships, he carried out a bold low-level bombing attack against the enemy fleet, resulting in three direct hits and one near miss on a Japanese carrier. After a 300-mile flight back through darkness and bad weather, he returned to his task force and executed a safe landing on the *Monterey*.

★ **PRICE, John D., Vice Admiral (then Rear Admiral), USN, Little Rock, Ark.:** As ComFairWing 1 from April to July 1945, Vice Admiral Price directed the aircraft under his command in a vital role in the campaign of Okinawa. From his flagship in the combat area he planned and directed the intensive search, reconnaissance, and bombing flights over extensive sea lanes and a vital area. These flights resulted in sinking 159 ships, damaging 194 others and destroying 41 and damaging 29 enemy aircraft. They struck the coasts of Kyushu and into Korea, where they destroyed vital targets, preparing the way for future blows against the enemy.



Lt. (jg) Burnett

Lt. Cheek

Lt. (jg) Dreis

Comdr. Laughon



Lt. Pennoyer

Vice Admiral Price

Comdr. Rentz

Comdr. Runyan



Capt. Sears

Lt. Comdr. Simonelli

Lt. Spaulding

Lt. Young

★ **RENTZ, George S., Comdr. (ChC), USN, Berkeley, Calif. (posthumously):** At the time of the sinking of the USS *Houston* in the Asiatic Area on 28 Feb 1942 Chaplain Rentz displayed heroism and supreme unselfishness. As he clung to an airplane pontoon with other survivors of the *Houston*, he noticed that some of the injured men were without life jackets and that all the life rafts were overcrowded. He stated that as he was an older man he was willing to give his place on the pontoon and his jacket to one of the wounded. After being restrained repeatedly by his companions from leaving the pontoon, he finally succeeded after dark in carrying out his intention. Living up to the highest ideals of the Navy and the chaplain's corps, he left his life jacket on one of the injured and disappeared into the sea, thus sacrificing his life that another might have a better chance of survival.

★ **RUNYAN, Joseph W., Comdr. (then Lt. Comdr.), USNR, Los Angeles:** As commander, acting air-group guide and navigator of Bombing Squadron 1 attached to the USS *Yorktown* in action in the Philippine Sea, on 20 June 1944, Comdr. Runyan led a flight of 13 bombers against vital units of the Japanese Fleet. Even though the antiaircraft fire and aerial opposition was intense, they scored three 1,000-pound bomb hits and six 250-pound bomb hits on an enemy carrier, which burst into flames. Even though the fuel supply was low and the night conditions were unfavorable, he succeeded in guiding six planes in flight and four bombers by radio back to the *Yorktown* and was responsible for the safe landing of all the pilots, despite the fact that many planes were forced to land before reaching the carrier.

★ **SEARS, Harry E., Capt., USN, Glenview,**

Ill.: As a squadron commander in Bombing Squadron 104 in the Solomon Islands area from 26 Aug to 4 Nov 1943, Capt. Sears was on several occasions, personally responsible for the destruction of enemy ships. He was leader of an eight-plane strike that scored a direct hit and several near misses on the leading destroyer in an enemy task force, despite adverse weather. On two other routine missions he intercepted and shot down an enemy twin-engine bomber and sank a Japanese vessel. During the course of other flights he attacked a convoy in the face of fierce opposition and scored two hits on aircraft, he personally attacked a submarine and scored several near misses, and directed an attack against an enemy convoy transporting oil, scoring a hit on each of the oilers and disrupting the enemy formation completely.

★ **SIMMONELLI, Orazio, Lt. Comdr. (then Lt.), USNR, Portland, Ore.:** As patrol plane commander of a PB5-5 off New Ireland on 17 Feb 1944, Lt. Comdr. Simonelli made a rescue mission to pick up five downed airmen through heavily defended enemy territory. Although his fighter escort was forced to leave him, he kept his course and saved the men, some of whom had been badly wounded by the Japanese fire that had forced them down two days before. He undoubtedly saved these men from capture or death at the hands of the enemy.

★ **SPAULDING, Ralph D. Jr., Lt., USNR, Portsmouth, Va. (posthumously):** As pilot of a plane during an attack over Germany on 3 Sept 1944, Lt. Spaulding volunteered to complete alone a mission which he knew was hazardous and might possibly cost his life. He carried out his lone flight with great professional skill and thereby struck a severe blow to Ger-

★ DECORATIONS

Navy Cross (Cont.)

many's strategically located and heavily defended outposts.

★ **YOUNG, Owen D., Lt., USNR, Tenafly, N. J.:** As pilot of a carrier based plane in attacks against Kyushu on 12 May 1945, Lt. Young showed skill and courage by destroying several enemy planes. He shot down an enemy fighter at night after having pursued it over enemy territory without the assistance of fighter direction. By pressing home low-altitude attacks later, he was able to shoot down three enemy float planes and aid in the destruction of another.

DISTINGUISHED SERVICE MEDAL

First award:

★ **STONE, Ellery W., Rear Admiral, USNR, Oakland, Calif.:** As Chief Commissioner, Allied Commission for Italy, and Chief Civil Affairs Officer of Occupied Territory under Allied Military Government in Italy from 1 May 1945 to 1 May 1946, Admiral Stone displayed the highest qualities of intelligence, tact, administrative ability, sound judgment and diplomatic skill. He assumed full executive responsibility for the activities of the Commission in relation with the Italian Government and the interpretation and execution of the surrender terms between the Allied Nations and the Italian Government. He was called upon to coordinate the activities of various nations, solve the difficult political problems and represent the Allied Nations before the Italian people. As a result of his careful direction, the satisfactory relationship between the Allied Nations and the government of Italy has steadily progressed.

SILVER STAR MEDAL

Gold star in lieu of second award:

★ **COOPER, Jacob E., Capt. (then Comdr.), USN, Coronado, Calif.:** CO of USS *Drayton*, Battle of Lunga Point, 30 Nov to 1 Dec 1942.

★ **DOERFLER, Francis J., Lt. Comdr. (then Lt.), USNR, Schenectady, N. Y.:** Torpedo data computer operator, USS *Haddock*, Japanese controlled waters.

★ **SHEA, William H. Jr., Comdr. (then Lt. Comdr.), USN, Seattle:** CO of USS *Bagley*, first battle of Philippine Sea, 19 June to 20 June 1944.

★ **SIMS, Gelzer L., Capt. (then Comdr.), USN, Orangeburg, S. C.:** CO of USS *Mauvy*, Battle of Lunga Point, 30 Nov to 1 Dec 1942.

First award:

★ **BAILEY, Oscar C., Lt., USNR, Rockport, Tex.:** Pilot in Squadron 28, USS *Monterey*, First Battle of Philippine Sea, 19 June 1944.

★ **BERRIAN, Howard A., 2nd Lt., USMCR, Arlington, N. J.:** Platoon leader, 60-mm mortar, Okinawa Shima, Ryukyu Islands, 24 May 1945.

★ **BIGGS, Casimir L., Lt., USNR, Chicago (posthumously):** CO of LCS(L) (3) 88, near Okinawa Shima, Nansai Shoto, 11 May 1945.

★ **BURROWES, Thomas, Capt., USN, Keyport, N. J.:** ComDesDiv 106, Task Force 58, First Battle of Philippine Sea, 19 June to 20 June 1944.

★ **COOK, George C., Lt., USNR, East Milton, Mass.:** Assistant approach officer, executive officer and navigator of U. S. submarine.

DSM WINNERS



Capt. Holmes Rear Admiral Stone

Citation for Capt. Holmes appeared in August ALL HANDS, p. 58.

★ **DOHERTY, John P., Lt. (then Lt. (jg)), USN, Seattle:** Engineering officer of USS *Bowfin*, first, second and third war patrols in Japanese controlled waters of Pacific.

★ **FORD, Walter C., Capt. (then Comdr.), USN, Lakeside, Calif.:** CO of USS *Perkins*, Battle of Lunga Point, 30 Nov. to 1 Dec 1942.

★ **GRACE, Edward T., Lt. Comdr., USN, Bremerton, Wash. (posthumously):** CO of USS *Halligan*, Okinawa Gunto, Ryukyu Islands, 25 Mar to 26 Mar 1945.

★ **HAIGHT, Stanley M., Capt., USN, San Francisco:** Acting group beachmaster, Leyte Gulf, 22 to 24 Oct 1944.

★ **HAWKINS, Richard W., Lt. (then Ens.), USNR, Vermillion, Ohio:** Beachmaster, Tarawa Island, Gilbert Islands, November 1943.

★ **HUNNICUTT, William R. Jr., Lt. Comdr., USN, Atlanta:** CO, USS *Aulick*, Okinawa, 16 May to 30 June 1945.

★ **JOHNSON, Rudolph L., Capt., USN, Crookston, Minn.:** CO, USS *Independence*, Rabaul Harbor, 11 Nov 1943, and occupation of Gilbert Islands, 18 to 20 Nov 1943.

★ **KAYE, William R., Lt. (jg), USN, Seattle (posthumously):** Gunnery and camouflage officer, Fort Hughes, after fall of Bataan.

★ **LAW, Herbert L., Lt. (jg) (then Ens.), USNR, Arlington, Mass.:** Pilot in FitRon 31, USS *Belleau Wood*, Kure Harbor, Japan, 24 July 1945.

★ **MILAM, Robert B., Lt. (then Ens.), USNR, Cartersville, Ga.:** Boat officer in charge of a landing craft at Lae, Finschhafen and Saidor, New Guinea, Arawe and Cape Gloucester, New Britain; Hyane Harbor, Los Negros Island, and Hollandia, New Guinea.

★ **O'ROURKE, Donald H. Jr., Capt., USMCR, Denver:** Commander rifle company, Iwo Jima, Volcano Islands, 25 Feb 1945.

★ **PARSONS, W. S., Rear Admiral (then Capt.), USN, Washington, D. C.:** Senior military technical observer on a B-29, from base in Marianas Islands to attack Hiroshima, Japan, 6 Aug 1945.

★ **PATTISON, William J., Lt. Comdr. (then Lt. (jg)), USNR, Jacksonville, Fla.:** Pilot of patrol plane, Pacific Area, 1 Dec 1943.

★ **PETERSON, Mell A., Capt. (then Comdr.), USN, Algona, Iowa:** CO, USS *Cooper*, Ormoc Bay, Leyte, 2 and 3 Dec 1944.

★ **POEHLMANN, Karl F., Capt., USN, Cambridge, Mass.:** ComDesDiv 12, Task Force 58, First Battle of Philippine Sea, 19 to 20 June 1944.

★ **SAMPSON, Norman J., Comdr., USN, New Haven, Conn.:** CO, USS *Allen M. Sumner*, Ormoc Bay, Leyte, Philippine Islands, 2 to 3 Dec 1944.

★ **SCHERR, William B., Comdr. (then Lt. Comdr.) (MC), USNR, Morgantown, W. Va.:** Ast. Medical officer, USS *Ticonderoga*, Formosa, 21 Jan 1945.

★ **SELF, Robert L., Lt. (jg) (then BOSN), USN, Maddock, N. D.:** CO, USS *Edenshaw*, Anzio, Italy, January and February 1944.

★ **SHELLBARGER, Martin A., Comdr., USN, Moffat, Colo.:** CO, USS *Mugford*, First Battle of Philippine Sea, 19 to 20 June 1944.

★ **SKRETOWSKI, Marion K., Lt. (then Ens.), USNR, Camden, N. J.:** Boat Officer, landing craft, Lae, Finschhafen and Saidor, New Guinea; Arawe and Cape Gloucester, New Britain; and Hyane Harbor, Los Negros Island, and Hollandia, New Guinea.

★ **SOWELL, Ingram C., Rear Admiral, USN, Coronado, Calif.:** ComBatDiv, Okinawa, 25 Mar through May 1945.

★ **STRANAHAN, John Q., Lt. (jg) (then Ens.), USNR, Cleveland:** Boat Officer, landing craft, Lae, Finschhafen and Saidor, New Guinea; Arawe and Cape Gloucester, New Britain; and at Hyane Harbor, Los Negros Island, and Hollandia, New Guinea.

★ **TAYLOR, Brown, Comdr., USN, San Francisco:** CO, USS *Cunningham*, First Battle of the Philippine Sea, 19 to 20 June 1944.

★ **WALKER, Kenneth, Lt., USNR, Indianapolis (posthumously):** Beachmaster, Iwo Jima, Volcano Islands, 19 Feb 1945.

★ **WHITE, Albert F., Comdr. (then Lt. Comdr.), USN, Seattle:** CO, USS *Patterson*, First Battle of Philippine Sea, 19 to 20 June 1944.

★ **WOODAMAN, Ronald J., Comdr., USN, Quincy, Mass.:** CO, U. S. destroyer Mine-layer and officer in tactical command of a screening station, Okinawa Gunto, 24 to 25 May 1945.

LEGION OF MERIT

Gold medal in lieu of fourth award:

★ **SMITH, Allen E., Rear Admiral, USN, Coronado, Calif.:** ComCruDiv 5, and Commander fire support groups, Iwo Jima and Okinawa, 16 Feb to 10 Mar 1945, and 21 Mar to 5 May 1945; Commander gunfire and covering forces, Okinawa, 5 to 18 May 1945.

Gold star in lieu of third award:

★ **JOY, Charles T., Rear Admiral, USN, Coronado, Calif.:** ComCruDiv of a task group and of a fire support unit, Okinawa, Ryukyu Islands, March through May 1945.

★ **MCCORMICK, Lynde D., Vice Admiral (then Rear Admiral), USN, Berryville, Va.:** Ast. CNO logistic plans 19 Jan to 10 Mar 1944.

★ **STYER, Charles W., Rear Admiral, USN, San Francisco:** ComSubLant, November 1944 to January 1946.

Gold star in lieu of second award:

★ **BAYS, John W., Capt., USN, Culver, Ind.:** Force operations officer, Western naval task force, prior to and during Normandy campaign.

★ **GULETT, William M., Comdr., USN, Chevy Chase, Md.:** ComLSTGroup, Iwo Jima and Okinawa, 19 Feb to 15 Aug 1945.

★ **HARDISON, Osborne B., Rear Admiral, USN, Wadesboro, N. C.:** Chief of Naval Air primary training, 13 Jan 1944 to 11 Sept 1945.

★ **LAYCOCK, John N., Capt. (CEC), USN (Ret), Derry, N. H.:** Engineering skill and organizational ability to develop pontoon causeway.

★ **LEE, Paul F., Capt., USN, Berkley, Calif.:** Served in BuShips from January 1942 to August 1945.

★ **LEWIS, John S., Comdr., USN, Evanston, Ill.:** Ast. Operations officer on staff of ComFifthPhibPac in the Gilbert and Marshall Islands area from August 1943 to May 1944.

★ **MARTIN, Harold M., Rear Admiral, USN, Woodley-Villanova, Pa.:** ComCarDiv and CTU at Okinawa and Ryukyu Islands from 4 May to 3 Sept 1945.

★ **MCCORMICK, Lynde D., Vice Admiral, (then Rear Admiral) USN, Berryville, Va.:** ComBatDiv of a Task Group and a Fire Support Unit at Okinawa and Ryu-

kyu Islands, from March through May 1945.

★ PRICE, John D., Vice Admiral (then Rear Admiral), USN, Little Rock, Ark.: ComNOB, Okinawa, July 1945 to February 1946; supervised development and construction of harbors and bases.

★ READ, Oliver M., Rear Admiral, USN, Yemassee, S. C.: ComDesLant from September 1944 to August 1945.

★ ROBINSON, A. G., Rear Admiral, USN, Washington, D. C.: CTF 126 during the planning for and subsequent occupation of the Bremen Enclave from 17 Mar to November 1945.

★ SOWELL, Ingram C., Rear Admiral, USN, Lawrenceberg, Tenn.: ComBatDiv during the assault and capture of Okinawa from 25 Mar to 20 Apr 1945.

First award:

★ ATKINS, Lew M., Capt., USN, Washington, D. C.: Ast. Director, Shore Establishments Division, Office of Ast. SecNav, from outbreak of hostilities to January 1944; Ast. Director of Industrial Survey Division, Office of SecNav, from July 1944 to April 1946.

★ BADT, Harry A., Commodore, USN, Mt. Pleasant, Tex.: CO of U.S. NavTraCen Sampson, N. Y., from 16 Sept 1942 until 1 Nov 1945.

★ BAKER, James E., Capt., USN, Pensacola, Fla.: Ast. Chief of Staff for Logistics, Aircraft, 7th Fleet, he planned and administered the logistic support of naval and marine air units of the Southwest Pacific area from 29 Oct 1944 to 21 Mar 1945.

★ BEATTY, Frank E., Rear Admiral, USN, Coronado, Calif.: Commander all forces Aruba-Curacao Area, July 1944 to 12 May 1945.

★ BURROUGHS, Sherman E., Jr., Capt., USN, Inyokern, Calif.: CO NavOrdTestSta, December 1943 to August 1945.

★ CARLISLE, Harold A., Capt., USN, Port Huron, Mich.: CO of an attack transport during the amphibious assaults in the Lingayen Gulf and on Iwo Jima.

★ CHALLENGER, Harold L., Capt., USN, New York City: Logistics planning officer, Division of Logistics Plans, Office of CNO from 10 Nov 1942 to 10 Mar 1945.

★ COLL, John O. R., Lt. Comdr., USN, Falls Church, Va. (posthumously): Gunnery and torpedo officer on staff, ComSubPac, outbreak of hostilities to January 1943.

★ CONKLIN, Frederic L., Capt. (MC), USN: Medical officer in command of a Fleet hospital, South Pacific area, 23 Sept 1942 to 29 Mar 1944.

★ DAUBIN, Freeland A., Rear Admiral, USN, Norfolk, Va.: Commandant, Navy Yard, New York, from 5 Dec 1944 to present time.

★ DAVIS, James K., Capt., USN, Tionesta,

Pa.: ComTransDiv from 28 Nov 1944 until the conclusion of hostilities during the capture of Luzon and Iwo Jima and the occupation of Japan.

★ DAVIS, Robert G., Capt. (MC), USN, Indianola, Iowa: Medical Officer in Command of the U.S. Naval Hospital and U.S. Naval Medical Supply Depot, Canacao, P.I., and as Dist. Medical Officer, from December 1941 to May 1942.

★ DEBAUN, George H., Capt., USN, Manhattan, Kans.: CO of a warship in Carrier Task Group, Western Pacific waters, 1 July 1945 to 15 Aug 1945.

★ DUNLAP, Stanton B., Capt. (then Lt. Comdr.), USN, Newport, R. I.: CO of the *USS San Pablo*, 3 Aug 1943 to 19 Apr 1944.

★ DUNN, Charles A., Rear Admiral, USN, Brooklyn: Fleet maintenance officer, Pacific Fleet, 22 Apr 1942 to 24 May 1944.

★ DUVAL, William H., Capt., USN, Annapolis, Md.: ComLantCortFleet engaged in escort of trans-Atlantic Convoys during World War II.

★ EARLE, Ralph, Capt., USN, Coronado, Calif.: ComDesRon 45 and CTG during action against enemy Japanese forces in the New Ireland-Bougainville areas, 20 Oct 1943 to 5 Apr 1944.

★ FETZER, William P., Capt., USN, Washington, D. C.: Navy Chief of Facilities Section, Priorities Division, Army and Navy Munitions Board, and subsequently as head of Products Branch, Resources Division, Office of Procurement and Material, May 1942 to June 1944.

★ GOULD, Erl C. B., Capt., USNR, Pittsburgh: CO, Acorn 14 directing early construction of Hawkins Field, Tarawa Atoll, Gilbert Islands.

★ GRIFFIN, Ira P., Capt. (CEC), USN, Mason City, Iowa: Public works officer, Potomac River Naval Command during World War II.

★ GUEST, Raymond R., Comdr., USNR, Bayard, Va.: Office of Strategic Services, European theater, November 1943 to December 1944.

★ GUEST, William S., Comdr., USN, Washington, D. C.: Chief of staff to Commander of force of six escort carriers and eight destroyers in Battle of Samar Island, 25 Oct 1944.

★ GUNTHER, Ernest L., Rear Admiral, USN, Memphis, Tenn.: ComFairSouPac, 5 Jan 1944 to 2 Feb 1945.

★ HAYES, Thomas H., Comdr. (MC), USN, Alexandria, Va. (posthumously): Senior Naval Medical Officer on Philippine Islands, Senior Operating Surgeon of Army Fort Mills Hospital on Corregidor, and as POW; Chief of surgery at the Bilbid Prison Hospital from 2 July 1942, and CO, Bilbid Prison Camp, from September 1943.

★ HERBSTER, Victor D., Capt., USN, (Ret), Bambridge, Mass.: Commander Inshore Patrol, Commander Northern Air Patrol, district aviation officer and assistant commandant (operations) in headquarters organization of the First Naval District, Deputy Commander Northern GrpEast SeaFron, throughout World War II.

★ HUFF, Owen W., Lt. Comdr. (then Lt.), USN, Wakefield, Mass.: CO, *USS Hopi* during rescue operation, Anzio, Italy, 15 to 17 Feb 1944.

★ HURT, Samuel H., Capt., USN, Newport, R. I.: CO, *USS Louisville*, South Pacific area, 20 Jan 1944 to 17 Oct 1944.

★ INGRAM, William T. II, Comdr., USN, Greenwich, Conn.: Aide and flag lieutenant to ComSoLant, and Captain of Force Flagship, during World War II.

★ JAAP, Joseph A., Comdr., USN, Englewood, Colo.: Commander U. S. naval forces, Azores, December 1944 to September 1945.

★ JETER, Thomas P., Capt., USN, Hyattsville, Md.: CO, *USS Bunker Hill*, flagship of a Task Group during operations, Pacific area, 5 Mar to 28 June 1944.

★ KIRTLAND, Fred D., Capt., USN, Salina, Kans.: CO of a U. S. warship during operations against the Japanese in the Pacific.

★ LOGSDON, Earl W., Comdr. (then Lt.



Hoist, NavTraCen, San Diego
"They're looking at us, I told you we should have worn our regulation shoes."

Comdr.), USN, Las Animas, Colo.: CO, *USS Schenck* in action against enemy submarines, Atlantic Area, 23 and 24 Dec 1943.

★ LOFQUIST, Emanuel A., Capt., USN (Ret), Providence, R. I.: Chief of Staff to Commandant of the Ninth Naval District, 23 June 1941 to 3 Jan 1944.

★ LONGFELLOW, William J., Capt., USN, Baltimore, Md.: Atlantic fleet escort commander engaged in escort of transatlantic convoys during World War II.

★ MARTIN, Harold M., Rear Admiral (then Capt.), USN, Woodley-Villanova, Pa.: CO, *USS San Jacinto*, Western Pacific.

★ MATHEWSON, Rufus W., Capt., USN, Montville, Conn.: Captain of the yard, Philadelphia Naval Shipyard, throughout World War II.

★ MCELDRUFF, John V., Capt. (then Comdr.), USN, Upper Darby, Pa.: CO of an attack transport, Okinawa, Ryukyu Islands, 1 Apr 1945.

★ MCFALL, Andrew C., Rear Admiral, USN (Ret), San Diego: Chief of Naval Air Operational Training, 23 Aug 1943 to 22 Feb 1945.

★ MCKEE, Andrew I., Commodore (then Capt.), USN, Lawrenceburg, Ky.: Senior ast. fleet maintenance officer on staff of ComSerPac, February 1945 until hostilities ceased.

★ MCKINNEY, Eugene B., Capt., USN, Eugene, Ore.: CO, *USS Skate* during war patrol of that vessel in enemy controlled water on 30 Nov 1943.

★ McMILLEN, Fred E., Rear Admiral, (SC), USN, San Diego: Chief of Field Branch BuSandA, Cleveland, 9 Dec 1942 to 2 Sept 1945.

★ O'REAR, George M., Capt., USN, Staten Island, N. Y.: CO, *USS Arkansas*, Okinawa campaign, 25 Mar to 24 Apr 1945.

★ MCQUISTON, Irving M., Rear Admiral, USNR, Washington, D. C.: Director Progress Division in BuAer, April 1941 to February 1946; Chief of Aviation Progress in the Office of the Deputy CNO (Air), 10 Sept 1943 to 28 May 1946.

★ PICKEN, James C., Jr., Comdr. (then Lt. Comdr.), USNR, Seattle, Wash.: Communication officer, staff of ComFairWing 4, North Pacific area from 26 May 1942 to 19 May 1944.

★ PRICE, John D., Vice Admiral (then Rear Admiral), USN, Little Rock, Ark.: ComFairWing 2, Pacific Fleet, from March 1943 to March 1945.

★ RAY, Herbert J., Commodore, USN, Piedmont, Calif.: Deputy Director, Naval Division, U. S. Group Control Council for Germany, Deputy Naval Adviser to the Office of Military Government, and junior U. S. Member of the Tri-Partite Naval Commission in Berlin from 1 Mar to 8 Dec 1945.

★ REDGRAVE, DeWitt C. Jr., Capt., USN,



Mulvaney on Bomb Disposal (BuOrd)

"He's a big ashtray and paper weight magnet from the South Pacific."

★ DECORATIONS

Legion of Merit (Cont.)

Maplewood, N. J.: Design superintendent and planning officer, Industrial Department, Philadelphia Naval Shipyard, October 1944 to October 1945.

★ ROBBINS, Josephus A., Capt. (then Comdr.), USN, Mayfield, Ky.: CO USS *Flusser*, Buso River, Sio and Madang, June 1943 to December 1943.

★ RUTT, Burnice L., Capt., USN, Casey, Iowa: CO, beach assault unit, Southern France, August 1944.

★ SEARS, Harry E., Capt., USN, Chevy Chase, Md.: CO, heavy bomber squadron operating on reconnaissance and search missions, South Pacific area, 15 Aug 1943 to 5 Apr 1944.

★ SMITH, Paul C., Lt. Comdr. (then Lt.), USNR, Lawton, Okla.: Force public relations officer, Iwo Jima and Okinawa Gunto, from January to May 1945.

★ STROTHER, John A., Capt. (then Comdr.), USNR, Del Mar, Calif.: Engineering officer, USS *Washington*, operating against enemy bases and fleet units in forward areas of the Pacific from September 1942 through October 1944.

★ TAYLOR, Moulton B., Comdr. (then Lt. Comdr.), USNR, Longview, Wash.: OinC, Special Weapons Division, Naval Aircraft Modification Unit, Philadelphia.

★ THORWALL, Charles A., Capt. (then Comdr.), USN, Hackensack, N. J.: Com Cort Div 40, Bismarck Archipelago, 20 to 31 May 1944.

★ THYSON, Leo C., Capt. (MC), USN, Washington, D. C.: Senior surgeon at Japanese prison camps near Shanghai and Fengtai, China: and at Hakodate, Japan, 1 Feb 1942 to 14 Sept 1945.

★ WEEKS, Robert H., Comdr., USN, Alexandria, Va.: Ast. Fleet communication officer, CincLant, outbreak of hostilities to June 1944.

★ WILL, Prentis K., Comdr., USN, Arlington, Va.: Executive officer and CO, various aircraft utility squadrons, 7 Dec 1941 to January 1945.

Legion of Merit (Army)

★ BUTCHER, Harry C., Capt., USNR, Washington, D. C.: Outstanding services from 18 Aug 1944 to 27 May 1945.

★ PLAUT, James S., Lt. Comdr., Cambridge, Mass.: Director, art looting and investigation unit, Strategic Services Unit, War Department Mission, Great Britain, 10 Jan 1945 to 8 Nov 1945.

★ SHELLEY, Tully, Commodore, USN, Washington, D. C.: Intelligence officer, naval forces, Europe, September 1944 to July 1945.



Hoist, NavTraCen, San Diego
 "Ah!! Just my measurements . . . I'll take two sizes smaller."

DISTINGUISHED FLYING CROSS

Gold star in lieu of second award.

★ EGBERT, Gordon R., Lt. Comdr., USN, Cheverly, Md.: Twenty flights in combat area, 21 Apr to 23 July 1945.

★ HERLIHY, George B., Capt., USMC, Washington, D. C.: Aerial flight in connection with military operations, Ryukyu Islands, 23 June to 10 July 1945.

★ LINK, Norbert, Lt. (jg), USNR, Chase, Kans. (M): Pilot in CompRon 92, USS *Tulagi*, Southern Ryukyus, 13 Apr 1945.

★ MEARS, Howard F., Lt. Comdr., USN, Washington, D. C.: Pilot in PatBomRon 106, Malay and Indochina coasts, 26 Apr to 1 June 1945.

★ SAKELIARIADES, James C., Lt. (jg), USNR, Washington, D. C.: Pilot of carrier based plane, Nansei Shoto and Kyushu, 23 Mar to 12 May 1945.

★ WALSH, Richard J., Jr., Lt. (jg), USNR, Wildwood, N. J. (posthumously): Pilot of torpedo bomber, Air Group 84, USS *Bunker Hill*, Kure, Japan, 19 Mar 1945.

First award:

★ BACCI, Paul, Ens., USNR, Somerville, Mass. (posthumously): Pilot of dive bomber, BomRon 94, USS *Essex*, Ominato naval base, 9 Aug 1945.

★ BAKER, Ernest W., Ens., USNR, Richmond, Va.: Pilot of dive bomber, BomRon 83, USS *Essex*, Yokosuka, 18 July 1945.

★ BILLO, James D., Lt. Comdr. (then Lt.), USN, Medford, Ore.: Division leader FitRon 18, USS *Bunker Hill*, Rabaul harbor, 11 Nov 1943.

★ BROWER, Robert J., Lt., USNR, Seattle (M): CompPatBomRon 124, Tsushima Straits, 16 June to 7 July 1945.

★ CLEMENTS, Donald C., Lt., USNR, Evanston, Ill.: Pilot in FitRon 28, USS *Monterey*, first battle of Philippine Sea, 19 June 1944.

★ CLINTON, Marvin S., Lt. (jg), USNR, Norwich, Conn. (posthumously): Co-pilot in PatBomRon 63, Bay of Biscay and western approaches to United Kingdom, 17 Aug 1943 to 25 June 1944.

★ CLEVELAND, William L., Comdr., USNR, Miami Beach, Fla.: Plane commander of a flag plane, Pacific Ocean area, November 1943 to May 1945.

★ COWAN, Granville W., Lt., USNR, Schulenburg, Tex. (M): Pilot of bomber-fighter plane, Air Group 87, USS *Ticonderoga*, Japanese Empire area, 24 July 1945.

★ DOZIER, Wilson L., Lt., USNR, Jasper, Ala. (posthumously): Pilot in FitRon 88, USS *Yorktown*, Japanese homeland, 13 Aug 1945.

★ EMBREE, Ralph A., Comdr., USN, Kemmerer, Wyo. (M): Pilot of fighter plane, Air Group 12, Japanese Empire, 28 Apr to 4 May 1945.

★ FLETCHER, Richard F., Lt., USN, Benton Harbor, Mich.: Pilot, CompSpotRon 2, USS *Fanshaw Bay*, Ryukyu Islands, 25 Mar to 23 Apr 1945.

★ FREEMAN, Glen W., Lt. (jg), USNR, Sunnyside, Utah (M): Fighter pilot, FitRon 24, USS *Santee*, Ryukyu Islands, 25 Apr 1945.

★ GALLOWAY, John P., Lt. (jg), USNR, Washington, D. C.: Twenty flights in combat area, 18 Dec 1944 to 8 Feb 1945.

★ GUNNELS, Charles W., Lt. Comdr., USN, Quincy, Mass.: Pilot, FitBomRon 87, USS *Ticonderoga*, Kure naval base, 28 July 1945.

★ HAMM, Andrew B., Lt. Comdr., USN, Long Beach, Calif. (posthumously): CompBomRon 1, USS *Bennington* and pilot dive bomber, Yokosuka naval base, 18 July 1945.

★ HARDER, Lewis B., Lt. (then Lt. (jg)), USNR, Watch Hill, R. I.: Pilot of torpedo bomber, USS *Couperns*, Truk, 29 Apr 1944.

★ KELLER, Harold R. Jr., Lt. Comdr. (then Lt.), USN, Newtonville, Mass. (post-

humously): Leader of strike group, southern Kyushu, 18 Mar 1945

★ LINK, Norbert, Lt. (jg), USNR, Chase, Kans. (M): Airman with CompRon 92, USS *Tulagi*, Ryukyus area, 25 Mar to 9 May 1945.

★ MEARS, Howard F., Lt. Comdr., USN, Washington, D. C.: Pilot and plane commander, PatBomRon 106, Malaya coast, 11 May 1945.

★ MILLER, Willard J., Lt. (jg), Altoona, Pa. (posthumously): Division leader and pilot in TorpRon 10, USS *Intrepid*, Honshu, 19 Mar 1945.

★ MOLTEN, Richard W., Lt. Comdr. (then Lt.), USNR, Pensacola, Fla.: Pilot of observation plane, Admiralty Islands, 29 Feb 1944.

★ O'NEILL, Vernon P., Lt. Comdr. (then Lt.), USN, Hollywood, Fla.: Pilot, fighter plane, FitBomRon 87, USS *Ticonderoga*, Kure naval base, 28 July 1945.

★ PETERSON, William L., Jr., Lt., USN, San Diego (M): Pilot of bomber-fighter plane, Air Group 87, USS *Ticonderoga*, Japanese homeland, 10 Aug 1945.

★ PORUPSKY, Ernest G., Lt. (jg) (then Ens.), USNR, Sartell, Minn. (posthumously): Pilot of dive bomber BomRon 16, USS *Randolph*, Kure naval base, 24 July 1945.

★ PRICE, Robert H., Lt. Comdr., USN, Shelbyville, Ill. (posthumously): Pilot and leader of FitRon, USS *Couperns*, Wake, Truk, Hollandia, Marshalls, Marianas and Palau Islands.

★ SAKELIARIADES, James C., (Lt. (jg)), USNR, Washington, D. C.: Member of a fighter sweep over Kyushu, 18 Mar 1945.

★ SAMARAS, Thomas D., Lt. (jg), USNR, Akron, Ohio, (posthumously): Pilot in BomRon 83, USS *Essex*, Ryukyu Islands, 18 Mar to 9 May 1945.

★ SCHAEFFER, Thomas G., Ens., USNR, St. Cloud, Minn. (M): Pilot of fighter-bomber in Air Group 87, USS *Ticonderoga*, Kure naval base, 28 July 1945.

★ SCOTT, Weston L., Lt. (jg), USNR, Gardena, Calif. (posthumously): Pilot in CompRon 84, USS *Makin Island*, 16 to 20 missions against Iwo Jima, 15 Feb to 9 Mar 1945.

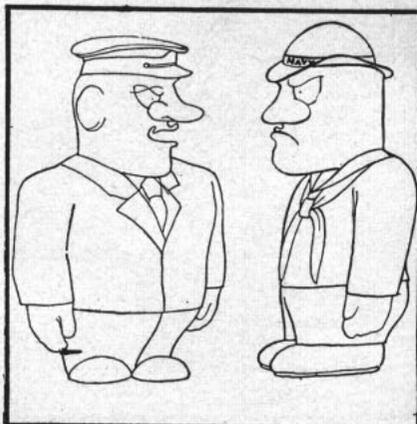
★ SHOLES, Woodrow E., Lt., USNR, Norwich, Conn. (posthumously): Pilot in PatBomRon 63, Bay of Biscay and western approaches to United Kingdom, 17 Aug 1943 to 25 June 1944.

★ SIMS, Norton E., Ens., USNR, Hammond, Ind. (posthumously): Pilot in TorpRon 94, USS *Lexington*, Kure naval base, 28 July 1945.

★ STANLEY, William, Ens., USNR, Philadelphia (posthumously): Pilot of bomber-fighter in Air Group 87, USS *Ticonderoga*, Inland Sea, 28 July 1945.

★ STEPHENS, Paul R., Ens., USNR, Topeka, Kans. (M): Pilot of torpedo bomber in TorpRon 87, USS *Ticonderoga*, Kure area, 24 July 1945.

★ TUOHIMAA, William, Lt. (jg), USNR, Ish-



Pelican, NRB, New Orleans
 "I don't care if it is regulation Navy."

pening, Mich. (posthumously): Pilot in FitRon 88, *uss Yorktown*, Niigata, Honshu, 10 Aug 1945.

★ VIGANT, George J. Jr., Ens., USNR, Woonsocket, R. I. (posthumously): Pilot in CompRon 93, *uss Petrof Bay*, Ryukyu Islands area, 26 Mar to 15 May 1945.

★ VOSSLER, Curtis F., Lt. Comdr. (then Lt.), USN, Warrington, Fla.: Pilot, heavy bomber, BomRon 102, South Pacific area, totaling 800 hours of flying time; against Japanese shipping near Green Islands, 26 Oct 1943.

★ WEEKS, John S., Lt. (jg), USNR, Patchogue, N. Y. (M): Pilot in BomFitRon 85, *USS Shangri-La*, Otaru harbor, 15 July 1945.

★ WILLIAMS, Clair T., Lt., USNR, Highland Park, Ill. (M): Pilot of dive bomber in BomRon 16, *uss Randolph*, Kure naval base, 24 July 1945.

NAVY AND MARINE CORPS MEDAL

First award:

★ LANIER, Berwick B., Capt., USNR, New York City; Executive officer, *uss Monticello*, in vicinity of Azores, when turbine in generator room exploded, 29 Aug 1943.

★ SWAIN, Ted N., Lt., USN, Long Island, N. Y.: OinC of survivors, *uss Pampanito*, in rescue of British and Australian POWs, Island of Hainan in South China Sea, 15 Sept 1944.

BRONZE STAR MEDAL

Gold star in lieu of third award:

★ HEFFERNAN, John B., Capt., USN, Washington, Ind.: CO, U. S. battleship, capture of Iwo Jima, 7 Mar 1945.

Gold star in lieu of second award:

★ BAKER, Charles A., Capt., USN, Washington, D. C.: CO, *uss Texas*, Okinawa and Ie Shima, 25 Mar 1945 to 14 May 1945.

★ HEFFERNAN, John B., Capt., USN, Washington, Ind.: CO, *uss Tennessee*, Leyte, 18 to 24 Oct 1944; Battle of Surigao strait, 25 Oct 1944.

★ RAGONETT, Lucien, Capt., USN, Washington, D. C.: Force intelligence officer, invasion of Sicily, 6 to 8 July 1943.

★ SHAW, Charles A., ChCarp (then Carp), USN, Eureka, Calif.: Directed repair party, *uss Alpine*, Leyte, 18 Nov 1944.

★ SMITH, Elbert S., Lt., USNR, Decatur, Ill.: CO, LCI(G) 580, Okinawa, Ryukyu Islands, 14 June 1945.

★ SULLIVAN, Joseph W., Lt., USNR,inghamton, N. Y.: ComLCI(R)Div, Okinawa, Ryukyu Islands, 1 Apr to 21 June 1945.

First award:

★ ACKER, Frank C., Comdr., USN, York Harbor, Me.: CO, *uss Pomfret*, second war patrol, South China Sea, 10 Sept to 25 Oct 1944.

★ ALLEN, Robert W., Lt. (then Lt. (jg)), USNR, Tulsa, Okla.: Boat officer attached to *uss Harris*, Leyte.

★ BALDWIN, Cedric B., Lt. Comdr., USNR, Honolulu, T. H. (posthumously): Beachmaster, Iwo Jima, 19 Feb 1945.

★ BARKER, Nathaniel C., Comdr., USN,

Second Bronze Star

Commodore Herbert J. Grassie, USN, of Cohasset, Mass., was awarded a gold star in lieu of a second Bronze Star for action as CO of the *uss Idaho* at Okinawa from 25 Mar to 20 Apr 1945 instead of a Silver Star as reported in the August ALL HANDS.

Memphis, Tenn.: Gunnery officer, staff of ComAmphib, Okinawa, Ie Shima, Iheya Shima, Aguni Shima, October 1944 to September 1945.

★ BERNER, Merritt, Comdr. (then Lt. Comdr.), USNR, Llanerch, Pa.: CO, *uss Bull*, Okinawa, Ryukyu Islands, April to June 1945.

★ BILES, Ronald C., Lt. Comdr., USNR, Seattle (posthumously): Ast. to operations and minesweeping officer, staff of ComMinFor U. S. Fleet, Okinawa.

★ BLACK, Robert G., Lt. Comdr. (then Lt.), USNR, Greenville, N. C.: Torpedo data computer operator, *uss Batfish*, third war patrol, Pacific area, 26 May to 7 July 1944.

★ BROWN, Harold H., Lt., USNR, Wenatchee, Wash.: CO, LCI(G) 568, Okinawa Shima, 2 Apr 1945.

★ BUTTERFIELD, Allen K., ChCarp, USNR, Wclliston, Mass. (posthumously): Water-front construction officer, CBBait 76, Marianas, 17 June to 1 Aug 1945.

★ CALVERT, John E., Comdr., USNR, San Francisco: Member industrial department, Navy yard, Cavite, 10 Dec to 25 Dec 1941.

★ CANTELOPE, Edwin J., Lt., USN, Cambridge, Mass.: CO, LST 294, Normandy, France, 6 June 1944.

★ CARNEY, Francis J., Ens. (CEC), USNR, Newport, R. I. (posthumously): While POW, Kawaiasaki, during three-year incarceration.

★ CARROLL, Charles B., Comdr. (then Lt. Comdr.), USNR, Boston: Ast. approach officer, *uss Paice*, first war patrol, Pacific area, 4 June to 25 July 1944.

★ CHALFANT, Charles D., Lt. (then Lt. (jg)), USNR, Evanston, Ill.: CO, PC 578, Iwo Jima, 22 Jan to 4 Apr 1945.

★ CHELIEV, Homer W., Lt. (jg) (then Ens.), USN, Kansas City, Mo.: Ast. plotting officer, *uss Picuda*, second war patrol, Pacific area, 4 May to 27 June 1944.

★ COLYEAR, Bayard H., Capt., USN, San Francisco: CO, *uss Monticello*, Atlantic, Pacific and Indian ocean areas, 16 June 1942 to 21 June 1944.

★ CONDIT, Harold L., Lt. (jg), USNR, Hagerman, Idaho: Gunnery officer, LCI(G) Group 7, Flot 3, Okinawa, Ryukyu Islands, 4 May 1945.

★ COOK, George C., Lt., USNR, E. Milton, Mass.: Diving officer, *uss Guavina*, during war patrol of that vessel.

★ CORT, Frederick, Lt. USNR, Fairmont, W. Va.: CO, PCS 1455, Iwo Jima, Volcano Islands, 22 Jan to 4 Apr 1945.

★ COX, George E., Lt. (then Lt. (jg)), USN, Vallejo, Calif.: Diving officer, *uss Searaven*, tenth war patrol, vicinity of Eniwetok, Truk and Saipan, 26 Jan to 25 Feb 1944.

★ DAY, Albert L., Lt. (jg) (then CPHM), USN, Virginia Beach, Va.: Chief anesthetist, division field hospital, 1stMarDiv, Guadalcanal, Solomon Islands.

★ DELAPLANE, James J., Lt. Comdr. (then Lt.), USNR, Wabash, Ind.: CO, LST 354, invasion Normandy, 6 June 1944.

★ ELDRIDGE, Emory P., Capt., USN, Coronado, Calif.: CO, *uss Mount Vernon*, Atlantic and Pacific Ocean areas, 23 Nov 1943 to 13 Nov 1945.

★ ELLER, Ernest M., Capt., USN, Annapolis, Md.: Ast. combat readiness officer, staff of ComInchPac and Pacific Ocean areas, May 1942 to April 1945.

★ ELLIOTT, Richard E., Comdr., USN, Warren, Pa.: Communications officer on staff Commander Landing Craft and Bascos, 11th AmphibFor, European theater, 1 Sept 1943 to 6 June 1944.

★ ERDMANN, William L., Capt., USN, San Rafael, Calif.: OinC, antisubmarine warfare, staff ComSoPac, Bismarck Archipelago, 30 Nov 1943 to 15 May 1944.

★ FAHY, Richard T., Lt. Comdr., USN, Waterford, Ohio: Ast. approach officer, *uss Pogy*, sixth war patrol, Pacific waters, 7 Apr to 29 May 1944.

★ FISHER, Robert K., Lt. (then Lt. (jg)), USNR, Buffalo, N. Y.: CO, landing craft



Mulvaney on Bomb Disposal (BuOrd)
"Go ahead! It certainly looks like one."

fire support ship, Okinawa, 1 Apr to 14 June 1945.

★ FLORY, Karsten C., Lt., USNR, Wauwatesa, Wis.: CO, LCI(G) 567, Ie Shima, Ryukyu Islands, 8 to 10 Apr 1945.

★ FRANCE, William C., Capt., Coronado, Calif. (posthumously): CO, *uss Henrico*, flagship, ComTransDiv 50, Kerama Retto, 26 Mar 1945.

★ GLOSTEN, Edward R., Capt., USNR, Tucson, Ariz.: CO, *uss St. Mary's*, Kerama Retto and Ie Shima, April 1945.

★ GREGG, Robert C., CBM, USN, Kirksville, Mo.: Assisted and directed personnel when *uss Franklin* was struck and severely damaged, Kyushu, 19 Mar 1945.

★ HAASE, Edward F., PHAR, USN, Philadelphia: Assisting prisoners aboard prison ship, and in POW camp at Fukuoka Work Camp No. 3, until liberation, 13 Sept 1945.

★ HALFON, Sam, Lt. Comdr. (then Lt.), USNR, Seattle: CO, *uss Waters*, Okinawa Gunto, March to June 1945.

★ HAYLER, Robert W., Rear Admiral, USN, Alexandria, Va.: ComCruDiv 12 of Task Force 58, Western Pacific, 19 to 20 June 1944.

★ HENDRICKSON, Chester E., Lt. (then Lt. (jg)), USNR, Grove City, Minn.: OinC, scout and support boat, *uss Charles Carroll*, Normandy, 6 June 1944.

★ HINGSON, James M., Lt. Comdr., USN, Richmond, Va.: Ast. approach officer, *uss Batfish*, third war patrol, Pacific, 26 May to 7 July 1944.

★ HOLMES, John G., Lt. Comdr., USNR, Pittsburgh: CO, LST 508, Normandy, 6 June 1944.

★ HOOVER, Herbert W., Lt. (jg), USNR, Graysville, Tenn.: Executive officer, LCI(G), flagship, LCI(G) group 16, Pacific area, October 1944 to June 1945.

★ HORAK, Rudolph A., Lt. (then Ens.), USNR, Caldwell, Tex.: Member of reconnaissance party, Cape Gloucester, New Britain, 24 Sept 1943 to 6 Oct 1943.

★ HORST, Monroe M., Lt. (then Lt. (jg)), USNR, Washington, D. C.: CO, SC 1323, Iwo Jima, Volcano Islands, 22 Jan to 4 Apr 1945.

★ HORTON, John R., Lt. Comdr. (then Lt.), USNR, Nashville, Ind.: CO, Unit 1, Naval group China, 10 Oct 1944 to 15 Apr 1945.

★ HUNT, Vylie M., Lt. Comdr. (then Lt. (jg)), USNR, En Canto, Calif.: Co-pilot, PBV, shot down and later captured after drifting in rubber boat, and while POW aboard Japanese heavy cruiser, 3 June 1942.

★ HUNTINGTON, John C., Comdr., USNR, Washington, D. C.: Port director, Okinawa Shima, 1 Apr to 8 June 1945.

★ JOHNSON, Alfred T., Lt., USNR, Boston (posthumously): With joint intelligence center, Pacific ocean areas, 13 Sept 1944 to 19 Mar 1945.

★ KALEZ, Marion M., Comdr. (then Lt. Comdr.) (MC), USNR, Spokane, Wash.: Flight surgeon, second marine air wing,

★ DECORATIONS

Bronze Star (Cont.)

New Caledonia and Espiritu Santo, 12 July to 12 Nov 1942.

★ KAMPS, John C., Lt. Comdr. (then Lt.), USN, Baltimore, Md.: CO, LST 293, Normandy, 6 June 1944.

★ KELLY, Laurence E., Capt., USN, Washington, D. C.: CO, USS *Lejeune*, North Atlantic convoy, 15 Apr 1944 to 15 Feb 1945.

★ LANGER, Edward E., Lt., USNR, Berwyn, Ill.: Communications officer, Ast. division control officer and ast. squadron control officer, ComTrans Div 20, and ComTrans-Ron 11, Saipan, Leyte, Angaur, May 1944 to April 1945.

★ LAVIETES, Paul E., Lt. (then Lt. (jg)), USNR, Boone, N. C.: CO, PC 1081, Iwo Jima, Volcano Islands, 4 Apr 1945.

★ MACKENZIE, Edward P., Lt. (then Lt. (jg)), (MC), USN, Ocean City, Md.: Medical officer, USS *Harding*, Normandy, 6 June 1944.

★ MALCOM, James B., Lt. Comdr. (then Lt.), USNR, Etonville, Wash.: CO, LST 509, Normandy, 6 June 1944.

★ MARTIN, Ralph A., Lt. (jg) (then CRM), USN, San Antonio, Tex.: Chief radioman and battle station radar operator and maintenance man, USS *Bowfin*, first, second and third war patrols, Pacific area.

★ MCCLAIN, Warren H., Capt. (then Comdr.), USN, Athens, Ga.: CO, U. S. destroyer during night action, Honshu, 22 to 23 July 1945.

★ MCGUIGAN, Joseph L., Capt., USN, Tacoma, Wash.: With U. S. Army Air Forces, Philippines, May 1942.

★ MEEK, David C., Lt., USNR, Salt Lake City: CO of an LCI(M), Okinawa, Ryukyu Islands, April to June 1945.

★ MILLER, Wallace J., Capt. (then Comdr.), USN, Annapolis, Md.: CO, USS *Caperton*, ComDesDiv 100 of Task Force 58, western Pacific, 16 Jan to 30 June 1944.

★ MULLIGAN, James F., Jr., Lt., USNR, Greenville, Ky.: Intelligence and personnel officer, LSTFlot 3, Lingayan and at Okinawa, 22 Aug 1944 to 25 June 1945.

★ NAGLE, Paul F., Lt. Comdr., USNR, New York City (posthumously): OinC, air operations officer, NavAirSta, Kaneoche Bay, T. H., 21 Oct 1944 to cessation of hostilities.

★ NETHKEN, Alva F., Ens., USN, Ruston, La.: OinC midship repair party, USS *Houston*, Timor Sea, 16 Feb 1942.

★ O'HARE, George J., Lt., USNR, Hyatts-



Mulvaney on Bomb Disposal (BuOrd)
"You do it!"

ville, Md.: CO, fire support ship, Okinawa, April to June 1945.

★ OWENS, George S., Lt. (SC), USNR, Lockport, N. Y. (posthumously): Supply officer, staff ComMinPac, Pacific area, January to May 1945.

★ PALMER, James E., Lt., USNR, Canton, Ga.: CO, PC 463, Iwo Jima, Volcano Islands and Okinawa Shima, 22 Jan to 4 Apr 1945.

★ PARKER, Rey L., Comdr. (then Lt. Comdr.), USNR, San Francisco: Member of district material office, Manila, 8 to 25 Dec 1941.

★ PETTY, Paul V., Lt. Comdr., USNR, Covington, Tex.: CO, Navy chartered transport island mail, Solomon Islands, Gilbert Islands, Marshall Islands, Marianas Islands, Ulithi Atoll and Okinawa, 29 June 1943 to 20 Nov 1945.

★ POELKING, John A., Lt., USNR, University Heights, Ohio: Debarkation officer, USS *William P. Biddle*, North Africa, Sicily, Tarawa, Kwajalein, Guam, Leyte and Luzon.

★ PRICE, Kenneth M., Lt., USNR, Los Angeles: Plotting officer, USS *Pogy*, sixth war patrol, Pacific area, 7 Apr to 29 May 1944.

★ PULLIAM, Plyn J., Lt., USN, San Francisco: CO, LST 500, Normandy, 6 June 1944.

★ PURDY, Richard B., Lt. (jg), USN, Briarcliff Manor, N. Y.: CO of an LCI(M), Okinawa, Ryukyu Islands, 12 May to 14 June 1945.

★ QUIRK, Bryan D., Lt., USNR, Linthicum Heights, Md.: CO, LST 28, Normandy, 6 June 1944.

★ RASSEUR, William T., Capt. (then Comdr.), USN, Arlington, Va.: Executive officer, USS *Curtiss*, Pearl Harbor, 7 Dec 1941.

★ ROOT, Donald G., Lt. (then Ens.), USNR, Medford, Ore.: Member of reconnaissance party, New Britain, 7 to 27 Oct 1943.

★ SCHWEIDLER, Joseph F., Lt. (jg), USNR, Lafayette, Ind.: CO, SC 1314, Iwo Jima, Volcano Islands, 22 Jan to 4 Apr 1945.

★ SETTLE, Thomas W. G., Capt., USN, Menlo Park, Calif.: CO, USS *Portland*, Okinawa Gunto, 25 Mar to 20 Apr 1945.

★ SHEA, John R., Jr., Lt. Comdr. (then Lt.), USNR, Baltimore, Md.: CO, PCE 877, vicinity of Iwo Jima, Volcano Islands, 22 Jan to 4 Apr 1945.

★ SHELLEY, Tully, Commodore (then Capt.), USN, Washington, D. C.: Intelligence officer, staff of ComNavEu prior to and during assault on France, June 1944.

★ SIMMS, James S., Lt. (jg), USNR, Pleasantville, N. J.: CO, PCS 1452, vicinity Okinawa Shima, 22 Jan to 4 Apr 1945.

★ SISLER, Vincent A., Jr., Comdr., USN, Washington, D. C.: Ast. Operations officer, ComSubPac, November 1943 to November 1944.

★ SMITH, James W., Capt. (then Comdr.), USN, Hamden, Conn.: Gunnery officer, USS *Hornet*, Santa Cruz Islands, 26 Oct 1942.

★ STONE, Frank P., Lt. Comdr. (then Lt.), USNR, Milwaukee, Wis.: Commander, gunboat support unit, Iwo Jima, Volcano Islands, 19 to 23 Feb 1945.

★ SOUTHERLAND, Leonard B., Comdr., USN, Washington, D. C.: Air officer, USS *Lexington*, Gilbert and Marshall Islands, October 1943 to June 1944.

★ SPEARS, William O. Jr., Lt. (then Lt. (jg)), USN, Washington, D. C.: Communications and torpedo officer, USS *Pope*, Macassar Strait, Badoeng Strait, and the Java Sea, 24 Jan, 19 Feb to 20 Feb and 1 Mar 1942.

★ STRANGE, Hubert E., Capt. (then Comdr.), USN, Johnstown, Pa.: ComLST Group 40, Okinawa Shima, 1 to 6 Apr 1945.

★ STUART, Luther B., Capt., USN, Oakland, Calif.: Operations officer and Ast. Chief of Staff ComSerPac, September 1943 to March 1945.

★ STUBO, Knuty C., Comdr. (then Lt. Comdr.), USNR, San Francisco: Procurement officer for District material office, Manila, 8 to 25 Dec 1941.



Mulvaney on Bomb Disposal (BuOrd)

"I never did find that chap, Tilton, I wuz supposed to relieve!"

★ TAYLOR, Edward J., Lt., USNR, New York City (posthumously): Degaussing officer, ComMinPac, Pacific area, 22 Dec 1944 to 1 May 1945.

★ TIPPEY, James M., Lt. Comdr., USN, (then USNR), Washington, D. C.: Radio officer, USS *Yorktown*, 15 Apr 1943 to 22 Mar 1944; Communications officer, 22 Mar 1944 to 28 Apr 1945.

★ THOMAS, Edwin C., Lt. Comdr., USNR, Mechanicsville, Va.: ComLCS(L) Group, Okinawa Shima, April to June 1945.

★ THORWALL, Charles A., Capt. (then Comdr.), USNR, Hohokus, N. J.: ComCorDiv 40, Bismarck Archipelago, 19 May 1944.

★ VAN BUSKIRK, Bever R., Comdr. (MC), USN, Auburn, Calif.: Senior American officer, POW Camp Dispatch No. 1, Tokyo, December 1942 to April 1945.

★ VAN HORNE, Roscoe M., Lt., USN, Hunting Park, Calif.: CO, LST 290, Normandy, 6 June 1944.

★ VAUGHAN, Edward J., Lt., USNR, Chicago: Communications officer, LSTFlot, and staff of ComTransDiv, Saipan, Tinian, Peleliu, Okinawa Gunto, and Japan.

★ WACHTER, John E., Lt., USNR, Milwaukee, Wis.: CO, LST 58, Normandy, 6 June 1944.

★ WALKER, William B., Lt. (then Lt. (jg)), USN, Los Angeles: Engineering officer, USS *H. A. Wiley*, Okinawa, Ryukyu Islands, 23 Mar to 21 June 1945.

★ WILMERDING, Henry A., Jr., Comdr. (then Lt. Comdr.), USNR, Long Island, N. Y.: CO, USS *Bates*, Okinawa, Ryukyu Islands, April to June 1945.

★ WITTE, Elmer F., Lt. Comdr. (then Lt.), USNR, Philadelphia: CO, LST 499, Normandy, 6 June 1944.

★ WINTERFIELD, Roland W., Lt. (then Lt. (jg)), USNR, Minneapolis: Boat group commander, USS *Harris*, Leyte.

★ WOODAMAN, Ronald J., Comdr., USN, Quincy, Mass.: CO, destroyer minelayer, Okinawa campaign, and East China Sea, 25 Mar to 26 July 1945.

Bronze Star Medal (Army)

★ BUTCHER, Harry C., Capt., USNR, Washington, D. C.: Connection with military operations, 3 to 8 May 1945.

★ ROBERTS, Henry L., Lt. (jg), USNR, Denver, Colo.: Chief intelligence officer, European theater, October 1944 to September 1945.

★ OLSEN, Clarence E., Rear Admiral, USN, Waukegan, Ill.: OinC administrative arrangements, Crimea Conference at Yalta, 17 Jan to 12 Feb 1945.

THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

Enlisted Promotion Program Established

The Navy rating structure was considerably battered and bent by nearly four years of war and a year of all-out demobilization, but BuPers has come up with a plan nicely calculated to bring it back into line slowly and surely, without disrupting the careers of naval enlisted men. The plan is presented in, and became immediately effective with, BuPers Circ. Ltr. 191-46 (NDB, 31 August).

In words of one syllable, the plan will affect promotion of all enlisted personnel, with few exceptions, as follows:

• **To pay grade 1**—After 1 Nov 1946, such appointments will be made by BuPers only, upon recommendation of COs.

• **To pay grade 1A**—Advancements will be made from a waiting list maintained by BuPers, of candidates selected by service-wide competitive examinations.

• **To pay grade 2**—Advancements will be made from waiting lists maintained by certain fleet and shore commands, subject to quotas allocated by BuPers, of candidates selected by competitive examinations.

• **To pay grades 3 and 4**—Advancements may be made by COs to fill vacancies in current approved allowances.

• **To pay grade 5**—Advancements may be made without regard to vacancies.

• **To pay grade 6**—Advancements may be made upon completion of boot training, or upon fulfillment of service requirements if men are not previously advanced.

In all cases above, candidates for advancement in rating must complete all existing requirements as to service, proficiency and conduct, before they may be considered eligible candidates. These requirements, revised, will be found in a table accompanying this article.

It will be seen immediately that while advancement in the lower grades remains relatively easy, dependent primarily upon the effort of the individual to qualify himself, promotion of qualified men in the higher grades (3 and 4) becomes dependent upon vacancies in allowance, and still higher (1A and 2) becomes dependent upon waiting lists maintained outside of the individual command to which a candidate may be attached.

This postwar system of advancements is only a partial return to pre-war methods, when the competitive exams and quotas and waiting lists extended down to the lower rates as well. The new system was made neces-

sary by the simple fact that the Navy's rating structure is top-heavy with high-rated personnel. The top-heaviness was a direct result of the war and of demobilization.

The Navy ballooned in the war years from a stable, peacetime organization to a fighting outfit capable of carrying the fight to the enemy all over the world. The inevitable result was a tremendous need for able personnel in high rates. To fill this need, advancements were made progressively easier—from the standpoint of "time in rate" requirements, primarily, and to some extent in other qualifications—until an able man found little barring his path to the top pay grades.

Then, when demobilization came, these higher grades did not leave the service in as great proportions as did the lower rated men. This occurred primarily because a large proportion of the high rated men were "career" Navy men, and to some extent because civilian life looked more attractive to the lower ratings than it did to the top pay grades.

To bring the rating structure back into line, obviously some method was needed which would tend to reduce the numbers in the higher grades while it encouraged advancements to the lower grades. The new directive—Circ. Ltr. 191—is designed to do just that, without operating to the disadvantage of

men already in the higher grades, the great majority of them deservedly so rated.

The postwar advancements plan will operate generally to allow nearly unlimited advancements (at least for a time) in the lower grades, and will give BuPers direct control over the numbers advanced to the higher grades. As BuPers holds this number of advancements to the higher grades at a point just below the number of high rated men who, for one reason or another, leave the service (retirement, transfer to the Fleet Reserve, decision not to reenlist), the rating structure eventually will balance itself. At such time, rules and regulations governing advancements again may be modified to fit the circumstances.

Here, in more detail, is how advancements to the higher pay grades will be affected by the new directive:

TO PAY GRADE 2

Advancement to pay grade 2 will be governed by quotas assigned periodically by BuPers to commanders listed below, and in other cases by BuPers approval of recommendations submitted by activities not included under the commanders listed.

Commanders to whom quotas will be assigned are:

ComServLant (for reallocation of quotas to activities included in the

'WELL DONE' FOR DEMOBILIZATION

SecNav James Forrestal hailed completion of mass demobilization, in which 3,070,581 officer and enlisted personnel were returned to civilian life, with a "Well Done" to the Navy:

"On September 1, 1946, the personnel demobilization program of the largest Navy in the history of the world was completed with the exception of the Medical and Hospital Corps, whose personnel have had to be retained for humanitarian reasons and whose unselfish acceptance of this call for additional duty has been praiseworthy.

"This tremendous task was made possible only by the patience, sympathy, self sacrifice and whole hearted cooperation of the entire naval service. The reservoir of good will and the equity in the affections of over three million Navy veterans created by our fair and rapid demobilization will be of inestimable value to the Navy in the years to come.

"To the entire Naval Service I say a most deserved 'Well Done.'"

During the demobilization period, from 15 August 1945 to 1 September 1946, the Navy pared its peak strength of 3,400,000 down to approximately 600,000.

Some Naval Reserves still on active duty had an opportunity to leave the service immediately under Alnav 475-46 (NDB, 31 August). By this directive male line officers of the Naval Reserve, retained on active duty voluntarily or under contract, could ask immediate release to inactive duty, except for certain minor groups of officers. Budgetary limits occasioned this action.

Medical officers who are graduates of the Navy V-12 program were still required to serve 24 months as commissioned officers following internship. Dental officers who were educated wholly or in part by the government were required to serve 30 months as commissioned officers. Male hospital corpsmen needed 18 months service to become eligible for discharge.

organization of the Atlantic Fleet and to ComNavEu); ComServPac (for re-allocation of quota to activities included in the organization of the Pacific Fleet); Coms 1, 3, 4, 5, 6, 7, 8 (less sea frontier forces); Com 9; Coms 11, 12, 13 (less sea frontier forces); ComSRNC, ComPRNC (includes Navy Department), CNaTra, CNATE. Sea frontier force quotas will be included under the quotas assigned ComServLant and ComServPac.

Quotas will be allocated for each pay grade 2 rate on the basis of the ratio of the combined allowances for each rate in commands included under the commanders listed to the allowance for the rate in the Navy as a whole. An additional consideration in assignment of quotas will be, of course, the current requirements of

the naval service for men in a given rate.

The commanders listed are responsible for the administrative details: convening examining boards, preparation of competitive exams, marking of exams, computation of multiples, and maintenance of six month waiting lists of qualified candidates for advancement.

Competitive exams must be conducted within the six-month period prior to advancement; thus, they may be given semi-annually and at such other times as may be necessary to provide eligible candidates for waiting lists. Eligibles on waiting lists during the first "quarter" of the six-month period who are not advanced, will be carried on the lists to the next quarter and their multiples recomputed to

give them credit for additional service. Persons will not be retained on waiting lists beyond expiration of enlistment, unless they enlist or reenlist on board on the day following discharge. If a candidate has been transferred when his name is reached, he will be advanced in rating under the quota of the command from which transferred, provided he is qualified in the opinion of his new CO. Only personnel in pay grade 3 rates, who are recommended by their COs and who will have fulfilled the applicable factors for advancement in rating will be permitted to compete for advancement.

TO PAY GRADE 1A

Service-wide competitive exams for advancement to pay grade 1A will be held periodically, and the names of qualifying candidates placed on an eligibility list compiled and maintained by BuPers. Candidates will be placed on the waiting lists for each rate in the pay grade in the order of the final multiple scores attained and in such numbers as to meet the contemplated requirements for the rates in the ensuing year. Advancement of persons on the lists will be authorized by BuPers as permitted by vacancies in the Navy as a whole. Names of personnel placed on the lists will remain on them until individuals are advanced or until their names are removed by BuPers on recommendation of COs, for disciplinary or other bona fide reasons.

A relatively limited number of qualified candidates will be placed on the eligibility lists, as compared to the number that may be eligible to take the examination. Consequently, COs were enjoined by Circ. Ltr. 191 to "exercise discretion in recommending candidates to insure that only personnel well suited for advancement to pay grade 1A are recommended" for the exams. BuPers pointed out that careful selection of candidates to take the exams, based on qualities of leadership, character and performance of duty, will eliminate the necessity of placing a restriction on the number of candidates that may be recommended for competitive examination.

TO PAY GRADE 1

Authority for COs to effect appointments to pay grade 1 was cancelled by Circ. Ltr. 191, effective 1 November. On and after that date, appointments will be governed by Art. D-5111, BuPers Manual, which provides that appointments shall be made by BuPers, acting upon recommendation of qualified candidates by COs.

A new certificate of appointment to pay grade 1 is being prepared by BuPers. Such certificates (of a previous design) had been issued up to 27 Jan 1942. BuPers plans now to issue the new certificate to those men appointed to pay grade 1 between that date and 31 October of this year, who were appointed by COs under authority delegated to them in BuPers Circ. Ltr. 11-42 (NDB, cum. ed.). COs were directed to review the service

Service and Marks Requirements

With revision of the rules for advancement in rating have come new service and marks requirements which must be met by men wishing to be promoted. The new requirements are substantially those which existed before the war. The table below shows these new requirements at a glance. It has been promulgated as enclosure A to BuPers Circ. Ltr.

191-46 (NDB, 31 August). See story on these pages. Another directive (Alnav 488-46; NDB, 31 August) provided that marks for the performance of duty shall be assigned and entered in the service records of enlisted personnel quarterly, instead of semi-annually, hereafter. First quarterly marks were entered 30 September.

Pay Grade	SERVICE REQUIREMENTS Present Pay Grade	MARKS REQUIREMENTS	
		Proficiency In Rating	Conduct
7 to 6	No specified time for advancements effected on completion of recruit training by TraCens; otherwise, 4 mos. naval service	None	None
6 to 5	6 mos.	No marks less than 2.5 for preceding 6 mos. and not less than 3.5 for quarter preceding advancement	No mark less than 2.5 for preceding 6 mos. and an average of not less than 3.25 for 6 mos. preceding advancement.
5 to 4	6 mos.	No mark less than 2.5 for preceding 6 mos. and not less than 3.5 for quarter preceding advancement	No mark less than 3.0 for preceding 6 mos. and an average of not less than 3.5 for 6 mos. preceding advancement
4 to 3	12 mos.	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement
3 to 2	12 mos. and 36 mos. total active service. * Sea duty of at least 6 mos. in pay grades 3 and/or 4	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement	No mark less than 3.0 for preceding 12 mos. and an average of not less than 3.5 for 12 mos. preceding advancement
2 to 1A	36 mos. * Sea duty of at least 12 mos. in pay grade 2	No mark less than 3.0 for preceding 24 mos. and an average of not less than 3.5 for 24 mos. preceding advancement	No mark less than 3.0 for preceding 24 mos. and an average of not less than 3.5 for 24 mos. preceding advancement
1A to 1	12 mos. * 12 mos. sea duty in pay grade 1A	As prescribed in Art. D-5111, BuPers Manual	

* Sea duty not required for:
 (a) V-10 personnel.
 (b) Aviation branch ratings, except ABMAG, ABMCP, ABMGA, ABMPH, SKV, TMV and PTRV.
 (c) Male specialists, BMM, T, SAD, SADMG.

(d) Repatriated enlisted personnel, provided BuPers Circ. Ltr. 39-46 applies in the individual case.
 (e) Personnel classified L5 or L6 in accordance with "Instructions for the Navy Personnel Accounting System," March 1946 (NavPers 15642, revised).

records of all men aboard appointed to pay grade 1 rates during the above period, and to submit to the Bureau a list of personnel in this category as of 1 November. BuPers will issue certificates on the basis of these lists. Future certificates will be issued by the Bureau as it appoints men to pay grade 1, after 1 November.

SPECIAL CIRCUMSTANCES

Circ. Ltr. 191 (enclosure F) listed special instructions applicable to certain classifications, categories and ratings.

Personnel in classes V-5, V-8 (while in training for aviation pilot) and V-12, Naval Reserve, are not eligible for advancement under the provisions of this letter.

Waves (V-10 personnel) may be advanced in accordance with instructions in the letter, with certain exceptions below:

• V-10 personnel may be advanced in (or strike for) these ratings:

S	SKT	SSMT	SPQR	SPXQM
HA	SKV	CCS	SPQIN	SPXRT
ETM	Y	SC	SPQRP	SPXSB
RM	SK	BKR	SPQTE	SPXTD
T	SKD	SPC	SPSPS	SPXTS
EM	PRTR	SPG	SPTLT	SPXCT
AMM	PRTRM	SPI	SPV	SPXNC
AMMI	PRTRL	SPP	SPW	SPXJO
AETM	MAM	SPLB	SPXED	SPXVA
AM	PHM	SPPMP	SPXKP	SPERW
PR	SSML	SPPPG	SPXPR	SPY
AERM				

• Consideration for advancement in SSMB rating will be made upon request from stations in isolated localities where adequate civilian facilities are not available.

• Upon completion of recruit training, V-10 personnel shall be advanced to S2, or H2 if selected for the Hospital Corps.

• V-10 seamen not graduates of a service school and not selected as strikers for certain rates in accordance with quotas which may have been established by BuPers, are available for detail to nonrated billets in

All Short Enlistment Periods of 2 and 3 Years Discontinued 1 September

All short enlistment periods of two and three years, including enlistment of personnel qualified for electronic technician's mate training, were discontinued by the Navy on 1 September. All enlistments and reenlistments for the regular Navy are now four or six years, at the choice of the applicant.

The only exception to the new enlistment requirement is that applicants who are 17 years old may enlist for their minority (until their 21st birthday).

Two and three year enlistments were previously discontinued on 2 July by NavAct 58-46 (NDB, 15 July), with the exception of electronic technician's mates, former Navy personnel with a minimum of one year of active service during World War II, and applicants 17 years of age.

How to Figure Vacancy in Allowance

To determine vacancies in allowance for purposes of advancements in rating, the following sample table is useful.

Rate	Allow- ance	On Board	Actual Vacancies	Vacancies for Advance- ment
CSF	1	2	-1=A	0
SF1	3	1	+2=B	1 (sum of A & B)
SF2	4	1	+3=C	4 (sum of A, B & C)
SF3	5	4	+1=D	5 (sum of A, B, C & D)

general and may strike for the ratings listed above.

CB personnel advancements in rating and appointment to pay grade 1 will be governed by Circ. Ltr. 191 except as follows:

• S1 and F1 personnel may be advanced to general service or CB rates in pay grade 4 to fill vacancies in allowances, but USN personnel shall not be advanced to COXCBS, GMCBG3 or SKCB3.

• Personnel need not complete training courses for specific petty officer ratings.

• Service school requirements (where such exist) do not apply.

Ship repair personnel may be advanced up to pay grade 3 under provisions of BuPers Circ. Ltr. 254-45 (NDB, 31 Aug 1945), subject to the new service, sea duty and marks requirements (see table). But advancements to pay grade 2 and 1A must be in accordance with Circ. Ltr. 191.

Armed Guard personnel advancements to pay grade 4 and 3 rates continue to be governed by paragraphs 1 through 4(b) of BuPers Ltr. Pers-67-ez, P17/MM, 24 Feb 1945. Advancement of these persons to pay grade 2 shall be governed by Circ. Ltr. 191.

Fleet Reservists and retired enlisted personnel on active duty are subject to provisions of Circ. Ltr. 191.

Repatriated enlisted personnel present a specialized case. BuPers Circ. Ltr. 39-46 (NDB, 15 February) states basic Navy policy, which is to enable these men to attain a status in the naval service which they might have attained had they not been held prisoners of war or in a like status. This principle still holds, with certain modifications. Such advancements must be effected during the period not exceeding 18 months after repatriated POWs report to a duty station following processing and leave. Such advancements are permitted so long as the retroactive dates fall within the period during which personnel were separated from naval jurisdiction and within the period of processing and leave immediately following repatriation. In addition, a single subsequent advancement is permitted, in the 18-month period.

All other advancements in rating,

or appointment to pay grade 1, of repatriated POWs shall be made in accordance with Circ. Ltr. 191. Repatriated personnel who are discharged and who enlist or reenlist under continuous service, are entitled to a continuation of their rights to advancement under Circ. Ltr. 39-46. Ex-POWs who are discharged, and enlist or reenlist under broken service, are deemed not entitled to any additional advancements under 39-46 (this clause is a modification of earlier directives governing POW advancements).

Temporary officers, USN and USNR, whose permanent status is enlisted, may be advanced in their enlisted status in accordance with BuPers Circ. Ltr. 126-45 (NDB, Jan-June, 1945). Recommendations for appointment of these personnel to pay grade 1 shall be made in accordance with Circ. Ltr. 191.

Specialist ratings and certain general service ratings are in a special category. No advancements from non-rated grades to pay grade 4 specialist ratings shall be made without specific BuPers approval, except to the following ratings to fill vacancies in allowance: SPF, SPI, SPQCR, SPQIN, SPY, SPXED, SPXTD, SPXCT, SPXJO, SPXPR and SPXNC. Personnel holding specialist ratings may be advanced in accordance with provisions of Circ. Ltr. 191 and its enclosures. No changes of rating from general service to specialist shall be effected without specific BuPers authority. USN personnel, and Fleet Reservists, may not be advanced to the rating of telegrapher, and no other male personnel may be so advanced without BuPers approval (see p. 54 for clarification of sea duty and service requirements).

Travel by NATS Limited For Inactive Personnel

Retired and Naval Reserve personnel on inactive duty and their dependents can travel by Naval Air Transport Service planes only on authority of BuPers, it was announced in Alnav 508-46 (NDB, 15 September). Such travel will not be authorized except in special cases. This directive modifies Alnav 404-46 (NDB, 31 July).



Beacon, NavHosp, Corona, Calif.
"If you want to see some real love making look at the sailor in the back row."

Sea Duty and Service in Pay Grade Clarified

Clarification of the term "sea duty" where used in connection with qualifications for advancement in rating was included in enclosure A to BuPers Circ. Ltr. 191-46 (NDB, 31 August). The enclosure also discussed the requirements of the "time in rate" factor.

SEA DUTY

Generally, sea duty for purposes of advancement was defined as (1) duty in vessels assigned as a part of the organization of the seagoing forces; (2) duty beyond the continental limits of the United States; (3) duty with the Fleet Marine Force. But these general definitions were qualified in many ways.

Duty which may *not* be counted as sea duty for purposes of advancement in rating:

- Duty in seagoing vessels assigned to continental naval districts and river commands, and duty in shore-based fleet activities within the continental limits. Exception: In cases where district vessels, or men attached to shore-based fleet activities, are engaged in operations at sea more than 50 per cent of the days in the period in question, the entire period may be credited as sea duty, provided no day is counted during which the period of operation was less than four hours.

- Leave in excess of 90 days.
- Any leave from sea duty where the individual is ordered to report to a new duty station within the continental limits at the expiration of such leave.

- Periods between discharge and enlistment or reenlistment.

- Time spent in hospitals, on convalescent leave, or in similar status, in the continental U. S., for periods in excess of 60 days.

- Any time spent in continental hospitals as a result of misconduct.

- Duty in connection with fitting out of new construction vessels, or recommissioning of vessels, for periods in excess of three months. In such cases, sea duty shall begin with the date of reporting aboard such vessels for duty

after commissioning, if assignment will be to the seagoing forces or beyond the continental limits of the U. S.

Rules regarding definition of sea duty in connection with temporary duty under instruction at schools within continental U. S. generally provide that such periods of instruction shall be counted as sea duty if personnel concerned are ordered from and return again to sea duty, subject to the following provisions:

- Where the course of instruction is less than three months, the entire period may be counted toward fulfillment of the sea duty requirement for advancement to pay grade 2. Where the course exceeds three months, only three months of the period may be counted.

- Where the course of instruction is less than six months, the entire period may be counted toward fulfillment of the sea duty requirement for advancement to pay grade 1A. Where the course exceeds six months, only six months of the period may be counted.

- Temporary duty under instruction in continental U. S. schools shall not count as sea duty in meeting the requirements for appointment to pay grade 1.

Service in the inactive fleets shall be considered sea duty for purposes of advancement, including appointment to pay grade 1, except that at such future date as such service may be designated shore duty for purposes of rotation, this duty no longer will be considered sea duty. Duty in the reserve fleets shall be considered as sea duty for advancement purposes, including appointment to pay grade 1.

Sea pay is not a governing factor in determining whether a particular duty assignment shall be considered sea duty for purposes of advancement or appointment.

Computation of periods of sea duty will be made under the following rules:

- Sea duty shall be computed on a monthly basis. Periods of less than one month shall be totaled on the basis that 30 days equals one month.

- Sea duty shall start on the day of reporting for sea duty or on the date of transfer from a RecSta or other activity within the continental U. S. for transportation to type of duty defined above as sea duty.

- Sea duty shall end on the date of transfer from that duty, or on the date of reporting to the first shore activity within the continental limits when transportation from a point outside the continental limits is involved. Periods between sea duty assignments which involve leave for not more than 90 days shall be considered as continuous sea duty.

SERVICE

Service performed in present pay grade during current enlistment, or during prior enlistment if current en-

listment or reenlistment was effected under continuous service (not "broken service"), shall be counted in determining qualification for advancement. The period between discharge and enlistment or reenlistment under continuous service shall not be counted as time served in present pay grade. Personnel enlisted in a rate lower than that in which discharged shall again fulfill service in pay grade requirements for any succeeding advancement. In the cases of personnel who, in the past, were discharged in a temporary (higher) rate, were enlisted or reenlisted in their permanent (lower) rate, and were immediately advanced to the former temporary rate, prior service in the higher pay grade shall be counted.

Men who have been reduced in rating by COs for misconduct or by sentence of a deck court, summary or general court martial, are required to fulfill again the service and other requirements in effect for advancement. An exception is that personnel in pay grades 1 or 1A reduced to pay grade 2 will be considered eligible to compete for readvancement if, as of the date announced for fulfillment of eligibility requirements, a period not less than two years has been served in the lower pay grade, and provided marks requirements have been maintained. Service in pay grade shall not be counted which was performed prior to the date of the offense which resulted in the reduction in rating, or, if confinement was served, prior to the date of termination of confinement.

Prior service in present pay grade shall not be counted if interrupted by discharge, and the person in question did not enlist or reenlist within 90 days.

Where total active service is a requirement, all previous active naval service, either continuous or broken, may be counted.

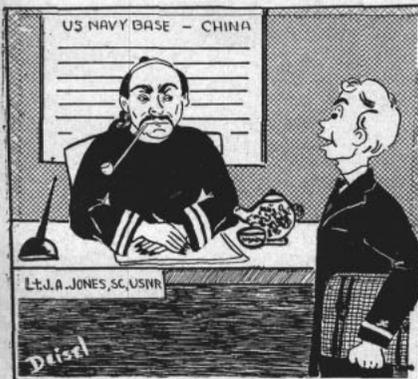
Total active Navy service, and all naval service performed in present pay grade, shall be used in the computation of multiples on Forms NavPers 624.

Photos, Motion Pictures Sought for Navy's Files

Many naval ships and activities have in their files photos and motion pictures no longer useful to them, but which are important to the Navy as a whole.

These pictures are a continuing source of information for permanent reference, and are important for historical, strategic, training and public information purposes.

Attention of all commands concerned is invited to SecNav Ltr. AER-PH-LAP of 31 October 1945 (NDB, 15 November 1945), which outlined the procedure for forwarding such pictures. Further details were given in CNO ltr. Op53 LAP/jas, Ser. 2P53, of 1 Jan. 1946.



BuSandaA Newsletter

"Been here long, sir?"

Former USN(T) Officers Now in Enlisted Status Get Clothing Allowance

Payment of cash clothing allowance to former temporary commissioned or warrant officers who revert to serve on extended active duty as enlisted men, was authorized in Alnav 462-46 (NDB, 31 Aug).

Enlisted men who are serving under temporary appointments as commissioned or warrant officers and who are reverting to serve on extended active duty as CPOs, cooks, stewards or members of Navy or Naval Academy bands, are entitled to receive a cash clothing allowance of \$105.

Temporary officers who revert to serve on active duty in any rating below CPO, *except* cooks, stewards, and band members, are entitled to a cash clothing allowance of \$100.

Enlisted men who have been discharged as temporary commissioned or warrant officers who reenlist to serve in these same categories, also will receive payment if reenlistment occurs within three months of discharge.

Naval Photo Service Reassigned to PRNC

The Naval Photographic Service, which supervises all photography in the Navy, has been established as an activity of the Potomac River Naval Command, under technical control of DCNO(Air). It formerly was assigned to the Office of the Chief of Naval Operations.

The Naval Photographic Science Laboratory, NAS, Anacostia, D.C., has been redesignated, under an officer in charge, as the Naval Photographic Center. This is a subordinate activity of the Photographic Service.

Regulations Revised Concerning Combat 'V'

Qualifications for award of the combat distinguishing device "V" to be worn on the ribbon of the Legion of Merit and Bronze Star Medal, were revised in Alnav 504-46 (NDB, 15 September). The Alnav states it may be worn for acts or services involving direct participation in combat operations. SecNav Ltr. 319-46 (NDB, 15 February) formerly stated it might be awarded for services or acts performed in actual combat with the enemy.

Penicillin Now Unlimited For Any Legitimate Use

Penicillin now is available without restrictions on its legitimate use, it was announced in Alnav 473-46 (NDB, 31 August).

During the war, use of the drug was limited even in the treatment of military personnel, because of low production. Now that the national production program for penicillin has greatly expanded, BuMed has declared it available for treatment in any case where its use will be of benefit.

Navy's New Personnel Accounting System Handles Big Reporting Job With Speed

Yeomen who customarily made a cloister of the exec's office for several days at the end of each month soon will blow the dust off their liberty cards and emerge, blinking at the sunlight, to catch the first boat.

Emancipation Proclamation for the yeomen is Alnav 490-46 (NDB, 31 August), which announced the Navy would cut over to the new Personnel Accounting System by midnight, 1 October. Brainy business machines that devour tiny facts and grind out huge ones will take over the burden that made strong yeomen weep. The single operation of checking Quarterly Muster Roll and Monthly Report of Changes on a crew of 36,000 once busied two shifts of eight men each for approximately two weeks. The machine flexes its metallic muscles and polishes off this job in 14 hours, while the single operator plays acey deucey or writes a letter home.

For the shipboard yeoman the new system means abolition of six manually-prepared reports and the substitution of two others, both of them simpler than the old ones. Quarterly Muster Roll (NavPers 605A), Monthly Report of Changes (NavPers 605B), Report of Changes Upon Sailing (NavPers 605B), Monthly Report of Enlisted Personnel (NavPers 625), Muster Roll Report (NavPers 605A, Revised October 1946) and Officers Strength Report (NavPers 349) are the reports most activities are relieved of. Replacing these are the Personnel Accounting Card (NavPers 500) and the Daily Personnel Diary (NavPers 501).

A pamphlet, Instructions for the Navy Personnel Accounting System, (NavPers 15,642, Revised March 1946) explains preparation of the new forms and the method of cutting over from the old system.

The card and the daily diary are to be submitted to one of 21 Personnel Accounting Offices, which were identified by Alnav 490-46 as having Machine Records Installations. Individual activities were assigned to one of the Personnel Accounting Offices by Alnav 307-45 (NDB, 15 October 1945). These offices, from the facts contained in the Personnel Accounting Cards and the Daily Personnel Diary, compile the reports which used to chain yeomen to their desks.

Machine Record Installations are located in the following commands: Com 1, Com 3, Com 4, Com 5, Com 6, Com 7, Com 8, Com 9, Com 11, Com 13, SRNC, PRNC, ComServLantSubOrdComd, ComServPac, ComAirPac, ComWestSeaFron, ComFairWestCoast, CNAT, CNAdvTra, CNABasTra, and CNATechTra.

In addition to the six reports already mentioned the new system replaces other exec's office procedures. The Personnel Accounting Card is in three parts, Part 2 for the cognizant Personnel Accounting Office and Parts 1 and 3 for the emancipated yeoman.

Part 1 serves as a Muster Card and Part 3 as an Allowance Card, the first filed alphabetically and the second alphabetically by rate. BuPers wants these cards stowed in visible files, so that visual colored and numbered signals may be used to show duty status, longevity and expiration of enlistment.

The daily Personnel Diary supplements Received and Transfer books, one copy of the diary retained on board showing all that used to be on both of these logs, and considerably more. This sort of thing may even give yeomen time to extend sympathy to all who come seeking it.

During the change-over period, however, ship's offices sweat under abnormal work loads. BuPers is aware of this, but is inclined to believe the fault lies with yeomen themselves who failed to install the new system gradually during demobilization. They may be comforted by contemplation of the miracle of the business machine. Its wizardry will provide the Navy with daily box scores on personnel, both officer and enlisted.

Key to the entire system are codes which are punched from the cards submitted to Machine Records Installations. With the proper holes indicating rate, designator, duty assigned, race, date of expiration of enlistment and other pertinent facts, the cards can produce eye-popping information. After simple adjustment of the wiring, for instance, the machine can select from decks of cards all CMOMMs qualified in submarines and with two years of current enlistment remaining.

A new method of coding duty limitations shows instantly which men may be assigned combatant sea duty and those who must not leave the continental U. S. Simplified also are rating abbreviations, which omit parentheses and drop the "c" from petty officer ratings so that a Specialist (X) (Plastic Expert) first class is now shown as SPXPL1. Abbreviations of officer rank are simplified in the same style.

Descriptions of changes, which formerly had to be written out at full length in monthly reports, are assigned simple abbreviations.

Appointment, Promotion Medical Rules Revised

Certain physical standards for appointment of enlisted men to warrant or commissioned rank, and for promotion of warrant officers, were changed by Alnav 503-46 (NDB, 15 September), which altered the Manual of the Medical Department on this subject.

The directive forbids appointment or promotion of applicants with a record of latent or active syphilis during the past two years. Previously, the time element had been five years. An exception is that cases showing any central nervous system involvement are absolutely disqualified.

Terminal Leave Procedures Clarified; Rules Outlined for Transfer Separation

The \$2,700,000,000 cat that is the Armed Forces Leave Act of 1946 be gan creeping out of the bag last month

BuPers directives clarified many points of procedure for Navy men, who are delighted about the new system of leave administration but bewildered by the complexities involved. The Navy learned, for example, that:

- Men will be transferred to separation activities, processed and sent on terminal leave so that their leaves will expire not later than the date of expiration of their enlistments or date of voluntary extensions—with several exceptions. Those eligible for discharge or release prior to 1 January will commence terminal leave on date of eligibility. Hospital corpsmen, who were retained involuntarily, also start terminal leave not later than date of eligibility for release. Men held as court martial witnesses and those undergoing hospitalization will go on leave as soon as practicable after date of eligibility. Three days must be allowed for processing. In other words, if your enlistment expires on 1 April and you rate 60 days terminal leave, you should be transferred to reach the separation center by 28 January. (Alnav 476-46; NDB, 31 August).

- When departing on terminal leave, you will receive your first mustering out payment of \$100 and travel allowance at the rate of five cents a mile to place of acceptance for enlistment. If you have 45 days or less of leave, you will be paid in full on date of discharge. If you have more than 45 days, you will be paid to date 30 days after going on leave, and be mailed your final check on date of discharge. Savings accounts will be liquidated on date of discharge. (Alnav 493-46; NDB, 15 September).

- When going on terminal leave, you will take with you a copy of your Notice of Separation and a set of terminal leave orders. Your discharge certificate and the original copy of your Notice of Separation will be mailed to you. While on terminal leave, you may wear civilian clothes and seek employment. You will not have to report back to any Navy activity for discharge. Technically on active duty, you will be subject to Navy discipline during the leave period. (Alnav 492-46; NDB, 15 September).

- In BuPers Circular Letter 193-46 (NDB, 31 August) methods of terminal leave computation, with examples, methods of recording leave taken and Navy leave policy are explained. This letter cancels conflicting portions of BuPers Manual. Navy Regulations will be changed to conform.

- Nothing in Alnav 445-46 (NDB, 15 August) or Alnav 467-46 (NDB, 31 August), which concerned the Armed Forces Leave Act, prohibits payment of furlough travel allowance. (Alnav 500-46; NDB, 15 September). Payment of these allowances is explained in Alnav 360-45 (NDB, 31 October) and Alnav 355-46 (NDB, 15 July).

Meanwhile Navy and Army an-

Circ. Ltr. 155 Cancelled

BuPers Circ. Ltr. 193-46 (NDB, 31 August), reported in this column, cancels BuPers Circ. Ltr. 28-45 (NDB, January-June, 1945) (corrected) and as amended by Circ. Ltrs. 308-45 (NDB, 15 Oct 1945), and 155-46 and 158-46 (NDB, 15 July).

The provisions of the cancelled Circ. Ltr. 155-46 were reported in ALL HANDS, September 1946, p. 54. The provisions included reestablishment of a 30-days-per-year leave policy, and travel time in addition to leave. Attention is invited to the fact that Circ. Ltr. 155-46, and these provisions of it, were cancelled by Circ. Ltr. 193-46. Circ. Ltr. 193-46, as reported here, is an administrative directive for the purpose of carrying out the provisions of the Armed Forces Leave Act recently passed, which is now the leave policy for all the armed services and which cancelled some provisions of former leave policy (notably, the provisions allowing travel time in addition to leave).

nouncements spread the glad news to veterans throughout the country. They learned that application forms are available in all post offices. Payments to veterans probably will start in November. They will receive one non-transferable, non-negotiable bond to the highest multiple of \$25 and the balance in cash. If claims total less than \$50, full payment will be in cash.

Hospitalized Officers Get Unused Leave

Periods which officers of the Navy and Marine Corps on terminal leave may spend hospitalized in naval hospitals will not be chargeable to their terminal leave, nor will such officers be released to inactive duty while hospitalized, it was ordered by Alstacon 052306 of September.

The Alstacon, which cancelled Alstacons 222258 March, 060012 April and paragraph one of Alstacon 312015 May, provided that orders of officers admitted to naval hospitals while they are on terminal leave must be modified to place the officer concerned in a duty status under treatment.

Modification will be by endorsement of separation orders by the medical officer in command, indicating the number of days of terminal leave used up, and to this effect: "In accordance with Alstacon 052306 September, 1946, the unexpected portion of your separation orders is modified this date in that you will not continue on terminal leave and will not be released to inactive duty on the date indicated, but will continue treatment this hospital until discharged from treatment. Since processing for separation you have used (number) days terminal leave."

COs of separation activities holding such officers' pay records will forward pay records to the hospital. A temporary pay record will not be opened, and allotments will not be reregistered.

Upon hospitalization, the officer

Marines Will Commission Percentage of NROTCs

The Marine Corps will accept for commissions in the Marine Corps Reserve 16% per cent of qualified NROTC graduates. Graduates who desire the appointment may submit applications on forms provided by the MarCorps to all NROTC units.

Applicants must be qualified graduates and must state their interest in a probationary regular commission in the U. S. Marine Corps. They must be recommended by their CO.

Graduates accepted will be ordered to active duty as second lieutenants in the Marine Corps Reserve, and will be assigned to the next available class of the Basic School, Marine Corps Schools, Quantico, Va.

BuMed Conducts Survey Of Chest Examinations

By dipping a sample out of the personnel barrel, BuMed seeks to determine the number of Navy and Marine Corps personnel who have received routine Roentgenographic or photo-fluorographic chest examinations in the past year.

Activities were instructed by Alnav 509-46 (NDB, 15 September) to report (1) the number of personnel on board 15 September, (2) the number on board whose surnames began with the letters "C" or "T," and (3) the number of "C" Charlies and "T" Tares whose chests have been so examined within the previous year.

shall turn over to the MOIC of the hospital the large diploma-size certificate of satisfactory service, wallet-size certificate of satisfactory service (NavPers 554) and identification card for inactive Naval Reserve personnel (NavPers 904), which shall be destroyed. New separation forms will be made upon the officer's release from the hospital if no medical survey is ordered.

Terminal leave equal to unused terminal leave plus leave accrued during hospitalization will be granted in accordance with BuPers Circ. Ltr. 193-46 (NDB, 31 August). The separation orders should read: "Discharged from treatment this date. You have been found physically fit for release to inactive duty. In accordance with Alstacon 052306 September, 1946, you are hereby granted (number) days leave at the expiration of which on (date) you will consider yourself detached from all active duty. Carry out the remainder of your separation orders."

If a medical survey is ordered for the patient, he will be held at the hospital until further action is taken by BuPers.

Mileage money to which personnel may be entitled upon release to inactive duty shall be paid once only.

Reserve officers who have gone on inactive duty upon expiration of terminal leave are not entitled to naval hospitalization.

Qualified Enlisted Men Eligible for Sub Duty; Requirements Listed

Initial training for submarine duty is still wide open to qualified enlisted men, BuPers has announced. Requirements for selection and general instructions for application are given in BuPers Circ. Ltr. 189-46, (NDB 31 Aug).

To qualify for submarine duty, an applicant must:

- Volunteer for duty in submarines and sign the statement, "I volunteer for submarine duty," on page 9 of his service record.

- Have a minimum combined score of 100 on GCT and ARI (Navy Standard Score); and Personnel Inventory Test Format B, raw score lower than 14.

- Be physically qualified for submarine duty in accordance with Art. 1535, Manual of the Medical Department, as completely rewritten in BuMed Ltr. BuMed R1-0IM P2-5/SS (123) 21 Apr 1944, (NDB 30 June 1944).

- Show no evidence of emotional or mental instability or immaturity.

Any man convicted by general court martial or with two or more courts martial will not be accepted.

Age limits are not set on a definite basis because the primary considerations are maturity and flexibility, which may be present or lacking in men of the same age.

When a man over 30 years of age is recommended for submarine duty, his CO must ascertain and state on his request that he is outstanding emotionally and physically.

Requests for submarine duty are desired from enlisted personnel in the following ratings: GM, TM, QM, SM, FC, S, EM, RM, ETM, MOMM, F, Y, PHM (1st and 2nd class only), SC, BKR, ST (except first class), and STM (except first class). Machinist's mates are also desired but their requests must state whether the applicant has had any previous experience with internal-combustion engines, and that he desires to change his rate to MOMM when qualified.

Enlisted personnel in the ratings listed above, in all ships and stations, with certain exceptions, may request transfer to submarine duty at any time by written official request to BuPers (via COs and intermediate commands). Exceptions include recruits in training, personnel in class A schools, personnel who have not completed at least 12 months service with six months' continuous duty aboard ship or station at the time of request, and CB personnel. Requests from newly-commissioned ships shall not be forwarded until applicant has completed 12 months service aboard.

ComSubLant has been directed to assign graduates of the submarine school to duty in new construction submarines, and to submarine commands in the fleets for duty in the Submarine Force.

BuPers will consider requests for



Beam, NAB, Corpus Christi, Tex.
"You're new here, aren't you?"

return to submarine duty from personnel qualified in subs, or whose qualification has lapsed due to an absence of six months or more, and who have had actual war patrol experience and wish to return to duty within the Submarine Force. In general BuPers desires that all such personnel be returned to duty in the Submarine Force.

Personnel who have been declared temperamentally unfit or disqualified for submarine duty are not eligible for return to submarine duty. Personnel declared physically disqualified for submarine duty will be eligible for reassignment to submarine duty only after having been found physically qualified by a submarine medical officer.

Working Uniform Rules Compiled in New Chapter

Regulations issued in the last three years regarding working uniform have been codified by a new Chapter XI, Uniform Regulations, 1941. This new chapter cancels Alnav 211-46 and Chapter XI and Annex H of Uniform Regulations, and modifies BuPers Circ. Ltrs. 353-45, 16-45, 199-44, 182-44, 97-44 and 153-43. The chapter has been distributed to commands concerned.

Gray working uniforms will not be permitted after 15 Oct 1948, according to Alnav 406-46 (NDB, 31 July).

Waves, Nurses May Wear Civvies on Liberty, Leave

Civilian clothes may be worn by Waves and Navy Nurses when on authorized liberty and leave, it was announced by Alnav 518-46 (NDB, 30 Sept).

Male officers under instruction at civilian educational institutions and in civilian industrial establishments may wear civilian clothing at all times, according to Alnav 517-46 (NDB, 30 Sept). This does not apply to NROTC staffs or to officers of administrative commands.

1,400 Ex-Waves Needed In Certain Ratings; Now 4,223 Enlisted on Duty

Offices of Naval Officer Procurement are continuing to reenlist Waves in certain rating groups. An additional 1,400 ex-Waves are needed to supplement the 3,600 already being retained on active duty until 1 July 1947.

This program is *not* open to former enlisted or officer Spars, Marines, Wacs or to Wave officers. The latter includes ex-Wave enlisted personnel who were advanced to officer rank.

Reenlistments are needed by ex-Waves in the following ratings: HA, PHM, S, T, SP(T)(LT), SP(T)-(LCNT), SP(Y), PR, SP(G), AERM, and AMMI.

Total strength of enlisted personnel of the Women's Reserve as of 13 September was 4,223. By categories they are:

- Volunteers until 1 July 1947, retained by authority of various A1Sta-Cons—3,474.

- Volunteers until 1 July 1947, who have reenlisted—139.

- An additional small number of volunteers until 1 Jan 1947 and Hospital Corps Volunteers retained for varying periods.

Ordnance Training Opened To Transferring Officers

Temporary warrant and commissioned officers who have requested transfer to permanent USN warrant status as gunner or chief gunner, may apply for courses of instruction at Gunnery Officers Ordnance School, Washington, D. C., NavAct 66-46 (NDB, 31 August) announced.

The catalog of courses for Gunnery Officers Ordnance School (NavPers 16048) lists courses which cover from four to 24 weeks of technical instructions in theory of operation, construction, operational features, limitations, casualty analysis and supervision of repairs of shipboard ordnance equipment. Warrant officers are included as candidates who may attend the school on temporary duty basis as prescribed by Alnav 319-46 (NDB, 30 June). Applications for the course should be forwarded via official channels to BuPers (Attn: Pers 3127 for temporary warrants; Pers 31294 for commissioned officers).

Although these courses were not designed to meet the needs of warrant gunner training, they will assist in improvement and broadening of the qualifications of gunners and chief gunners.

The facilities of the Advanced Technical Service Schools including gunner's mates and fire control-advanced will be utilized to adapt the training of the Gunnery Officers Ordnance School to meet the needs of the individual warrant officer. Copies of NavPers 16048 and 90095 which describe the courses at the Advanced Technical Service Schools, have been sent to most commands. Copies may be obtained from BuPers (Attn: Pers 4113) upon request of COs.

Regulations For Reserve Units Prescribe Drill Under Orders; \$10 Is Pay Limit

Rules granting pay to Naval Reservists, officer and enlisted, who attend drill periods prescribed for their units in authorized drill pay status, were summarized in a BuPers-Bu SandA Joint Ltr. to all ships and stations. The letter, under date of 2 August, carries BuPers file number QR/L16-4.

Generally, the law provides that Reservists shall be paid at the rate of one-thirtieth of their monthly base pay, an amount not to exceed \$10 for attending, under competent orders, regular drills prescribed for their units by SecNav, or for the performance of an equal amount of equivalent instruction or duty as may be prescribed by SecNav. The law authorizes payment for a maximum of 60 drills per year; 50 per cent increase for any quarter during which the Reservist has had not less than four hours of flight time as a pilot; and a corollary that no officer may receive such an increase in greater amount than that provided in the case of captains in the Naval Reserve or colonels in the MarCorps Reserve.

In addition, officers specifically designated by the Chief of Naval Personnel as CO of a Reserve unit are entitled to draw compensation for command at the rate of \$240 per year, but such pay will not accrue to any person during periods when he actually is entitled to pay for active duty or training duty.

Regular drills for which pay is authorized were defined as drills consisting of training in duties pertaining to the Navy as designated by BuPers. Regular drills must be prescribed for the various units; must be performed under orders; must be designated in advance for each unit as a whole by its CO; must be of not less than one and one-half hours duration; must be attended in uniform; and must be conducted on days other than legal holidays (but may be conducted Sundays). Units, except aviation units, will conduct not more than one regular drill in any one calendar week. Aviation units may conduct not more than three regular drills in any one day, not more than three in any one calendar week, nor more than four in any one month.

Appropriate duties were defined as duties appropriate to the rank or rating of the individual, consisting of aggregate duties of not less than one and one-half hours per calendar week, other than active or training duty, as prescribed by the Reservist's immediate CO.

Equivalent instruction or duty was defined as practical or theoretical instruction, other than group training duty, essential to the training of the individual concerned on a date other than that on which a drill has been prescribed. Periods of such duty shall not be performed oftener than once in a calendar week, three times in a calendar month, or 16 times in any one year.

Quarterly pay rolls will be prepared by the supply officers of each unit, under direction of the disbursing officer designated by the commandant of the naval district. The supply officer of each unit will not make actual disbursements on his own accountability, but will be required to supervise all necessary work in the computation of accrued pay and preparation of payrolls. (The BuPers-BuSandA Joint Ltr. of 2 August gives full instructions in regard to disbursing).

Naval Reservists entitled to drill pay will be paid at the following rates for each single drill:

Captain (pay period 6) \$10, commander (pay period 5) \$10, lieutenant commander (pay period 4) \$9.17, lieutenant (pay period 3) \$7.67, chief warrant officer \$7, lieutenant (jg) (pay period 2) \$6.67, ensign and warrant officer (pay period 1) \$6, CPO \$5.50, CPOA \$5, PO1 \$4.50, PO2 \$3.83, PO3 \$3.33, S1 \$3, S2 \$2.67, AS \$2.50. It will be noted that \$10 is the maximum allowed compensation for each drill period.

In computing pay for flight duty, the individual who has performed at least four hours of flying duty as a pilot during the quarter may add 50 per cent to the amount earned by him for each authorized drill (but not more than \$5 for each such drill).

Active Duty Available To CG Reserve Aviators

Coast Guard Reserve aviators who served during the war are being polled by individual letter to determine those who desire recall to active duty. Peacetime jobs for which they are needed are patrol duty and search and rescue (air-sea rescue).

To transfer to the regular Coast Guard these officers may be required to qualify for general line duty. If and when they qualify for general line duty they will be subject to duty other than aviation.



Mainsheet, Bainbridge, Md.

"I see, Montgomery, that you read the regulations about never pointing a gun at a man unless you intend to use it."

Ex-Coast Guard Officers Can Get Commissions in Volunteer Naval Reserve

Ex-Coast Guard officers became eligible for commissions in the Volunteer Naval Reserve under provisions of a recent naval Officer Procurement Directive (No. 27-46).

Although each case will be decided on individual merit, former officers probably will be given the same rank in the Naval Reserve that they held in the Coast Guard. Only those officers who have severed all connection with the Coast Guard or Coast Guard Reserve are eligible for this program, which will allow them to maintain their interest in the naval service.

General requirements are that the applicant must have honorably served as a commissioned officer in the Coast Guard during World War II, must be a native born or naturalized citizen between 19 and 40 years old and a college graduate. In addition he must meet certain physical standards and submit to interview and investigation of previous records.

Spar officers will not be commissioned under this directive due to the undetermined future of the Waves.

Quota of Commissions Open in Supply Corps

A limited quota of commissions as ensign in the Supply Corps was opened to qualified warrant and enlisted personnel of the regular Navy, active and inactive Naval Reserve and to civilians with the publication of Alnav 516-46 (NDB, 30 September).

Regular Navy or active Naval Reserve applicants must be graduates of an accredited college, citizens of the United States, physically qualified and between 21 and 24½ years old. The upper age limit, however, is 32½ for those with at least four years continuous active duty immediately prior to application. The Alnav also specifies certain documents to be submitted and interviews to be conducted. Information governing appointment of inactive Naval Reservists and civilians is obtainable at Offices of Naval Officer Procurement.

The Alnav anticipates additional quotas for commissions in the regular Navy from time to time, and asks that outstanding enlisted men be urged to arm themselves with transcripts of college work, original or photostatic copies of birth certificate or naturalization papers.

Wave POs May Assist In Certain SP Duties

Wave petty officers, although they still cannot be assigned shore patrol duties, now may assist the shore patrol in certain circumstances, according to Women's Reserve Circular Letter No. 1-46.

The letter changes Policies for the Administration of the Women's Reserve, USNR (NavPers 15,085) so that Wave petty officers are eligible for duties formerly carried out only by Women's Reserve officers.

Application Deadline Lifted for Transfer of Medical, Dental Officers

By lifting the deadline on applications for transfer of Reserves to the regular establishment the Navy sought last month to ease a dearth of Medical and Dental Corps officers. Meanwhile the door was dogged down against all but a selected few temporary USN and Reserve officer applicants as the program neared successful completion.

Still free to apply for transfer to the regular Navy were law specialists, officers who had not completed one year's commissioned service on 15 September and officers commissioned subsequent to 15 September. Time ran out on 1 October for Navy Nurse Corps reserve officers who wished to apply for transfer. Latest revision of the deadline came in Alnav 497-46 (NDB, 15 September).

COs were instructed by Alnav 468-46 (NDB, 31 August) to effect appointments of transferring officers without delay or inform BuPers of reasons for withholding them. Failure to accept an appointment within four months after date of its publication in the Navy Dept. Bulletins, the Alnav added, would be tantamount to declining. Those transferring retain accrued leave and, if otherwise eligible, mustering out pay benefits.

An excessive number of incomplete and incorrect acceptance and oath of office forms is a cause for concern by BuPers. Instructions for execution of these forms are given in BuPers Cir. Ltr. 123-46 (NDB, 31 May).

Officers who applied for transfer to the regular Navy prior to 10 July will be retained on active duty while the request is pending. If notified of rejection, however, they are to be processed promptly for release from active duty. (Alnav 499-46; NDB, 15 September).

Due to the fact that transferring officers have reported non-receipt of mustering out pay, BuSanda has authorized all naval activities to make the payments without reference to the field branch. Local disbursing officers, upon authorization by the commanding officer, will make the payments to officers released and appointed in the regular Navy after 1 Feb 1945. (Nav-Act 64-46; NDB, 31 August.)

On 10 September 11,784 candidates had been selected for permanent commissions. Approximately 5,000 applications remained unprocessed.

Here is the breakdown by corps of officers already chosen: line 3,488, line aviation 3,345, aerological engineering 12, aeronautical engineering 90, chemical engineering 8, diesel engineering 24, electrical engineering 24, electronic engineering 129, industrial and management 16, law specialist 116, mechanical engineering 94, metallurgical engineering, 5, naval architecture 96, naval communications 54, naval intelligence 28, ordnance 24, photography 5, petroleum engineering 6, psychology 1, public information 31, hydrographer 2, medical corps 329, hospital corps 158, supply corps 1,041, civil engineer-

POOLING RECREATION FUNDS URGED

Advantages of consolidating recreation funds of local commands in areas where many activities may be grouped in proximity, particularly where there exists only one set of basic recreation facilities, were pointed out in BuPers Cir. Ltr. 216-46 (NDB, 30 September). The letter made reference to the basic directive regarding recreation funds, which is SecNav Ltr. of 17 May (NDB, 31 May; 46-1071).

Circ. Ltr. 216 declared it is not the intent of the Bureau to deprive COs of their command prerogatives and responsibilities in regard to welfare and recreation, and pointed out that nothing in the referenced SecNav letter prohibits their maintaining separate recreation funds.

However, certain practical advantages do accrue when one composite local recreation fund is maintained where there are several commands in proximity, or under a common administrative or military commander.

- With consolidation of ship's service facilities, there will be one source of income for all activities affected by the consolidation.

- A centralized agency controlling the overall welfare and recreation for a group of activities may be expected to result in smaller personnel requirements; more competent auditing involving fewer officers; provision for a more coordinated and efficient development of combined facilities and program; more efficient procurement and consequently better value received for the money available for welfare and recreation; greater continuity of supervision from the staff of the permanent shore establishment.

Where composite local recreation funds for all activities in an area are maintained, it is considered that the best interests of the component commands can be served (under provisions of the SecNav letter) by:

- Representation of all commands on the recreation council.

- Use of the composite to pay for services and facilities available to all hands in the command program of the component activities in the area, such as movies, clubs, athletic fields, and the like.

- Distribution of monthly allowances to the component commands, on a proportional basis of remaining balances after the needs of the common program have been met.

- Allowing COs of the component activities to charge against and/or accumulate allowances, with all bills to be sent to and all accounts to be settled by the composite local recreation fund staff.

Where necessary, Circ. Ltr. 216 also authorized cash transfers of recreation funds, but recipients of such transfers must maintain a local recreation fund, in accordance with the SecNav letter. This procedure may be necessary in the case of certain types of commands, such as fleet aviation units and submarine units based on shore, which may receive such transfers from the shore activity upon which based. It is considered equitable, in case such units have not been maintaining their own recreation funds while based ashore or afloat, for the CO or commander of the ship, station or base maintaining the composite fund to transfer to the CO of such departing unit his equity in the local recreation fund upon departure of his command from the ship, station or base. Such transfers are authorized.

Under authority of the referenced SecNav letter, Circ. Ltr. 216 permitted cognizant commanders, who are authorized to establish and administer command recreation funds, to make determination in accordance with existing policy and directives in individual problems or cases arising. When such determination does not appear to be covered by existing directives, it should be referred to BuPers with appropriate recommendation.

ing corps 272, chaplain corps 145, dental corps 150, chief boatswain 294, chief torpedoman 35, chief gunner 142, chief radio electrician 256, chief electrician 136, chief machinist 408, chief carpenter 155, chief pharmacist 138, chief ship's clerk 162, chief aerographer 27, chief photographer 57, chief pay clerk 151, boatswain 38, gunner 9, torpedoman 1, electrician 14, radio electrician 20, machinist 18, carpenter 8, ship's clerk 12, pay clerk 7, aerographer 1, photographer 2.

BuSanda Distributes New Revised Manuals

Ships and stations have been sent copies of the revised Bureau of Supplies and Accounts Manual and Navy Travel Instructions. Alnav 478-46 (NDB, 31 August) announced the

date that each of the revised volumes would become effective.

Volume 2, Supply Ashore, which became effective 1 October, was the last volume issued. Volume 1, Introduction and Index; Volume 5, Disbursing; Volume 6, Accounting Ashore; Volume 7, Accounting Classifications, and Navy Travel Instructions became effective 1 September. Volume 3, Supply Afloat, was placed into effect the same date except for Afloat Accounting Instructions which were modified by earlier directives. Volume 4, Commissary, Clothing and Small Stores, Ship's Store, was effective 1 October.

A new publication entitled "Regulations for Ship's Without Supply Officers" is now being distributed to ships operating indirectly under the general supply system. This publication will become effective 1 November.

Certain Rates Eligible For Release Regardless Of Enlistment Expiration

In a move to reduce its personnel strength, the Navy last month offered an opportunity for immediate discharge to many Regulars having considerable time remaining on their enlistments.

The step was taken as a result of budget limitations, which made necessary an immediate reduction in naval personnel. In meeting the problem, the Navy sought to decrease excesses in certain rating groups.

Alnav 512-46 (NDB, 15 September) authorized and directed all COs to transfer for discharge, during September only, certain regular Navy enlisted personnel, including USN (SV), regardless of the dates of expiration of their enlistments.

All men who were inducted into the Navy and later voluntarily enlisted in the USN (SV) category, and who were serving in that classification, were eligible. Exceptions were ETMs, AETMs, students undergoing training in radio material schools, and hospital corps personnel.

Men in certain ratings serving in regular Navy six-year first enlistments, who had completed four or more years active service in these enlistments, also were eligible. In fulfilling the four-year service requirement, prior Naval Reserve service, active or inactive, could not be counted.

The Alnav stated that the transfers must be made prior to 1 October, and would be effected only on request of the individual concerned. After personnel were transferred for discharge, they could not withdraw their requests. Once discharged, they could not reenlist under continuous service. However, men discharged under the Alnav could apply at a recruiting station for reenlistment after 90 days in such ratings as may be open to men with broken service.

The men transferred for discharge would be granted terminal leave due them prior to discharge, according to the Alnav. The discharges will be for convenience of the government.

Although they may have met all other requirements, men in the following categories were not eligible: in a disciplinary or probational status, requiring medical treatment or sick in a hospital, retained as witnesses as authorized by Alnav 409-46 (NDB, 31 July), and retained by Deputy Coal Mines Administrator under Alnavs 331-46 and 380-46 (NDB, 30 June and 15 July).

USN men in the following ratings, who had completed four years of a six-year first enlistment were eligible, provided they met the requirements given above:

BM, chief, first, second and coxswain; BMA, chief, first and second; TC, chief and first; GM, chief, first, second and third; MN, chief, first, second and third; TM, chief, first, second and third; CQM; SM, chief, first, second and third; CCM; CM; AP, chief,



Skywriters, NAS Miami
 "We've had eight new sharpshooters since the sergeant's picture was painted on the target."

first and second; ACMM; ARM, chief, first and second; ACM; AOM, chief and first; ACOMT; CAR; CPR; TMV, chief, first, second and third; CMUS; CCS; S, first and second; CMM; CMOMM; CEM; CWT; CB; BGM, chief, first, second and third; ST, chief, first, second and third; CK, chief and first; STM, first and second.

However, COs were authorized to withhold authority for release in cases of personnel in the above rates who were engaged in instruction, maintenance, or operation of electronic equipment.

Travel Rules Tightened To Meet Appropriations

The Navy has taken steps to make travel expenses conform to travel appropriations, which have been drastically cut. "Unless," says Alnav 486-46 (NDB, 31 August), "immediate steps to reduce travel are taken . . . it will be necessary to impose allotments."

Commands issuing and commands requesting travel orders are instructed to make certain the travel involved is so urgent and important that no other means will suffice. Banned is travel to conventions and group meetings, except under peculiarly urgent conditions. Only in exceptional cases and after thorough investigation are temporary additional duty orders to be authorized, while orders to repeated travel must prescribe a definite itinerary and should specify government air. Transportation officers, in fact, are directed to take advantage of government air wherever possible for all or any part of a journey.

Later, BuPers ruled in Alnav 514-46 (NDB, 30 September) that outstanding BuPers orders authorizing repeated travel will be cancelled effective 15 October, or, in the cases of officers traveling on these orders on that date, the orders will be terminated on the date of return to duty station. BuPers will consider issuing or renewing "repeated travel orders" only to officers in certain categories whose duties require such orders.

Transferees Lacking College Education to Get Extra Instruction

Under a plan designed to equalize the academic background of all regular Navy officers, transferees who have not had more than two years' college level education are being sent for additional schooling to institutions participating in the NROTC program.

This additional education program will give transferees an academic education equal to that of their Naval Academy contemporaries, who devote five semesters to academic subjects during their four-year course. Officers who never have attended college will be ordered to duty under instruction for five semesters, or its equivalent, while those who have had some college training will be sent for periods sufficient to give them the five-semester minimum.

The program began with a group of about 700 officers last month, and additional groups will be ordered at the beginning of subsequent semesters. Officers need not request this education, since all eligible will be ordered as soon as they can be made available. It is anticipated that the schedule will not be completed until about 1952.

The required course of study will include:

- Mathematics through solid geometry and trigonometry
- A year's course in freshman college physics.
- Proficiency in written and oral use of the English language.
- Other courses in the number required to fill out a normal undergraduate study load (as approved by the Professor of Naval Science and the college officials).

QUIZ ANSWERS

(Answers to quiz on P. 41)

Driver Information Test No. 1 Answer		
1. C	6. C	11. B
2. B	7. A	12. B
3. D	8. D	13. A
4. C	9. A	14. B
5. B	10. D	15. D

CORRECT ANSWERS	Here's How You Compare With Good Drivers
15	Very good
13-14	Better than average
11-12	Average (Passing)
10 or below	Fail as a Navy Driver

Driver Information Test No. 2 Answers		
1. a, c.	4. b.	
2. a, e, f, h, j, l.	5. b— $\frac{3}{4}$ sec. or 33 feet	
3. b, d.	6. d.	

CORRECT ANSWERS	Here's How You Compare With Good Drivers
14	Very good
11-13	Better than average
10	Average (Passing)
9 or below	Fail as a Navy Driver

Applications Sought From Line Officers For Flight Training

Requests for flight training are desired from commissioned line officers of the regular Navy who meet qualifications stated in BuPers Circ. Ltr. 87-46 (NDB, 15 April).

To be eligible for assignment to flight training each officer must:

- Hold a permanent commission as ensign or above in the line of the Regular Navy.

- Be less than 26 years of age, or 31 years of age for engineering duty only (aeronautical) officers, at time of submitting application.

- Have successfully completed a minimum of five semesters of undergraduate work, or its equivalent, at an accredited college or university. If no degree has been granted, the officer must have been in good academic standing upon completion of final semester's work.

- Be physically qualified and temperamentally adapted for the actual control of aircraft.

- Have a minimum of one year of sea or foreign duty. Not required for engineering duty only (aeronautical) officers.

- Not have been previously separated from any flight-training program of the Army or Navy by reason of flight failure.

- Have attained not less than the following scores on the flight aptitude tests: ACT—C, MCT—C, FAR—C minus.

Applications must be submitted in form specified in enclosure A of Circ. Ltr. 87-46. New call for applicants was in NavAct 68-46 (NDB, 30 September).

Medical Care Limited To Navy's Facilities

In a recent article (ALL HANDS, August 1946, p. 72) methods for submitting various types of claims to cognizant naval activities were reviewed.

By error, it was indicated that enlisted personnel could make claim for reimbursement of medical expenses incurred by their dependents for treatment received from physicians or medical institutions outside of naval jurisdiction.

This is not true. The applicable portion of the pamphlet, Personnel Affairs of Naval Personnel and Aid for Their Dependents (NavPers 15-014), reads as follows:

"... there is not law or regulation under which the Navy may authorize, pay for, or assume any responsibility in connection with medical, dental, or hospital care obtained by or for dependents from civil physicians, dentists, or other practitioners, in civil hospitals, clinics, etc., or in the hospital or medical facilities or other branches of the Government such as the Army or Veterans' Administration. Only medical and hospital care by and within the available facilities of the Medical Department of the Navy can be rendered."

Electronics Jobs Open For Ex-Navy Personnel

Discharged naval personnel with experience in electronics operation and material have a chance for well paying civilian jobs at the Electronic Control Center, NSD, Bayonne, N. J.

Radar, sonar and radio technicians may qualify for these positions. Applications must be prepared on Civil Service Form 57 and forwarded to NSD, Bayonne.

USNR Nurses May Resign By Reason of Marriage

Procedures for resignation of members of the Regular Nurse Corps by reason of marriage now apply to officers of the Reserve Nurse Corps as well. Alnav 515-46 (NDB, 30 September) states that Reserve nurses will remain on active duty, following submission of resignation, until receipt of action from BuMed and orders for release from BuPers.

VOTING INFORMATION

General elections will be held in November in most states, and information on such elections, received from the secretaries of states, is listed below.

Unless otherwise indicated, members of the armed forces, Merchant Marine, American Red Cross, USO and Society of

Friends may vote and may use the post card (USWBC Form No. 1 or Standard Form No. 76) as an application for an absentee ballot. These applications may be obtained from the CO or the voting officer.

STATE	OFFICERS TO BE ELECTED	LAST DAY BALLOT WILL BE RECEIVED TO BE COUNTED
Alabama (a)	F, S	5 November
Arizona (b), (c)	F, S, L	5 November
Arkansas (c), (d)	F, S, L	5 November
Colorado	F, S, L	20 November
Connecticut	F, S, L	4 Nov (6 p.m.)
Delaware	F, S, L	5 Nov (noon)
Idaho	F, S	4 November
Illinois	F, S	5 November
Kansas	F, S, L	2 November
Louisiana (e)	F, L	5 November
Maryland (g)	F, S, L	5 November
Michigan (g)	F, S, L	5 November
Minnesota	S	5 November
Missouri (e)	F, S, L	5 Nov (6 p.m.)
Montana (h)	F, S	5 Nov (6 p.m.)
Nebraska (i)	F, S, L	28 November
New Hampshire	F, S, L	5 November
New Mexico	F	4 Nov (noon)
New York (j)	F, S, L	4 Nov (noon)
Ohio	F, S, L	5 Nov (noon)
Oklahoma	F, S, L	5 Nov (7 p.m.)
Oregon	F, S, L	30 October
Rhode Island	F, S, L
South Carolina	F, S, L
South Dakota (k)	F, S, L
Tennessee	F, S	5 November
Texas (l)	S, L	1 November
Utah	F, S, L	5 November
Vermont (m)	F, S, L	5 November
Virginia (e)	F	5 November
Washington	F, S, L	23 November
West Virginia	F, S, L	5 November
Wisconsin (n)	F, S, L	5 November
Wyoming	F, S, L	5 Nov (7 p.m.)

F—federal, S—state, L—local.

(a) Members of armed forces are exempt from poll tax. Members of armed forces who are registered voters, members of Merchant Marine, and certain attached civilians who are registered and who have paid poll tax, may vote by absentee ballot.

(b) County recorders required to mail ballots to any elector whose registration record shows him to be a member of the armed forces.

(c) Only members of armed forces or Merchant Marine may use absentee ballot.

(d) Letter from qualified voter in armed forces to county clerk designating voter's choice for or against any proposal or measure, of his choice—first, second, third—for all candidates to be voted on for all offices, will be counted as a ballot in the preferential primary and the runoff primary if acknowledged before a commissioned officer and sent 60 days prior to the election.

(e) Only members of armed forces may use absentee ballot.

(f) Any form of application in accordance with any related act of Congress, if signed by the absentee resident, will be counted.

(g) Members of armed forces or Merchant Marine, or any nurse or civilian on war duty, may use absentee ballot.

(h) Make written application to county clerk for an approved form of application for absent voter's ballot if post card form is not available.

(i) Ballot must bear postmark not later than midnight, 4 Nov 1946.

(j) Applications either in form of post-cards prepared by New York State War Ballot Commission or Federal Government, or any other writing wherein serviceman signs name, including home address by street and number, city, town and county, as well as military address, may be sent to N.Y.S.W.B.C., Albany, N.Y., or to board of elections of home county of residence. Provisions also exist for absentee voting by personnel of Merchant Marine, American Red Cross, Society of Friends and USO.

(k) Card should be returned to county or city auditor or clerk of town or township of county in which absentee voter resides.

(l) Members of regular forces may not vote in absence; Reservists may vote and are not required to pay poll tax. Ballot must not be received prior to 20 days before date of election.

(m) Members of any organization in the field for aid and assistance to members of the armed forces may use post card and vote by absentee ballot.

(n) Members of the American Red Cross, Society of Friends and USO, if outside the U.S. attached to and serving with the armed forces or Merchant Marine, may use absentee ballot.

Savings Bond Allotment Program Is Continued On Permanent Basis

Financial fitness is necessary to the mental, moral and physical fitness of personnel. That was SecNav's statement as he directed continuance of the savings bond allotment and payroll savings program on a permanent basis (Alnav 501-46; NDB, 15 September).

By 1 October all commands were to appoint a qualified officer to permanent additional duty as savings bond officer. This officer will direct an effort to educate and advise personnel in financial matters and to encourage them in their own self interest to save regularly a portion of their pay through bond allotments.

Regulations under which bonds may be purchased by allotment were clarified by BuSandA. Savings bonds may be obtained at a rate of one bond per month or per quarter under one allotment, or two allotments may be made for combinations of certain amounts.

Bonds are dated the first of the month during which the last deduction, completing purchase of bond, is made. Deductions for allotments are made twice each month, one-half from each pay period.

The monthly sum allowed for purchase of a bond by a single allotment may be in one of the amounts given in the table below:

A Monthly Allotment of	At the End of Months	Adds up to	Buys Bonds Worth at Maturity
\$ 6.25	3*	\$ 18.75	\$ 25.00
12.50	3*	37.50	50.00
18.75	1	18.75	25.00
25.00	3*	75.00	100.00
37.50	1	37.50	50.00
50.00	3*	150.00	200.00
75.00	1	75.00	100.00
125.00	3*	375.00	500.00
250.00	3*	750.00	1000.00

* "Bond-a-Quarter" purchaser may designate the first month only of a quarter (January, April, July, or October) as the month for which first payroll deduction is to be made.

5,000 Quota for Reserve Communications Training

Communications training in the Naval Reserve (Organized) has been established with assignment of personnel quotas to the naval districts for work in this field. Quotas allow a total of 1,000 officers and 4,000 enlisted personnel in communications activities.

Officers of warrant grade through the rank of captain, and in the following classifications, may take part in the Reserve communications program: SC2, SI, SE, Sa3, SC and communication officers of limited general service (CL).

Eligible ratings are radiomen, specialists (Q) and (I), yeomen, electronic technician's mates, electrician's mates, machinist's mates, motor machinist's mates and photographer's mates.

Non-rated men have not been included in the quotas, but may be assigned to the program so long as the overall quotas of individual activities are not exceeded.

ALNAVS, NAVACTS IN BRIEF

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, Marine Corps and Coast Guard ships and stations; NavActs apply to all Navy ships and stations.

Alnavs

No. 456—Eighth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 457—Reports provisions of Public Law 720, providing additional inducements to enlisted personnel intending to make the regular Navy a career (see ALL HANDS, September 1946, p. 52).

No. 458—Announces Nurse Corps promotions effective 13 August.

No. 459—Ninth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 460—States policy of BuSandA regarding overissues in general messes.

No. 461—Lists demobilization directives cancelled 1 September (see p. 51).

No. 462—Announces cash clothing allowances authorized for certain personnel in 1947 (see p. 55).

No. 463—States BuPers policy with regard to release of officers who volunteered to extend their tours of active duty.

No. 464—States conditions of Public Law 478 applying to transfer of surplus property to Secretary of Interior.

No. 465—Second in a series listing nurses selected for transfer to the regular Navy.

No. 466—Directs Navy shippers forward to BuSandA, Accounts Transportation Division, code STA, complete, unreceipted copies form 1103A and 701 of each government and Navy bill of lading covering air cargo by NATS, ATC and commercial airlines.

No. 467—Reports provisions of terminal leave bill (see ALL HANDS, September 1946, p. 54).

No. 468—Directs COs to effect appointments of certain officers transferred to the regular Navy (see p. 59).

No. 469—Announces increase of Presidential appointments to the Naval Academy from 25 to 75 annually, to be given to sons of regular servicemen.

No. 470—Directs COs to insure that acceptance and oath of office forms in the cases of officers transferred to USN are correct according to BuPers Circ Ltr. 123-46 (NDB, 31 May).

No. 471—Requests survey prior 26 August for planning purposes to determine hospital personnel retained on active duty by Alnav 424-46 (NDB, 15 August) who are formally certified for entry in fall term in accredited pre-medical, medical, pre-dental and dental schools.

No. 472—Announces authorization to issue stabilized cream to ship and station general messes outside CLUSA.

No. 473—Announces increasing production of penicillin now allows removal of restrictions on its legitimate use (see p. 55).

No. 474—Requests applications of regular medical officers prior 1 October for course in submarine and diving medicine.

No. 475—Announces line and aviation officers who voluntarily extended their active duty beyond release dates, now may be released immediately at their option.

No. 476—Further details re terminal leave (see p. 56).

No. 477—Tenth in a series listing officers selected for transfer to USN (see p. 59).

No. 478—Announces distribution of new editions of BuSandA Manual and Travel Instructions (see p. 59).

No. 479—Modifies Alnav 221-46 (NDB, 15 May) to permit transfer without reimbursement between Navy and Coast Guard of undeclared surplus military items.

No. 480—Requests applications prior 15 October from certain officers for one year course in communications.

No. 481—States procedures for Navy post offices, in connection with new air mail postage rates.

No. 482—Postpones indefinitely redesignation of naval air squadrons, directed by SecNav Ltr. serial 203-517, 22 July.

No. 483—Directs full names and service numbers be used in court martial and deck court specifications.

No. 484—Directs attention to precautions in handling boxed safety matches.

No. 485—Directs destruction of certain medical supplies.

No. 486—Orders curtailment in travel (see p. 60).

No. 487—Eleventh in a series listing officers selected for transfer to USN (see p. 59).

No. 488—Orders marks for enlisted performance of duty be assigned quarterly (see p. 51).

No. 489—Lists new procedures re Roster of Officers.

No. 490—States details of new Personnel Accounting System (see p. 55).

No. 491—Further details re terminal leave (see p. 56).

No. 492—States procedures for post-demobilization discharges (see p. 56).

No. 493—Further details re terminal leave (see p. 56).

No. 494—Further modification of Alnav 325-46 (NDB, 30 June) concerning accounting procedures.

No. 495—Further instructions re sale of surplus property.

No. 496—Further instructions re sale of surplus property.

No. 497—Exempts from 15 September deadline for application to transfer to regular Navy, stated in Alnav 416-46 (NDB, 31 July), officers of the Medical and Dental Corps (see p. 59).

No. 498—"Well Done," from SecNav, to the men of the Navy on the occasion of the demobilization wind-up (see p. 51).

No. 499—Provides that officers who submitted application for transfer to USN prior 10 July will be retained on active duty while request pends (see p. 59).

No. 500—Further details re terminal leave (see p. 56).

No. 501—Directs continuance of Savings Bond allotment and payroll savings programs (see p. 62).

No. 502—Additional surplus property direction.

No. 503—Revises physical standards for appointment of enlisted men to warrant or commissioned rank, and of warrant officers to higher rank (see p. 55).

No. 504—Provides new basis for award of combat distinguishing device to be worn on Bronze Star and Legion of Merit ribbons (see p. 55).

No. 505—Third in a series listing nurses selected for transfer to the regular Navy.

No. 506—Twelfth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 507—Directs that Supply Corps officers must not be assigned duty in ship service activities without official BuPers orders.

No. 508—Rules that retired and Naval Reserve personnel on inactive duty, and their dependents, not authorized to travel via NATS, except in

cases having BuPers approval; modifies Alnav 404-46 (NDB, 31 July) (see p. 53).

No. 509—BuMed directs survey to determine numbers of personnel who have had routine Roentgenographic or photofluorographic examinations of the chest in the past year (see p. 56).

No. 510—Thirteenth in a series listing officers selected for transfer to the regular Marine Corps.

No. 511—Thirteenth in a series listing officers selected for transfer to the regular Navy (see p. 59).

No. 512—Announces policy for release during September of certain USN enlisted men (see p. 60).

No. 513—States certain information to be reported prior 10 October by disbursing officers carrying military pay accounts under appropriation PSNP.

No. 514—Announces termination on 15 October of BuPers repeated travel orders (see p. 60).

No. 515—Revises rules regarding release of nurses for reason of marriage (see p. 61).

No. 516—Announces appointments as ensign in the Supply Corps open to warrant and enlisted personnel of the regular Navy or Naval Reserve (see p. 58).

No. 517—Authorizes male officers under instruction at civilian institutions to wear civilian clothing (see p. 57).

No. 518—Authorizes Waves and nurses to wear civilian clothing on off-station liberty and leave (see p. 57).

NavActs

No. 61—States Reserve and temporary officers accepted for transfer are eligible for accumulated leave.

No. 62—Requests applications (since closed) for 100 officers to train in radiological safety engineering.

No. 63—Requests dispatch applications for class convening 21 October; indoctrination in duty in offices of the material division, Assistant Secretary of the Navy.

No. 64—Advise officers transferring to USN to report non-receipt of mustering out payment, if entitled accordance Alnavs 360-45 (NDB, 31 October 1945) and 435-45 (NDB, 15 August).

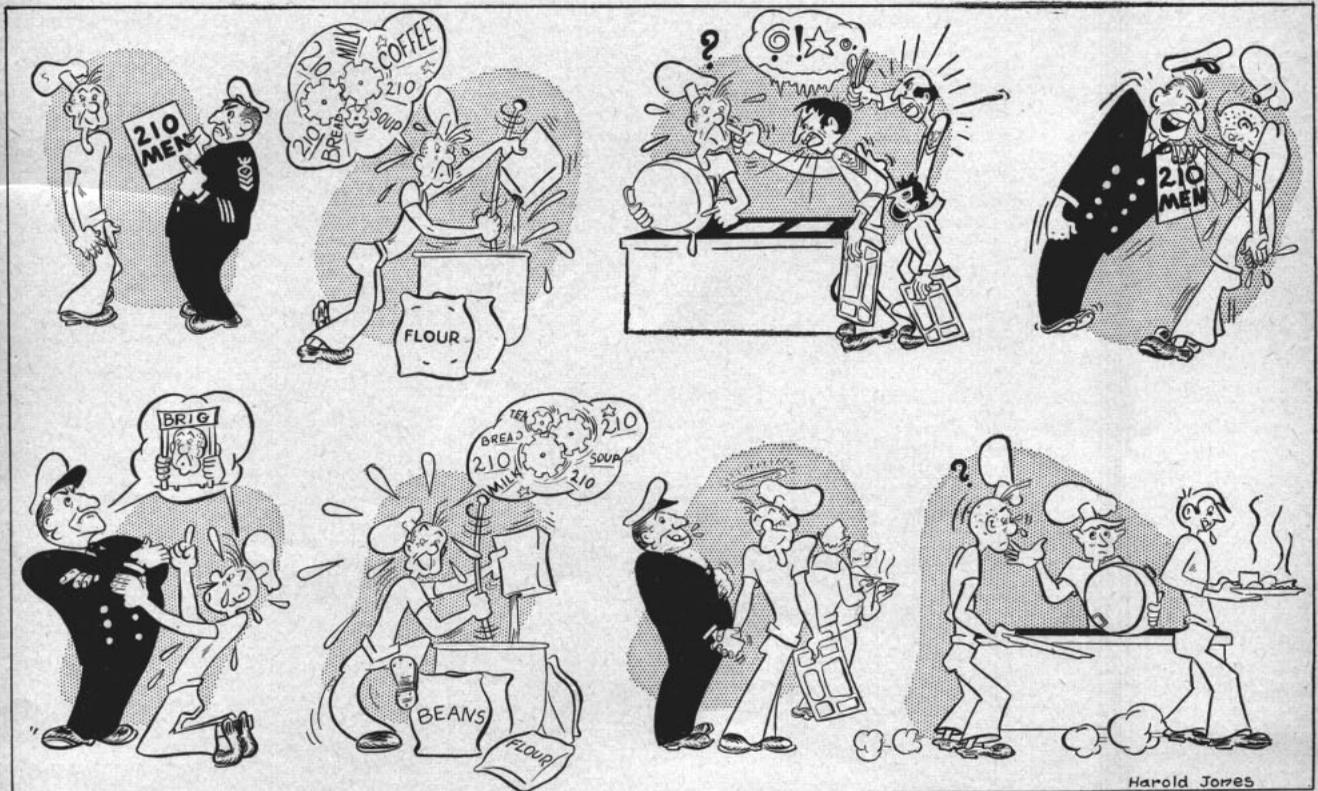
No. 65—Establishes enlistment periods as four and six years, with exception of minority cruises (see p. 53).

No. 66—Announces courses available at Gunnery Officers Ordnance School, Washington, D. C., for temporary warrant and commissioned officers who have requested transfer to permanent USN warrant status as gunner or chief gunner (see p. 57).

No. 67—Directed commands which have released officers in accordance with Alnav 475-46 (NDB, 31 August) to submit speed letter reports by air mail to BuPers (Attn: Pers 3105) on 8 September, giving name, rank, classification, file number and date of release orders.

ALL THUMBS

MESS MESS



FANTAIL FORUM

QUESTION: What was your reaction to the Atom Bomb tests at Bikini?

(Interviews were conducted among personnel who witnessed the Bikini tests.)

Joseph Strock, Jr., PHM1, Los Angeles: I have seen and heard many large explosions but I have never before witnessed an explosion that caused a column of water thousands of feet in height. That's one of the reasons I was very enthusiastic about seeing the tests. It was a show that surpassed anything else in history, and though I missed the first act on Able Day, Baker Day found me topside, straining my eyes to witness the detonation.



My first reaction to the Atomic Bomb test on Able Day was that of disappointment, as I had expected more damage. The second one was a little more interesting. Wasn't a bit worried about the danger, as I figured if everybody else could stand it, I could too. The Atomic Bomb is certainly a terrible weapon and it beats anything I've ever heard.

Robert Young, GM3, Melvin, Iowa: The tests at Bikini were just what I expected, and I got a big kick out of the whole thing. No, I wasn't a bit nervous! I think the Atomic Bomb should be outlawed. It's an awful weapon, and I'd hate to see one land in my back yard! Sure, it would be okay to use it against military targets, but it'd be difficult to keep it from killing a lot of civilians at the same time.



Joe E. Sealy, S1, Gail, Texas: Well, I figured it was a pretty good opportunity of seeing a really good show. I was a little nervous during the first test, especially when the bombardier yelled "bomb away," and it came over the ship's P. A. system. By the time Baker Day rolled around, I thought I knew just about what to expect, but that one was a lot different than the first.



Farrell G. Adams, F2, Tuscaloosa, Ala.: I thought it was a good show, and something to tell your grandchildren about. When do I expect to become a grandfather? Well, not for a while yet. No kidding though, I was a little nervous before the first A-Bomb went off, but now that I've seen two of them I'd like to stay around for the third test next year.



Neil Nelson, BM2, Cambridge, Mass.: I had a very good view of the tests from the starboard deck of the "Apple," but I was a little disappointed in the results. I had expected much more damage to the ships in the target array. It was a good show though, and the colors of the explosions were all most pretty. The Atomic Bomb certainly beats any other weapons I've ever seen.



John Hughes, CMM, Pittsburgh, Pa.: The tests at Bikini were just what I expected, and I got a big kick out of the whole thing. No, I wasn't a bit nervous! I think the Atomic Bomb should be outlawed. It's an awful weapon, and I'd hate to see one land in my back yard! Sure, it would be okay to use it against military targets, but it'd be difficult to keep it from killing a lot of civilians at the same time.



Jim Fitzpatrick, RM2, San Pedro, Calif.: To me it was a marvelous show, and although it takes a correspondent's imagination to describe all the fireworks we saw, I enjoyed the whole thing very much, and wouldn't have missed out seeing the Atomic Bomb do its stuff, I still think they should have called it "Jerry" instead of "Gilda." Jerry's my girl, and the A-Bomb has nothing on her!



Lewis Bays, Y2, Greenup, Ky.: The atomic explosions at Bikini were something that can never be described or forgotten. Due however, to our distance from the blasts, and my expectations of the results, to me the tests were slightly disappointing. I think the bomb is a very potent weapon however, and should remain in our hands as a military secret.



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.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

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 inactivity 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.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

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.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: Three sailors on sight-seeing tour view war-ravaged ruins of Santa Augustine Cathedral within the Walled City of Manila, P. I. ➔

SIGHT-SEERS



YOUR MOST IMPORTANT INSPECTION...



NAVY DAY - OCT 27