

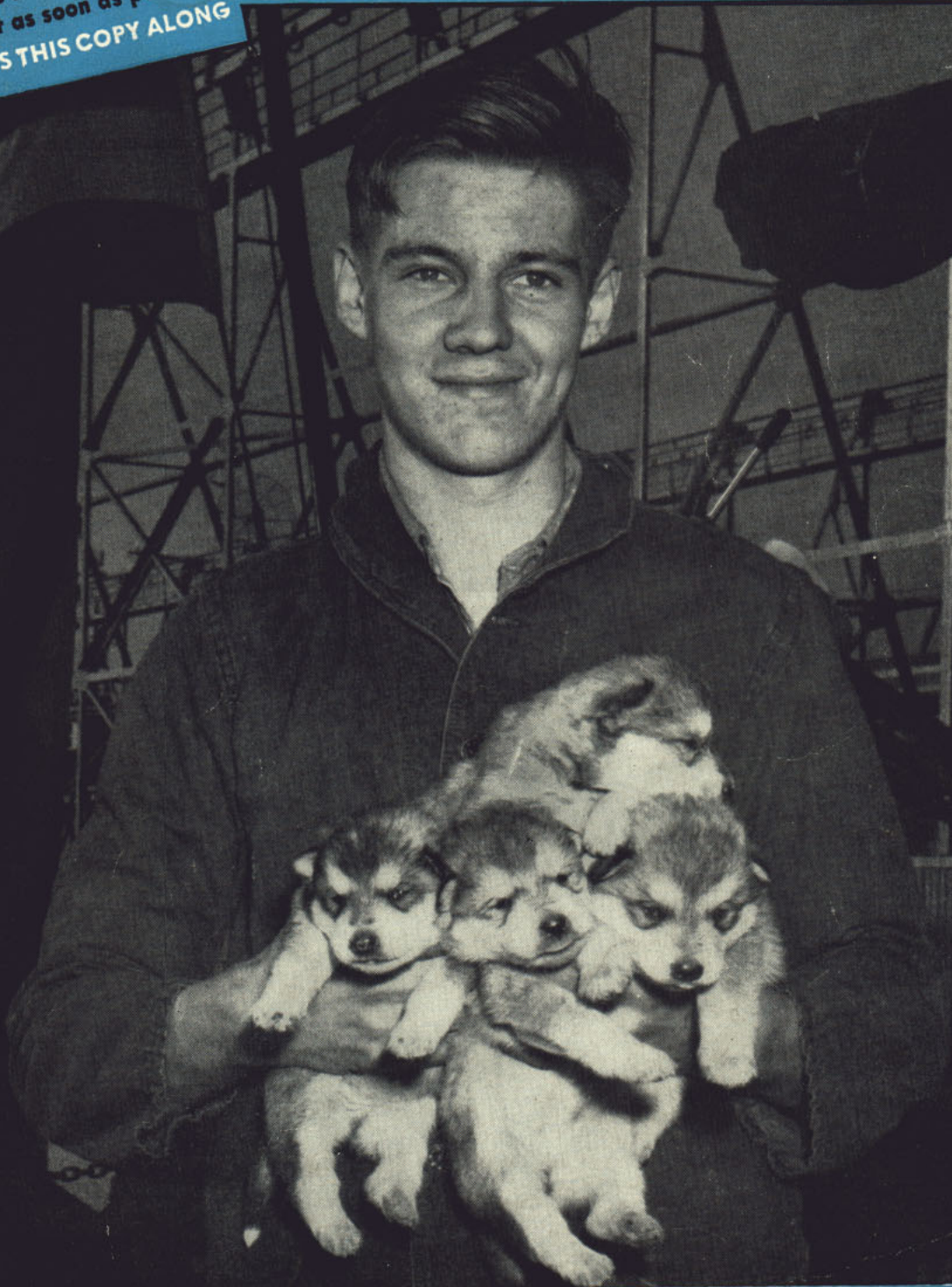
# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER5-0

JANUARY 1947

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for 10 readers. All should  
see it as soon as possible.  
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**POLAR PUPS**





**IN MEMORIAM**



# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1947

NAVPERS-O

NUMBER 359

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The Chief of Naval Personnel

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• FRONT COVER: Robert C. Luther, F2, holds five huskies on board USS Mt. Olympus, flagship of the Antarctic Expedition (see p. 2). All five puppies accompanied their mother to the Antarctic, although three disappeared the night before the sailing. They were recovered later.

• AT LEFT: Taps on board USS Tarawa near Guam during anniversary ceremonies in memory of those who died at the Battle of Tarawa on 20 Nov 1943. Colors, chaplain and marine guard are pictured.

CREDITS: All photographs in ALL HANDS are official U. S. Navy photographs unless otherwise designated.



# MEN AGAINST ICE

**E**XPLORERS have found it cruel and rugged, colder than the Arctic by an average of 40 degrees, and swept by pounding gales and blinding snowstorms.

It is described as the "battleground of a sinister ice age in its flood tide," and within its confines there is practically no animal life—and an even greater scarcity of plant life.

That's Antarctica, the frigid, ice-capped continent at the bottom of the world, where the Navy has sent a task force of 4,000 men and more than a dozen ships.

Nicknamed Operation HIGHJUMP but technically termed the Antarctic Developments Project 1947, the Navy's expedition into the "Deep South" is concerned primarily with testing standard naval ships and equipment under frigid conditions and training personnel in that type of operation.

In carrying out these basic purposes, the project will attempt to explore as much as possible of Antarctica's area of nearly six million square miles, an expanse nearly equal to the combined areas of the U. S. and Europe. Of this, nearly four million square miles—an area greater than the U. S. and Mexico—still are unexplored.

The expedition, largest ever to enter the Antarctic, was scheduled to arrive early this month, at the beginning of Antarctica's summer season. It is expected that no severe weather will be encountered—probably nothing worse than 30 degrees below zero, a mere nothing compared to the region's winter.

Members of the expedition will find that it isn't necessary to delve into the past to learn about the ice cap which covers land during an ice age. In Antarctica the ice age still exists. The continent is covered with an ice cap such as thousands of years ago covered most of the top of the world, reaching as far south as Cincinnati and New York. Since the glacial period up north ended, the top of the world has been almost a balmy tropical paradise compared to the Antarctic.

Although there is practically no animal life on Antarctica, within the corresponding area around the North Pole there are year-round residents—the musk ox, polar bear, fox, wolf, Arctic hare, reindeer, seal and walrus.

Life on Antarctica normally is restricted to its ice-bound shore line, with birds and seals its only continuous inhabitants. Although these represent comparatively few varieties, they exist in large numbers and find their entire food supply in the rich marine life of the coastal waters. One of these permanent residents living on Antarctica's rim is the haughty white-vested penguin. Seals and whales abound in the Antarctic, but the whales annually migrate to warmer waters to breed, returning to feed in South Polar waters in the spring.

Extensive studies of the seals show that some do not migrate north in the

fall, but in failing to do this they must wage a continual battle for existence during the long winter night. Any opening in the ice that is free for more than a few hours freezes over solidly, and the seal must keep gnawing open a hole through which to breathe.

Although the Arctic regions abound with several hundred species of flowering plants and ferns, the Antarctic supports only two forms of tufted grass, and these cannot by any stretch of the imagination be said to flourish. This poverty of plant life on the continent is due, fundamentally, to a low mean temperature. In some places favorable to growth, an impoverished flora of moss and lichen may be found. Shingle beaches and bare rocky coasts are most suitable for plant life. These, however, usually are occupied during the summer by penguins in large numbers, and the plant life has difficulty in surviving. Sometimes vegetation is found in moist valleys protected from winds, on narrow ice-free coastal rims, or on isolated nunataks (islands of rock standing above the surrounding ice sheet) protected from the winds and exposed to the northern sun.

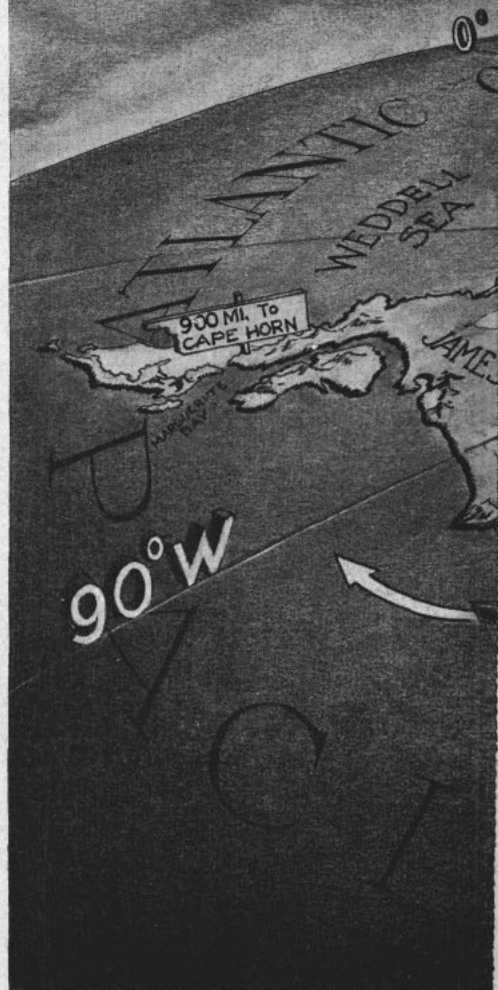
Antarctica's climate, in spite of its rigors, has been reported as extremely healthful. Respiratory diseases, for example, are rare because conditions are unfavorable for the growth of bacteria. Any disease germs encountered usually have been brought by the visitors themselves. Insect pests are unknown.

Antarctica is contained almost entirely within the Antarctic Circle. The Ross Sea, south of New Zealand, and the Weddell Sea, south of Brazil, take big bites out of the continent. During the summer period, which corresponds to the U. S. winter, ships in either of these seas may approach to within 700 miles of the South Pole. But only across the shelf ice massed in the southern part of the Ross Sea has the South Pole so far been reached.

Antarctica is the world's highest continent, averaging about 6,000 feet in altitude. Many of the charted peaks tower higher than Mt. McKinley, highest mountain in the U. S. The South Polar plateau is about 10,000 feet above sea level.

Although 20th Century explorers have viewed nearly two million miles of Antarctica, have mapped the South Pole itself and virtually the full 14,000-mile perimeter of the frozen land mass, the continent still is the world's great mystery. It is considered "an

**Navy Sends Large Force Of 4,000 Men and More Than a Dozen Ships to Frigid and Cruel Antarctic For Training, Exploration**



## THREE-PRONGED EXPLORATION OF

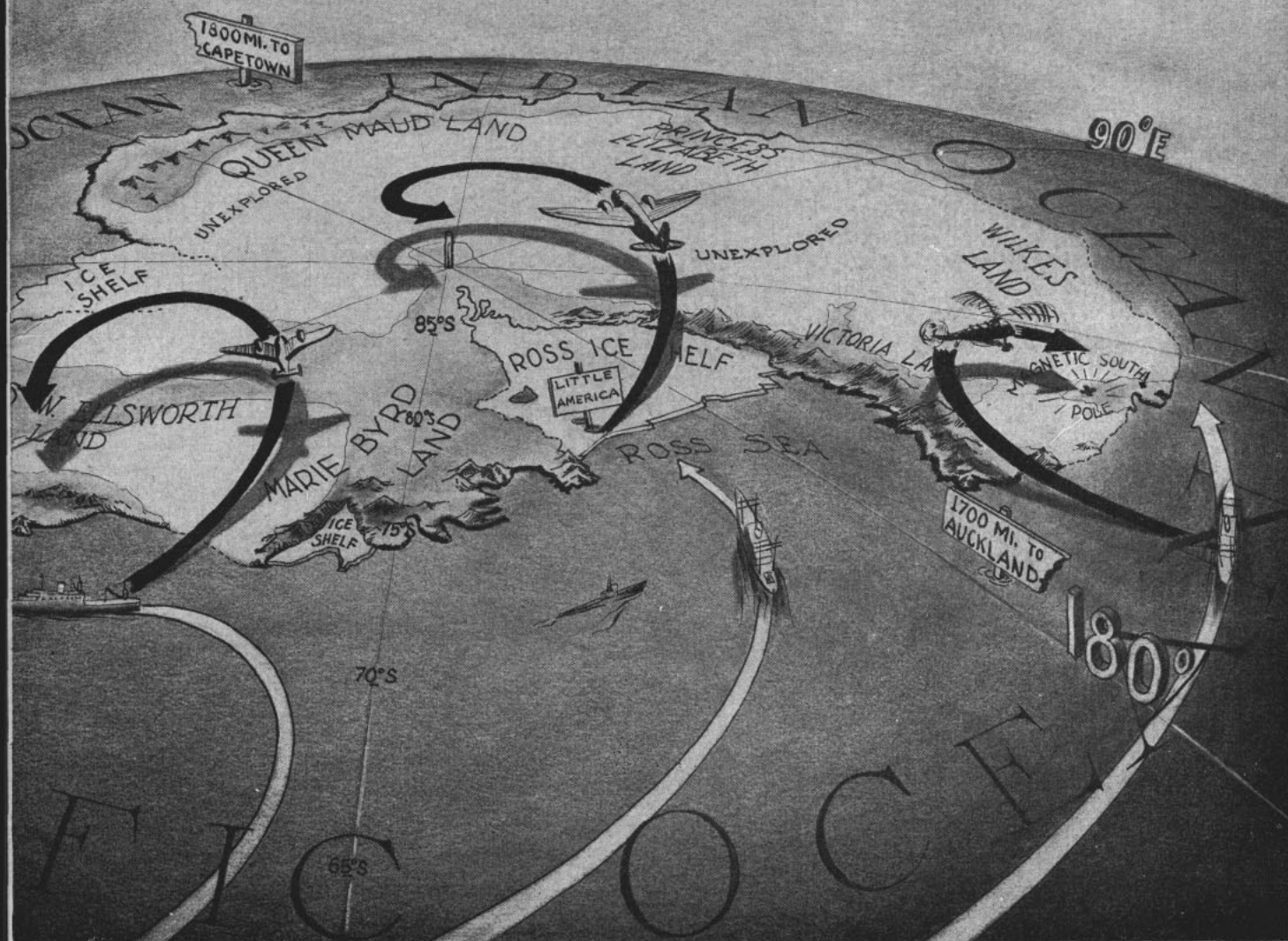
untouched reservoir of natural resources," where untold riches lie in their original state.

The western shore of the Weddell Sea is formed by the Palmer Peninsula, by which Antarctica reaches farthest north, the tip lying within 500 miles of South America's Cape Horn. Its mountains are a continuation of the Andes Range of South America. The west coast of Palmer Peninsula, because of its accessibility, was well-known to sealing fleets long before man became familiar with the massive continent to which it is attached. To the west, between it and the Ross Shelf Ice, lie James W. Ellsworth Land and Marie Byrd Land.

Some of the world's bitterest winds have been encountered on the Ross Shelf Ice, probably caused by down-drafts of cold air flowing from higher altitudes onto the shelf. Their velocity reaches more than 50 miles an hour. Also encountered in this area were crevasses so large they could easily swallow a battlewagon—with enough room left for a carrier. These upheavals give an impressive picture of

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South Polar continent sends one group to eastward and another to westward. Central group bases on Ross Shelf.

the mysterious forces at work in the Antarctic.

During a previous expedition, a mountain discovered about 200 miles from the South Pole displayed horizontal beds of sedimentary rock. Here geologists found plant fossils, leaf and stem impressions, coal and fossilized wood. Here, at one of the most southern mountains in the world, scarcely 200 miles from the South Pole, was found conclusive evidence that the climate of Antarctica once was temperate—or even subtropical!

To give you an idea of the extreme low temperatures which must exist in Antarctica's interior in the winter, the thermometer at this mountain rose not more than five degrees above zero Fahrenheit and that in the middle of summer!

Just south of latitude 86 degrees, explorers discovered some of the most southerly recorded plant life, tiny primitive lichens growing on the northern exposure of a mountain. The sun is warm enough to melt the snow only for a week or two in midsummer, but the plants during that brief period

manage to grow enough to hang onto the thread of life. With this difficult and forbidding environment, the lichens grow no larger than the head of a pin.

Flora collected in Marie Byrd Land was thawed out, showing thousands of microscopic organisms swimming under the glass. They had endured temperatures of 60 and 70 degrees below zero in an encysted stage, coming to life again within an hour after being thawed out. It is thought that some of these may have been carried to the Antarctic on the plumage and feet of birds. Others may have been blown there with the dust of the upper atmosphere, while still others may have existed there for thousands of years. This is one of Antarctica's riddles.

One riddle which existed for many years, and which was solved by the Byrd Expedition of 1933-35, was the so-called "continental problem." The question: "Was Antarctica one continent or two?"

So little was known of the coast line of the Pacific Ocean and the Weddell

Sea, and of the interior between them, that geographers for years had been speculating on this problem. Some geologists, studying rocks from East and West Antarctica, felt that they were too dissimilar for the two regions to be one. Others reached the opposite conclusion. It was thought by some tidal experts that the behavior of tides in the Ross Sea indicated a sea connection between it and the Weddell Sea, with their water-borne ice barriers extending toward each other through the unknown interior.

This was a problem which had to be solved before geological science could form an accurate concept of the fundamental structure of the great area, and its relationship to neighboring land masses to the north.

It was discovered that the plateau of Marie Byrd Land, adjacent to the Ross Sea, probably rolls unbrokenly from the South Pacific Ocean to the South Pole, extending at least a thousand miles north and south. This, coupled with discoveries of new mountains in ranges running east and west, gave a strong indication that Antarc-



**MEN AGAIN**



Photograph from Press Association, Inc.

**OFF FOR ANTARCTICA**, crew of USS *Pine Island* waves farewell to Norfolk, Va. This seaplane tender, jammed with supplies, led eastern explorations.

tica is one continent. Long-range patrol planes of the east group of the present expedition hope to confirm this by delineating the coast of the Weddell Sea, the head of which never has been sighted or photographed.

Antarctica has been described as a "place where Nature has time and unhindered space to exhibit her beauty." The sky and whole snowy earth are alive with lingering colors. Convection currents (which in warmer climates would be called heat waves) add a leaping movement to colors formed by the sun's reflections from the expanse of ice and snow. The whole scene seems unreal—more so because one cannot use as a measuring stick familiar objects such as shrubs, trees or houses.

Called the "home of the blizzard," Antarctica is a region whose weather is considered to affect directly the weather of the Southern Hemisphere and possibly, indirectly, that of the entire world. A study of the Aurora Australis (the southern aurora corresponding to the Aurora Borealis of the north) alone would be of interest.

Air chilled by the frigid wastes of the polar regions flows toward the equator's warmer atmosphere, and the warm tropical air rises and circulates back to these frigid zones. World weather is made by the interaction of these great masses of warm and cold air. In order to establish long-range forecasting, it is necessary to know the weather conditions existing at the poles, as well as in inhabited countries. Such a study is one of the expedition's tasks.

The major part of the large and elaborately-equipped expedition got under way from Norfolk, San Diego

and Port Hueneme early last month, and with other ships of the task force was to arrive at three starting points close to the Antarctic ice barrier early this month.

The task force is divided into three main groups as follows:

- Central group — Flagship and communications headquarters ship USS *Mount Olympus*, Coast Guard icebreaker, USCG *Northwind*, Navy icebreaker USS *Burton Island*, cargo ships USS *Yancey* and USS *Merrick*, and submarine USS *Sennet*.

- East group — Seaplane tender USS *Pine Island*, oiler USS *Canisteo*, and destroyer USS *Brownson*.

- West group — Seaplane tender USS *Currituck*, oiler USS *Cacapon*, and destroyer USS *Henderson*.

Technical control of the expedition is being exercised by Rear Admiral Richard E. Byrd, USN (Ret), famous polar explorer, who is on duty in the office of CNO as adviser on Arctic and Antarctic matters. He has been designated as officer in charge of the project. Rear Admiral Richard H. Cruzen, USN, who commanded the Navy's Arctic training cruise last summer (ALL HANDS, November 1946, p. 12), is the task force commander. He was Admiral Byrd's second in command during the 1939-41 expedition, commanding the cutter USS *Bear*.

Capt. George J. Dufek, USN, a naval aviator and a member of the previous Byrd expedition, commands the east group, while Capt. Charles A. Bond, USN, also a naval aviator and a veteran of wartime aviation in the Aleutians, is in command of the west group.

At a press conference before sailing from Norfolk on the *Mount Olympus*,

Admiral Cruzen said that only the central group will be land based. Neither the eastern nor western group will enter the pack ice, but will conduct their exploratory operations from outside the ice, sending their patrol planes inland in a flight radius of 700 to 800 miles. Since these planes must fly over the pack ice before penetrating the Antarctic interior, their survey range will be lessened.

The east group was to begin air operations near Peter I Island, working around the continent to the eastward. The west group was to head for a point southeast of New Zealand, following the edge of Antarctica around to the west.

Each of these groups consists of a seaplane tender carrying Martin Mariner patrol planes and helicopters, an oiler and a destroyer. They will continue around the continent, exploring inland by air, as far as the short duration of the operation—and the weather—permit.

After arriving at Scott Island, south of New Zealand near the Ross Sea, the central group was to send an icebreaker and scouting planes ahead to find a passage through the pack ice. Once the pack ice was penetrated, the group would enter the Bay of Wales and set up an air base on the Ross Shelf Ice, near Little America.

Little America, "capital of the unknown," is situated on the shelf ice several miles inland from the edge of the Ross Ice Barrier. It was founded on New Year's Day, 1929, by the first Byrd Antarctic Expedition, and will be the center of operations of the land-based group.

The operational schedule called for the *Northwind* to open a channel through the pack ice for the *Mount Olympus*, the cargo ships *Yancey* and *Merrick* and the submarine *Sennet*. The ships were to follow in column or go through singly, depending upon conditions of the pack ice. Their passage may take a few hours, or the better part of a month. The icebreaker *Burton Island*, which is to be a component of the central group, will join the expedition late this month.

There was a possibility that the expedition would not be able to reach the Bay of Wales, near which Little America is situated. In that event, another point of entry to the shelf ice would be selected, such as Okuma Bay, Discovery Inlet or Kainan Bay. This uncertainty is typical of operations in the Antarctic, where conditions change rapidly, from day to day. Antarctica's ice bulwarks have withstood man's attacks for more than a century. It is here, within the Antarctic Circle in an area of heavy pack ice called the Devil's Graveyard, that one finds the heart of the greatest iceberg-producing region in the world. During the 1933-35 expedition, 8,000 bergs were sighted in one 24-hour period.

By tradition and experience, passage in the vicinity of the 178th meridian East was accepted as the safest and quickest entrance into the Ross Sea, and it was considered foolhardy to try a break through the ice at any other point. However, due to the constantly-changing ice conditions, on a previous expedition the explorers had

**ALL HANDS**



the amazing luck to find an opening along the 169th meridian West, meeting little pack ice in reaching the Bay of Whales.

With a beam of 63 feet, the *Mount Olympus* will be one of the largest ships ever to enter the Ross Sea, which inside the pack ice usually presents an expanse of open water swept by a current which skirts the face of the Ross Shelf Ice. The *Northwind* is a super ice-breaker, 10 times as effective as the *Bear*, which participated in the last Antarctic expedition. It is believed that the *Northwind* can batter her way through solid pack ice 15 feet thick on the basis of her performance during last summer's Arctic cruise.

The *Northwind* was fitted with a bow propeller to wash ice aside, and tanks fore and aft and on the extreme beams to set up a rolling and pitching motion. These have been removed because they are considered useless in the heavy ice expected enroute to Little America.

On board the *Mount Olympus* are 57 members of an underwater demolition unit, who will blast away low ice bordering the permanent shelf ice of the Antarctic continent. These men actually may swim in the icy waters fringing the shelf to plant explosives against the ice. They will be protected by rubber suits sealed against leakage, which will cover their entire bodies. Underneath they will wear woolen underwear and clothing.

Admiral Byrd did not accompany the force which sailed for Antarctica last month. He plans to join the expedition late this month, riding down on either the carrier *Philippine Sea* or the icebreaker *Burton Island*.

The *Philippine Sea* will ferry six Navy R4Ds, twin-engine Douglas transports, to a point about 200 miles north of Little America just off the edge of the Ross Sea pack ice. The aircraft will be equipped with jet-assisted takeoff gear for the flight from the carrier. The planes will be



HE CAN'T PROVE IT, but that's Fred Fauria, SI, hidden under the cold weather clothing worn by expedition. Lt Renee Bachhuber lends a hand. Photograph from Press Association, Inc.

the first of their type ever launched from a carrier. Special cold weather gear and electronic devices have been installed in the big planes. Extra fuel tanks will extend their range beyond the usual eight to 10 hours. Much of the radar equipment still is on the secret list. It includes devices to pick up geological aspects of the continent and to indicate the composition of the ground under the frozen surface. The planes will have aerial cameras and map making aids. When ready to leave the carrier, they will have ski attachments for landing and taking-off in snow.

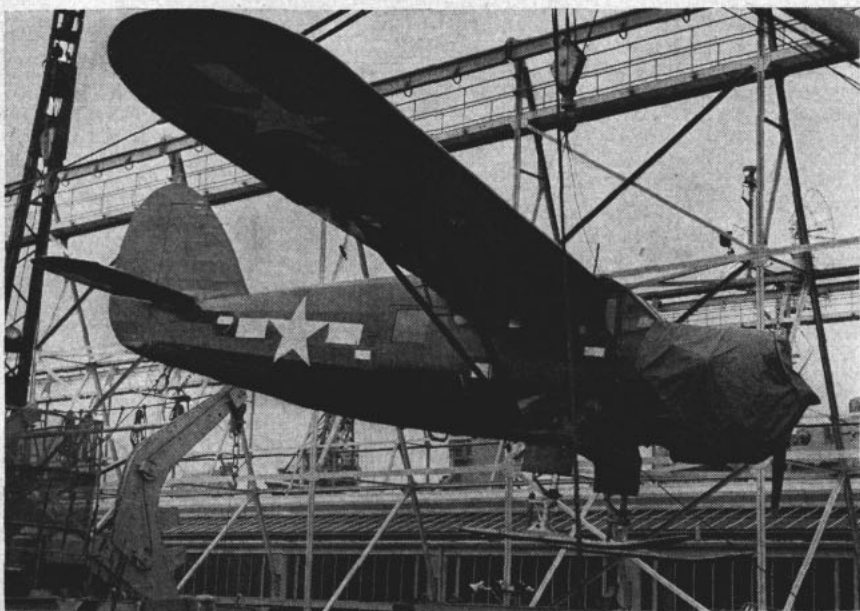
Meanwhile, the *Northwind* will be fighting her way back through the

pack ice to come alongside the carrier. The icebreaker will discharge mail, and take on mail and additional equipment, ferrying it back to Little America. To commemorate the 1947 expedition, a distinctive cachet will be applied to letters mailed from the *Mount Olympus*. Before the task force sailed from the U. S., philatelists were given an opportunity to have covers mailed.

Seaplanes of the wing groups, which start their operations about a thousand miles to the east and west of Little America, are not expected to find especially good flying conditions. The standard Navy patrol planes, winterized and equipped with special photographic gear, will have to find relatively smooth seas in which to land—probably in the lee of some piece of land or within a lake formed by floating ice. There will be no accurate weather forecasts, no loran. Once the planes leave their tenders and head in toward the continent, they will fly over pack ice which even the most modern and powerful icebreaker cannot penetrate. What, then, will happen if the planes are forced to land?

It is true that rescue operations will be difficult because of the high mountain ranges over which the planes must fly. However, the land is covered with ice and snow, and the aircraft probably can make safe landings, even if they can't takeoff again without necessary skis. For rescue operations, therefore, helicopters will be carried by the seaplane tenders. Although these have short flight ranges, caches of gasoline in strategic points will extend their range so that they can rescue any crews forced to land.

Crews will be kept alive until rescue comes by survival equipment, which includes emergency radio equipment for communication with the home base. On long-range flights, the crews will wear heavy clothing rather than



NOORDUYN NORSEMAN, a skiplane for use by Navy explorers, is loaded on board ship at Norfolk, Va., as expedition prepares to leave for frozen south.



## MEN AGAINST ICE



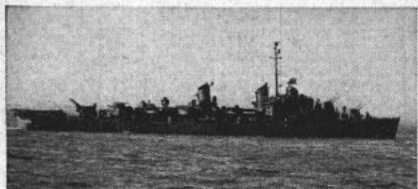
TASK FORCE flagship is the USS Mount Olympus, also leader of the group that will establish a shore base near Little America, 'capital of the unknown.'



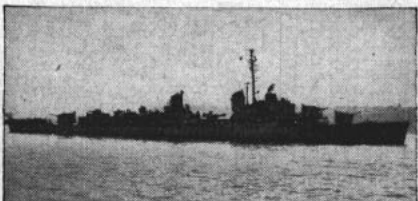
USS Philippine Sea (CV 47)



USS Yancey (AKA 93)



USS Brownson (DD 868)



USS Henderson (DD 785)



USCG Northwind

heated suits, to be sure of protection against the weather in the event of forced landings. The equipment also includes more clothing, skis, tents, and a 60-day supply of food. A large portion of the food will be old-fashioned pemmican, the preserved meat explorers have been using for the last hundred years.

The expedition will take full advantage of the photographic developments achieved during World War II, and in addition will have the advantage of the trimetrogon camera. This is a three-in-one camera which takes a vertical shot to cover what is beneath the plane, and also two oblique shots to give a continuous photographic image from horizon to horizon. The pictures will be taken continuously to give a complete photographic coverage of the territory traversed by the planes.

These photos of a large section of Antarctica—the expedition expects to explore two million square miles from the air—will show the general contours of the land, mountain ranges, glaciers and ice fields. Also, they will give a general picture of what any ground parties might encounter. The Antarctic coast will be outlined also, in many places for the first time.



USS Currituck (AV 7)



USS Canisteo (AO 99)

The expedition doesn't expect the interior of the continent to be featureless, even though it is described as a frigid, barren wasteland. It is expected that many new mountain ranges will be discovered. The explorers want to know the character of these strange, unknown lands. Only about a tenth of the continent has been sighted, and of that, only a small portion photographed.

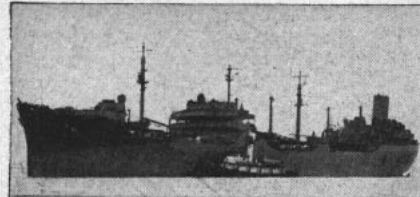
Weather and altitude permitting, each flight probably will cover from 700 to 800 miles into the interior. The photographic coverage from the central group will include the South Pole as a routine mapping operation. In addition to twin-engine Douglas transports, helicopters, and PBMs, the expedition will use two Grumman amphibians, two SOC float planes, and one Noorduyt Norseman skiplane.

Men working and living ashore at the central base will be housed in tents having wooden floors and heated by oil stoves. Tents are being used instead of huts to save valuable time. The base will be of a temporary nature, but a small camp consisting of nine winterized quonset huts with supplies for 18 months will be established. If any of the parties in the interior are in difficulty when the ships are ready to sail, this camp can be activated for rescue operations.

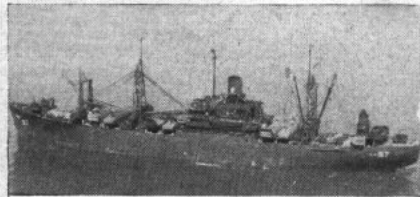
Aside from pemmican, standard polar item, no special foods were taken. The food is standard, including huge quantities of quick-frozen foods. Because the party will be away from civilization for four to five months, the men are being given as wide a variety of food as possible, with the realization that men in cold climates eat much more than they do in warmer weather.

There was no resupply for the ships of the expedition after they left the U. S. Each is self-sustaining, carrying all its own supplies. Those for the base camp were carried by the cargo vessels. The two big tankers have fuel to supply the ships and aircraft in the Antarctic and get them home.

The loading plan was reminiscent of Pacific invasions. Huge supplies of dry stores were stocked, as well as



USS Cacapon (AO 52)



USS Merrick (AKA 97)

**ALL HANDS**





## ICE BULWARKS protect Antarctic mysteries. Approaches are forbidding and studded with rock outcroppings.

"morale" items in quantity, and thousands of pounds of coffee and case after case of cigarettes. The long voyage to and from Antarctica and off-duty time was expected to be boring for the men. For that reason, ample supplies of movies, radios, games, cameras and other recreational gear were taken along. In addition, members of the expedition are being given an opportunity to learn hobbies such as carpentry and leather craft, with a good supply of hobby craft equipment included. The educational program of the U. S. Armed Forces Institute will be available to all hands in their spare time, and scientists and leaders of the project will present talks to the crews of the ships so that they will more fully understand what is being done and will have a deeper interest in the operation.

In addition to Operation HIGHJUMP, there will be at least three other projects in Antarctica. One of these is a U. S. expedition which has been outfitted under auspices of the American Antarctic Society. Russia has announced that it will have a party of scientists in Antarctica. It is expected that at least one British expedition will be present, because that country has occupied the old U. S. exploratory base at Marguerite Bay, 1,500 miles from Little America, since 1942. Since the Marguerite Bay base was only of secondary importance during the previous U. S. expedition, its occupation by the British will not hamper the Navy's current operations. With operation HIGHJUMP's activities centered at Little America, no conflict of interests with other expeditions is anticipated, and the Navy stands ready to cooperate with explorers of any other nation who may be encountered.

In regard to the so-called "uranium race," which was given considerable attention in the press, leaders of the Navy's expedition, before departing for Antarctica, pointed out that when the project first was planned there was no thought whatever of making a search for uranium. There are geologists along, and should they discover uranium, it will naturally be of interest. But there will be no special attempt to locate the precious metal, and it does not form one of the purposes of the trip. Nor is the expedition in any sense a "race" with any other nation.

Exploration of Antarctica will con-

tinue as long as weather conditions permit, but it is anticipated that the ships will have to push their way out of the pack ice by the end of March, arriving home in late April.

While the expedition is primarily of a military nature, it will afford an unequalled opportunity for amplifying existing scientific data. The Antarctic is considered a fertile field for scientific research—possibly the most fertile left in the world. Full advantage has been taken of this opportunity for research. Scientists of other governmental departments in a number of specialties are participating. The Army, Weather Bureau, Coast and Geodetic Survey, Coast Guard, U. S. Geological Service, Hydrographic Office, the Navy's material bureaus, and other government scientific agencies have provided technicians. Full news coverage is being given by press,

radio and magazine correspondents. Three hundred scientific personnel, with 22 civilian and 35 Navy senior scientists and their technical assistants, are accompanying the expedition.

The Navy has had an interest in the Antarctic since the first naval expedition under Lt. (later Rear Admiral) Charles Wilkes, USN, in 1838, and this interest is expected to continue in the future. The war intensified the Navy's program of scientific research, with much new equipment added to facilitate scientific research. It is the Navy's policy to continue to extend scientific research on as broad a scale as possible, in every field. The Antarctic provides a vast proving ground for many scientific projects, and the Antarctic Developments Project 1947 is only one more step in the Navy's peacetime program of science.

**ONLY BIRDS** and seals continuously inhabit ice-bound shoreline. Haughty penguins are permanent residents, but whales spend winter in warmer waters.

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# MUZZLE



**TWO HANDFULS** of death are held by grenade instructor, above. The six-man team below carries new 81 mm. mortar—improved but still plenty heavy.



**IMPROVED 60 MM.** mortar (below) has no bipod, is sighted by mortarman shifting to align on target. Small base plate, new sights are modifications.



**NEW INFANTRY** weapons, from small arms to mortars and 75 mm. rifles, are in store for marines. Some have just become service issue, some are in the service testing stage and some still must be classified as purely experimental.

The immediate trend is toward recoil-less weapons and an overall weight reduction in small ordnance equipment. A more remote trend is toward the rocket in infantry ordnance. The aim is to provide the individual marine in the field with maximum firepower in weapons he can lug up to the fighting area himself or with minimum assistance, set them up and start shooting.

As is the case with virtually every piece of Marine Corps ordnance, Army Ordnance engineers play a big part in design and development. Original ideas may come from Marine or Army sources; original design and development are carried out by the Army. The Army then invites the Marine Corps to recommend and offer suggestions to be incorporated in the new weapon. Later, the Marine Corps tests the weapon under service conditions and, if they like it, arrange procurement through the Army.

What's in store for the marine? Well, the new developments extend right down to some of his basic personal artillery.

The .30 caliber Garand (M1) and the .45 caliber pistol will remain standard equipment. But the M1 carbine, classed as "substitute standard" issue, has had its face lifted. A new model, the M2, features both semi- and full-automatic fire, a 30-round magazine, and a firing rate on full automatic of 800 rounds per minute, considerably in excess of most machine guns. The M1 carbine, of course, could be fired only semi-automatic. The M2 carbine has been accepted by the Marine Corps and procured in limited quantities, and will replace the M1 carbine in general issue when enough are available.

The old reliable Browning Automatic Rifle (M1918 A2) remains standard issue, but the Marine Corps is looking for something better. Many arms manufacturers in recent months have demonstrated new models, hoping the corps will find the one it's looking for—a lighter gun that will do everything a BAR will do. That's quite an order, come to think of it.

The Garand, by the way, has replaced the old Springfield (O3), except for sniper purposes. A modified Garand, the M1C, has come out with a sniper's scope, but the corps has not shown an interest in this one as yet.

We'll have to report no change in the machine gun picture. The Thompson M1928-A1 is the standard sub-machine gun, and the MarCorps is using the prewar model for the very good reason they had plenty of them on hand when the wartime model

# POWER

came out. The wartime model wasn't an improvement anyway, just a new design to facilitate mass production. The machine guns calibers .30 and .50 will continue, in both air-cooled and water-cooled models.

A new mortar has been issued and another is undergoing test. Both are considerable innovations. The M19 60 mm. mortar has been issued to the service. It is a radically simplified, but still heavy duty infantry mortar. The M19 can be carried and set up by one man, and includes several new features for ease of firing. The mortar is set up on a base plate but has no bipod. Instead, the operator provides the support and aims the mortar by looking through a sight on the tube and simply shifting his body. Elimination of the elevating and traversing mechanisms considerably speeds up the process of aiming and firing, an advantage somewhat off-setting the loss of accuracy. Conceivably, one marine could tote a new 60 mm. mortar through dense jungle, reach a firing position, set the mortar on its base plate and drop to one knee, and he'd be ready for action. A simple ammunition train would supply the weapon.

The other mortar is too much for one man—in fact it breaks down to a six-man load. Still in test stage, it is the M21 81 mm. mortar. It features a few innovations of its own. It is easily adapted to long-range fire or close-up work. The tube is in two sections, only one of which is used in short-range fire. The extension piece may be latched on for long-range fire. The base plate, likewise, is adapted for the two types of fire. The entire base plate is used in long-range work, a section of it only in short-range fire. It is the first extension-tube mortar the Marine Corps has used. It fires standard 81 mm. mortar shells, and is similar in size to 81 mm. mortars in present use. But remember, the M21 is still experimental; you won't see it in service for awhile.

Newest in the Marine Corps recoilless weapon field are two pieces, one of which could give a single marine all the hitting punch of a French "75". One is the 57 mm. rifle, M18, the other is the M20 75 mm. rifle. Each can be lifted and carried by a single man. The 57 mm. rifle, furthermore, may be fired from the shoulder by a single man.

It seems incredible that the recoil of either of these weapons wouldn't toss the entire gun crew on its collective fanny. Here's how it works. The rifle fires in more or less the conventional manner—that is, a projectile is expelled by the pressure of gases which results from the burning of a propellant powder in the chamber. But the recoil is eliminated by allowing a certain portion of the gases to blow out the rear of the piece, canceling out the back pressure. The result is a rifle that, theoretically, you could balance



Official U. S. Marine Corps photographs

**TANK TERROR** bazooka has been modified since it was first carried into battle with tube slung high over shoulder. This one breaks in two for carrying ease.

on a wine glass and fire without spilling a drop. It is also a rifle you can't stand in back of when you fire it, so to speak. The back blast of hot gases cuts an unhealthy swath in the atmosphere 20 feet aft of the breech.

The M18 57 mm. rifle normally is fired from the shoulder and is especially suited as a light anti-tank and anti-personnel weapon. Two dozen were issued for field testing to the old First Special Marine Brigade, and the guns were successfully tested by that group at Camp LeJeune, N. C. When the Brigade was disbanded, the pieces were turned over to the Second Marine Division. Both rifles are still under test, not yet procured for general service issue.

Even the bazooka has been modified. A new M18 bazooka of light aluminum alloy has been accepted but not procured for general service issue. The present M9-A1 bazooka itself represents a late wartime modification. The firing circuit in both models is powered by magneto, eliminating the bulky batteries which used to be standard equipment with the deadly stovepipes. And both the M18 and the M9-A1 have the added feature that they may be broken down for relative ease of carrying. The long pipe no longer sticks up into the air over the carrier's shoulder.

Greater protection for marines in battle is provided by a new armored vest. It is a sleeveless jacket weighing about eight pounds. Plastic inserts make the vest proof against some

small arms fire. The vest was designed to protect ground troops against low velocity bullets and fragments. The vest, by the way, was a development of the Naval Research Laboratory (see **ALL HANDS**, June 1946, p. 56).

You can't find a healthy young American who hasn't thrown a baseball. Taking advantage of this fact, the Marine Corps is experimenting with a new hand grenade just baseball-size. Tests thus far have indicated the grenade can be thrown farther with greater accuracy than can the familiar "pineapple."

The new grenade is designed to explode on impact, eliminating the chance that a nimble enemy may pick it up and hurl it back in your face. The baseball grenade must, however, be classed as still experimental.

The Marine Corps also is working on modification of the rifle grenade and launcher. Principal modification of the new grenade launcher will permit semi-automatic firing of the M1 rifle with launcher attached.

Following the trend toward increased portability of weapons, many miscellaneous ordnance items have been redesigned and are being constructed of lighter aluminum and magnesium alloys. Light-weight construction has been applied to such varied equipment as machine gun mounts and ammunition boxes, with better than 200 per cent saving in weight in some items, a great break for those who have to carry them to the field of action.

The Marine Corps isn't looking for a fight these days, just keeping prepared. When the chips are down and one man is up front with one gun, the corps wants to be sure he can do the biggest, most effective job in the greatest hurry possible.

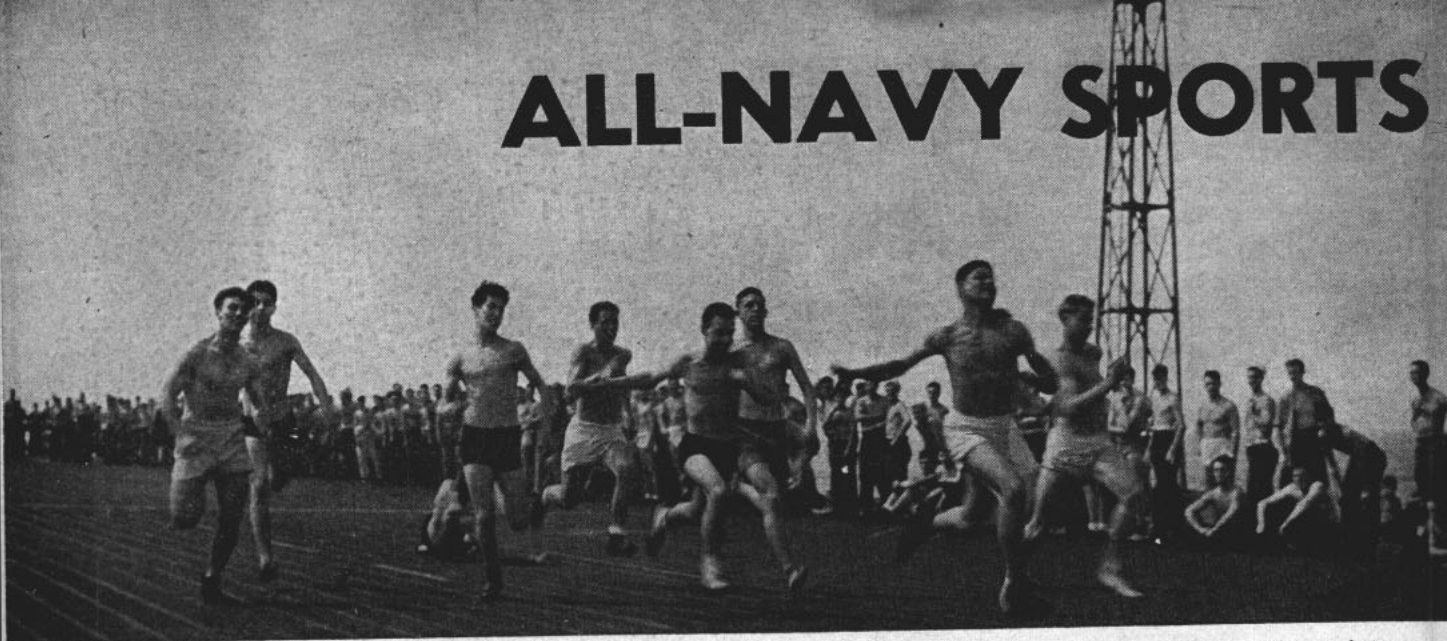
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**Footslogging Firepower Is Still Important To Men Who Meet Enemy At Close Range, So We Still Improve 'Personal' Arms**

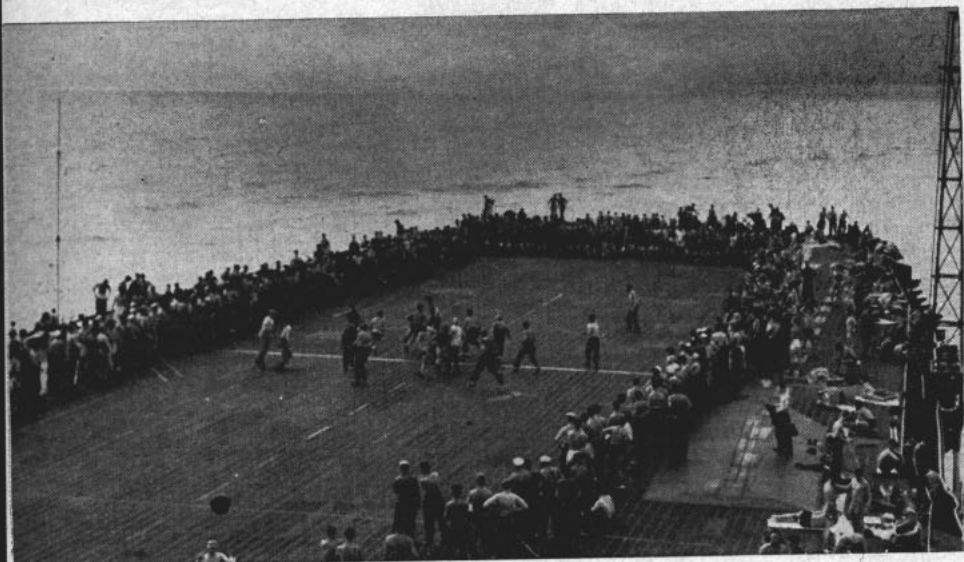
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# ALL-NAVY SPORTS



OFF TO FLYING start in the Navy's postwar athletics program race men of an aircraft carrier, getting in condition.



FOOTBALL, BASKETBALL and boxing—three of the Fleet's most popular sports—furnish amusement and excitement as Navy men tune up for contests.

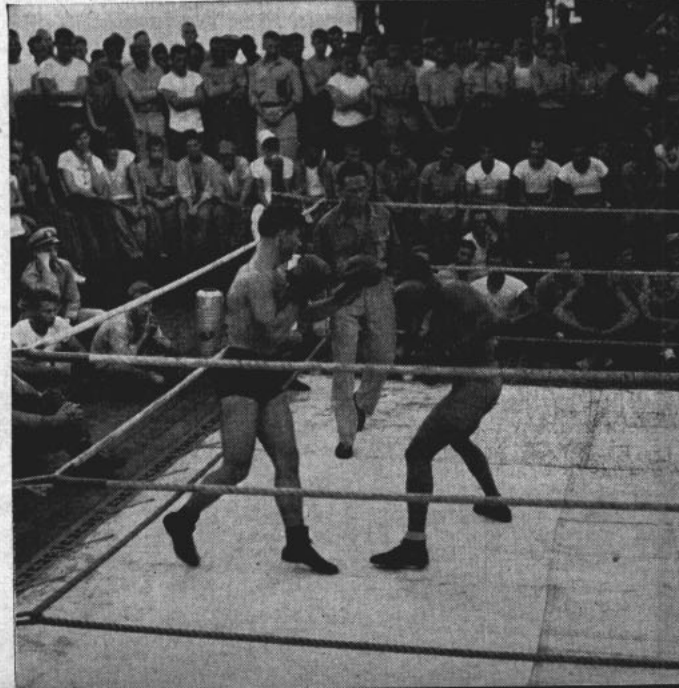
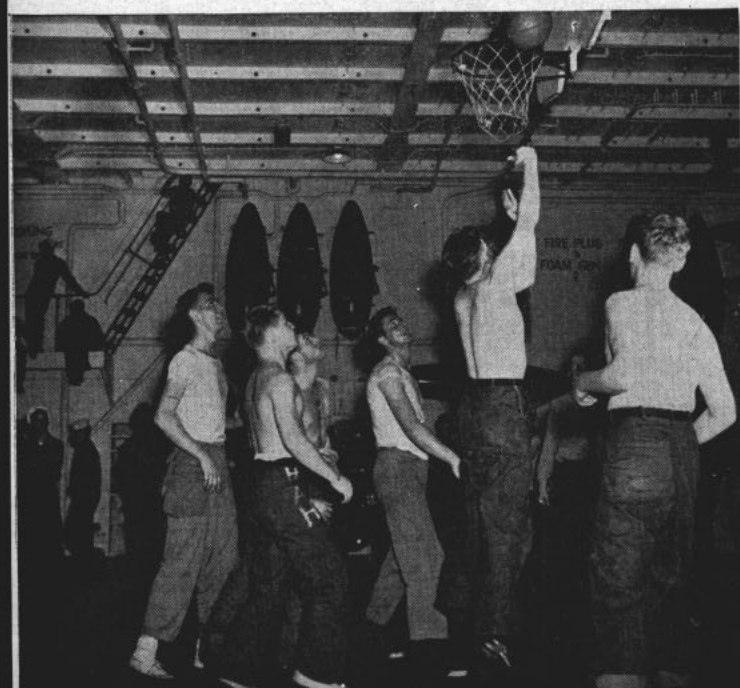
## '30' for Chief Dwyer

With this sports article, Chief Signalman Harry Dwyer sings his swan song. His 30 years in the Navy are up.

A member of the Navy since before World War I, Chief Dwyer has covered All-Navy contests in boxing, basketball, baseball, wrestling and football. He has officiated at hundreds of boxing bouts and baseball games on the civilian sports scene, as well as for the Army and Navy. The chief has promoted and emceed Red Cross, Army and Navy shows, smokers and Happy Hours, on board ship and in the ETO.



Chief Dwyer



# RETURN

**H**APPY DAYS are here again for the Navy athlete and his enthusiastic backers, the sports fan!

Yes, sir, the seagoing athlete is on the march once more, heading for the spot in the sports spotlight which he held before the Japs threw the low punch at Pearl Harbor.

Trona Field, San Pedro; the Municipal Stadium at Long Beach; the All-Navy championships at Panama and Cuba, all gathering dust in the archives of memory, are to be restored to their rightful places on the calendar of sports for Fleet competition.

For a long time the Bureau of Naval Personnel has been toying with the idea of bringing the All-Navy competition back. Records of the past proved it to be one of the most outstanding morale boosters in the prewar program and with the demobilization program all wrapped up and delivered, a new program of sports was the right prescription needed.

Plans were made, details were gone over minutely and the final result was an All-Navy program sponsored by the Bureau of Naval Personnel. A bigger and better "sports for all" program will be under the direction of the Physical Fitness Director of the Welfare and Recreation activities of the Bureau.

It will be a new deal in all-around competition. All the major sports have been listed on the agenda for future competition with the All-Navy high hat hanging in the balance.

Picture in your mind's eye a capacity crowd watching a football game, a boxing match with all its frills and thrills, or a closely fought basketball game with the spectators yelling themselves hoarse. That was an All-Navy contest in the prewar period! And that is what the Physical Fitness and Recreation Program is shooting at for the postwar athlete.

Boxing, wrestling, basketball and, in fact, the majority of the major sports will be represented in the new program. As the seasons roll by, each will have its own turn in All-Navy competition.

In the vanguard will be basketball, the finals of which will be held at the Great Lakes Naval Training Center on March 26 through 29. Here the outstanding teams drawn by the elimination method, or league championship as determined by season play, will play their hardest, the winner to be known as All-Navy basketball champions for 1947.

The new All-Navy finals will be on a much higher scale than those of prewar days. According to the new program, the station where the finals are held will be hosts to the participants. This means that messing and housing facilities will be taken care of by the hosts and all arrangements and incidentals that go with the running of a championship tournament are no longer "on the worry list" of the stations or ships who are sending repre-



**BOXING** is one of the most popular of Navy sports and Navy men have fought on to win many world's championships in the ring after leaving the service.

sentatives for the championship play.

For the basketball tournament, the commandant of the 9th Naval District and the commander of the Naval Training Center at Great Lakes have consented to act as the initial hosts. A tournament manager will be designated by the commandant.

Such items as publicity, local transportation, hiring of officials and the publication of tournament handbooks and programs are left in the hands of the tournament manager. Ticket distribution and supervision of the gymnasium, or any other items incident to the management of the tournament also will be taken care of by the tournament manager.

In past All-Navy championship events, transportation has been one of the obstacles which had to be overcome. The new program has hurdled these obstacles. In future All-Navy championship tournaments, teams and men participating will, whenever possible, travel by Navy air transportation. When such transportation is not available, funds have been authorized for men and teams to travel by rail,

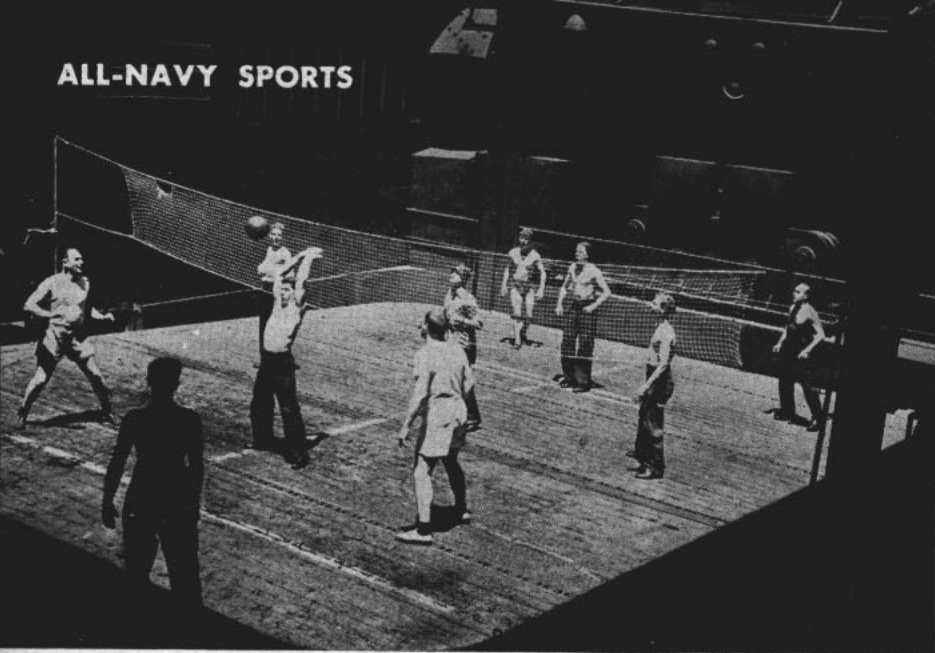
and temporary duty orders will be issued to each individual member.

Competition in athletics throughout the Navy is not new. Rear Admiral Robley D. "Fighting Bob" Evans placed Navy competition on a big-time basis in 1906, when as CincLant he inaugurated the system whereby athletic competition was equally divided among the ships, and prizes and awards were given individual members of a team. From that beginning, athletics in the Navy have risen to a place achieved by none of the other services.

It was in 1906 that the famous Battenburg Cup made its appearance in Navy sports. It was presented to the enlisted men of the U. S. Navy by their "cousins" of the British Second Squadron, and was formerly accepted by a committee of 21 enlisted men of the Atlantic Fleet from Rear Admiral H. S. H. Prince Louis of Battenburg, RN, who was in command of the British cruiser squadron.

The ceremonies took place 18 May 1906 on board the USS *Maine*, flagship of Rear Admiral Evans, in the presence of his staff, officers and crew of





'NEAR MISS' was this volley ball player's luck in a game on a carrier as the physical fitness and recreation program gets under way throughout Fleet.

the ships anchored in the North River at the time.

The Battenburg Cup is won in competition by selected crews pulling a 30-foot whaleboat. The winning ship may be challenged after three months have elapsed since the cup was competed for. To date it has been contested for 53 times, with the USS Louisiana successfully defending it four times, a record which still stands in Battenburg Cup competition. In all 34 ships have held the cup at one time or another.

One of the rules of the Cup competition is that a British ship may challenge the holder when one of their ships falls in with the current competition. The HMS *Argyll's* crew, on 4 May 1907, defeated one from the USS *Illinois*, the first winner of the trophy which went on the competition block 12 Sept 1906. Since that time only one other British ship has challenged.

In 1934, the HMS *Dragon* challenged but was defeated by the crew from the USS *Arkansas*, who pulled the mile-and-a-half race in dreary weather to win in 26 minutes, 42 $\frac{3}{4}$  seconds—47 seconds in front of the *Dragon*.

As a special tribute to the Arky's oarsmen, the mayor of Newport, R. I., presented the "City of Newport Cup" to the crew of the winning ship to retain as permanent possession.

The following words are inscribed on the Battenburg Cup:

"To the Enlisted Men of the North Atlantic Fleet from their British Cousins of the Second Cruiser Squadron . . . in grateful remembrance of many kindnesses, tokens of good fellowship and wonderful entertainments that were given to them in cordial friendship by their comrades across the sea, Annapolis, November 1 to November 20, 1905, New York."

All-Navy competition came into

vogue in 1921 in the Balboa Stadium at Panama. Previously, each division, squadron and individual activity had its own champion. With the exceptions of 1922 and 1928, the All-Navy championship competition was carried out without interruption until the war clouds hovered over the world in 1941, and all competition was called off. Hundreds of trophies emblematic of champions in every sport were stowed away in safe places until the war's end.

In the past, rivalry for the All-Navy titles was pleasant but keen. The ship sporting the "meat ball" from her mast signified that the ship was the winner of the "Iron Man Trophy," awarded for general excellence in athletics. It was a mark of distinction which every ship in the Navy fought for to the last ditch.

With the new All-Navy program for athletics now taking the spotlight, these trophies, many of which carry fond memories of the days that used to be, again will be on the competition block.

Among the trophies which were fought for with all the skill and daring of a world's champion were the President's Trophy, trophies donated by the various newspapers for rowing, those donated by several cities for individual sports, and the Commander-in-Chief's trophies awarded to the champions in their respective sports. All these and many new ones have been added as prizes and awards for the new All-Navy program.

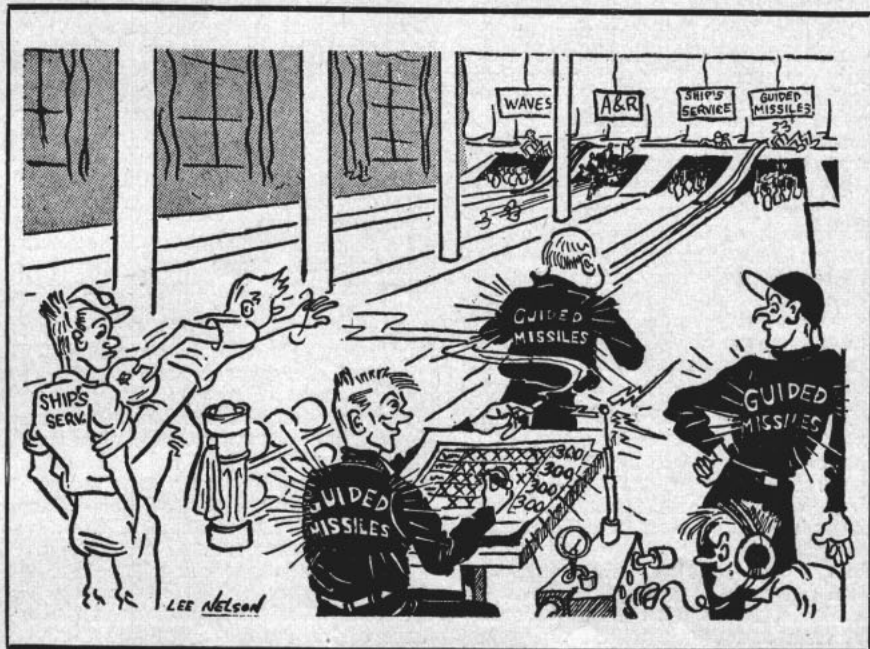
Navy boxing probably has furnished more world's champions and near-champions than any other sport. "Frenchy" Le Blanc, a corporal in the Marines, journeyed from Mare Island in the early days of the century to defeat "Nonpareil" Jack Dempsey for the then middleweight title, but was never given the honors.

Tom Sharkey, from the old Philadelphia, was another Navy athlete who made a name for himself, fighting around the time of Jim Jeffries, Marvin Hart, and Tommy Burns, in the early 1900 era.

Since that time the Navy has nurtured several world's champion boxers. Among the heavyweights were Gene Tunney of the Marines and Sailor Jack Sharkey of the old Denver. The middleweight champions were Babe Risko and Ken Overlin. Johnny Buff of the Rhode Island held the bantamweight title.

Wrestling came into his own when Ali Baba won the World's heavyweight championship. He was none other than O. Harry Ezekian, All-Navy light heavyweight champion of the Utah in 1924. Jack Bloomfield won his spurs as All-Navy welterweight championship from the Idaho in 1921; Ed "Bulkhead" Mullikin, light heavyweight champion, got his start on the California in the early twenties. Pat Campbell is another Navy man who climbed the ladder of success in the wrestling game.

While boxing and wrestling have claimed more world's champions than any other seagoing sport, the Navy has not been without its champions in the other sports. "Wiffy" Cox, a golfer



of note a few years back served aboard the *Wyoming*.

Bill Posedel, Jim Leavy, "Slim" Claybaugh, and a host of others, each a brilliant baseball player, were picked up from Navy competition.

When the present fitness program gets rolling each sport will have its own rules, with the finalists picked from the cream of the crop of Navy athletes who have proved by their play that they are eligible to take part in the All-Navy tournaments.

The rules of the National Collegiate Athletic Association will be used throughout the basketball tournament and will govern the play at all times. Officials will be selected from the approved list of the Western Conference Basketball Officials Association, with competent scorers and timers appointed from personnel available in the 9th Naval District.

Each squad will consist of a maximum of 10 players, a manager and an officer in charge. Teams may have two officers as playing members in the game at one time. Other than that, any Navy man, amateur or professional, who is attached to the unit representing his team on 15 February, is eligible to participate in the tournament. All eliminations will be completed by 1 March.

A big factor in the new program is that the financing of the All-Navy tournament will be done by the station where the All-Navy finals are held. The commandant of the 9th Naval District and the commander, Naval Training Center, Great Lakes, will finance the basketball tournament from the funds available to the command recreation fund and the local recreation fund of Com9 and the Center. Reimbursements for expenses incident to the operation of the tournament may be requisitioned by the commandant from BuPers Central Recreation Fund.

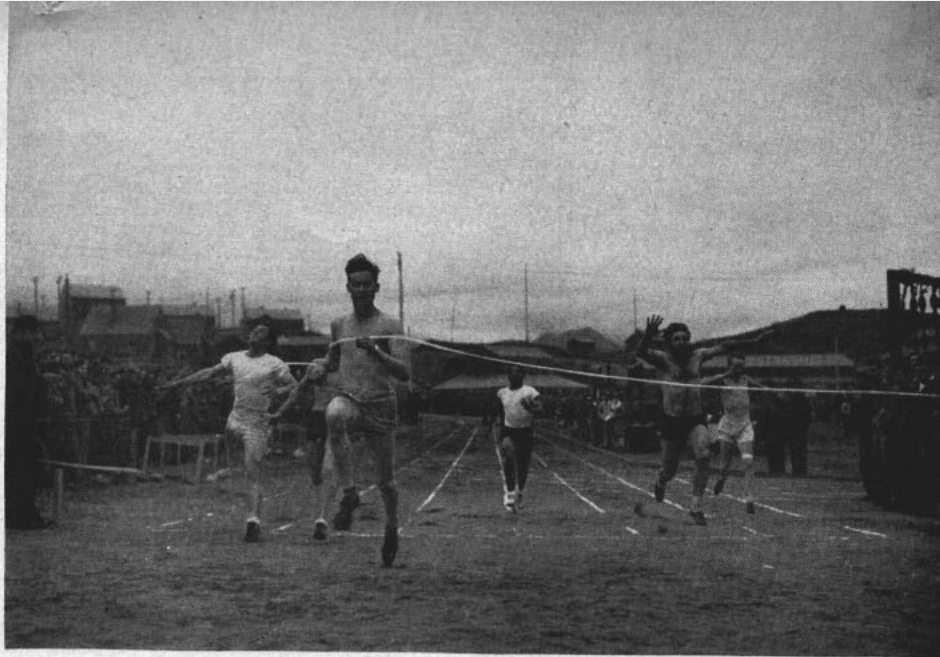
Each All-Navy tournament will carry its own awards and, as the season approaches, word will be sent throughout the Fleet, naming the place and date of the tournament and the particular sport for which All-Navy honors will be contested.

In the coming tournament, which will be known as the "All-Navy Basketball Tournament for the Secretary of the Navy's Trophy," prizes will be awarded the first, second, third, fourth and consolation winners. On the Secretary's trophy, which will be kept in a prominent place in the Navy Department, the name of the winning team and the year will be inscribed.

A smaller trophy, a replica of the Secretary's, will be awarded the winning team for permanent possession, and appropriate permanent trophies for the other winners will be awarded to the respective teams.

Members of the winning team will receive Navy belt buckles, suitably inscribed to denote membership on the winning team in the 1947 All-Navy basketball tournament. Medals will be awarded to all other members of participating teams, as well as awards to the individual high scorer and the runner-up of the tournament.

Invitations have been extended to



**BREAKING THE TAPE** in the 80-yard dash, this man may go on to compete in the All-Navy games to bring sports honors to his ship or station.

the following commands to send representative teams:

ComServPac, to include Pacific Fleet and shore stations.

ComServLant, to include Atlantic Fleet and shore stations.

Winning team in play-off between champions of 1st Naval District and 3d Naval District (Com 1 and Com 3).

Winning team in play-off between champions of 4th Naval District and 5th Naval District (Com 4 and Com 5). Winners to meet winner of play-off between Potomac River and Severn River Commands.

Winning team in play-off between champions of 6th Naval District and 7th Naval District (Com 6 and Com 7).

Winning team in play-off between champions of 8th Naval District and 9th Naval District (Com 8 and Com 9).

Championship team of 11th Naval District (Com 11).

Winning team in play-off between champions of 12th Naval District and 13th Naval District (Com 12 and Com 13).

Naval Air Training activities, Marine Corps activities, 16th and 19th Fleets, and other naval activities will compete in their Naval District play-offs.

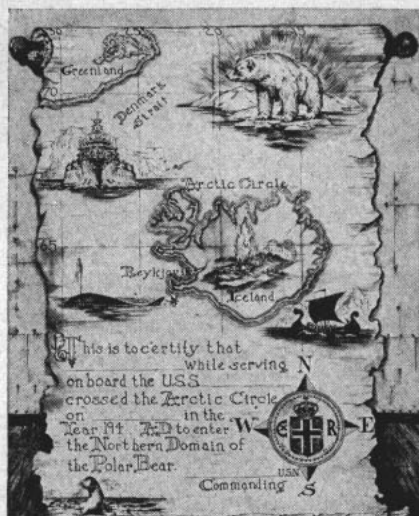
Commandants of the 3rd, 5th, 7th, 9th and 12th Naval Districts will be in charge of their respective elimination tournaments in the basketball play.



**NAVY SPORTS** are played on shore as well as aboard ships. Here a group of men take part in a volley ball game on one of the South Pacific Island bases.



# DEEP SEA DIDOS



**ARCTIC CIRCLE** travellers get this certificate when they cross into frigid 'Northern Domain of Polar Bear.'

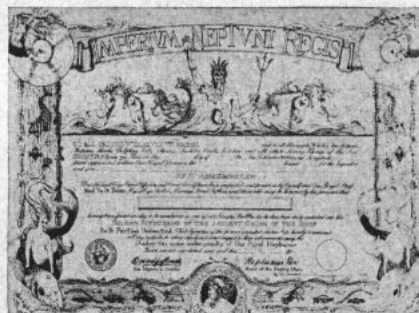
**NAVAL TRADITION** is imbued with the spirit of clashing cutlasses and booming gunfire, heroic actions and valorous battle cries—but there's a humorous side, too.

Reminders of this humorous side of naval tradition come to us in the form of certificates—official and unofficial—presentation of which in many cases is accompanied by picturesque ceremonies.

Probably foremost among these is the cherished Neptune Certificate, which reveals that its owner has been taken into the ranks of the trusty Shellbacks—that corps elite composed of men who have crossed the equator and have been initiated into the solemn mysteries of the deep.

The gleeful ritual which accompanies the Neptune Certificate's award has an origin shrouded by the salt-encrusted past. But it is believed that this merriest of events in the cruise of any ship crossing the equator evolved from truly solemn beginnings. In earliest days of sailing, historians point out, ceremonies of propitiation were carried on by seamen who were fearful of Neptune, mythological god of the seas.

Chroniclers of sea history believe that today's ceremony is a continuation of these traditions of other days,



**MOST ANCIENT** of them all—King Neptune's Certificate—is given Pollywogs when they first cross equator.

even though sailors long since have come to doubt the existence of Neptune. In later times, ceremonies are known to have taken place when ships crossed the 30th parallel, and when passing through the Straits of Gibraltar.

Pollywogs, as the uninitiated are called, covet the prized certificate which proclaims: "To all sailors wherever ye may be: and to all Mermaids, Whales, Sea Serpents, Porpoises, Sharks, Dolphins, Eels, Skates, Suckers, Crabs, Lobsters and all other living things of the sea" that said Pollywog "having been found worthy to be numbered as one of our Trusty Shellbacks he has been duly initiated into the Solemn Mysteries of the Ancient Order of the Deep."

In the past, submariners, with their characteristic touch, introduced a novel variation to the Neptune ceremony by diving under the line instead of crossing over it as surface craft are forced to do.

Another relic of the past is the certificate denoting initiation into the Realm of the Golden Dragon, performed when ships cross the International Date Line, sailing westward. Historians claim that the Golden



**GET A PLANK Owner's Certificate** and you become part-owner of your ship—when she's decommissioned.

Dragon ceremony was instituted by the Navy transports USS *Henderson* and USS *Chaumont*, which made frequent cruises across the Pacific before World War II.

Although not widely known, another which is slowly inching its way onto the list of salty tradition is the Plank Owner's Certificate. As its name implies, it gives the owner clear and unencumbered title to one plank or section of plank from the deck of his ship upon decommissioning.

The origin is obscure, but historic scuttlebutt explains it this way: The term once was used to describe oldtimers who had served more than their share of time aboard the same vessel, and who were members of the commissioning crew. After having completed 15 years, or three consecutive enlistments aboard the ship—depending upon which version you take—they were ceremoniously awarded rights and privileges which entitled them to "one plank or section thereof." Upon decommissioning or repair, as

the story goes, the oldtimer sometimes received a portion of a plank from the deck—a nice little ornament for the family mantel.

Wooden decks in the main having given way to steel, chances are you'll never actually possess a bit of timber from your old ship. But under the modern version, if you've served aboard for a year, a month and a day, and were a member of the commissioning crew, you're a plank owner. The service requirement is omitted by many vessels.

A variation of this is the Shackle and Grommet Owner's Certificate, which has requirements similar to those for the Plank Owner's, and which gives its owner title to a half-inch shackle.

Another of the newer additions to the growing list is the Arctic Circle, or Polar Bear, Certificate, given to men who have crossed the Arctic Circle. The document is elaborately designed and fitting for any sailor's den.

An offshoot of the Polar Bear Club is the Royal Order of Blue Noses, a select little group of sailors who crossed the Arctic Circle during a recent training cruise (ALL HANDS, November 1946, p. 12), and who commemorated the event by bringing out their own certificate.

No certificate is known to have been designed by men who have crossed the Antarctic Circle, but the naval expedition to Antarctica (see p. 2) should produce another newcomer to the list—unofficial, at least—since the operation involves approximately 4,000 men and more than a dozen Navy ships.

Of these certificates upholding the salty traditions of the Navy, all but two rank as unofficial, and the future undoubtedly will see many more joining the list as sailors continue to express their nautical whimsey in this lighter side of naval tradition.

Those recognized as official are the Neptune and Arctic Circle certificates, which can be obtained by COs from the Naval Supply Depot, Norfolk, Va. The request should state the number required.



**SHACKLE AND Grommet Owner's Certificate** gives holder title to a half-inch shackle from his own vessel.

**ALL HANDS**

# SAIPANORAMA

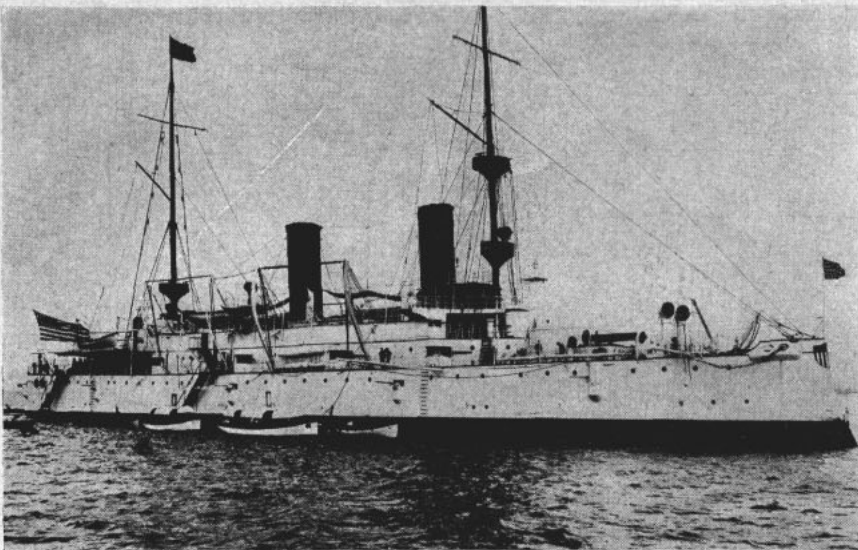


**PACIFIC PARADISE?** That's what many Navy families think of Saipan, and here are some of the reasons why. Upper left: Navy children like the island because they are always near an "ole swimmin' hole." Upper right: Trio of sailors get in some golf at the Saipan golfing club. Right: Navy wives take it easy on the beach, acquiring a tan. Lower left: Soft sand, shining sun, shimmering waters of the Pacific make for off-duty hours of real pleasure on island beaches. Lower right: Coney Island hot dogs in a Pacific island setting—here is one of the many stands which dot the beaches.





# HERO OF



DEWEY'S FLAG flies at the main of the Olympia, the cruiser that led the Asiatic Squadron into Manila Bay and to victory over the Spanish.

CROWDS BANKED the piers, the roofs and Riverside Drive as New York turned out to greet his returning ship. They packed the streets to catch a glimpse of him on parade. Electric lights spelled out his name across the great span of Brooklyn Bridge.

Thronging thousands pressed close to the east steps of the Capitol in Washington to see the President hand him a sword of honor.

Towns, children and cigars were named in his honor; arches erected, flags unfurled and medals struck. Cities vied for the pleasure of his presence. He was the yo-yo craze, the Sinatra swoon, the World Series fever, the V-J holiday rolled into one national delirium. He was the man of the hour, the maiden's dream, the young man's idol, the theme of a thousand Sunday sermons.

He was the Hero of Manila, Admiral of the Navy by special act of Congress.

He was George Dewey.

He was also a somewhat bewildered man, grown old and tired in the service of his country, suffering with a liver complaint and, in his own words, "scarcely equipped . . . for a role as the central figure of public applause." Only a year and a half earlier, on 30 Apr 1898, Dewey was 60 years old, an obscure commodore barely known outside the Navy, but on 1 May he led the Asiatic Squadron into Manila Bay, destroyed the Spanish squadron and became a national figure.

"In a day," Dewey wrote in his autobiography, "my name was on everyone's lips. The dash of our squadron into an Oriental bay 7,000 miles from home had the glamour of romance to the national imagination." But Dewey contrives to picture himself too much the result of historical accident. Actually, even if he was unprepared for the nation's kudos, Dewey built his fame of every sanctioned ingredient. Bucolic boyhood, scholastic diligence, professional devotion and heroic emulation—Dewey had 'em all.

He was born on 26 Dec 1837, the youngest of three brothers, at Montpelier, Vt., in whose environs he practiced every rustic sport. Just before entering Annapolis in 1854 Dewey, along with four other students at the Norwich, Vt., military academy, was haled into Windsor County Court, charged with breaking up a hymn singing with a rival concert.

Dewey finished his first year at the Naval Academy, 33rd of 35 surviving students. When 15 were graduated in 1858, Dewey ranked fifth. He was shaky in geography, history and gunnery. By unrelenting study Dewey filled these gaps in the years following graduation.

The future hero of Manila made his midshipman cruises in the Mediterranean and Caribbean, then came home in January 1861 to be commissioned a lieutenant at 23 and to find the United States on the brink of civil

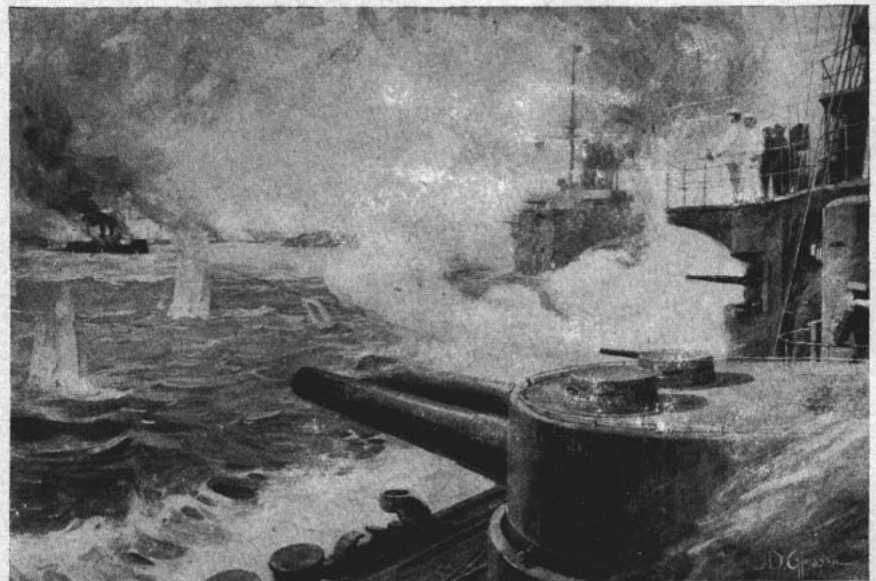
war. Now Dewey, dead on the trail of his destiny, found the man he must emulate—David Glasgow Farragut (ALL HANDS, p. 23, August 1946).

Dewey first admired Farragut from respectful distance, while serving as executive officer of the side-wheeler *Mississippi* during the capture of New Orleans and the battle of Port Hudson. Not that Dewey had eyes for Farragut alone during this campaigning on the Mississippi River. Capt. Melancthon Smith of the *Mississippi* reported to the Navy Department, "I consider that I should be neglecting a most important duty should I omit to mention the coolness of my executive officer, Mr. George Dewey. . ."

Later, during this same period, Dewey examined Farragut at closer range on "Old Heart of Oak's" flagship, the sloop *Monongahela*, on which Dewey also served as executive officer. He found the old admiral such an egregious character that much, much later as the Asiatic Squadron steamed into Manila Bay on the eve of battle Dewey was thinking of the indomitable sailor.

He found service under Farragut most valuable and wrote in 1913, "Farragut has always been my ideal of the naval officer, urbane, decisive, indomitable. Whenever I have been in a difficult situation, or in the midst of such a confusion of details that the simple and right thing to do seemed hazy, I have often asked myself, 'What would Farragut do?'"

Dewey hazards no suggestion as to what Farragut would have done in the years following the Civil War, when the younger officer was shunted from one antiquated hulk to another—always as executive officer. From 1862 to 1867 he served in nine different ships as exec. By this time the Navy had dwindled to a handful of ancient



AMERICAN GUNNERY improved with every round, ". . . opening upon them a horrible fire. . ." Three Spanish ships sank; eight others were burned.

# MANILA

craft, the laughing stock of the nations. Dewey rode out some of this period in the lighthouse service, became a commander in 1872 and occasionally took his turn in foreign ports.

In 1884 Dewey became a captain and took command of the *Pensacola*, which he described as an "old tub," for his final experience in sail and his last sea duty before the war with Spain. From 1890, when Dewey became Chief of the Bureau of Equipment, he was to identify himself with the growth of the "new Navy," a fleet of fast coal-burners, torpedo boats, armored cruisers and battleships, all with long range naval rifles. He put in a year as a member of the Lighthouse Board and two as president of the Board of Inspection and Survey.

A commodore now—it was the summer and fall of 1897, Dewey was convinced that war with Spain was imminent and he began political maneuvers that would land him command of the Asiatic Squadron. This was, as Dewey said, "an efficient force in the Far East" and it was "so far away from Washington" that he would have "a free hand to act."

Dewey's intercessor was Theodore Roosevelt, then Assistant SecNav and already a Navy enthusiast. At Roosevelt's insistence, Dewey asked the help of a senator from his home state and obtained the appointment. He sailed from San Francisco on 7 Dec 1897, after studying charts of Philippine waters and taking care that ammunition should be shipped to the squadron.

Dewey knew what task awaited him.

Roosevelt knew what he was about when he told Dewey, "I want you to go. You are the man who will be equal to the emergency if one arises."

The commodore relieved Acting Rear Admiral F. B. McNair of the command in the harbor of Nagasaki, Japan, on 3 Jan 1898, and hoisted his broad pennant in the *Olympia*. Besides the *Olympia*, a cruiser, there were the *Boston*, a small cruiser; the *Petrel*, a gunboat; and the *Monocacy*, a paddle-wheel steamer. The cruiser *Concord*, joined in Yokohama. The cruisers *Raleigh* and *Baltimore* and the revenue cutter *McCulloch* reported in Hongkong.

In that port Dewey got a message from Roosevelt on 25 Feb 1898. "Keep full of coal," it read. "In the event of war with Spain, your duty will be to see that the Spanish squadron does not leave Asiatic coast, and then offensive operations in the Philippines."

Dewey drilled his crews, kept his ships coaled and provisioned, dismantled the ancient *Monocacy* and distributed her crew to the other vessels. He arranged a temporary base at Mirs Bay, just 20 miles down the China coast from neutral Hongkong, and sailed his squadron there on 24 April.

The crews continued to exercise at target practice and general quarters. The ships, alerted by dispatches from the Navy Department, had already been painted wartime gray. On the next day at 1215 SecNav cabled:



CHILDREN AND CIGARS took the name of George Dewey, while cities vied for the pleasure of entertaining the tired, bewildered national hero.

"War has commenced between the United States and Spain. Proceed at once to the Philippine Islands. . . You must capture vessels or destroy. . ."

At 1400 on 27 April the squadron got under way for Manila Bay, 600 miles away, proceeding in two grim columns.

Dewey was making no mistake. In Manila Bay, while Spanish officers took their ease in comfortable quarters ashore, their ships cowered under the guns of Cavite Arsenal. Spanish intentions to mine the bay, fortify its approaches and fight from a base in Subic had bogged down in tropical indolence.

The Spaniard had no reason to feel secure. His squadron—the *Reina Cristina* (flag), *Castilla*, *Don Juan de Austria*, *Don Antonio de Ulloa*, *Isle de Luzon*, *Isle de Cuba*, *Marques del Duero*, *Velasco* and *Lezo*—floated only 31 guns above 4-inch caliber; the Americans had 53. The Spanish had 44 guns under 4-inch; the Americans had 56. They had 13 torpedo tubes;

the Americans eight. Neither had an armored ship. In number of officers and men the squadrons were almost equal.

And in this fashion, sleeping like a lizard on a log, the Spanish squadron awaited Dewey and his striking force.

The Americans sighted Luzon on the morning of 30 April and hove to while the *Boston*, *Concord* and *Baltimore* proceeded at full speed to scout Subic Bay. They returned at 1530 and reported that no enemy had been found. "Now," Dewey told Comdr. P. B. Lamberton, his chief of staff, "we have them."

He called the commanding officers to the *Olympia* and informed them, "We shall enter Manila Bay tonight and you will follow the motions and movements of the flagship, which will lead."

At midnight, with the crews at quarters and one masked light showing astern each ship, Dewey and the *Olympia* led the squadron at full speed through Bocca Grande channel, under the guns of Corregidor, Caballo





**THRONING THOUSANDS** packed the streets of New York to catch a glimpse of the Hero of Manila in a parade.

Island, Punta Restinga and Punta Gorda. All were silent as the *Olympia*, *Baltimore*, *Raleigh*, *Petrel*, *Concord*, *Boston* and *McCulloch* slipped into the bay.

Not until the rear of the column was between Corregidor and El Fraile did guns flash from the darkened shore. El Fraile battery lobbed three inaccurate shells. The *Boston*, *Concord*, *Raleigh* and *McCulloch* replied. Then El Fraile was quiet too.

Reducing speed to four knots, Dewey led on toward Manila, 30 miles down the bay, where he expected to find the Spanish at dawn. The men snatched a little sleep at their guns and were served coffee on stations at 0400. Dewey sent the *McCulloch* to an unfrequented part of the bay, wanting only combatant ships in the engagement, and pushed on.

Finding no trace of the foe at Manila anchorage, Dewey came about slowly, closed up the column to 400 yards and headed for Cavite. About 0505 three Manila batteries opened fire, but the shots splashed harmlessly. Only *Boston* and *Concord* answered. Dewey was operating 7,000 miles from the nearest U. S. Navy Yard and had warned his skippers to be stingy with their ammunition.

Six miles west of Manila, between Cavite Peninsula and Sangley Point, Dewey found his prey just as dawn broke broad on the bay. At a signal from the *Olympia* the battle line closed up to 200 yards. The Spanish ships, some moored, some under way, formed an irregular crescent before Cavite.

At 0515 Cavite forts joined Manila batteries in the inaccurate shooting. Then the Spanish ships opened up, but Dewey held to a converging course at

eight knots, keeping the enemy on his starboard bow. At 0540, 5,000 yards from the Spanish squadron, Dewey turned to the captain of the *Olympia* and said, "You may fire when you are ready, Gridley."

An 8-inch in the *Olympia's* forward turret spoke first, the signal for the other ships to join the action. Maintaining unceasing rapid fire, the American squadron fairly smothered the foe. Dewey led his ships within 1,500 yards of Sangley Point battery on this westward course, sinking one and driving off another Spanish launch headed for the *Olympia*. Then the column came about and headed eastward, giving the squadron a chance to use both port and starboard batteries, cover all the Spanish ships and the shore guns.

Five such runs they made on the Spanish, three from the east and two from the west, turning with port helm after each two-mile run. The *Don Juan de Austria* and the *Reina Cristina* made courageous, desperation sorties against the *Olympia*, but turned back when subjected to concentrated fire of the Asiatic Squadron which improved with every round. One 8-inch shell raked the *Reina Cristina*, destroying her steering gear and killing 20 men. Other shells blasted her forecabin, after orlop, poop, after ammunition room, sick bay and carried away the mizzen-mast with admiral's flag and ensign.

Shortly after 0700 Rear Admiral Patricio Montojo, commanding the Spanish squadron, shifted his flag from the helpless *Reina Cristina* to the *Isla de Cuba*. By this time American guns had reduced the *Castilla* to flaming hulk, abandoned by her entire crew. The *Don Juan de Austria*, also

on fire, was badly damaged and the *Isle de Luzon* had three guns dismantled. The *Marques del Duero* fared little better.

Spanish fire, understandably, was sporadic and badly aimed.

Dewey had just started his fifth run of the shuttling assault, drawing within 2,000 yards of the foe, when a startling report reached the flag bridge. Only 15 rounds of 5-inch remained in the *Olympia*, Dewey was told. At 0735 he withdrew to contemplate this disturbing thought and, by the way, to give his crews their breakfast.

At breakfast Dewey learned the ammunition shortage had been exaggerated.

Up to this time the *Olympia* had been hulled five times and her rigging cut in several places. The *Baltimore* was hit five times, the *Boston* four and the *Petrel* once.

They stood in to finish the job at 1116.

Dewey found little left to oppose him—the tiny 1,160-ton *Don Antonio de Ulloa* and the shore batteries. The *Ulloa* sank in a few minutes under the concentrated fire. The squadron ceased fire at 1230 with the batteries silent, the enemy ships sunk, burned and deserted; a white flag flying above government buildings on the beach. At 1240 the squadron departed for Manila anchorage, leaving the *Petrel* to toil until 1720 at firing the abandoned Spanish vessels.

Manila's guns were silent as the Americans drew abreast the city. Dewey sent word to the Spanish captain-general of destruction of his naval support. He dropped anchor when informed that the Manila batteries would not fire so long as the

American squadron did not bombard the place.

In his report to the Navy Department on 4 May Dewey listed three Spanish ships sunk, eight burned and two captured. These figures, of course, include ships that took no part in the action. The Spanish admiral counted 381 men killed and wounded, including those at Cavite Arsenal.

Not an American was killed in the battle and only seven were wounded, all of them on the *Baltimore*, by a single projectile.

Now Dewey concerned himself with the nagging problems of blockade enforcement, dealings with Spanish authorities and Philippine insurgents and defense against mine and torpedo attacks. He also worried about another squadron dispatched from Spain. While the U. S. public enthusiastically received news of the victory, Dewey was busy as a recruit in a swinging hammock.

British, German, Japanese and other foreign warships rushed to Manila to protect national interests. Dewey dealt decisively with a delicate situation involving the Germans, who sent a force of five ships about 20 per cent stronger than the American squadron, although their commercial interests in Manila were small. When the German ships, ignoring blockade restrictions, refused to identify themselves upon entering or leaving port, Dewey told a representative of the German admiral:

"Does Admiral von Diedrichs think he commands here or do I? Tell your admiral if he wants war I am ready."

The formal surrender and occupation of Manila took place on 13 August by prior arrangement with the Spanish. After a token bombardment from Dewey's ships, the ground forces moved in and took over. Dewey stayed long enough to warn President McKinley of the incipient Philippine Insurrection, but he was ready to come home in May, exactly one year after destruction of the Spanish squadron.

The President, upon authorization by Congress on 2 Mar 1899, appointed Dewey "an admiral of the navy, who shall not be placed upon the retired list except by his own application; and whenever such office shall be vacated by death or otherwise the office shall cease to exist." He had already been raised to rear admiral as soon as word of the victory reached the United States.

The President also left it to Dewey to choose his time of departure and homeward route. He was under considerable pressure to cross the U. S. by rail, but chose to return via the Mediterranean.

After a leisurely cruise, the *Admiral* and the *Olympia* arrived in New York to acknowledge the plaudits of a grateful country. A house was purchased for him in Washington, D. C., by popular subscription and, as provided by the unique law, he remained on active duty until his death at the age of 80 on 16 Jan 1917.

Even today Admiral Dewey ranks high as a national hero. A purveyor of pin-up pictures disclosed not long ago that, after MacArthur and Eisenhower, Dewey's photograph is most in demand.

## THROW LIFE LINES BY ROCKET POWER



Official U. S. Coast Guard photographs

USING NAVY rocket power, Coast Guard officers prepare to launch 3-inch line in tests to determine best methods of "throwing" the life lines.



TERRIFIC BLAST of rocket propulsion starts line off on a 600-foot flight, above and below. Three-inch line is too heavy for ordinary throwing devices.





# FASTER THAN SOUND?



Official U. S. Army Air Forces photograph

**EX-NAVY FLIER** Chalmers Goodlin stands beside XS-1 rocket plane which he flew on its first flight. He hopes it will travel three times faster than sound.

**T**HE ARMED FORCES are eagerly watching tests on a new airplane designed to fly at speeds up to nearly three times that of sound. First supersonic aircraft to reach the actual flight-testing stage in the armed forces' program of research and development in this field is the XS-1. It is the first pilot-controlled plane designed to exceed the speed of sound, and represents the latest achievement in man's conquest of the air.

The rocket-propelled XS-1 (it's also the first comparable rocket plane to reach testing stages) is first undergoing tests just short of sonic speeds, as its engineers seek more data in this little-known speed range. Eventually its engineers hope the plane will attain its theoretical designed speed of 1,700 miles-per-hour at an altitude of 80,000 feet. If the plane, or a prototype, in its final full-power tests scheduled at an indefinite time in the future, actually reaches this speed and this altitude, it will mark the first time in history man has traveled so fast and so high.

Construction of the plane was undertaken by the Bell Aircraft Corporation, in cooperation with the Army Air Forces and the National Advisory Committee for Aeronautics. The rocket motor was procured through the Navy, whose design it is, and Reaction Motors, Inc.

The design posed entirely new problems for aviation engineers. The plane, if it is to accomplish its supersonic mission, must accelerate through the transsonic speed region of compressibility—the speed at which a solid object pushes its own sound waves into shock waves before it, piling up the air into “almost solid blocks of matter.” The transsonic region has destroyed planes and killed pilots before. Anticipating the buffeting the plane will take as it crosses the barrier to pass into supersonic speed ranges, where control and external forces return to nearly normal,

it has been constructed to withstand a force 18 times that of gravity—the sturdiest airplane ever built.

In the simplest terms, the XS-1 is a very rugged airframe driven by a powerful rocket engine. Surprisingly, for a plane designed to fly at such extreme speeds, it has nearly conventional design although it is unusually streamlined and its wings are very thin, having a maximum thickness of only 10 per cent of the chord.

Actually four separate rocket motors, burning alcohol and liquid oxygen, power the plane for its tremendous designed speeds. Each motor is capable of generating 1,500 pounds of thrust for a total of 6,000 pounds thrust, the approximate equivalent of 24,000 horsepower in the conventional reciprocating engine.

In tests which began last fall it was determined that the XS-1, after having been released, without power, from a B-29 which had towed it to altitude, glided at approximately 400 miles per hour but was capable of landing at speeds only slightly above the normal for conventional aircraft.

The pilot in these earlier tests stated that it handled easily despite the relatively tiny wings.

Problems of design of the plane as well as speculations on problems which may be encountered by its pilot in powered flight were made more difficult by the lack of wind tunnels in this country capable of testing models at speeds above that of sound. Authorities in charge of the tests have said that only speculation has based many of their innovations, and that no true

data on the effects of sonic speeds on aircraft and men can be expected until aircraft make power flights into this almost unexplored region.

Prior to the construction of this plane, only projectiles and missiles of various types had ever reached supersonic speeds. In recent tests with captured German V-2 rockets, Army and Navy engineers have secured some data on phenomena at these speeds but the question of pilot-controlled flight by an aircraft capable of conventional aircraft-type operations remains unanswered.

Flight tests of the XS-1 are being conducted by Bell's test pilot, 23-year-old Chalmers “Slick” Goodlin, of Greensburg, Pa., wartime Navy flier.

During one of the early tests last fall, Goodlin, because of mechanical difficulties, couldn't release from the tow plane and the pressure built up in the XS-1 pressurized cabin to a degree almost intolerable for human endurance. He was forced to pull the emergency door-release handle, jettisoning the door and exposing himself to a dangerously rapid decompression, although he escaped injury.

These first tests of the plane were concerned with conventional performance standards, including the familiar “g” pullout and turn tests, structural strains, control positions and forces, yaw angle and rate of turn.

Acceptance specifications require that the plane respond satisfactorily to its controls at a speed of Mach number .8. The Mach number, named for the German scientist who devised the system, is used in designating speeds relative to the speed of sound. Sound speed varies according to temperature and altitude from 600 to 900 miles per hour. In order to indicate velocity in relation to the speed of sound the Mach number is used. Thus, a Mach number of .8 would be 80 per cent of the speed of sound at any altitude or temperature.

It is not anticipated that the final tests will be made until late this year. A period of 18 months to two years was allowed by the officials from the beginning of the tests last year, in order to determine everything possible about the characteristics of the plane before the unknown was attempted.

The plane itself is 31 feet long, 10 feet 10 inches high, and has a wing span of only 28 feet.

Plane, pilot and scientific equipment total nearly 5,000 pounds of weight, while the fuel carried in the final supersonic speed tests will weigh more than 8,000 pounds.

With its original power plant, the plane was expected to be able to climb at 28,000 feet-per-minute to an altitude of 60,000 feet; with its final power plant it is expected to climb 45,000 feet-per-minute to 80,000 feet.

Since the plane was designed primarily as a flying laboratory rather than as a military model, its range is extremely short—not much over a hundred miles.

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**First Pilot - Controlled Rocket Plane Advances Never-Ending Quest By Aviation Engineers For Greater Speed, Efficiency**

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# BATTIN' THE BREEZE ON THE 7 SEAS

## Submerged Wit

The U. S. submarine, on war patrol off the coast of Japan, was cruising along quietly at a depth of 150 feet when a sailor in the forward room decided to go aft to the galley for a cup of joe.

As he started down the narrow passageway, the sailor found his way blocked by a busy electrician's mate effecting emergency repairs and attempted to push his way past.

"Look, Mac," the EM growled, "I'm busy here. If you're in such a hurry to get aft you can go up and over!"

## The Unsprung Spring

Anyone can go AWOL but it takes a mighty slick character to stay AWOL, as one sailor discovered not long ago. This inventive bluejacket, with an ingenuity deserving of better application, devised a method of escaping from a windowless room when a pursuer came in the only door.

He rigged a leaf from an automobile spring on the base of a skylight and put it under tension with a cable. He could grasp a rope and release the spring which would catapult him to the skylight and to freedom via a ventilator, the roof and a fire escape.

It all went for nothing when the FBI agents walked in without giving an alarm. They turned him over to the Navy, from which he had been AWOL for six months.

## Cat-astrophe

Consider the plight of one of the Navy's Catalina flying boats, stranded in the desert.

The two-engined aircraft landed on Carl Pleasant Lake, a part of the Salt River Valley irrigation system, when one engine conked out. There was water in the lake then, but a drought has all but dried it up and the plane now rests in little more than a puddle.

There is no truth to a rumor, however, that the airdales have joined Hopi Indians in a snake-dance prayer for rain.



## Sea Siesta

The Army found it impracticable to adopt a suggestion by a patriotic young lady that troops in the field be given a 30-minute nap during the day, but it would have been interesting had the idea been passed along to the Navy. Can you imagine such an entry as this one in the ship's log?

"1300. Hove to on signal from flag ship. Secured main engines. Knocked off work. Secured all watches. Taps."

No, as Maj. Gen. Edmond H. Leavey told the Army Transportation Association, these suggestions from civilians are not always feasible.

## At Foam Abroad

The crew of one destroyer has a frothy tale to tell.

After a months-long Pacific drought of humid days and hot nights, during which a cold soft drink became a post-war dream, a coke machine was received aboard. Eager shipfitters fell to hooking up the mechanical oasis. In their hurry they neglected to put a check valve on the water line. When, with the CO2 cylinder screwed in place, the supply officer dramatically turned the valve to release the gas, the ship became one, great floating soda fountain. From every scuttlebutt—from the showers, yet—issued streams of bubbling carbonated water.

Like Bob Hope, that tin can never left foam.

## Baltimore Bugaboos

Baltimore held a city-wide seance recently, "raising" voices in the night, mysterious lights and tappings. A caller told the police at 0200:

"I felt a tapping on the roof of the car as I was parking. When I got out and looked up, there was a man suspended from something I couldn't see. He said 'Hello,' I said 'Hello.' Then he flew away toward the cemetery."

Another reported:

"A red light was flashing in the center of the thing and a voice was calling out. Whether it was calling for help, or just what it was saying we couldn't make out. The voice sounded like that of a man."

And still a third telephoned:

"... Either it was coming down or I was going up. I was a little confused. It was like a funny-looking cloud. A light flashed inside. Someone hollered 'hello' or 'help'—one or the other..."

The inquiries continued well past daylight, flooding the police switchboard with calls. The baffled gendarmes finally learned that five free balloons, each carrying an instructor and five students, left NAS(LTA), Lakehurst, N. J., that night on a routine training mission.



## Nosed Out

Among those vindicated in the Army-Navy football game, all but won by the Midshipmen, was Bill the Tenth. Bill, of course, is the Angora goat who acted as mascot of the Navy eleven throughout the season. Bill came under fire just before the West Point contest, being charged variously with cowardice, indifference and—above all—with smelling too sweet.

Gov. Coke Stevenson, canvassing his state of Texas, came up with Geronimo as a successor to Bill. Geronimo was billed as a "butting goat with cockleburs in his hair" but he was 15 pounds lighter than Bill and not much more aromatic, according to some nose-witnesses. The Middies weighed the evidence and decided to stick with Bill for the big game.

No one was turning up his nose at Bill after the engagement. He was rowdy, if not redolent.





# THE WORD

Frank, Authentic Advance Information  
On Policy—Straight From Headquarters

● **HOUSING** for families of personnel afloat is a problem naval district commandants will attack, under a directive from CNO. The order said "it is considered mandatory in order to maintain the morale of personnel on sea duty that the shore establishment make definite provision for affording all possible aid to them in obtaining proper and adequate housing for their dependents."

Accordingly, housing offices will be established in naval districts and river commands to assist personnel afloat in obtaining housing. The offices will not duplicate civilian agencies doing the same service, but will insure that the needs of naval personnel are met.

The duty of housing officer will be assigned as a collateral duty under the district or river command personnel administration agency.

● **LEAVE** computation for services prior to 1 July 1946, under the Armed Forces Leave Act of 1946, is no deep-dyed plot on the part of ALL HANDS, as a host of letter-writers imply, nor is it unfair, as an explanation of the system will show. The method of figuring this leave is described in BuPers Circ. Ltr. 193-46 (NDB, 31 August) and hinges on a Congressional Act of 1874.

Key to the system can be found in the 1946 law which says, "Leave shall be computed on the same basis as leave is accumulated and accrued in the case of commissioned officers in the regular components of their respective branches of the Armed Forces." Stripped of official verbiage, this means simply that leave for service before 1 July 1946 shall be calculated just like it always has been for officers.

Suppose we go back to 1874, when Congress authorized Army officers busy fighting Indians west of the Mississippi to accumulate leave. On 29 July 1876 this privilege was extended to all Army officers, and a provision of the Naval Appropriation Act of 1899 gave the same privilege to naval officers.

Gist of these old laws is incorporated into Navy Regs, which states that "officers . . . shall be allowed, at the discretion of the Secretary of the Navy, 30 days leave . . . in any one year, or 60 days, provided that the same be taken once in two years, or three months if taken once only in three years, or four months if taken once only in four years. If the absence does not cover the entire period allowed, the balance thereof shall be placed to the officer's credit as belonging to the last year or years of the four considered and may be made available for future leave."

BuPers Manual augments this statement, providing that "the leave year

extends from 1 July to the following 30 June, both inclusive. Thirty days for each year is credited on 1 July, and any accumulated is carried over to the next leave year, but the amount so accumulated is not carried in amounts exceeding four months."

Actually then, an officer's leave account operated on an "advance credit" basis and no part of that credit could be more than four years old. If an officer had more than 90 days accumulated on 30 June, the excess became four years old at midnight and died of old age. The next day, 1 July, 30 days advance credit could be added for the oncoming year.

The Armed Forces Leave Act, of course, changes this from an advance credit to an "earned accrual" basis, and sets 1 July 1946 as the day for change in method of computing leave. It should be apparent why BuPers Circ. Ltr. 193-46 requires that accumulated leave in excess of 90 days be dropped on 30 June 1945. On 30 June 1946 the 30 days which had been advanced the previous 1 July became fully earned.

Another question raised by the Armed Forces Leave Act is more quickly answered:

Q.—What is the purpose of having two ways of computing leave credits—one for men with 48 months or less active duty and another for men with more than 48 months service?

A.—The Leave Act provides for maximum leave credit up to 120 days and no more. A man with more than 48 months active duty had the opportunity to accrue more than 120 days leave credit. Future leave, of course, may accrue only up to 60 days.



## QUESTION:

★ **Do you think a man has a better chance to win a medal afloat or ashore?**

Answers to this question, put to representative samples of men at a variety of locations, recommended duty in a combatant ship or at unit in wartime to the man who wants to win a medal.

Two-thirds (68 per cent) thought the chances are better afloat than ashore.

● **RETIREMENT** of enlisted men is as confusing as a bowline to a boot, judging by the volume of mail on this subject received each month in the ALL HANDS office. Knottiest confusion seems to center on the choice allowed in retainer and retired pay under Public Law 720, 79th Congress, and earlier legislation.

Clarification will not be forthcoming immediately. BuPers must withhold instructions implementing that portion of Public Law 720 which pertains to transfer of enlisted men to the Fleet Reserve, and their right of election to receive pay on the basis of 720 or of previous law, until a decision of the Comptroller General clarifies the issue. Request for this decision is being prepared by BuSandA.

Until the decision is received about all you can be sure of is that the choice exists, and that CMM Horace Wingnut, USN, for example, is faced with the following alternatives:

Chief Wingnut first enlisted after 1 July 1925 and transferred to the Fleet Reserve after 20 years active federal service. He may elect to receive one-half of his base pay—an amount of \$82.50—during his inactive service in the Fleet Reserve. When he is transferred to the retired list after 30 years total service, his retired pay would be the same as his Fleet Reserve pay, plus all longevity for active service (30 per cent of base pay). Retired pay would thus amount to \$132.

Or, Chief Wingnut might elect to receive Fleet Reserve and retired pay computed at the rate of 2½ per cent times years of active federal service times total pay ( $2\frac{1}{2}\% \times \$214.50 \times 20$  years), which in his case would total \$107.25. If he elected this option, then on the completion of 30 years service and transfer to the retired list his retired pay would remain the same as his Fleet Reserve pay—\$107.25.

Chief Wingnut might have held temporary officer rank, say as a lieutenant. In this case he would receive the retired pay of a CPO under either

Three-fourths (73 per cent) thought the chances are better in a combat ship than in a non-combat ship.

Surprisingly, perhaps, men answering the question felt the chances of winning a medal were pretty equal regardless of type of combat unit to which assigned. Given a choice between surface ships, aircraft and submarines, one-third felt there is little choice among them, and never more than a minority voted for any one of the types in preference to the others.

Answers to two other questions revealed the men thought awards had been made on an equitable basis.

Ninety-five per cent answered "yes" to the question: "Do you think the people who got decorations, medals or awards during the war deserved them?"

Ninety per cent answered "yes" to the question: "Do you think enlisted men had much of a chance during the war to get decorations, medals or awards?"

of the above options until such time as SecNav advanced him on the retired list to the highest rank in which he served satisfactorily prior to 30 June 1946. Such advancement would normally occur shortly after transfer from the Fleet Reserve to the retired list.

Upon advancement to retired rank on the retired list he would become entitled to retired pay, from the effective date of retirement, computed in the same manner as he had previously elected to compute his Fleet Reserve and retired pay, but using the base pay of a lieutenant instead of a CPO. Thus if he had elected the first option above, that is the \$82.50 rate, his retired pay as a lieutenant would be one-half the base pay of a lieutenant with more than 17 years' service (\$137.50), plus 30 per cent longevity (30% x \$275), making his total retired pay an even \$220. If he had elected the second option, that is the \$107.50 rate, his retired pay as a lieutenant would be computed:  $2\frac{1}{2} \times 20 \text{ years} \times \$357.50$ , making his total retired pay \$178.75.

● **CASH ALLOWANCES** for quarters and subsistence of enlisted personnel, due to the financial outlay, are a cause for concern to BuPers, which recently directed attention to the Navy's policy as regards these payments. This statement of policy is contained in BuPers ltr. Pers-1021-HFC L16-8 (A) of 9 Oct 1944. It reads:

- In the absence of both quarters and messing facilities monetary allowances may be authorized for both facilities.

- In the absence of either Government quarters and/or messing facilities, monetary allowances are authorized for the facility not available.

- Where times and places of employment may make the use of Government facilities inexpedient or wasteful, monetary allowances are authorized for the facility or facilities involved.

- Where Government messing facilities are available, the allowance for subsistence cannot be paid regardless of the personal advantage that would ensue to the individual if such an allowance were paid, and regardless of the personal inconvenience to the individual due to subsisting at the government mess at regularly scheduled meal hours.

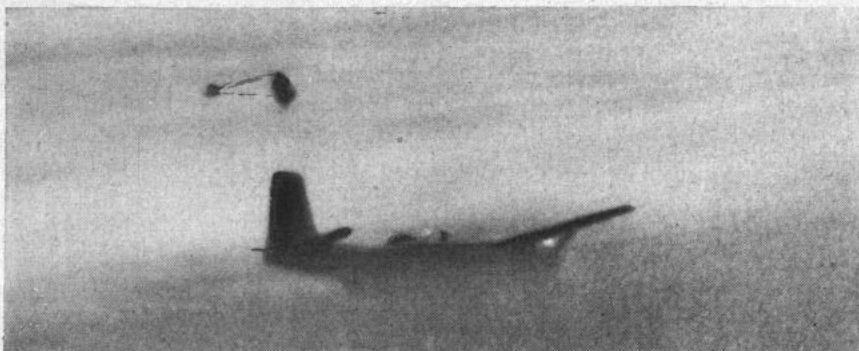
- Where an allowance for subsistence has been granted by reason of the fact that the time or place of employment of the individual makes the use of the existing mess inexpedient or wasteful, any use of such facilities contradicts the premise upon which the original authorization was based.

- Where personnel desire to subsist themselves for their own convenience, in accordance with the provisions of Art, D-10108 BuPers Manual, commanding officers are authorized to commute rations at the current rate of 65 cents per diem. Personnel in receipt of commuted rations are permitted to purchase meals from a general mess.

## EJECTOR BLASTS PILOT TO SAFETY



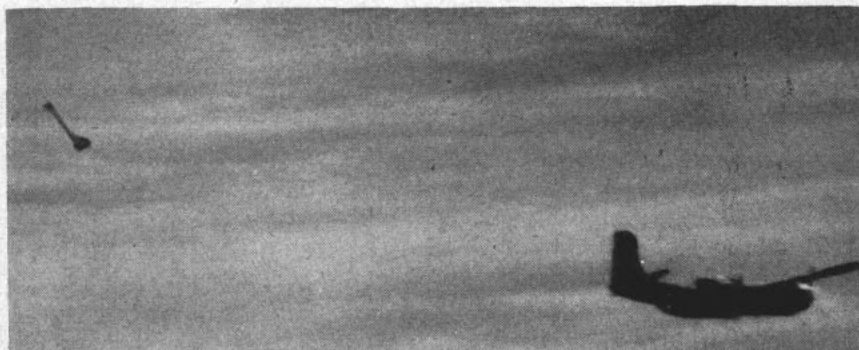
THAT DARK PACKAGE midships above the plane is Lt.(jg) A. J. Furtek, USN, a moment after he has been blown out of a JD-1 in pilot ejection seat test.



THE PLANE was at 5,000 feet, traveling 250 miles an hour. The ejection seat was exploded from the plane by two powder charges, developed to allow . . .

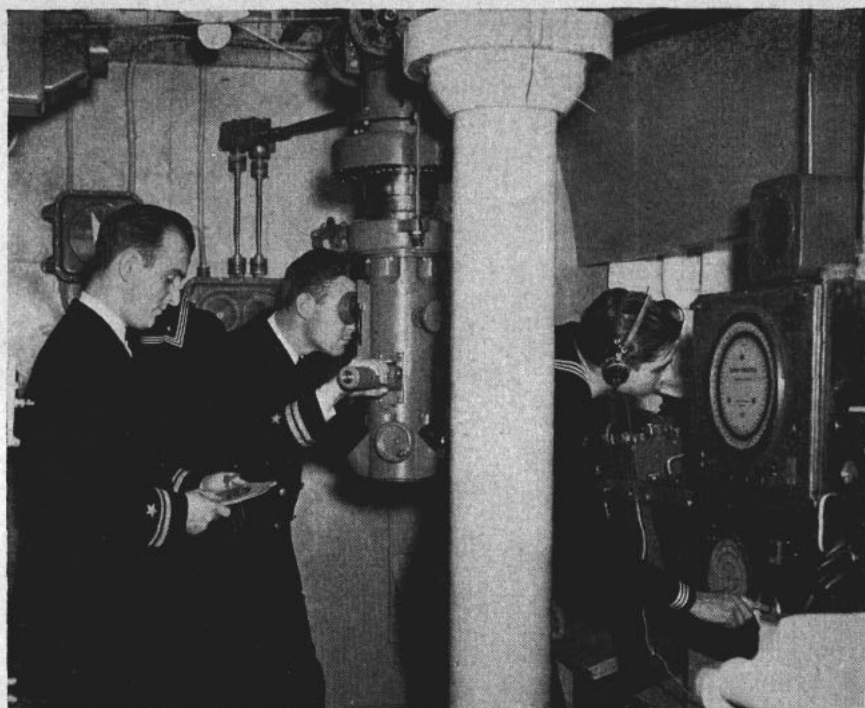


SAFE PARACHUTING from planes going so fast that the pilot would strike plane surfaces unless he could be blown clear. Series of pictures was taken . . .



AT LAKEHURST NAS. They show the sequence through which pilot and ejection seat go to clear plane in a hurry so that seat 'chute has a chance to open.





**TORPEDO ATTACK** against enemy convoy is simulated in drill by Naval Reservists of Organized Submarine Division 12-32 at San Francisco, California.



**CLASSROOM INSTRUCTION** on diesel training. When Navy uniforms are is-

# UNDERWATER RESERVISTS

**I**N THE STEEL filing cabinets of the Navy Department, folders are crammed with material on the Submarine Reserve. There are letters and comments from admirals and from seamen, from personnel on active duty and from men who have returned to civilian life. Ideas in these letters have been boiled down into reports and plans—the blueprint of the postwar Submarine Reserve that will provide the manpower for the presently-inactive submarines in event of international trouble.

But to find out how the program set forth on the typewritten pages is actually progressing, it is necessary to go to the field—to go to Organized units such as those in San Francisco, to the Submarine School at New Lon-

don, to the boats of the Active Fleet, and to make a survey of the other centers where veterans and the newly eligible nonveterans are participating in one way or another as Organized or Volunteer Submarine Reservists.

Members of the Organized Submarine Reserve attend weekly drills for which they are paid according to their Navy rank or rating. Organized units are now activated in 22 cities, including San Francisco, Portsmouth, N. H., Boston, New London, New York, Brooklyn, Philadelphia, Baltimore, Washington, D. C., New Orleans, Houston, Chicago, Milwaukee, Detroit, Cleveland, San Diego, Long Beach, Calif.; Oakland; Vallejo; Portland, Ore.; Seattle, and Pearl Harbor.

Submarine Reservists in areas re-

mote from cities where Organized Submarine Reserve units are being activated may fall in at the weekly drills of Organized Surface Reserve units or participate in the program through the Volunteer Reserve.

Volunteer Reservists are not obligated to attend drills. Both Volunteer and Organized Reservists are eligible for 14 days training per year with the full pay of their Navy rank or rating.

Veterans not over 33 years of age who are qualified in submarines automatically are eligible for the Submarine Reserve. Other veterans are eligible providing they meet aptitude, temperament and physical requirements, are not over 29 and have had some experience in submarines. Veterans with no submarine experience and nonveterans must meet aptitude, temperament and physical requirements and may not be older than 26.

Further information on joining the Reserve may be obtained from your District Commandant or local Navy recruiting officer.

District Commandants are now making a survey of Submarine Reserve personnel to determine how many are interested in weekend cruises and 14 days training and to determine when interested officers and men will be available from their civilian jobs. Underway training of Reservists in West Coast naval districts will be supervised by ComSubPac. ComSubLant will direct the underway training of Reservists in other continental naval districts. When the survey is completed, the two

## Submarine Reserve Gets Newest in Equipment

The Submarine Reserve can count on the full backing of the regular Navy's underseas warfare branch. That's the pledge of Rear Admiral Charles W. Styer, USN, DCNO (Underseas Warfare), who has overall supervision of submarine operations.

Warmly praising the performance of Reserve submariners in World War II, the admiral declared that the postwar Reserve is designed to train and maintain a force of Reserve officers and enlisted men of equally high calibre. Training on the newest underseas warfare equipment

and in the latest submarine tactics is available to Reservists so that they will be ready to man the boats of the Reserve fleets should the nation ever be faced with another "M" day.

"Everywhere I go," Admiral Styer said, "veterans who served on submarines ask about the Reserve and how they can participate. Many have made inquiries by letter.

"The interest is being translated into action all over the country. Such enthusiastic support can not help but insure the success of the program that will provide one of the strongest bulwarks of international peace."



engines is part of Reserve submariners' sued, Reservists will wear them to drills.

submarine commands will prepare a schedule for training of Reservists for the first six months of 1947.

Facilities for training are available on a limited scale at such bases as Portsmouth, Key West, San Francisco, and Pearl Harbor. The most elaborate devices for instruction and drill have been installed at the Submarine Base, New London. During the 14-day training periods, Reservists will have their shore instruction supplemented with short cruises on submarines engaged in routine operations. Active training will serve as a refresher for veteran submariners and will help indoctrinate newcomers to the silent service in the missions of which a sub is capable.

For Submarine Reservists of the 1st, 3rd, 4th, 5th Naval Districts and the Potomac River Naval Command, training is now in progress at New London on a 14-day cycle, the first group having reported to the submarine school 18 Nov 1946.

The variety of devices for schooling at New London includes an attack teacher for teaching the approach, an attack teacher for evasive tactics, diving tank for teaching escape by the Momsen lung, a mockup main propulsion control panel, cutaway and operating shop models of engineering equipment, and an Askania device for teaching diving and trimming of the boat.

The same gear and exercises used by Regulars at New London serve the Reserves. Object of the submarine training is to teach every man not only his own job but the jobs of all his shipmates. Limited space for personnel on submarines precludes carrying men skilled only in one phase of undersea warfare.



**PERMANENTLY MOORED** submarine *Permit* serves as Reserve Armory for Philadelphia divisions. Shipkeeper explains operation of complex engine room.

Besides learning duties necessary for the efficient operation of all departments of a boat, Reservists who qualify in submarines will know all phases of construction and maintenance. BuPers will soon have ready a "Qualifications Notebook" to aid submarine students. The book will contain questions on the gear and its operation and will require the Reservist to trace out all fundamental and basic systems.

Eighteen submarines have been made available to the Reserve and will be used as permanently-moored armories for Organized units. First boat to report under the program is the *Permit*, veteran of 14 war patrols and now moored at the Navy Yard, Philadelphia.

As soon as overhauls now in progress are completed the following assigned submarines will report to the cities indicated: *Drum* (SS 228), Washington, D. C.; *Gato* (SS 212), Brooklyn; *Steelhead* (SS 280), San Diego; *Sawfish* (SS 276), Long Beach, Calif.; *Pargo* (SS 264), Portland, Ore.; *Puffer* (SS 268), Seattle; *Seal* (SS 183), Boston; *Pike* (SS 173), Baltimore; *Porpoise* (SS 172), Houston; *Tarpon* (SS 175), New Orleans; and *Plunger* (SS 179), New York.

The proposed Navy budget for 1948 points to an increased emphasis on undersea warfare. In the Reserve, submarine veterans will be able to keep up with the latest developments in their specialties and non-veterans will have an opportunity to receive the best in highly technical training in skills that can aid them in advancing in their civilian occupations.

Mission of and necessity for the Submarine Reserve has been well stated by Rear Admiral A. R. McCann, ComSubPac. He declares, "The maintenance of an efficient and well-trained Submarine Reserve is of vital importance and it should at all times be ready to man the inactive submarines and proceed immediately on combat operations."

"The history of World Wars I and II provides ample proof of claims made by proponents of the submarine that it is one of the most potent, if not the most potent, naval weapon. The fate of the Allied Nations has now been twice dependent upon their ability to defeat the highly trained and aggressive German U-boats."

"The defeat of Japan in the war recently concluded can be attributed in a large measure to her inability to defeat the American submarines."



# FOUNDATION FOR SERVICE



COLOR GUARD marches under historic bastions of Fort Schuyler, where New York operates oldest maritime academy.

**A**MERICA'S Merchant Marine, long-ignored before Pearl Harbor, rose from its slumbers at the advent of war and proceeded to become the greatest shipping force the world has ever seen.

Operating as a counterpart to the Navy, this mighty force kept vital war supplies flowing to fighting fronts the world over, undaunted by a terrific toll of ships and men.

Its supremacy on the world's sea lanes firmly established by a vital war task, this powerful Merchant Marine does not intend to slip back into its pre-war niche. In this resolve it is being ably assisted by five states which are carrying on ambitious training programs.

These five states—New York, Pennsylvania, Massachusetts, California and Maine—with the assistance of the Federal Government are operating maritime academies to train and develop young men to become licensed officers of the U. S. Merchant Marine.

Estimates indicate that a high percentage of all officers on American vessels prior to World War II received no systematic training, while most of the officers of foreign merchant ships

are graduates of maritime schools. Germany, Japan, Italy, England, Norway, France, Holland, Sweden and Denmark all have maintained such schools.

The size, power and speed of modern ocean-going ships and the growing importance of our Merchant Marine make mandatory the employment of intelligent and educated officers who have had sound basic training in the science and practice of navigation, seamanship and marine engineering.

Licenses as third mates or third assistant engineers, commissions as ensigns in the U. S. Maritime Service, and commissions as ensigns, U. S. Naval Reserve, are awarded to graduates. Qualifications for admission are similar for the five academies. In general, candidates must be male citizens of the U. S., between the ages of 17 and 23 years (veterans may be 23 years of age). They must be unmarried, and must agree not to marry during the training period. Since the graduates may be commissioned merchant marine ensigns in the Naval Reserve, Navy physical standards must be met, and no waivers are granted. The candidates must have

high school certificates of graduation, and must have covered specific subjects, among which are algebra, geometry, physics or chemistry, and three to four years of English. Finally, candidates are given a stiff competitive examination to guarantee an equal opportunity for all. Students must enter the academies voluntarily with the fixed purpose of completing the course and serving in the U. S. Merchant Marine.

Financial support of the institutions is provided by Federal and State appropriations, and in addition the Federal Government provides ships for training afloat. Originally, all training was conducted on the school ships, but during recent years it has become recognized that shore establishments are a vital necessity if the midshipmen are to be given a sound scientific background.

Following in the footsteps of the Navy in recognizing and developing the shore establishment, the academies are embarked on intensive programs to develop their shore facilities to provide adequate means to conduct modern scientific training. But in this, the value of the training ship has not

been forgotten, and it is an important part of the curriculum at the academies. Annual training cruises of three to four months' duration take the midshipmen to ports all over the world.

All of the academies now have three-year courses, which actually offer more instruction time than four-year colleges. This is because the school year at the academies is of 11 months' duration, including the training cruise. Also, the schools now are authorized to grant Bachelor of Science degrees upon completion of the prescribed course. Graduates during the war completed shorter, more intensified courses. Arrangements are being made to bring them back for post-graduate courses so that they may receive their degrees.

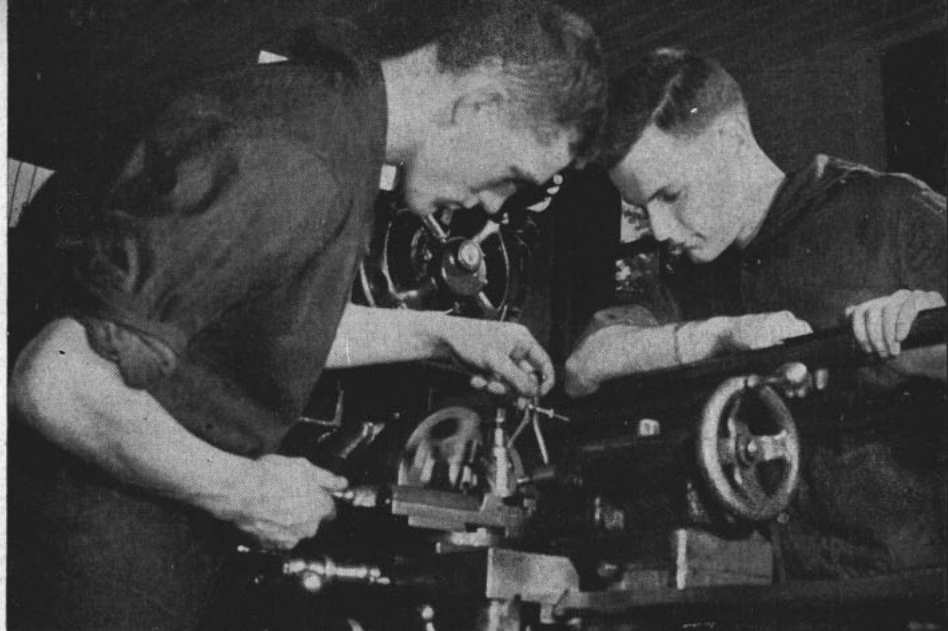
The various academies divide their training into two main departments, deck and engineering. All work of maintaining and operating shore facilities and the training ships is done by the midshipmen. The courses of study primarily are professional and are designed to prepare the graduate for immediate service as junior officers in the deck or engineering departments of modern ocean-going vessels. Additional courses build a foundation of understanding of the entire problem of shipping operations. As graduates are commissioned officers in the Naval Reserve, the organization of the schools is essentially military, and courses in naval subjects are included in the curriculums.

The Navy maintains departments of naval science and tactics at the academies, and officers and men of the Navy are assigned to duty as instructors. Instructors are selected for qualities of practical experience and training in their specialties, their ability to impart their knowledge to the students, and their personalities, including the ability to deal with young men without friction. Licensed officers of the Merchant Marine instruct and stand duty aboard the training ships.

Maritime cadets are paid generally on the same scale as midshipmen at the Naval Academy: \$65 a month, plus 75 cents a day subsistence, with tuition, books and uniforms provided by the Federal Government.

The five Maritime Academies can delve back into American history a long way to their actual beginning. It all started in 1874, when Congress passed an act to encourage the establishment of nautical training schools at certain designated ports: Boston, New York, Philadelphia, Baltimore, Norfolk, Detroit, Saginaw, Seattle, San Francisco and Corpus Christi. This act authorized the Secretary of the Navy to lend a ship of the Navy, suitable for training purposes, with equipment and officer personnel, to any designated school upon receipt of a request from the governor of the state in which the school was situated. In addition, \$25,000 was to be appropriated annually to each state supporting a nautical school.

First state to take advantage of the new legislation was New York. In 1873 the state legislature authorized the City of New York to open a nautical school on shipboard, at a time



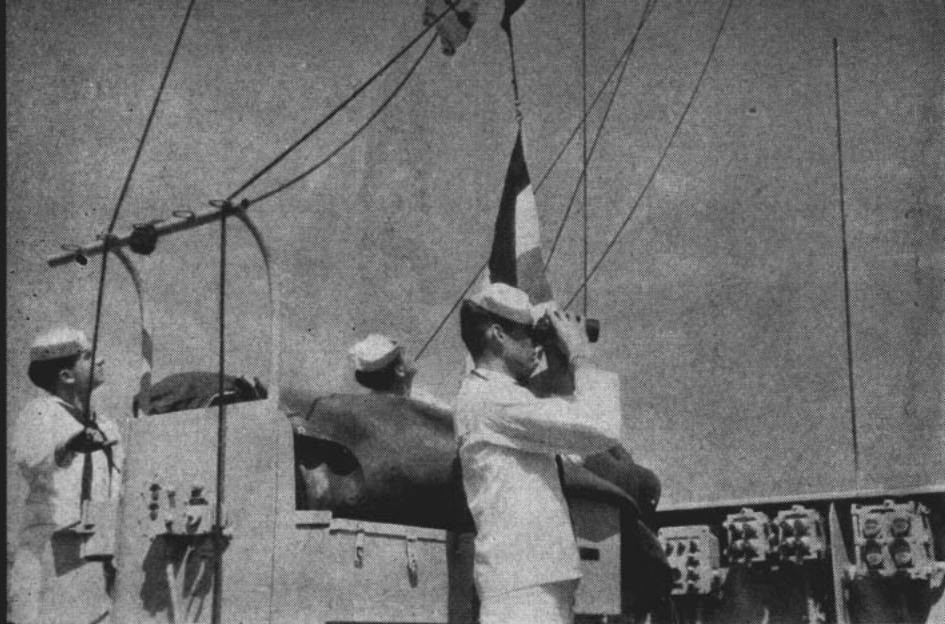
**ENGINEERING OFFICERS** in the making manipulate calipers and lathe while cadets (below) learn intricacies of gunnery at Hyannis, Mass., academy.



**GYRO COMPASS** should hold no mystery for graduates of the Massachusetts nautical school. Here they examine the device's innards at close range.







**SIGNAL WATCH** on Pennsylvania Nautical School's training ship *Keystone State*, ex-USS *Selinur* (AKA 41), being stood by alert cadet-midshipmen.

when gangs still were operating along the waterfront shanghaiing men for the merchant ships. It was two years before the Navy offered a training ship to the school. This was the old sloop *St. Mary's*, which had sailed to Japan in 1850 with Commodore Perry's historic squadron. Staffed with naval instructors, the new school graduated its first class of 59 maritime cadets.

When the Army moved out of historic Fort Schuyler in 1933, the fort was remodeled at a cost of \$4,500,000 by the WPA as a new home for the academy. The old fort, a fine example of the French type of fortification, was built in 1833 on a little narrow neck of land called Throgg's Neck, which jutted out into Long Island Sound. After a tedious and difficult job of reconstruction the academy's new home was dedicated in 1938.

The New York State Maritime Academy was fortunate in being the first to be assigned a training vessel in the postwar program. On 9 March 1946 the USS *Hydrus* (AKA 28) arrived at Fort Schuyler. She was renamed *Empire State* on 13 May.

The nation's second oldest maritime academy had its beginning in 1889, when the Pennsylvania State Nautical School, predecessor of the present academy, was established. The Navy provided the sloop of war, USS *Saratoga*, together with a complement of officers and enlisted men, to train the future young officers. The *Saratoga*, twice commended for service in the Navy during the Civil War, was retained as a schoolship until 1907, when the need for training in steam engineering as well as sail was seen.

The bark USS *Adams*, another ship with an illustrious Navy career, assumed her duties as a sea-going school until 1913, when due to local disagreement and the state's failure to appropriate the necessary funds, the Navy Department withheld its appropriations and withdrew the *Adams*. The school was closed.

As a result of a demand for officers in the Merchant Marine the state legislature in 1919 re-established the Nautical School under control of the Board of Commissioners of Navigation. In the same year, the Navy assigned the gunboat USS *Annapolis*.

After more than 20 years of training, the *Annapolis* retired from service in favor of the USCG *Seneca* at the beginning of World War II. This ship, later renamed the *Keystone State*, assumed her duties during the war years and graduated many young Navy officers, as well as Merchant Marine officers. After World War II, the march of progress replaced the old *Seneca* with a new, large and modern *Keystone State*, Ex-USS *Selinur* (AKA 41).

Massachusetts closely followed the lead taken by New York and Pennsylvania, and in 1891 its general court



**DECK CADET** shoots the sun on the meridian at Maine Maritime Academy, newest of the five schools.



**PALM AND NEEDLE**, ancient instrument sea-going career, students find in sail loft

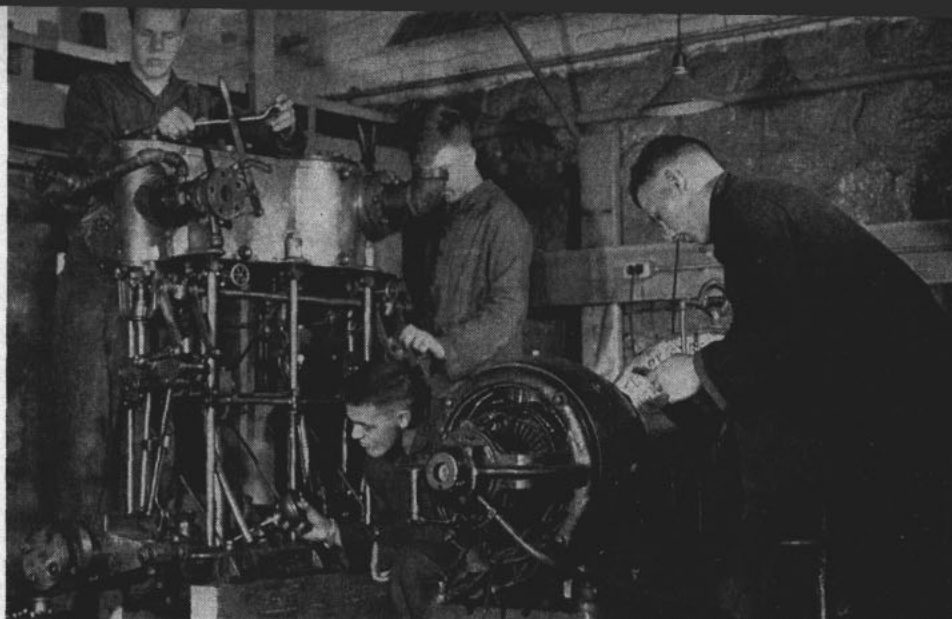
passed an act to establish a nautical school. The Navy turned over to the school the USS *Enterprise*, a wooden ship, bark rigged, in 1892, and later in the year ordered a full complement of officers to her to establish the school, operate the ship and serve as instructors.

In 1893 the first class of cadets came aboard and the school started. Until July, short cruises were made along the North Atlantic coast, and then the *Enterprise* began her first foreign cruise. At this time and for many years following, all activity was confined to the ship. The *Enterprise* was declared unseaworthy in 1909 and was replaced by a ship of similar type, built of iron. This ship, the *Ranger*, was a barkentine which could be driven by a low-pressure, back-acting horizontal compound engine when not under sail. The engine was such a rare type that Henry Ford attempted to purchase it to set up in his Fort Dearborn museum.

The *Ranger* was changed to the *Nantucket* in 1918, because the Navy wanted to use the name *Ranger* for a new battle cruiser. At the outbreak of World War II the need for training ships was so great that the *Nantucket* was taken from the academy, which then had to find a shore base. Facilities of the State Teachers College at Hyannis, Mass., were made available.

The Massachusetts academy has requested funds to construct a large armory to house military equipment and provide for physical training, basketball and other sports. Also planned is a building to house engineering equipment.

On San Francisco Bay, near Vallejo, Calif., the new shore home of the California Maritime Academy is being constructed on 70 acres of land fronting deep water. This comparative newcomer to the group of state maritime academies was established as the California Nautical School in 1929. A training ship was requested in 1930, and the Navy delivered the USS *Henry*



of the sailmaker, still are essential to a at Massachusetts Maritime Academy.

County, completely reconditioned, in December 1931.

A product of the U. S. Shipping Board and a unit of the emergency fleet of World War I, the training ship was renamed the *California State*. She made annual cruises until 1941, covering the entire world. In 1939 the school became the California Maritime Academy and jurisdiction over the training ship passed to the Maritime Commission in 1940. The *California State* became the *Golden State*.

Newest of the state maritime academies is that situated at Castine, Maine. Although the Maine Maritime Academy was established in October 1941, it should not be thought of as a war emergency institution. It is a permanent maritime school established by the state legislature to fill a long-felt need in giving sea-minded young men of the state an opportunity to prepare for careers in the Merchant Marine.

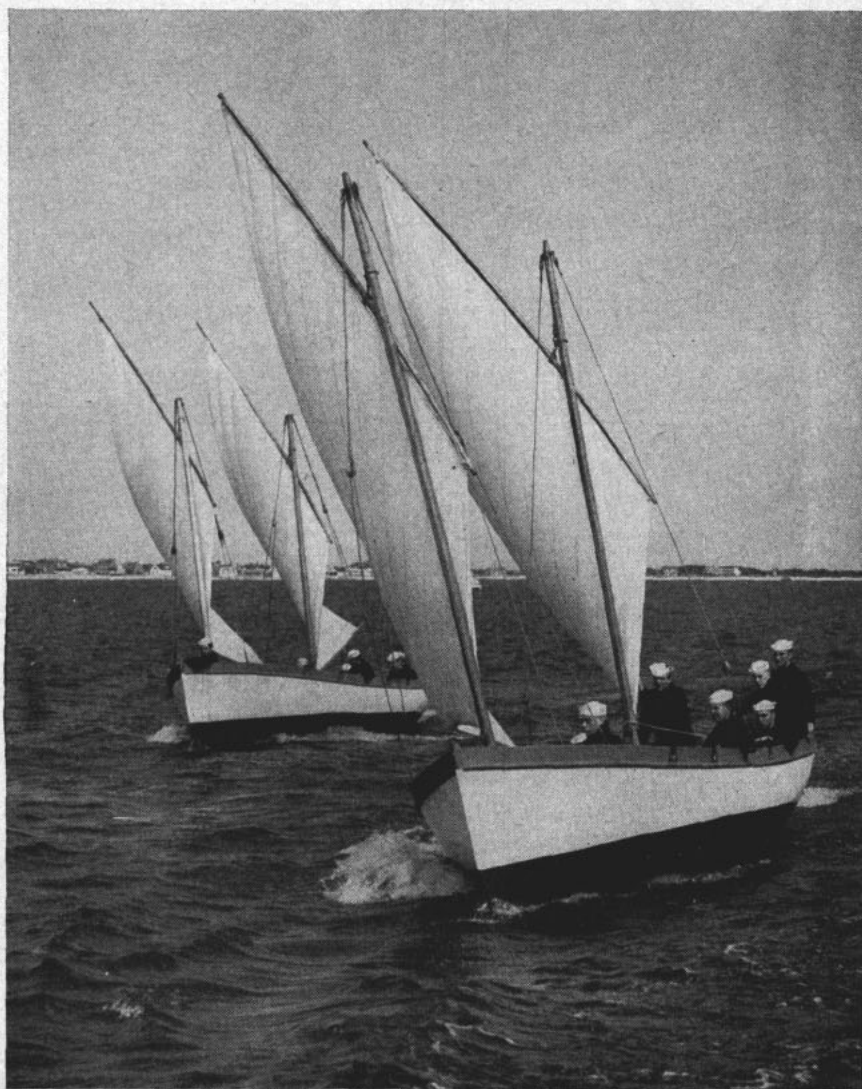
The academy, in conjunction with the Massachusetts Maritime Academy, has been provided with a training ship. This vessel, the former USS *Sirona* (AKA 43), will be used for training cruises for both the Maine and Massachusetts academies, and will be entirely operated by personnel attached to these schools.

The five state maritime academies all have as superintendents former or retired naval officers, all approved by the Navy Department. These schools are a direct route to a commission in the Merchant Marine.

The academies feel a responsibility not only to the citizens of the states in which they are situated, but to the shipping interests of those states, to see that good sea officers are graduated for future service in the Merchant Marine. They feel also a responsibility to the Navy to develop excellent young Merchant Marine Naval Reserve officers who will be ready in time of war.

**JANUARY 1947**

**MERCHANT LICENSES** as third mates or third assistant engineers are won by graduates. These Massachusetts cadets are aiming for engineer's tickets.



**SMALL BOAT** handling under sail and oars makes up a part of the curriculum at Hyannis, Mass. Here cutters, under standing lug rig run before the wind.



# 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.

## Pay and Retirement

SIR: An enlisted man has completed 20½ years of service, including service as a temporary commissioned officer. (1) If he is otherwise eligible and elects transfer to the Fleet Reserve, on what is his retainer pay based? (2) Is he transferred to the Fleet Reserve with commissioned rank? (3) If not may he, after completing 9½ years inactive service, then be advanced to the highest grade and rank held? (4) What is the retired pay?—C. C. J., CHSCLK, USN.

• (1) Retainer pay will be based upon the enlisted rating held at the time of transfer. (2) Having been transferred to the Fleet Reserve in permanent status, he is entitled to the highest commissioned rank in which he served satisfactorily. He is entitled to commissioned rank but not commissioned pay while in Fleet Reserve. (3) He will be placed on the retired list in the highest rank in which he served satisfactorily. (4) Pay will be based on the highest rank in which he served satisfactorily (see ALL HANDS, August 1946, p. 75, for tables of retainer and retired pay).—ED.

## Embassy Duty for RM

SIR: I understand there are numerous openings for radiomen in different American embassies throughout the world. If so, can I request such duty through official channels?—W.E.B., RM2, USN.

• There are billets for radiomen in certain American embassies. Requests for such duty should be sent to Chief of Naval Personnel (Attn: Pers 6302B) via official channels.—ED.

## Teletype Ratings

SIR: My rate is now RM3. Is it possible for me to change my rate to teletype operator, third class?—G.W.A., RM3, USN.

• No. There is no teletype operator rating in the present rating structure. In the new rating structure, which will go into effect in 1948, teletype operating will be part of the duties of a teleman, while teletype maintenance will be part of the duties of a radioman.—ED.



Dopesheet, NAS, Norfolk, Va.

"I don't know what to do with him—he's so absent-minded."

## Earned White Ticket

Dear Secretary Forrestal: I have been busy adjusting myself to civilian life, or I would have written you sooner. Words cannot express my appreciation to you for sending me back to duty after being AWOL. Having been discharged under honorable conditions has meant everything to me and to my family, and enabled me to go back to my former job.

I only wish I could go to the different disciplinary barracks and tell the boys what a white ticket means in life.—J.J.F., Jr., ex-Navy man.

## Merchant Mariners in Marines

SIR: Am I allowed to wear Merchant Marine service ribbons while serving in the Marine Corps?—K. E., Pfc., USMC.

• Yes. Personnel who have been awarded such ribbons while serving in the Merchant Marine, and prior to entering an enlistment in the Navy or MarCorps, may wear the official Merchant Marine ribbons created by federal law. Personnel on active duty in the services may not, however, receive any Merchant Marine medals or ribbons.—ED.

## Concerning CSCs

SIR: How and when does the Navy plan to issue Continuous Service Certificates to men who were discharged and reenlisted under continuous service during the war?—R.E.C., CY, USN.

• Continuous Service Certificates are issued by BuPers upon individual requests made via COs. discharged personnel may make personal requests.—ED.

## Mustering Out Pay

SIR: I was a permanent warrant officer before the war and have recently accepted commission as chief warrant officer. I am now serving as temporary lieutenant. Am I entitled to mustering out pay when I revert back to my permanent commission.—M.P., Lieut., USN.

• No.—ED.

## Guided Missiles Training

SIR: How and when can I get into the Guided Missiles School the Navy is planning to start?—J.V.M., ACOM, USN.

• No such school is contemplated but training courses in subjects related to guided missiles are under way. For full information see ALL HANDS, December, 1946, p. 2.—ED.

## Successful Submariners

SIR: Is it necessary to have completed a successful patrol aboard a submarine to be eligible to wear the submarine patrol insignia?—E. F. S., CSM, USN.

• Yes. BuPers Circ Ltr 266-44 (NDB, July-Dec 1944) states that to be qualified for the insignia a man must take part in "... one or more patrols during which time the submarine sinks, or assists in sinking, at least one enemy vessel, or accomplishes a combat mission of comparable importance." The patrol must be endorsed as successful by the submarine force commander.—ED.

## Change to AM Rating

SIR: I am a shipfitter, first class. (1) What channels do I have to go through to have my rate changed to aviation metalsmith? (2) Can I go to metalsmith school? (3) Is the demand for aviation metalsmith small? (4) How are the chances for a change?—R.C.R., SFI, USN.

• (1) You may submit request for change in rating to BuPers via your CO, accompanied by examination form Nav Pers 621. BuPers will not authorize such a change unless you have had extensive work in the AM field and have gone to AM school. Need of the service for AMs is also a factor. (2) Request for assignment to AM school can be made to your type commander via your CO, stating your past experience in light metals work. (3) No. As a whole, the AM rating group is under requirements, as is the SF rating group. ACM, AM1 and CSF requirements are, however, currently filled. (4) Poor to non-existent. You're probably better off where you are, anyway. Your chances for CSFA in the next several years are better than they would be for ACMA.—ED.

## Aviation CPOs Wear Green

SIR: Are green uniforms now authorized for all CPO rates, only CPO aviation rates or just for chief aviation pilots?—G.R.S., ACRM, USN.

• Art. 9-1, Uniform Regs, 1941, states in part that "... CPOs (designated naval aviation pilots and serving in pilot status) are required to possess the aviation winter working uniform. All other ... CPOs assigned to duty in aviation commands may wear the aviation winter working uniform when that uniform is prescribed as the uniform of the day for aviators, but shall not be required to do so." CPOs other than these assigned to aviation commands are not authorized to wear this uniform.—ED.

## Continuous Service Benefits

SIR: BuPers Circ. Ltr. 191-46 directs that prior service in present pay grade if interrupted by discharge, where personnel did not enlist or reenlist within a period of 90 days, will not be counted in determining the fulfillment of service requirements toward eligibility for advancement in rating. This appears to be decidedly unfair toward personnel that reenlisted in the Navy after the 90-day period. Is there an explanation?—R. W. L., SK1, USN.

• The subject was considered pro and con prior to promulgation of BuPers Circ. Ltr. 191-46 (NDB, 31 August). The decision was not made to penalize unduly broken-service personnel but to protect continuous-service men and emphasize continuous-service benefits. You should consider yourself fortunate, for subsequent to 1 October broken-service enlistments or reenlistments could be made in no higher than pay grade 5.—ED.

## RONs and NROA

SIR: I call your attention to the inaccurate statement in the July 1946 issue of ALL HANDS, p. 56. Under the heading Reserve Officers of the Naval Services (RONs), para. 4, you apparently refer to the Naval Reserve Officers Association, which did not "go out of existence in 1941."—George W. Akers, National President, NROA.

• ALL HANDS apparently was guilty of errors of both commission and omission. ALL HANDS' statement was: "Reserve Officers of the Naval Service is an organization dating from World War I, and went out of existence voluntarily in 1941..."

In point of fact, RONs is the organization referred to, not NROA. However, RONs does not date from World War I but was formed in September 1945. That's the error of commission.

NROA does in fact date from World War I. It did not go out of existence in 1941, but rather, in the words of its national president in unprinted portions of his letter (above), "In the fall of 1940 we trusted our funds and ceased activities on a national scale on the theory that ... in time of war ... the entire time of every officer should be devoted to the Navy." NROA was not, however, mentioned in ALL HANDS' story. That was an error of omission.—ED.

## Seaman First Test

SIR: I am S2 striking for SC. Do I have to take the S1 test? I see no reason to take this test, as I am in a special branch of the naval service.—J.A.D., S2, USN.

• Yes. You may not see the reason, but BuPers does. To be a competent S1, and later SC3, the Navy man needs more than just a few months duty before accepting his increased responsibilities.—Ed.

## Pearl Harbor Ribbon?

SIR: Has a ribbon been authorized for personnel who were at Pearl Harbor 7 Dec 1941?—J.G.N., CBM, USN.

• No, there is no ribbon for the attack on Pearl Harbor. A star is authorized, to be worn on the Asiatic-Pacific ribbon by personnel who were at Pearl Harbor 7 Dec 1941.—Ed.

## Attn.: Coco Solo

SIR: (1) How long is the tour of duty in Canal Zone, and (2) how long must a man serve there before he rates a leave?—Some Fellows from Coco Solo.

• (1) The normal tour of duty in the Canal Zone is two years. (2) Leave is administered by local commands.—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.

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

• USS Hornet (CV12). Address: Stanley Blumenthal, Box 1773, Wilshire-La Brea Station, Los Angeles 36, Calif. Available to former crew members at \$1 per copy.

• USS Hutchins (DD476). Address: Comdr. A. R. Olsen, USN, U. S. Naval School, General Line, U. S. Naval Base, Newport, R. I. Limited number of copies available to former crew members.

• 21st CB. Address: G. Hinckley Porter, Room 920, Equitable Bld., Baltimore, Md. Fifty copies of 21st Naval Construction Battalion book have been returned because of incorrect addresses. Interested personnel may obtain them by submitting correct address.

• USS Intrepid (CV11). Address: Treasurer Ship's Book Fund, USS Intrepid (CV11), San Francisco Naval Shipyard, San Francisco, Calif. Copies now available, \$3.

• USS Madison (DD425). Address: Charles Criddle, 323 Sherbrooke Blvd., Upper Darby, Pa. One copy free to each former crew member on request.

• 105th Naval Construction Battalion. Address: The Crocker-Union Company, 735 Harrison Street, San Francisco, Calif. Distribution to former personnel completed, but 50 copies returned due to incorrect addresses. Members of the battalion who have not received copies may submit correct address to the above.

• USS Savo Island (CVE 78). Address: Commanding Officer, USS Savo Island (CVE 78), Boston Group, 16th Fleet, South Boston Annex, U. S. Naval Base, Boston 10, Mass. Now available; price \$5.

## Adopt Marine Uniform?

SIR: The marines are the best dressed of the armed forces. All the personnel that have been around marines say they wish the Navy had a uniform like theirs. That is my idea of a possible solution for a change in the uniform.

With a change of insignia and dyed navy blue, this uniform would really be snappy. A change in the material is one thing that many people agree upon. The present material is one of the hardest to keep neat as it has a great attraction for white lint.—W.R.T., S1, USN.

## 2 DDs Named Perry

SIR: You report (ALL HANDS, September 1946, p. 33) that USS Newman K. Perry (DD 883) was touring European ports in August of 1946. Now I was on a ship in the Bikini show and I know I saw the Perry out there about that time. Am I seeing things, or has the Perry got wings?—F.F.F., F2, USN.

• Neither, USS Newman K. Perry (DD 883) did indeed spend the summer in the Pacific, a large part of the time at Bikini and its environs. USS Perry (DD 844) was the ship touring European ports referred to in the ALL HANDS story. USS Perry (DD 844), by the way, is named for two famous Navy brothers, Commodores Oliver Hazard and Mathew Calbraith Perry.—Ed.

## Length of Time

SIR: Is there a definite length of time an academy graduate must serve before being separated from the Navy? If so, how long?—C.A.H., Ens., USN.

• Yes. Art. C-7001, BuPers Manual, 1942, states: "Resignations of officers graduating from the Naval Academy will not be accepted until they have completed at least 2 years duty at sea subsequent to graduation, and resignations of ensigns who have completed a course of instruction on shore lasting 5 months or more will not be accepted until they have completed at least one year's duty at sea subsequent to completion of such course of instruction."—Ed.

## Four Fleet Admirals

SIR: (1) How many Fleet Admirals are there and who are they? (2) Is their rank permanent?—R.E.C., CY, USN.

• Four. They are: Fleet Admirals William D. Leahy, Ernest J. King, Chester W. Nimitz and William F. Halsey. (2) Yes.—Ed.

## No Ministerial Training

SIR: Since I've been in the Navy I have received two calls to the ministry and have planned to make it my life's work. I desire very much to know if it is possible to be sent, while in the Navy, to a school or place where I can start my studies and come out a chaplain's aide or a chaplain.—R. W. B., S1, USN.

• The Navy has discontinued programs set up during the war to train personnel for the chaplaincy. The rating SPW (chaplain's assistant) has been discontinued. It is the practice of most commands to assign yeoman strikers to the chaplain's office.—Ed.

## Our Lonely Hearts Corner

SIR: I hope I'm not too late in taking this opportunity to answer Wave Mary Vanskike's call for a husband (ALL HANDS, September, 1946, p. 64). That is, of course, if she is still interested. If you think there's a chance, either forward this letter to her or send me her address.—W.E.T., BM2, USN.

• For the benefit of those readers who aren't keeping up, Fantail Forum asked a group of Waves. "Do you think ex-Navy men make good husbands?" Mary Vanskike, SP51, Arkansas City, Kans. said: "Not knowing, I cannot say with accuracy. By the way, have you seen any single ex-Navy men around? Or even USN ones?" Maybe she meant you, boats, but the most we can do to help is print your letter. Maybe Mary will read it.—Ed.

## First of the FASRons

SIR: (1) We believe we were the first CASU (Combat Aircraft Service Unit) converted to the streamlined FASRon system. We were commissioned 7 October as Fleet Aircraft Service Squadron 14. (2) Is a shore-based activity such as FASRon authorized to issue to its personnel plank-owner certificates?—S.E.M., Lt. Comdr., USN.

• (1) No, honors go to FASRons 1 through 5 which were commissioned 10 August. (2) Why not? You can get a certificate for crossing the 180th meridian, for commissioning a ship, for making the 1,000 landing on a carrier deck, and one naval hospital we've heard about has even enrolled qualified personnel in the Order of the Perforated Posterior (penicillin shots), complete with engraved membership certificates. There would seem to be no reason that a recognized activity such as a FASRon should not issue plank-owner certificates if it desires. By the way, there's a story on these various certificates on page 14 of this issue. And a yarn about the FASRon organization appeared in ALL HANDS, October 1946, p. 10.—Ed.

## Navy Cross Gratuities

SIR: (1) An enlisted man is awarded the Navy Cross twice. Is he entitled to \$4 per month gratuity? (2) An enlisted man who has won the Navy Cross accepts a commission. Is he entitled to receive the \$2 per month gratuity? (3) A temporary officer after winning the Navy Cross reverts back to enlisted status. Is he entitled to the extra payment?—W.P., CY, USN.

• (1) Yes. Art. 54202, BuSandA Manual states, "Extra compensation . . . is authorized at the rate of \$2 a month for each award of such medal or cross. . . ." (2) No. (3) Yes.—Ed.

## Gold Stripes for Reserves

SIR: May gold rating badge and gold service stripes be worn by a CPO who has had more than 12 years continuous service in the Naval Reserve, providing he has the marks and qualifications necessary to receive good conduct awards?—E.K., CY, USNR.

• Yes. Art 16-8 of Chapter 16, Uniform Regs states that, "Enlisted men of the Naval Reserve who perform continuous active duty, maintain the required marks, and meet the qualifications shall wear gold lace service stripes."—Ed.

## Navy War History

SIR: When will the History of U. S. Naval Operations in World War II be available, and where can I get a copy?—B.A.F., Lt. Comdr, USN.

• Volume I of the History will be published in June 1947 and Volume II in February 1947, both by Little, Brown and Co. Presumably, they will be on sale at all bookstores.—Ed.

## Pay Grades as POWs

SIR: On 3 Feb 1942 a man was advanced to pay grade 1A. On 6 May 1942 he was interned as a POW. On 13 Sept 1945 he was liberated and on 14 Feb 1946 was advanced to pay grade 1. Is it possible for this rating to be made retroactive for pay purposes?—E. B. S., CMOMM, USN.

• No.—Ed.

## Gee, Thanks

SIR: Slick piece on "Camid" in the October issue, but why, oh why, nothing about the middies on board the North Carolina and Washington? And where, by the way, are those two BBs now? I'm not being curious; I just like the Navy. Keep the ALL HANDS coming; they're super!—Miss M.C.F., Saco, Me.

• Well, the middies weren't aboard the BBs in operation Camid. They rode the Randolph, Okaloosa and some smaller ships. North Carolina and Washington were, at this writing, in New York Harbor.—Ed.





NAVY DEPENDENTS, including wife and children (upper left), join fathers and husbands in Port of Los Angeles. (left) tests latest torpedoes by sinking them in less than a minute. Lower left: Radio's Kingwood C. O'Neil, PHOMI. Upper right: Pres. Aubrey W. Fitch, USN, superintendent of U.S. Navy, aboard submarine USS Tusk, during the President's visit. Thousands of Chileans visit USS Leyte during the President's visit.



# TODAY'S NAVY

## New Plan Unifies Command of U. S. Armed Forces in Seven Strategic World Areas

### Reflects Wartime Experience

Unification of command of U. S. armed forces in seven strategic world areas was announced last month after the plan was approved by President Truman.

Each of the seven areas will be under an Army, Navy or Air Force commander, who in each case will be responsible directly to the Joint Chiefs of Staff. The areas and their present commanders are:

- Far East Command—General of the Army Douglas MacArthur.
- Pacific Command—Admiral John H. Towers, USN.
- Alaskan Command—Maj. Gen. H. A. Craig, an air officer.
- Northeast Command—Commander not yet named.
- Atlantic Fleet—Admiral Marc A. Mitscher, USN.
- Caribbean Command—Commander not named in the announcement.
- European Command—Gen. Joseph T. McNarney.

An additional command, also responsible to the Joint Chiefs of Staff, will be the Strategic Air Command under Gen. George Kenney. The SAC includes strategic air forces not otherwise assigned.

The new command organization reflects wartime experience, when high officers of the respective services frequently were placed in operational control of the forces of all the services within a given theater or for a given operation.

Under the plan, the Navy is given command over all forces in a vast area of the Pacific, from the Hawaiian Islands to the former Japanese-mandated islands to the west. CincPac, who is also CincPoa, will have the titles of Commander in Chief, Pacific

Fleet, and Commander in Chief, Pacific.

Gen. MacArthur will restrict his authority to the western Pacific and the Far East. He will command the Philippines and the Ryukyus, in addition to Japan and Korea, and for the time being his command will include the Marianas. Naval and Fleet Marine Forces in the Marianas will remain under administrative command of the Commander in Chief, Pacific. The Marianas will eventually revert to the Pacific Command, the present arrangement being designed to give support to General MacArthur in the military occupation.

The Caribbean Command will include U. S. forces in the islands of the Caribbean and the Canal, and the Northeast Command will include U. S. bases and forces on the northeastern approaches to the U. S. Details of these commands were to be announced later.

### Host and Visitor

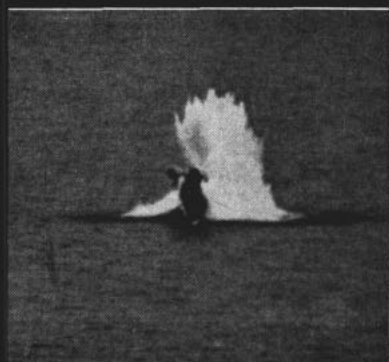
The U. S. has played both host and visitor in recent naval calls.

Four U. S. warships, including the carrier *Randolph* and the cruiser *Fargo*, dropped anchor at Smyrna, Turkey in November, the first U. S. naval visit to Smyrna since 1922. The force later moved on to Marmaris, a Turkish port farther south.

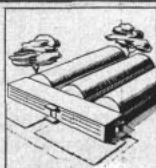
A Danish Naval Mission, headed by Rear Admiral B. H. Anderson, Royal Danish Navy, recently visited naval establishments in the U. S. The purpose of the visit was to discuss the purchase of small craft and the training of personnel.

Also on the list of callers to the U. S. was the Chilean submarine tender *Aracauo*, which docked at the Naval Shipyard, Brooklyn. The *Aracauo* brought officers and men to man ships which were purchased by the Chilean government.

dren of Bud C. Randall, MUSI,  
ific areas. Center: Submarine  
ing German submarine (right) in  
Sisters are photographed by Ell-  
ident Truman and Vice Admiral  
S. Naval Academy, are piped  
dent's visit. Lower right: Thou-  
rier's visit in Valparaiso harbor.



### LAST FEBRUARY



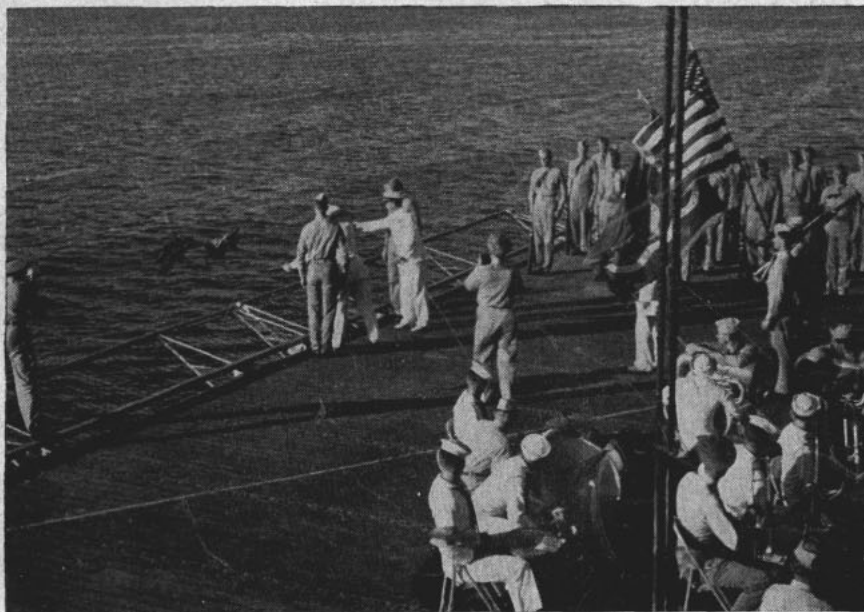
The Navy started development of the first two-stage turbo-supercharger for use in Corsairs operating at altitudes above 40,000 feet; program

was planned by Navy for a vast system of armories for the postwar Reserve.

### FEBRUARY 1947

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**TAPS WAS SOUNDED**, volleys were fired aboard USS Tarawa in memory of third anniversary of Battle of Tarawa and of ship's first anniversary.

### **Taps for Tarawa**

Memorial services aboard USS *Tarawa* (CV 40) at Guam commemorated the first anniversary of that ship and the third anniversary of the decisive battle of Tarawa, 20 Nov 1943.

At the conclusion of the services, Capt. Alvin I. Malstrom, USN, CO of the *Tarawa*, and Capt. R. C. Peck, USMC, CO of the ship's Marine detachment, cast flowers over the side as a marine firing squad fired three volleys and taps was sounded for the 1,056 marine and naval medical personnel who died on Tarawa.

### **Naval Articles Sought**

The editor of the Journal of the Royal Naval Scientific Service has invited American contributions to that periodical. The invitation was delivered to the Office of Naval Research, through the Chief of Naval Operations.

Subject material of articles should be of naval and general scientific interest. It was suggested that the first contributions should deal with descriptions of the facilities and projects of U. S. naval establishments engaged in research and development.

The journal's editor desires that manuscripts be typed, double-spaced, with generous allowance at the head of the article, and title to be followed by the author's name, degrees and rank, and name of establishment or division to which the author is attached. They should be addressed to the Editor, Journal of the Royal Naval Scientific Service, Room 613, S. R. E. Department, Farnham House, Leicester Square, London, W. C. 2.

It was emphasized that submission should be made through proper U. S. Navy channels, to insure review of content, and articles should be sent via the Security Review Section, Office of Public Information, Navy Department, Washington 25, D. C.

### **Sacramento Sale**

USS *Sacramento* (PG 19), until recently one of the oldest ships on active duty, was put on sale by the U. S. Maritime Commission at Suisun Bay, near San Francisco.

Commissioned 26 April 1914 the *Sacramento* was assigned to convoy duty during World War I. In 1923 she aided victims of the earthquake in Yokohama. When the Japanese bombed Shanghai she evacuated refugees to Hong Kong and Manila, although she suffered damages and casualties. In 1939 she stood by the scene of the *Squalus* disaster, providing quarters for the rescue workers and afterwards helped tow the submarine back to Portsmouth, N. H.

In Michigan City, Ind., *Sacramento* was converted from coal to oil, and was used as a training ship for Indiana Reservists until she was recalled to active duty 4 Nov 1940.

Arriving at Pearl Harbor 16 Aug 1941 she was assigned to security patrol duty until the Japanese attack, 7 Dec 1941. During the raid she was credited with downing two Jap torpedo planes. She aided in rescue of survivors of the *Oklahoma*.

From January 1942 until September 1942, she was attached to Hawaiian SeaFront harbor defense. During September and November 1942 she served as a tender for a torpedo boat unit, providing quarters and subsistence for the crews.

Recalled to the States, *Sacramento* assumed duties of training armed guard crews at San Diego in January 1943.

She proceeded to Treasure Island, San Francisco, in April 1945, where she was assigned as a plane guard and weather ship under the Northern California Sector, WestSeaFront.

*Sacramento* has a standard displacement of 1,140 tons, overall length 226 feet, beam 40 feet 10 inches and a speed of 12.5 knots.

### **Proud Ships Scrapped**

Five old cruisers at the New York Naval Shipyard, Brooklyn, brought a bid of \$336,140 from the Patapsco Scrap Corp. of Bethlehem, Pa.

The cruisers, old four-stack veterans of the war, are the *Concord*, *Trenton*, *Richmond*, *Memphis* and *Detroit*. They were put on sale by the Navy Material Redistribution and Disposal Administration.

In commemoration of Navy vessels sunk or damaged, many of them at Pearl Harbor, one of 150 clocks salvaged from Navy vessels was presented to Rear Admiral Monroe Kelly, USN, Commandant, 3rd Naval District.

### **\$46,127 for Oklahoma**

The scrap heap will be the ignoble end of the long career of the battleship USS *Oklahoma*, which served in World War I and was sent to the bottom at Pearl Harbor by Jap aerial torpedoes on 7 Dec 1941.

The "Okie," as she was affectionately dubbed by thousands of men who served aboard her, was offered for sale at the New York Naval Shipyard, Brooklyn. The top bid, \$46,127, was made by a West Coast drydock company, which plans to scrap the gallant old vessel.

Stripped of most of her armament and superstructure, the *Oklahoma* is moored at West Lock, Pearl Harbor. It was doubted if the 30-year-old veteran could be broken up in Hawaii, indicating an expensive and risky tow to the West Coast would be required.

The vessel, displacement of which now is estimated at 24,300 tons, contains a variety of metals. These include 600 tons of non-ferrous metal, 5,900 of Class A armor, 1,400 of nickel steel, 2,100 of special-treatment steel, 6,600 of medium and high-tensile steel, and 6,700 of other steel.



**TWENTY-FIVE** years of sea duty were terminated when Furman Watson, CBM, retired after 27 years in Navy.

## Philippine Roll-Up

The Navy proposes to abandon its extensive war-developed base in the Leyte-Samar area of the Philippines, and plans to retain only a submarine base at Subic Bay and an air station at Sangley Point, the Navy Department has announced.

Abandonment of the Leyte-Samar base would result in the Philippines occupying a far less important role in the Navy's system of Pacific bases than originally was planned. This base, at one time used extensively by the Fleet, lies in the typhoon belt and practically all of the war-built installations are of temporary construction. Some of this already is in urgent need of repair and the cost of replacing or maintaining the temporary structures would be great.

The Navy's principal bases would be Pearl Harbor, which will continue to be the U. S. Pacific bastion, and the Guam-Saipan base, facilities of which will rival those in Hawaii. Kwajalein will not be developed as a secondary base, it was announced, but will have only a naval anchorage and an air facility.

The Navy plans to abandon the Leyte-Samar base "as soon as government property can be cared for or disposed of."

As a sidelight to the Navy's roll-up in the Philippines, the U. S. has agreed to turn over 84 ships to the Philippines as the nucleus of that republic's future navy. These ships will be of various types, none over 2,000 tons. They will be provided in accordance with the Republic of the Philippines Military Assistance Act (Public Law 454, 79th Congress). The date for transfer of the ships has not been set.

## New Reserve Policy

SecNav James Forrestal expressed the Navy's desire to accept vocationally trained non-veterans in the Organized Reserve program in the following letter to the governors of the states:

"I have the honor to inform you that the Navy Department is inaugurating a new development in the Naval Reserve based upon occupational instruction such as that offered by certain schools of your State (Commonwealth)—particularly those receiving Federal funds through the state official in charge of Vocational Education."

"Briefly, the program, to be called the Vocationally Trained Non-Veteran Program, contemplates the Navy's acceptance of voluntary enlistment in the Organized Reserve by desirable students in certain vocational, trade or technical high schools. This plan has been developed in cooperation with leaders in the field of vocational education from more than half the States of the Union, and has their support. It is believed that this constitutes a logical and proper approach toward peacetime naval preparedness."

"If the plan meets with your approval, I will designate Naval officers to confer with appropriate officials of your state and of certain cities therein, with a view to putting the plan into effect."

JANUARY 1947



AIRMEN of the future get to joggle instruments at the National Aircraft Show in Cleveland, Ohio, as sailor explains PBM flight engineer's panel.

## 160,000 See Air Show

Nine thousand Cleveland newsboys pushed buttons, rang bells, turned knobs, shot guns, read instruments and generally took over the works when they attended the Cleveland National Aircraft Show as the Navy's guests on the first Sunday of the recent exhibit.

The newsboys were only part of the estimated 160,000 visitors who saw "Sky Island," largest indoor naval aviation show ever put on display. The exhibit was complete with all sorts of spectator participation devices and a comprehensive survey of the Navy as a "guardian of future peace."

In-flight demonstrations of Navy



WAVE EXPLAINS cockpit trainer to spectator at Special Devices exhibit at National Aircraft Show, Cleveland

planes included press demonstrations of JATO and other Navy developments in the aviation field.

In performance tests held as part of the outdoor show, the Grumman F8F Bearcat established unofficial records in two categories. From a standing start on the runway, the plane took off in 115 feet of run, then reached an altitude of 10,000 feet in one minute, 40 seconds. Both records are under consideration by the National Aeronautical Association as official performance marks for aircraft.

## Scientists Cited

Nine civilian employees at the Naval Research Laboratory, Washington, D. C., were presented a Medal for Merit in recognition of outstanding contributions in the development of radar. The presentation took place in the Navy Department and was made by AstSecNav W. John Kenney.

Those who received the awards were Carlos B. Mirick, Robert C. Guthrie, Dr. Laverne R. Philpott, Leo C. Young, Dr. Claud E. Cleeton, Matthew H. Schrenk, Arthur A. Varela, Louis A. Gebhard and John P. Hagen. Dr. Robert M. Page of Washington, D. C., and M. E. Reppert of San Diego, Calif., will receive the medal at a later date.

The group designed, constructed and installed the first workable models of radar equipment.

## Pennants for Yachts

A Naval Reserve Yacht Owners Distinguishing Pennant, to be flown aboard the yachts of individuals who donated their craft for use by the Navy during World War II, has been authorized by SecNav James Forrestal.

Upon application to commandants of appropriate naval districts, eligible owners will be presented with certificates entitling them to personal use of the pennant.



## Edson Visits Sweden

Brig. Gen. Merritt A. Edson, USMC, famed war leader of "Edson's Raiders," represented the U. S. at the International Shooting Union meetings in Stockholm, Sweden.

The purpose of the meeting was to modernize the program of international rifle and pistol competition and to reorganize the International Shooting Union, which became inactive at the beginning of the war.

Gen. Edson, a member of the Olympic committee for small arms competition, also conferred with Olympic officials in London regarding the inclusion of matches in the next Olympic games.

A member of the Executive Committee of the National Rifle Association of America, Gen. Edson is considered one of the MarCorps' outstanding small arms experts. He was coach of the 1921 national pistol team and captain of the 1935 and 1936 MarCorps rifle and pistol teams.

Gen. Edson is currently on duty with the office of CNO in Washington.

## Flies Reserve Flag

The Navy today could not exist without support of the Merchant Marine, Admiral Thomas C. Kinkaid, Commander Eastern Sea Frontier, declared in New York.

This tribute to the Merchant Marine was paid at a ceremony at which the United States liner *America* became the first merchant vessel of the postwar period to fly the Naval Reserve flag.

"In the years gone by, the Navy's

function was protection of the Merchant Marine," Admiral Kinkaid said. "But today, things have changed. The Navy itself could not exist without the support of the Merchant Marine."

The *America* has the privilege of flying the Naval Reserve flag because 50 per cent of her officers, including her master, are members of the Reserve. Flags will be issued to other American merchant vessels having similar Reserve representation.

During the war, the *America* traveled half-a-million miles as *USS West Point* and carried 450,000 troops.

## Torpedo Exploder

Development of its first successful influence torpedo exploder was announced by the Navy. Experiment and design were carried on during the war, and the exploder was placed in production during the closing months of World War II.

The exploder triggers the torpedo as a result of the distorted magnetic field in the vicinity of a ship. Four distinct advantages over impact exploders were noted:

- Firing is not dependent upon collision with a ship.
- Target area of the ship is increased.
- The torpedo can be set for greater depth where it will run with more accuracy, with no fear it will simply pass under the ship's keel. Consequently, it is more effective than previous exploders against shallow-draft vessels.
- Damage done to the ship is greater because explosions under the keel are more destructive than those

against the side, especially in the case of heavily armored fighting ships.

Torpedoes equipped with the influence exploder, the Mark 9, may be launched from aircraft, surface craft or submarines.

Design was predicated on the fact that ships are constructed of steel, which is magnetic and therefore distorts the earth's natural magnetic field in the vicinity of the ship. The exploder responds to this distortion of the field, triggers a sensitive electrical circuit and sets off the torpedo.

Because of the sensitivity of the circuits involved, elaborate precautions had to be installed to prevent random noise from exploding the warhead.

## Marine Promotions

Selection of four Marine Corps brigadier generals for promotion to the rank of major general has been approved by President Truman, it was reported in Alnav 608-46 (NDB, 15 Dec 1946). The selection board was headed by Lt. Gen. Roy S. Geiger, senior member. The officers, and their duties at the time they were selected for promotion, follow:

- Brig. Gen. Leo D. Hermle, USMC, Commanding General, MarCorps Base, San Diego, Calif.
- Brig. Gen. Alfred H. Noble, USMC, Assistant Division Commander, First Marine Division (Reinforced), China.
- Brig. Gen. Franklin A. Hart, USMC, Commanding General, Marine Barracks, Parris Island, S. C.
- Brig. Gen. William J. Wallace, USMC, Commanding General of Air, Fleet Marine Force.

## NEWEST BASIC TRAINER TOUGH ON NAVAL PILOTS

Life is a bit tougher for naval pilots these days, since introduction of the new Naval Aviation Basic-Instrument Trainer, which has already, obviously, become the "navbit" to the initiated.

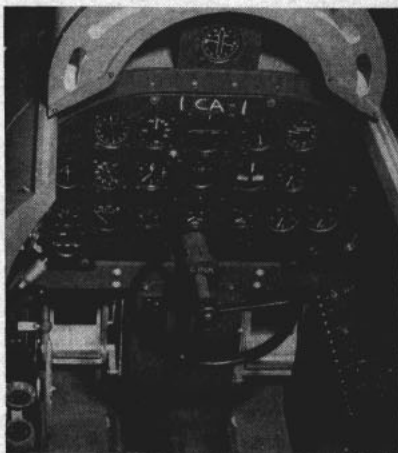
Fashioned by Link Aviation Inc. of Binghamton, N. Y., the new device is the latest, hottest and toughest thing to plague pilots in that required couple of hours a month of ground instrument practice.

It's a far cry from the old "Needle, ball and airspeed" days of Links. The pilot who climbs into this specimen for his U-pattern recheck finds himself faced with elevator, aileron and rudder tabs; landing flap and landing gear levers; throttle, prop and mixture controls; a startling panel of six different radio devices; and an instrument board loaded with everything from cylinder head temperature gauges to blind landing path indicators. And every one of the darn gadgets is tied into the Link circuit for the express purpose of making things hard for the unwary pilot!

Even the landing gear lever, when operated, so alters the circuits as to parallel the altitude and drag change experienced in a real plane in flight when the gear is lowered.

And for the guy who takes overlong to complete his pattern, there's a tricky little item which corresponds to an emptying gas tank and lets him down (theoretically, that is) with a gentle thud for a forced landing or crash.

As someone has pointed out, about the only thing the student can't do



NAVBIT as seen by the pilot is a complete mockup of the cockpit of a modern aircraft, and even trickier.

with the navbit is make himself a candidate for the fatal crash statistics.

Navbit is destined to make itself felt throughout the Navy, and already more than 500 have been installed in, or shipped to, activities.

Eventually the device will replace all Link trainers now in use, but for the time being only the three earliest model Links have been declared obsolete and surplus, and navbit will operate side by side with its last predecessor, the Link Model 5.

First introduced this winter at Naval Air Training Bases, Corpus Christi, Tex., navbit has led to reorganization of the training program to the extent that air and ground training in instrument flight have been coordinated and the same instructor will teach the student both on the ground and in the air. Under the old system, civilian and Wave instructors conducted the ground training and the student shifted to a different teacher when the time came to try his instruments on wings.

Also in line with the coordination program, instrument instructors for the entire Navy will be trained at Corpus Christi, while Jacksonville, Fla., will produce all maintenance men for the new device.

## 30 Rear Admirals

Recommendations for appointment of 30 rear admirals were approved by the President to fill present and prospective vacancies in the Navy's official flag list. They were chosen by three naval selection boards, headed by Admiral R. A. Spruance, USN, made up of fleet commanders and other senior officers. The new flag officers, and billets they held at time of selection, are as follows:

Capt. James H. Foskett, USN, Naval Aide to the President.

Capt. John H. Carson, USN, Com-TransRon 1.

Capt. Robert P. McConnell, USN, attached to CNO.

Capt. Ernest E. Herrmann, USN, Chief of Logistic Plans.

Capt. Ernest H. vonHeimbürg, USN, Assistant Chief of Staff, Commandant Ninth Naval District.

Capt. Eliot H. Bryant, USN, President of Board of Review, Discharges and Dismissals.

Capt. John R. Redman, USN, CO Receiving Station, T. I., Calif.

Capt. Roscoe H. Hillenkoetter, USN, Naval Attache to France.

Capt. Francis P. Old, USN, Commander Atlantic Fleet Mine Forces.

Capt. Charles C. Hartman, USN, Staff, Commander Service Force, Pacific Fleet.

Capt. Wendell G. Switzer, USN, Chief of Staff, Commander Pacific Fleet Air Force.

Capt. William L. Rees, USN, on duty with the Naval Attache, London.

Capt. Heber H. McLean, USN, Marine Superintendent of Panama Canal.

Capt. John A. Snackenber, USN, BuOrd.

Capt. Richard H. Cruzen, USN, Commander Task Force 68 (Antarctic Expedition).

Capt. George C. Crawford, USN, CO USS *Chicago*.

Capt. Frederick I. Entwistle, USN, Chief of Staff, Commander Amphibious Forces Pacific.

Capt. William D. Johnson, USN, Chief of Staff, Commander Eighth Fleet.

Capt. Charles R. Brown, USN, Army Air Tactical School, Montgomery, Ala.

Capt. John M. Hoskins, USN, CO USS *Princeton*.

In addition to the officers selected for general line duty, 10 EDO officers were chosen. They are:

Commodore Joseph W. Fowler, USN, director of the Industrial Survey Division, Office of Secretary of the Navy.

Capt. Thomas P. Wynkoop, USN, Commander Naval Shipyard, Terminal Island, Calif.

Capt. Louis Dreler, USN, Commander Naval Shipyard, Pearl Harbor, T. H.

Capt. David H. Clark, USN, Director, Naval Engineering Experiment Station, Annapolis, Md.

Rear Admiral Paul F. Lee, USN, Chief of Naval Research, who held flag rank by virtue of his assignment.

Capt. Evander W. Sylvester, USN, Commander Naval Shipyard, Mare Island, Calif.

Capt. Paul B. Nibecker, USN, Chief of Industrial Relations.



BAT BOMB stands inspection by AstSecNav for Air John Nicholas Brown in a hangar at the Naval Aviation Ordnance Test Station at Chincoteague, Va.

Commodore Henry R. Oster, USN, BuAer.

Capt. Theodore C. Lonnquest, USN, Office of Chief of Naval Operations.

Capt. Charles A. Nicholson II, USN, BuAer.

In addition to the 30 selected by the boards, Capt. Clifford A. Swanson (MC), USN, was appointed by the President to succeed Vice Admiral Ross T. McIntire (MC), USN, as Surgeon General and Chief of BuMed, to rank as a rear admiral. Capt. Herbert L. Pugh, (MC), USN, was appointed Assistant Chief of BuMed to rank as rear admiral. Admiral McIntire is expected to retire.

The 30 new flag officers were selected from the Navy's top-ranking 500 eligibles. Approximately 268 flag billets are now authorized.

Four of the officers selected, Admirals Foskett, McConnell, Dreler, and Lonnquest, entered the service direct from civilian life or advanced through the enlisted rates to their present rank.

Selection of the officers was announced in Alnav 607-46 (NDB, 30 November).

## Banker Honored

SecNav James Forrestal at a ceremony in the Navy Department presented a Certificate of Merit from the President to Clarence Dillon, of the investment and banking firm of Dillon, Read and Co.

The presentation was for outstanding fidelity and meritorious conduct in aid of the war effort against the common enemies of the U. S. and its Allies in World War II.

## Tour Navy Installations

Assistant SecNav for Air John Nicholas Brown visited West Coast naval installations and training commands, accompanied by Rear Admiral Thomas S. Combs, USN, Deputy Chief of BuAer, and his aide, Capt. John L. Pratt, USN.

In California the group visited Alameda, Point Mugu, Inyokern, Los Angeles and San Diego, and stopped enroute at the Naval Air Station, Glenview, Ill.

## Close Cooperation

Closer coordination of the Navy, the Army and the aircraft industries in the nation's aviation program was assured with the announcement of recent arrangements between the Aeronautical Board (composed of BuAer and AAF representatives) and the Aircraft Industries Assn.

The arrangements provide for review and comment by the aircraft industry on new and revised Army-Navy aeronautical standards prior to their final issue. The program will "insure a continuous and rapid development of mutually acceptable technical requirements for the procurement of aeronautical material."

The plans also call for increased coordination with producers of accessory equipment and structural components, arranged by the Aircraft Industries Association in cooperation with various diverse national industrial committees and societies.

The Aeronautical Board sees the new program as an aid in industrial mobilization. It is expected that the increased cooperation with industry will result in up-to-date procurement requirements readily adapted to rapid production expansion in event of emergency.



Rear Admiral Swanson



## New Blood for Carabaos

The Military Order of the Carabao has extended its membership to include World War II officer veterans who served as officers or enlisted men in the Philippines at any time from 1 Dec 1941 to the termination of the war, and any officer who served west of the International Date Line where such service was incident to the liberation of the Philippines (including Aleutian service).

The members of the old society, 1898 to 1905, have announced their desire to perpetuate the society, turning it over to the veterans of World War II.

The Grand Paramount Carabao for this year will be Fleet Admiral William F. Halsey, USN.

Further information on the Carabaos may be obtained by writing to the Grand Lead and Wheel Carabao, 735 Woodward Building, Washington 5, D. C.

## Businessmen Officers

Supply Corps officers are working in industry's back yard in a plan designed to acquaint them with current business practices and problems.

Twenty supply officers already have had tours of duty with industrial concerns, and a second group of 20 now is receiving instruction in ranking

businesses of the nation. Much of the plan's success is attributed to the energetic, security-minded Navy Industrial Association, composed of more than 400 business and industrial firms organized primarily to promote naval affairs and protect the nation's interests.

The association, in cooperation with BuSanda, has assisted the training program by selecting the industries to which supply officers are assigned. The plan is an integral and permanent part of BuSanda's basic indoctrination schedule, which includes the specialization of selected officers in functional fields and graduate study in business administration (ALL HANDS, May 1946, p. 71).

Purposes of the industrial training plan include development of a functional specialty as a background for Naval service, mutual understanding of problems met by the Navy and industry, interchange of ideas on business procedure, furtherance of friendly relations between the Navy and industry and arousing interest in the Naval Reserve's Supply Corps component.

In a report to SecNav James Forrestal, the association pointed out that "care is taken to give the trainee an overall picture of the daily operations of business, including buying of raw materials."

## Flag Promotions

Appointments of eight staff officers to rank as rear admirals have been approved by the President. The officers were recommended by Staff Officers Selection Boards, headed by Vice Admiral Ross T. McIntire, (MC), USN, and Rear Admiral John J. Gaffney, (SC), USN.

The officers, their duty stations and ranks in which serving at time of selection, are listed below:

Commodore Morton D. Willcuts, (MC), USN, Assistant Chief of BuMed for Professional and Personnel Operations.

Capt. Clarence J. Brown, (MC), USN, Medical Officer in Command, Naval Hospital, St. Albans, N. Y.

Capt. Arthur H. Dearing, (MC), USN, Medical Officer in Command, Naval Hospital, Oakland, Calif.

Capt. Paul M. Albright, (MC), USN, Medical Officer in Command, Naval Hospital, Corona, Calif.

Commodore John C. Adams, (MC), USN, Chief of Aviation Medicine Division, BuMed.

Commodore Carlton L. Andrus, (MC), USN, Chief of Planning Division, BuMed.

Capt. William V. Fox, (SC), USN, District Supply Officer, 11th Naval District.

Commodore John E. Wood, (SC), USN, Naval Aviation Supply Depot, Philadelphia, Pa.

Promotion of these officers will enable the Navy to maintain the number of flag officers in these two corps required to administer the authorized postwar Navy. Retirements, reversions to lower rank and returns to inactive duty have resulted in a loss of six Medical Corps officers and two Supply Corps officers from the effective flag officer list during the past few months.

Four of the officers selected have been serving in staff flag officer billets with the rank of commodore in order that assignments requiring a flag officer might be filled. New staff flag officers selected and recommended therefore total four.

## Navigation Research

Progressive research in the field of navigation is carried out by the Institute of Navigation, membership in which is open to naval personnel.

A week's symposiums on polar navigation problems was sponsored by the Institute's Technical Development Committee for Air in New York City last month. Other committees are exploring the fields of operational and scientific navigation, in such subjects as loran, radar and radio, aerology and altimetry, navigational devices engineering, astronomy, mathematics and exploration.

Membership applications and inquiries may be addressed to the Executive Secretary, Institute of Navigation, University of California at Los Angeles, Los Angeles 24, Calif. Requests for technical papers and bulletins may be addressed to Gordon A. Atwater, President, Institute of Navigation, Hayden Planetarium, New York City, N. Y.

The Institute publishes a journal, "Navigation."

## BUILDS VEHICLE FROM SCRAP PILE

You can have your Bat-bombs, your nuclear theories, your high-powered radar sets! We'll take the remarkable "mechanical, electrical chair" of Edward Adkins, ACMM, USNR, as evidence that Americans are about the most resourceful people in history.

The Goldbergerian device in the picture is a self-propelled vehicle, built entirely from scrap aircraft parts, simple to construct (believe it or not), and designed to help amputees get around in style.

Chief Adkins got his idea at the Naval Hospital, Oakland, Calif., and began rummaging in aircraft scrap heaps. He hauled out some old tail wheels, some arresting hook springs, electric power units that once had operated bomb bay doors, two-cycle gasoline engines, with 24-volt generators that had flown missions in patrol planes, and such miscellany as a radio receiver and headset, a fighter-plane seat, various lengths of hydraulic tubing and angle irons, landing gear warning horn and assorted gadgets.

He started on one side of this immense heap of junk and, applying some of that same mechanical genius that must have gone into the production of the first Model T, he worked his way through the pile. When he emerged from the other side his vehicle was ready for road tests.

Thing makes about 20 m.p.h. and is simple to operate. The chief says he thinks it would be fine for am-

putees to use in commuting to and from work. And they get a great kick out of building the gadgets in the program being set up at the hospital in Oakland.

The machine has one final touch. If you get a flat, just press a button and four hydraulic jacks lift it right up off the ground. Now why hasn't Detroit thought of something like that?



**SELF-PROPELLED** device constructed by Chief Adkins is designed to help amputees get around in style. It's built entirely of scrap parts.

## 25 Principles

Twenty-five principles in the conduct of war, stated in Section V, Report of the Joint Committee on the Investigation of the Pearl Harbor Attack, will become a part of the curriculum at the Naval War College, Newport, R. I.

Fleet Admiral Chester W. Nimitz, USN, CNO, has recommended to Admiral Raymond A. Spruance, USN, president of the college, that, "While many or all of these principles may be covered directly or by implication in the course now offered at the Naval War College, the Chief of Naval Operations considers them of such importance that specific study and instruction should be devoted to them."

Admiral Nimitz declared that observance of the 25 principles is necessary for "sound organization and for simpler and more certain command and staff procedures for the Navy."

The 25 principles follow:

1. Operational and intelligence work requires centralization of authority and clear-cut allocation of responsibility.

2. Supervisory officials cannot safely take anything for granted in the alerting of subordinates.

3. Any doubt as to whether outposts should be given information should always be resolved in favor of supplying the information.

4. The delegation of authority or the issuance of orders entails the duty of inspection to determine that the official mandate is properly exercised.

5. The implementation of official orders must be followed with closest supervision.

6. The maintenance of alertness to responsibility must be insured through repetition.

7. Complacency and procrastination are out of place where sudden and decisive action are of the essence.



**FIRST ENLISTEES** under new policy of opening Naval Reserve to nonveterans 17 to 18½ and 30 to under 40 years of age are sworn in by Vice Admiral L. E. Denfeld, USN, Chief of Naval Personnel. (For complete details see page 56.)

8. The coordination and proper evaluation of intelligence in times of stress must be insured by continuity of service and centralization of responsibility in competent officials.

9. The unapproachable or superior attitude of officials is fatal; there should never be any hesitancy in asking for clarification of instructions or in seeking advice on matters that are in doubt.

10. There is no substitute for imagination and resourcefulness on the part of supervisory and intelligence officials.

11. Communications must be char-

acterized by clarity, forthrightness, and appropriateness.

12. There is great danger in careless paraphrase of information received and every effort should be made to insure that the paraphrased material reflects the true meaning and significance of the original.

13. Procedures must be sufficiently flexible to meet the exigencies of unusual situations.

14. Restriction of highly confidential information to a minimum number of officials, while often necessary, should not be carried to the point of prejudicing the work of the organization.

15. There is great danger of being blinded by the self-evident.

16. Officials should at all times give subordinates the benefit of information.

17. An official who neglects to familiarize himself in detail with his organization should forfeit his responsibility.

18. Failure can be avoided in the long run only by preparation for any eventuality.

19. Officials, on a personal basis, should never countermand an official instruction.

20. Personal or official jealousy will wreck any organization.

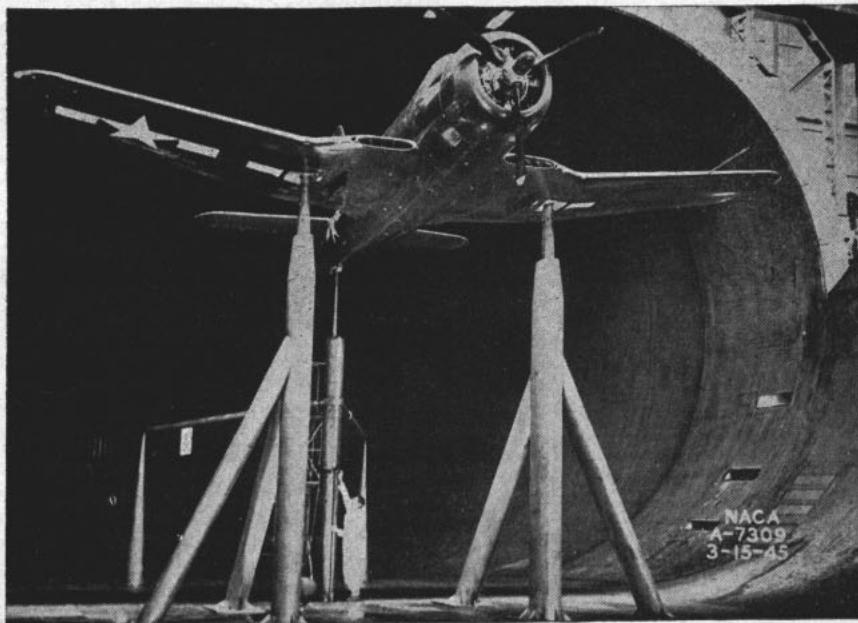
21. Personal friendship, without more, should never be accepted in lieu of liaison or confused therewith where the latter is necessary to the proper functioning of two or more agencies.

22. No considerations should be permitted as excuse for failure to perform a fundamental task.

23. Superiors must at all times keep their subordinates adequately informed and, conversely, subordinates should keep their superiors informed.

24. The administrative organization of any establishment must be designed to locate failures and to assess responsibility.

25. In a well-balanced organization there is close correlation of responsibility and authority.



Acme photo

**WARTIME TOP SECRET** was this giant wind tunnel at Moffet Field, Calif. The 40' by 80' structure is capable of housing a full scale plane such as this Navy Fireball. Wind for the tunnel is created by six 6,000 horsepower motors.



# BOOKS:

## STORIES OF THE PAST LIGHT WAY TO FUTURE

The books selected for special mention this month strike a serious note as, perhaps, is appropriate to January and the beginning of another year in a difficult era. They deal with past events but they relate the past as it affects the future. Perhaps these books, with the successes and failures of 1946 behind us, will help Navy readers face the challenge of 1947.

All three are now being distributed to ships and shore stations along with others, briefly noted below, designed to bring variety to your reading.

● **"The Lost War,"** a Japanese reporter's inside story, by Matsuo Kato; Knopf.

This version of the war with Japan by a Japanese merits consideration. The author, a leading correspondent for Japanese newspapers, received his university education in the United States. He returned to this country as Washington representative of Domei news service in the critical months prior to Pearl Harbor. His book commences with the visit of Admiral Kichisaburo Nomura on a peace mission in 1941, and concludes with the arrival of General Douglas MacArthur's plane at Atsugi airfield four years later.

Mr. Kato belongs to the group of Japanese intellectuals and professional men who considered themselves pro-American, and consequently opposed to the idea of war with the United States. According to his interpretation of events, the Army clique—not the Navy clique—should bear the

maximum responsibility for the war. As for Japanese politicians, such as Prince Konoye and Yosuke Matsuoka, he finds them more ineffectual than scheming.

Admiral Nomura was unaware that war was brewing, the author seems convinced, while he talked peace with Secretary of State Hull. In the case of Mr. Kurusu, Japan's last minute envoy, Mr. Kato writes that he knew nothing of Premier Tojo's plans to attack while he negotiated with Secretary Hull in Washington.

Of added interest is the personal side of Mr. Kato's story, which relates that in 1941 he was not as welcome in some Washington circles as he had been when relations between the United States and Japan were more cordial. The author also describes his internment at Hot Springs and White Sulphur Springs, and his repatriation to Japan in the summer of 1942.

During the war Mr. Kato's contribution to the Japanese effort was in psychological warfare. This phase he details from the Japanese viewpoint. In this connection he calls attention to some amusing mistakes made by the U. S. in broadcasts and leaflets. In the leaflets, for instance, "freedom of speech" became "freedom of words;" while "freedom from want," according to our translators, became "freedom from desire" to the Japanese.

The book is remarkable in many respects; it is an informative, readable and casual account of disaster that occasions speculation as to just what

responsibility the Japanese people feel for their present state. It is a valuable interpretation, nonetheless, and can be recommended to all who are interested in our future relations in the Pacific.

● **"The Congress of Vienna,"** a study in Allied unity 1812-1822, by Harold Nicolson; Harcourt, Brace & Co.

Believers in the old adage that history repeats itself will find a basis for their opinion in Mr. Nicolson's new book, *The Congress of Vienna*. As one of England's foremost writers and students of diplomatic history, he writes with great charm and versatility, although in this work he makes no claim to original research.

An earlier book by Mr. Nicolson, *Diplomacy*, presents a basic guide to conduct of contemporary foreign affairs. In this latest work he presents a most illuminating picture of the period following the Napoleonic Wars, when men and nations faced problems of reconstruction and readjustment similar to those of today. Such an examination of fundamental problems in the perspective of more than a century is not only an important contribution, but it can make most exciting reading as well. Many passages in the book tend to prove that history has its recurring patterns of similarity, and that even though there may be internal changes in nations their pattern of conduct remains surprisingly stable.

The period covered in Mr. Nicolson's book is the 10 years following Napoleon's retreat from Moscow, when the nations who allied to defeat the Napoleonic threat of totalitarianism began to squabble and bicker with the common danger removed. Such figures as Lord Castlereagh of England, Metternich of Austria, Alexander of Russia and Frederick of Prussia dominated the peace conferences at Paris and Vienna. Mr. Nicolson portrays them in a vivid fashion that brings them to life as personalities almost recognizable as those at the recent Paris peace conferences and United Nations meetings. These men struggled for answers to questions now being debated all over again.

Though the results of their labors brought a hundred years of comparative peace to Europe, these leaders failed to arrive at a solution because, as Mr. Nicolson points out, the treaties of Vienna created in Europe a super-structure based on force and privilege rather than on justice and law. The treaties themselves were static, not dynamic, seeking to placate kings rather than peoples; failing utterly to bring about the desired results.

In the light of today Mr. Nicolson has given us a sober yet compelling picture of an epic that, even if past, has implications of vital concern to the present.

● **"Weapon of Silence"** by Theodore Koop; University of Chicago Press.

The dramatic story of wartime civilian censorship and the part it played

## FORLORN FUBAR FINDS A FELLER

Fubar's got a feller, it has been learned from a usually authoritative source on affairs of the heart.

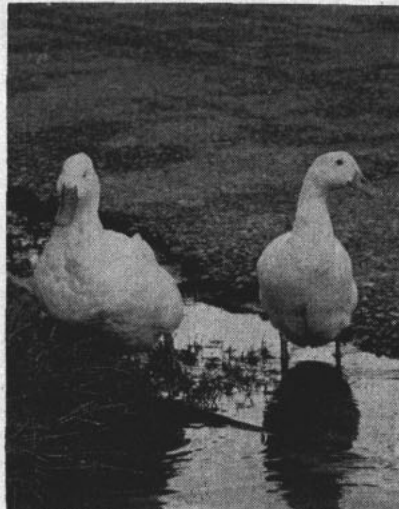
Fubar, of course, is the pet duck at NAS, Jacksonville, where until recently she led a chaste and maidenly existence, customarily sacking out in a straw-filled box under a station building.

No quacks, please.

Then, waddle you know, a handsome drake waded into the situation. Now NAS sailors profess to believe that Fubar, unsophisticated creature that she is, betrays the state of her emotions with all the usual signs. Fubar and friend keep constant company, conversing as lengthily and as unintelligibly as any smitten pair.

Proof that this is no shallow affair, say witnesses, is the conduct of the drake, who has stepped in with both feet. Although still unchristened, he appears content to make the Navy his career—the Navy and Fubar.

Fubar? From the familiar Navy expression, "Fouled up beyond all recognition."



FUBAR, left, (or Fubar, right—dangled if we know), is happy now. That other joker (left or right) is her first male feathered friend.

in winning the war is presented in an authentic, and readable, book by the Assistant Director of the Office of Censorship.

Mr. Koop describes the selection of men and women from all walks of life to form the organization and perform the tremendous job of censorship. He tells also of the public reaction to censorship—never popular in a democracy; the voluntary censorship by press and radio; the checking of thousands of letters, telephone calls, telegrams and cablegrams. Using actual case histories, the author recounts this task of checking communications in an exciting fashion, thrilling as any adventure story.

The censor's shears served not only as a defensive weapon, blocking communications whether innocent or subversive if they endangered lives and equipment of U. S. forces, but also took the offensive by ferreting out bits of news which were used by our own intelligence. Interception of vital information to and from enemy agents by following a hunch or by decoding a seemingly innocent message was all in a day's work for the Office of Censorship, but proved of tremendous importance to the FBI, with whom it worked very closely, in bringing to trial a great number of spies.

Pointing out the necessity for wartime censorship as a security measure,

### Library Section Head Retires After 27 Years

After 27 years in the civilian service of her government, Miss Isabel DuBois retired last month



Miss DuBois

as head of the Library Section of the BuPers Welfare Activity. Only last July, in recognition of her unselfish labors, she had received the Navy's highest civilian award—the Distinguished Civilian Service Award.

The citation of SecNav James Forrestal said that "By her thorough knowledge of her duties, her untiring efforts, her mature judgment and discretion, her integrity and outstanding ability, Miss DuBois conducted the entire library program of the Navy in a manner highly satisfactory both to her superiors and to the many Navy and Marine Corps personnel..."

In her capacity as head of the Library Section, Miss DuBois not only was responsible for the purchase of books for all ship and shore libraries, but she also supervised their distribution and the selection of civilian librarians at Navy shore establishments. Miss DuBois also was active in formulating and carrying on the Armed Services book program.

the author pays tribute to work done by Byron Price and his co-workers in the Office of Censorship, but he warns of the danger of curtailing freedom of expression in time of peace. He contends that good censorship, like good government, is at its best when voluntarily accepted by a people for the security of all.

### Variety of Books

Briefly noted:

● **"Acres of Antaeus"** by Paul Corey; Holt.

Jim Buckley and Emily, his wife, fight for their beliefs in the future of Iowa and the Iowa farmer.

● **"Mink, Mary and Me"** by C. J. Ferguson; Morrow & Co.

Guaranteed to give you a yen for trapping in the Canadian North Woods. Plenty of excitement and never a dull moment for Trapper Ferguson, his wife and baby.

● **"Mr. Adam"** by Pat Frank; Lippincott.

After an atomic plant explosion, an alert reporter discovers—following an appropriate interval, of course—that no more babies are arriving anywhere in the world with the exception of the home of Mr. and Mrs. Adam. Mr. Adam becomes a national, then an international issue. There is a surprise ending and plenty of laughs.

● **"Their Ancient Grudge"** by H. H. Kroll; Bobbs Merrill.

Violence and sudden death were common to the Kentucky-West Virginia hills during the days of the Hatfield-McCoy feud. Mr. Kroll presents the woman's angle in this story of the famous families.

● **"Green Grass of Wyoming"** by Mary O'Hara; Lippincott.

Miss O'Hara continues her story of the McLaughlin family—more specifically, the story of Rod and his beloved horse, Thunderhead. Devotees of *My Friend Flicka* and *Thunderhead* need no further recommendation for this latest tale of adventure in Wyoming.

● **"Holdfast Gaines"** by O'Dell and Willard Shepard; Macmillan.

There is plenty of excitement in this historical novel based on the life and adventure of an Indian chief from 1780 to 1815. No ordinary redskin, Holdfast was raised by white people and his whole life was colored by the conflict between his own and his adopted peoples.

● **"All the King's Men"** by Robert P. Warren; Harcourt Brace.

Backwoods boy and country lawyer, Willy Stark rose to become political boss of his state. This is the story of Willy, ruthless in his relations with other persons but possessed of a magnetic personality that won him followers. Good male fare.

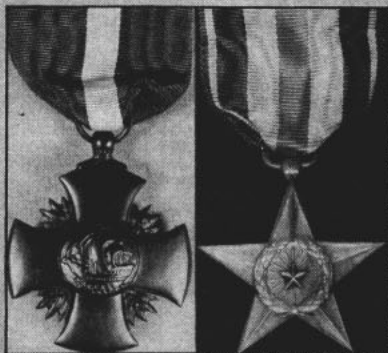
## QUIZ AWEIGH

What do you know about the Navy? Super Salts should get six correct answers, Old Salts five, Young Salts four and Boots three or less.



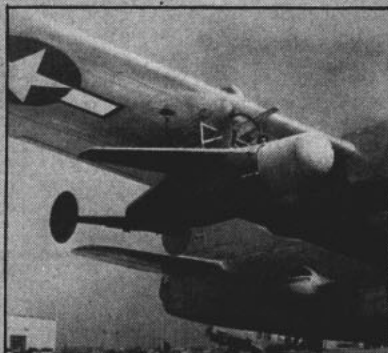
1. Sailor is operating (a) radio (b) radar (c) sonar.

2. By means of the talker he relays information to (a) bridge (b) engine room (c) chief's quarters.



3. Award at left is (a) Army-Navy Medal (b) Navy Cross (c) Sailor's Medal.

4. Medal at right is (a) Bronze Star (b) Silver Star (c) Gold Star.



5. Bomb attached to plane's wing is (a) radar-guided Bat (b) radio-guided Tiny Tim (c) V.2 rocket.

6. Plane is (a) PBM (b) PV-1 (c) PB4Y-2.

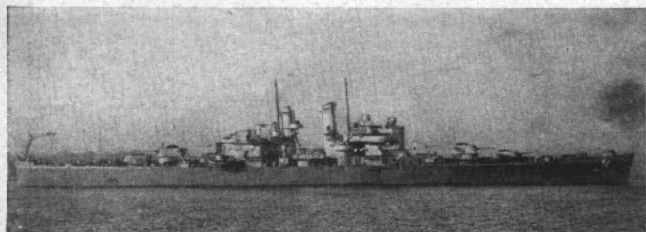
ANSWERS ON PAGE 61



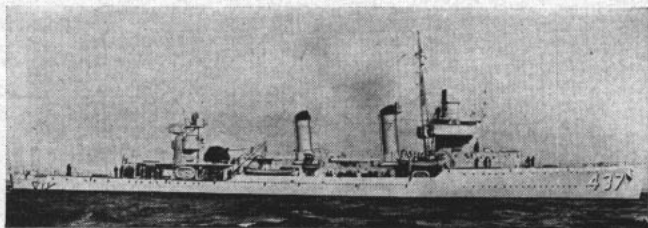
# DECORATIONS & CITATIONS

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.

## Six Ships Awarded NUC for Outstanding Action



USS Birmingham (CL 62)



USS Woolsey (DD 437)

Six U. S. warships have been commended for their outstanding combat service.

Navy Unit Commendations were awarded USS *Salt Lake City* (CA 25) and USS *Birmingham* (CL 62) for action in the Pacific; USS *Hilary P. Jones* (DD 427) and USS *Woolsey* (DD 437) for action in European waters; and USS *Ammen* (DD 527) and USS *Wickes* (DD 578) for action at Okinawa.

USS *Salt Lake City* was cited for outstanding action against a superior Japanese surface force in the naval engagement of Komandorski Island on

hostile attack on the Attu-Kiska-Aleutians Area.

Rear Admiral (then Capt.) Bertram J. Rodgers, USN, Coronado, Calif., was CO of the cruiser during the action.

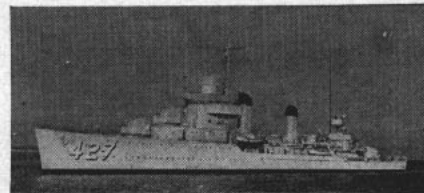
USS *Birmingham* was commended for services during salvage operations after the USS *Princeton* was damaged by enemy action in the Battle of Samar on 24 Oct 1944. Although the weather was foul and fires were raging on the flight and upper decks of the stricken carrier and there were violent internal explosions, the *Birmingham* went alongside and fought fires desperately for several hours. She had almost extinguished the blaze when she was forced to stop and gain sea room to protect the *Princeton* from the combined threat of submarine and air attack.

With the carrier drifting rapidly in the high wind, the cruiser had again maneuvered close alongside when a terrific explosion blew off the major part of the *Princeton's* stern, enveloping the *Birmingham* in heavy smoke and debris, raking her starboard side from stem to stern with shrapnel, plating and planking, and killing and wounding more than half the ship's company. Prepared to help further by towing the remaining hulk, she discontinued her perilous mission only when ordered to abandon and sink the *Princeton*. She subsequently retired to Ulithi without assistance despite the serious casualties sustained.

The CO at the time was Rear Admiral (then Capt.) Thomas B. Inglis, USN, Chevy Chase, Md.

USS *Hilary P. Jones* received her

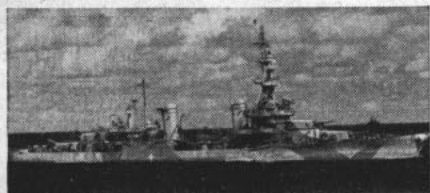
commendation for service in support of military operations off San Remo and Port Maurizio, Italy, on 17 and 18 Sept 1944. Operating in defiance of enemy coastal batteries and further menaced by submarines, E-boats, explosive boats, human torpedoes, and midget submarines, the destroyer battered enemy shipping and ground facilities to neutralize or destroy German emplacements. She disrupted hostile troop concentrations, demolished ammunition and fuel supply dumps, and sank or damaged innumerable small craft and barges.



USS Hilary P. Jones (DD 427)

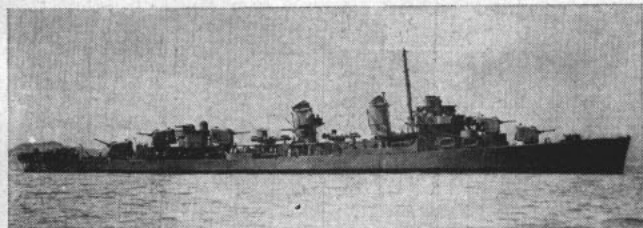
Comdr. Frederick M. Stiesberg, USN, Santa Cruz, Calif., was CO of the ship.

The Navy Unit Commendation was awarded the USS *Woolsey* for services during the invasion of Sicily and off Licata, Gala and Salerno, from 9 July to 25 August and from 9 to 13 Sept 1943; in the Oran area on 16 Dec 1943; off Anzio, Italy, from 21 January to 17 Feb 1944; and off the coast of Southern France from 13 August to 23 Sept 1944 and from 21 October to 18 Nov 1944. Engaged in numerous shore bombardments on enemy coastal defenses, and in pro-

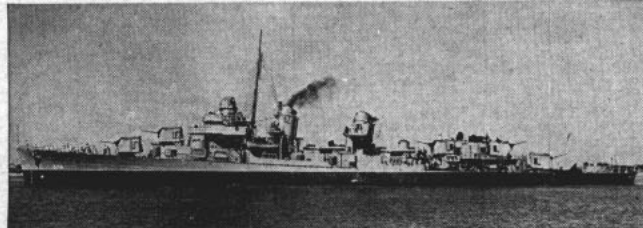


USS Salt Lake City (CA 25)

26 March 1943. Operating with Task Group 16.6 between Attu and Paramushiru, when a large enemy force was intercepted, the *Salt Lake City* engaged the enemy with her after turrets until the magazines were depleted and, despite the difficulty of supplying the ammunition from the forward magazines, maintained rapid and uninterrupted fire. Although hit four times, twice below the waterline, during the battle, she sent up a heavy volume of 5-inch antiaircraft fire and aided in depriving the enemy of effective use of spotting planes. She contributed to the disruption of a possible



USS Ammen (DD 527)



USS Wickes (DD 578)

ALL HANDS

viding fire support for our amphibious landings in scattered Mediterranean areas, the *Woolsey* repeatedly penetrated mine-infested waters despite counterbattery fire to deliver devastating barrages, accounting for the destruction of an enemy railway battery, gun emplacements, and tank concentrations. Relentless in covering her assigned areas, she contacted and tracked down the U-73 without the assistance of aircraft, and dropping but one pattern of depth charges, crippled the undersea craft and finished it off with gunfire.

During this period Comdr. Henry R. Wier, USN, Elmhurst, N. Y., was the CO of the ship.

As fighter direction ships on radar picket duty during the Okinawa campaign, the *USS Ammen* and *USS Wickes* were awarded the Navy Unit Commendation; the *Ammen*, for the period 1 April to 24 June 1945, and the *Wickes*, for the period 27 March to 15 May 1945. The ships were natural and frequent targets for heavy Japanese aerial attacks while occupying advanced bases, but they defeated all efforts of enemy kamikaze and dive bombing planes to destroy them. They sent out early air warnings and provided fighter direction.

In addition, the *Ammen*, with her own gunfire, assisted in downing two hostile planes and routed many others. The *Wickes* downed three planes, shared in the destruction of two.

These ships rendered valuable service in preventing the Japanese from striking in force the naval forces off the Okinawa beachhead. During the period for which the ships were cited Comdr. James H. Brown, USN, Chamberlain, S. D., was CO of the *Ammen*, and Comdr. James B. Cresap, USN, Seattle, Wash., was CO of the *Wickes*.

## PatBomRon 74 Gets Unit Commendation

Patrol Bombing Squadron 74 has been awarded the Navy Unit Commendation by Secretary of the Navy James Forrestal for anti-submarine warfare in the Atlantic from 7 June 1942 to 31 July 1943.

While fulfilling a vital assignment in connection with anti-submarine warfare, the squadron was undaunted by the dangerous weather and sea conditions and the ever-present danger of being forced down in the ocean. An imposing record was compiled in the sighting of 29 enemy submarines, in attacking 16, in destroying five and in inflicting damage upon two others.

During its numerous missions, its pilots and aircrewmembers individually courageous and, acting as a smoothly-functioning team, effected numerous hazardous open-sea landings to rescue 220 stranded airmen and mariners, and in addition, dropped supplies to survivors of merchant disasters and directed surface craft to their rescue.

This fighting unit, which contributed notably to the Allied success in crushing the U-boat menace in the Atlantic, was under the command of Comdr. Joseph C. Toth, USN, of Williamsburg, Va., during the time cited.

## A LONG WAIT FOR RECOGNITION

Although it's a known fact that decorations are sometimes presented a long time after the action for which the award was given took place, something so new in delay that it makes an ordinary wait pale by comparison occurred recently in a ceremony in New York. Comdr. (then Ensign) William K. Boone USNR, of New York City, was awarded the Navy and Marine Corps Medal for an outstanding display of courage during World War I.

Not only that, but the citation was based on a letter of commendation dated in August 1918 from then Secretary of the Navy Josephus Daniels. The Secretary cited Comdr. Boone for his fearlessness when, as an ensign aboard the *USS Louisiana*, he jumped overboard in an attempt to rescue an enlisted man who had fallen in a strong ebb tide and later drowned.

In all fairness to the Department, it should be added that the delay was due, not to traditional red tape,



COMDR. William K. Boone Jr., right, is congratulated by Rear Admiral Monroe Kelly at presentation.

but to the fact that the medal for such action was authorized only recently.

## Marine Awarded Medal of Honor

Pfc. William R. Caddy, USMCR, of Quincy, Mass., has been posthumously awarded the Congressional Medal of Honor. He displayed conspicuous gallantry and risked his life over and beyond the call of duty during the seizure of Iwo Jima in the Volcano Islands.

While serving as a rifleman with Co. I, 3d Batt., 26th Marines, 5th MarDiv, on 3 March 1945, he boldly defied shattering machine gun and small arms fire to move forward with his platoon leader and another marine during a determined advance of his company through an isolated sector and, gaining the comparative safety of a shell hole, took temporary cover with his comrades. They were immediately pinned down by sniper fire from a well-concealed position, and his repeated attempts to move forward were unsuccessful.

When advance proved impossible, he and his platoon leader engaged the enemy in a fierce exchange of hand grenades until one landed in the shell hole. Disregarding all personal danger, he threw himself on the missile, absorbed the explosion with his body and protected the others from serious injury. Pfc. Caddy reflected the highest traditions of the United States Navy with his dauntless courage and valiant spirit of self-sacrifice in the face of certain death.



Pfc. Caddy

## Medal of Honor To Marine Major

For his part in the defense of Wake Island during the critical days after 8 Dec 1941, Maj. Henry T. Elrod, USMC, was awarded posthumously the nation's highest award, the Congressional Medal of Honor. While attached to MarFitRon 211, during action against Japanese land, surface and aerial units, Maj. Elrod risked his life over and above the call of duty until he was mortally wounded on 23 Dec 1941.

Engaging vastly superior forces of enemy bombers and warships on 9 and 12 December, he shot down two of a flight of 22 and, executing repeated bombing and strafing runs at extremely low altitude and close range, succeeded in inflicting mortal damage on a large Japanese vessel. The action represented the first sinking of a major warship to be destroyed by small caliber bombs delivered from a fighter-type aircraft.

When his plane was disabled by hostile fire and no other ships were available, Maj. Elrod assumed com-

mand of one flank of the ground line of defense set up in defiance of the enemy landing. Conducting a brilliant defense, he enabled his men to hold their positions and repulse determined Japanese attacks. He went repeatedly through intense hostile fusillades to provide covering fire for unarmed ammunition carriers. During one enemy rush in



Maj. Elrod



## ★ DECORATIONS

force, he captured an automatic weapon and, giving his firearm to one of his men, fought on vigorously. In a large measure responsible for the gallant resistance of his sector, Maj. Elrod led his men with bold aggressiveness until he fell mortally wounded. His superb skill as a pilot, his daring leadership and unswerving devotion to duty distinguished him among the defenders of Wake Island, and his conduct reflects the highest credit on himself and the United States Naval Service.

## Sergeant Honored For Okinawa Action

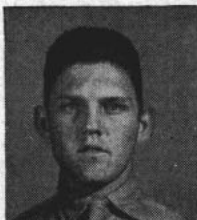
The Congressional Medal of Honor has been posthumously awarded Sgt. Elbert L. Kinser, USMCR, of Greenville, Tenn., for his action on Okinawa Shima in the Ryukyu chain on 4 May 1945. While acting as a leader of a rifle platoon with Co. I, 3d Batt., 1st Marines, 1st MarDiv, Sgt. Kinser demonstrated conspicuous gallantry and fearlessness at the risk of his life, over and beyond the call of duty.

While moving up a strategic ridge along which his platoon was holding newly-won positions, he was taken under sudden, close attack by hostile troops entrenched on the reverse slope.

He engaged the enemy in a fierce hand grenade battle. He was quick to act when a Japanese hand grenade landed in the immediate vicinity. Realizing that several of his men's lives would be endangered by the explosion, he unhesitatingly threw himself on the deadly missile.

He yielded his own chance of survival that his comrades might live and carry on the struggle.

The highest traditions of the United States Naval Service were sustained and enhanced by his courage, cool decision, and valiant spirit of self service in the face of certain death.



Sgt. Kinser

### NAVY CROSS

## Gold star in lieu of second award:

★ FAGAN, Francis L., Capt., USMC, Columbus, Wis. (posthumously): As CO of Co. G, 2d Batt, 9th Marines, 3rd MarDiv, Capt. Fagan demonstrated extraordinary heroism. In action against the enemy forces on Iwo Jima in the Volcano Islands on 25 and 26 Feb 1945, he determined to break an entrenched network of emplacements concealed in the massive rock formations and twisting ridges which constituted the natural ramparts of the enemy's cross-island defenses. He coordinated and led a combined tank-infantry assault against a Japanese strong point on the high ground west of airfield number two, and, boldly defying the powerfully organized opposition, he continuously exposed himself to an intense

## HOW DID IT START?

### Oath of Allegiance

Raising of the right hand when taking an oath or swearing allegiance is nothing new in this modern age. In fact, the custom is one of the oldest on record.



It originated in the early days of sailing ships. In those days a man was known for his honesty, and all criminals were branded in the palm of their hands.

As it was illegal for a criminal to testify, the unbranded hand, when raised, proved its owner to be a man of honesty and integrity and one whom the ship owner could welcome as a sailor aboard his ship.

barrage of fire as he directed the sustained fire of his automatic weapons against the heavily fortified pillboxes he had located. Driving his tanks relentlessly forward, he blasted one death trap after another to make slow but steady progress toward the defended ridge position. Painfully wounded during the hostilities, he refused evacuation and held his ground through the night despite ferocious opposition. The following morning he resumed his close-in tactics and led his men in a hand to hand assault of the contested area. He succeeded in destroying several enemy fortifications before he fell, mortally wounded, while leading a charge against a stubbornly-resisting pillbox. Though he lost his life, by his outstanding valor and brilliant combat skill Cap. Fagan had effected the annihilation of approximately 150 Japanese, the destruction of more than 30 enemy fortifications, and the seizure of key positions which materially furthered the operations of his division against this vital outpost of the Japanese Empire.

## First award:

★ ABEL, Brent M., Comdr. (then Lt. Comdr.), USNR, Cambridge, Mass.: As CO, USS *Buckley*, in offensive action against a German submarine on 6 May 1944, Comdr. Abel expertly directed his command and made an undetected, high-speed approach in bright moonlight to a surfaced German U-boat. With skilled seamanship, he silenced its guns within four minutes after contact, despite a heavy barrage of enemy torpedo and automatic-weapon fire. Narrowly escaping another torpedo, he then closed on the wildly maneuvering submarine, raked it with all available fire and rammed, with the enemy attempting to board the vessel in retaliation. Withstanding the desperate attacks of the enemy ship, which tried to ram after the combatants became disengaged, he persistently held to his target until the submarine, with its conning tower shattered and burning fiercely, all hatches open, abandoned by its crew and completely out of control, disappeared beneath the surface of the water and exploded.

★ ASCHENBACH, Julius C., Lt. (then Lt. (jg)), USNR, Washington, N. J.: As officer in tactical command of MTBs 138 and 133, attached to MTBRons, 7th Fleet, during operations against Japanese forces on the night of 13 May 1944, Lt. Aschenbach showed extraordinary heroism. With one man killed and another wounded, and his boats badly holed by intense fire from hostile surface craft and shore batteries,

he closed within 200 yards of four enemy barges and, conducting bold tactical maneuvers in the face of heavy barrages, pressed an attack against the enemy, sinking three of the barges. When one of his boats was rendered inoperative at the same time that fire broke out in his own engine room, Lt. Aschenbach started in again toward the batteries and took these under fire, withdrawing only when he saw that the other boat was under way.

★ BANGS, Louis L., Lt. Comdr., USNR, Mullinville, Kans.: While serving as pilot of a dive bomber in BomRon 10, attached to the USS *Enterprise*, Lt. Comdr. Bangs participated in a daring strike against the Japanese Fleet. In action during the First Battle of the Philippine Sea, west of the Marianas Islands on 20 June 1944, he selected an enemy aircraft carrier as his target and, skillfully maneuvering his plane to evade fierce enemy fighter opposition, executed an accurate dive-bombing attack on the enemy vessel and severely damaged the ship. His brilliant airmanship, fighting spirit, and unwavering devotion to duty were in keeping with the highest traditions of the U. S. Navy and by his conduct he contributed materially to the success of our operations in this engagement.

★ BEARDEN, Henry C., Lt. (jg) (then Ens.), USNR, Chattanooga, Tenn.: As pilot of a dive bomber in BomRon20, attached to USS *Enterprise*, during action against units of the Japanese Fleet in the Battle of Leyte Gulf, 25 Oct 1944, Lt. (jg) Bearden demonstrated superb airmanship. Flying as wingman on a search mission when an enemy task force was sighted and his division assigned an aircraft carrier as target, he defied a withering barrage of antiaircraft fire to dive low over the ship and release his bombs at a perilously low level to score direct hits which started fires and contributed materially to the extensive damage of the Japanese vessel.

★ BELLAT, Joseph S., Pl. Sgt., USMC, Cleveland, Ohio: While serving with the 2nd Bat, 7th Marines, 1st MarDiv, in action against enemy Japanese forces on Peleliu Island in the Palau Group on 18 Sept 1944, Sgt. Bellat proved himself an aggressive leader. Penetrating with his unit to the mouth of a draw between a vital ridge and a group of pinnacles during a furious assault against enemy forces entrenched in the hills north of the airfield, he promptly assumed command when his platoon was struck at a point-blank range by merciless fire from a concealed enemy gun. He worked tirelessly to restore the situation even though half the unit was killed, his leader a casualty, and the remainder of the force disorganized. When he succeeded in locating the enemy



NavTraCen, Great Lakes, Ill.

"And we had to open our big mouths and ask for leaves."

ALL HANDS

# NAVY CROSSES AWARDED TO 16 FOR HEROIC ACTION



Comdr. Abel

Lt. Bangs



Lt.(jg) Bearden

Pl. Sgt. Bellat

weapon, he directed the fire of three tanks against it and destroyed it, though he lost two tanks in the operation. After assisting personally in the extrication of the wounded from the point of danger, he organized the remnants of his platoon and moved forward with the one remaining tank. He made a daring attempt to locate the enemy pillboxes that were delivering deadly fire, but the antitank fire and mortar barrage were heavy and he was ordered to retire. He effected a successful withdrawal and evacuated all the wounded. By his initiative and personal valor in a critical situation, Sgt. Bellat removed a serious threat to all our forces in that area and saved his unit from certain disaster.

★ DENNISON, Harold L., Lt. Comdr., USNR, New Orleans: As CO of a PBV-5 against enemy forces in the Bismarck Sea on the nights of 16 and 22 Jan and 15 Feb 1944, Lt. Comdr. Dennison inflicted great damage on the Japanese forces. Making repeated bombing attacks and strafing runs against enemy warships and merchant vessels, he fought fearlessly, bombing an enemy destroyer and returning to strafe it in the face of intense fire which damaged his plane. He attacked a large merchant vessel in a strongly defended convoy and, in the face of heavy fire, sufficiently damaged a large enemy tanker to run it aground.

★ FISHER, Ellia J., Lt. Comdr. (then Lt.), USN, Oakland, Calif.: As pilot of a patrol bomber during action against the Japanese in the Bismarck Sea from 31 Dec 1943 to 13 Feb 1944, Lt. Comdr. Fisher engaged in numerous armed reconnaissance missions against Japanese shipping. He participated in many attacks on heavily escorted enemy convoys, sinking a large merchant vessel, a tanker and five motor launches, inflicting heavy damage on an escort vessel, a large tanker and a large merchant vessel, probably destroying an armed vessel and a midgeet submarine, thereby contributing greatly to the destruction of enemy shipping.

★ FLYNT, Lloyd C., Lt., USNR, Washington, D. C.: As pilot of a dive bomber and section leader in BomRon 20, attached to USS *Enterprise*, during action against units of the Japanese Fleet in the Battle for Leyte Gulf, 24 Oct 1944, Lt. Flynt aided in inflicting extensive damage on an enemy vessel. He gallantly led his section in a dive-bombing attack on one

of the aircraft carriers and, defying the withering barrages of antiaircraft fire, dived low over the maneuvering ship to release his bombs at a perilously low altitude. He succeeded in scoring direct hits which started fires and contributed materially to the damage of the carrier.

★ GILROY, Anthony F., Lt.(jg), USNR, Brooklyn, N. Y.: As pilot of a bombing plane in BomRon 7, attached to USS *Hancock*, during action against the Japanese in the Battle for Leyte Gulf on 25 Oct 1944, Lt.(jg) Gilroy contributed materially to the damage inflicted on the enemy. Launched at dawn from his carrier, when a formidable task force of Japanese battleships, cruisers and destroyers attacked our escort carriers, he held steadily to the course and, closing in on the disposition despite strong winds, persistent enemy shelling and intense aerial opposition, pressed home a bold, long-range attack with devastating speed and skill to score a direct hit on a Japanese battleship. By his superb airmanship and determination in the face of tremendous odds, Lt.(jg) Gilroy contributed essentially to the destruction inflicted on the enemy in this engagement.

★ KINARD, Leon F., Lt.(jg) (then Ens.), USNR, Lake City, Fla. (posthumously): As a pilot in BomRon16, attached to USS *Lexington*, in operations against the Japanese during the Battle for Leyte Gulf on 25 Oct 1944, Lt.(jg) Kinard proved himself an intrepid airman. In the face of enemy air opposition and extremely intensive and continuous antiaircraft fire, he pressed home a hazardous dive-bombing attack on a Japanese aircraft carrier and, accurately placing his bomb, scored a direct hit on his target, despite its desperate evasive tactics. He contributed directly to the sinking of the enemy aircraft carrier and played a gallant part in the strenuous operations during this critical period in the Pacific war.

★ NELSON, Loren E., Lt., USNR, Takoma Park, Md.: As pilot of a dive bomber in BomRon 15, attached to the USS *Essex*, Lt. Nelson served in action against major units of the Japanese fleet in the Sibuyan Sea during the Battle for Leyte Gulf on 24 Oct 1944. Fearlessly pressing home his attack to low altitude in the face of accurate and intense antiaircraft fire from the entire enemy formation, he skillfully obtained a direct hit on a Japanese battleship of the Nogai class, thus contributing materially to the success of the battle.

★ POHTILLA, William C., Lt. (then Lt.(jg)), USNR, West Hibbling, Minn.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during action against Japanese units in the Battle for Leyte Gulf on 24 Oct 1944, Lt. Pohtilla aided in the destruction caused an enemy carrier. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned an aircraft carrier as a target, he defied antiaircraft fire to fly low over the maneuvering warship and release his bombs at a perilously low altitude to score direct hits which started fires and contributed to the extensive damage of the Japanese vessel.

★ PORTZ, Warner P., Comdr., USN, Washington, D. C. (posthumously): As senior officer of 1,600 prisoners of war, Comdr. Portz was confined in the holds of the enemy prison ship Oryoku Maru from 13 to 15 Dec 1944. He protested vigorously to the Japanese authorities at the gross overcrowding of prisoners in unventilated holds before the departure from Manila, and he repeated complaints for the following 48 hours despite beatings and threats of execution. He stationed himself at the top of number four hold and interceded on behalf of his men who were



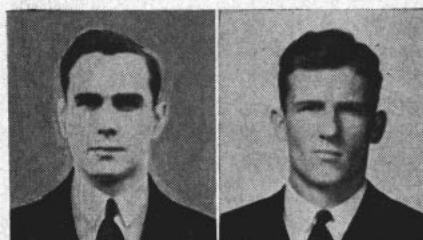
Lt. Comdr. Dennison

Capt. Fagan



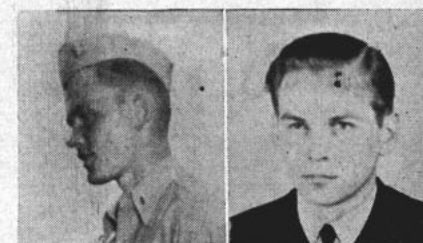
Lt. Comdr. Fisher

Lt. Flynt



Lt.(jg) Gilroy

Lt.(jg) Kinard



Lt. Nelson

Lt. Pohtilla



Comdr. Portz

Lt. Reed



Comdr. Torrey

Lt.(jg) Trytten



## ★ DECORATIONS

### Navy Cross (Cont.)

suffering for lack of water and ventilation in the stifling, filthy spaces allotted to them. He remained at his voluntary station through two aerial attacks by friendly forces, pleading continually for the relief of his men, until he sustained a serious head wound and collapsed into the hold during the second bombing and strafing strike.

★ REED, Robert D., Lt. (then Lt.(jg)), USNR, Venice, Calif.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during action against Japanese units in the Battle for Leyte Gulf on 24 Oct 1944, Lt. Reed caused extensive damage on an enemy vessel. Flying as wingman on a search and attack mission when an enemy task force was sighted and his division assigned a battleship as a target, he defied the withering barrages of antiaircraft fire to dive low over the ship and release his bombs at an extremely low altitude. He scored direct hits which started fires and contributed materially to the extensive damage of the enemy vessel.

★ TORREY, Philip H., Jr., Comdr., USN, Long Beach, Calif.: As CO, CarAirGroup 9, in action in the Caroline Islands on 16 and 17 Feb 1944, Comdr. Torrey inflicted extensive damage at Truk Atoll. Determined in purpose, in the face of grave danger, he coordinated and directed a series of four strikes of the combined *Essex* and *Intrepid* Air Groups against the key position of the Japanese inner defenses at Truk. Relentlessly pressing home the devastating attacks despite enemy fighter opposition and accurate antiaircraft fire, he conducted these daring sudden attacks to inflict great damage on Japanese naval and merchant shipping, grounded aircraft and base installations. Comdr. Torrey contributed immeasurably to the success of this mission.

★ TRYTTEN, Joseph P., Lt.(jg), USNR, Ann Arbor, Mich.: As pilot of a dive bomber in BomRon 20, attached to USS *Enterprise* during the action of the Battle for Leyte Gulf on 24 Oct 1944, Lt.(jg) Trytten scored a direct hit on an enemy warship. Flying as wingman on a search and attack mission when an enemy task

force was sighted and his division assigned a battleship as a target, he defied the barrage of enemy antiaircraft fire to fly over the target at a low altitude and release his bombs. He scored direct hits which started fires and contributed substantially to the damage inflicted on the ship.

### SILVER STAR MEDAL

#### Gold star in lieu of third award:

★ O'KANE, Richard H., Comdr., USN, Chapel Hill, N. C.: Executive officer and assistant approach officer, USS *Wahoo*, during war patrol in Japanese controlled waters.

#### Gold star in lieu of second award:

★ BRONSON, Earl D., Lt., USN, Grant's Pass, Ore.: Diving officer, USS *Bang*, during war patrol, Japanese controlled waters.

★ GIMBER, Stephen H., Comdr., USN, New London, Conn.: Assistant approach officer, USS *Rasher*, first war patrol enemy held waters.

★ MARGETTS, Richard K., Lt. Comdr., USN, Portsmouth, Va.: Commander group support, initial attacks of invasion of France, 6 June 1944.

★ WALKER, Francis D., Jr., Comdr. (then Lt. Comdr.), USN, Coronado, Calif.: Executive officer, co-approach officer and navigator, USS *Creville*, first war patrol, 27 Oct to 7 Dec 1943.

#### First award:

★ ACKERMAN, George, Jr., PTR2, USNR, St. Louis, Mo. (posthumously): Gunner on board USS *Halloran*, off Okinawa, 21 June 1945.

★ ADAMS, John C., Lt.(jg), USNR, Washington, D. C.: Leader of underwater demolition unit in daylight reconnaissance, Saipan, 14 June 1944.

★ ATKINS, Raymond, HA1, USN, Tecumseh, N. M. (posthumously): Corpsman with rifle company, 1stBatt, 1stMarines, 1st MarCorp, Okinawa, 2 May 1945.

★ AZARIGIAN, Gregory J., Lt.(jg) (then Ens.), USNR, Hartford, Conn.: Executive officer, MTB 128 in MTBRons 7thFlt, enemy controlled waters, 28 May 1944.

★ BIGGAR, Bruce O., SI, USNR, Berwyn, Ill. (posthumously): Crewman on 40-mm gun, USS *John W. Weeks* during suicide attacks, 9 Aug 1945.

★ BISSELL, Howard, Comdr. (then Lt. Comdr.), USNR, Ponta Verde, Fla.: Periscope officer and torpedo data computer operator, USS *Cod*, fourth war patrol, 14 Oct 1943 to 25 Aug 1944.

★ BREWINGTON, Allen G., Lt. (jg), USN, Wichita, Kans.: Leading auxiliary electrician, USS *Haddock*, during war patrol, enemy controlled waters.

★ BURKE, Byron K., Lt., USNR, Minot, N. D.: CO, MTB, Ligurian Sea from May to October 1944.

★ BYRUM, John F., Lt. (then Lt.(jg)), USNR, Great Falls, S. C.: Radar officer, USS *Sandlance*, 20 April to 3 June 1944.

★ CHRISTAKES, Constantine C., SI, USNR, Franklin, Mass. (posthumously): Member of gun crew, 40-mm gun, USS *Hugh W. Hadley*, off Okinawa, 11 May 1945.

★ CANNASTRA, Frederick J., Lt.(jg), USNR, Schenectady, N. Y.: Naval gun liaison officer, 3d Batt, 18th Rgt, 4th Inf Div, Normandy, 6 to 30 June 1944.

★ COPEMAN, Thomas H., Comdr., USN, Pittsburgh, Pa.: CO, USS *Greek*, Gilbert Islands, 10 to 30 Nov 1943.

★ CASTELLO, Walter C., BM2, USNR, Jacksonville, Fla. (posthumously): Member of crew of USS *Snelling* during suicide attacks off Okinawa, in rescue of shipmate.

★ DEBOLD, John D., Lt. Comdr., USNR, Reading, Pa.: Leader of underwater demolition team, daylight reconnaissance Saipan Island, 14 June 1944.

★ FARLEY, Eliot, Jr., Lt. (then Lt.(jg)), USNR, Grand Rapids, Mich.: Gunnery officer, USS *Hutchins* in DesRon 24, Surigao Straits, 25 Oct 1944.

★ FASBENDER, Robert F., PHM2, USN, Hastings, Minn. (posthumously): Corpsman with 6th MarDiv, Okinawa Shima, 14 Apr 1945.

★ FLORY, Karsten C., Lt. (then Lt.(jg)), USNR, Wauwatusa, Wis.: CO, LCI(gunboat) invasion of Leyte, 20 Oct 1944.

★ FRAILEY, Richard R., Lt. (then Lt.(jg)), USNR, Danville, Pa.: CO, PC 621, action against enemy torpedo boats, Anzio, Italy, 20 Feb 1944.

★ FUQUA, Clyde M., ACOM, USN, Jacksonville, Fla. (posthumously): Aboard USS *Bunker Hill*, while trapped in burning armory, directed men to safety, 11 May 1945.

★ GRIZZLE, Carl, GM2, USN, Ashland, Ky. (posthumously): Gun captain, 40-mm gun, USS *Kimberly*, Okinawa area, 26 Mar 1945.

★ JONES, Cecil E., Lt.(jg), USNR, Boise, Idaho: Member of UDT 7 on enemy-held island, 14 June and 10 and 11 June 1944.

★ KERN, Ralph E., Lt.(jg) (then CY), USNR, Kiel, Wis.: Radar operator on U. S. submarine during war patrol in enemy controlled waters.

★ LACCA, Liborio B., SOM3, USNR, Philadelphia, Pa. (posthumously): Burned severely when USS *Walke* was hit by Japanese plane, worked with repair party, Langayan, 6 Jan 1945.

★ LANG, Robert F., HA1, USNR, Cincinnati, Ohio. (posthumously): Corpsman attached to regimental aid station, 1stBatt, 23d Marines, 4th MarDiv, Saipan, 15 June 1944.

★ LANDON, Morris F., Lt. Comdr. (then Lt.), USNR, San Diego: Torpedo data computer operator, USS *Cobia*, first war patrol, Pacific waters, 26 June to 14 Aug 1944.

★ MAZZONE, Walter F., Lt. (then Lt.(jg)), USNR, San Jose, Calif.: Depth control officer, USS *Creville*, third war patrol, Pacific waters, 4 Apr to 28 May 1944.

★ MORRIS, Robert L., Capt. (then Comdr.), USN, Pasadena, Calif.: CO, USS *Bradford*, Gilbert Islands, 25 and 26 Nov 1943.

★ MORRISSEY, Thomas J., Lt. (then Lt.(jg)), USNR, Racine, Wis.: CO of a landing craft rocket ship, Humboldt Bay, 22 April; Wake Island 17 May; Biak Island, Schouten Islands, 27 May 1944.

★ MULLER, Frederick H., BM1, USN, Albany, N. Y.: Gun captain, after 4-inch 50 caliber gun, USS *John D. Ford*, Makassar Strait, 24 Jan 1942.

★ OTTER, Bethel V., Lt., USNR, Louisville, Ky. (posthumously): Member of beach defenses at Corregidor, 6 May 1942, as leader of party of men.

★ PUGH, William M., II, Lt. Comdr., USN, Wilmington, Del.: Gunnery officer and torpedo data computer operator, USS *Puffer*, fourth war patrol.

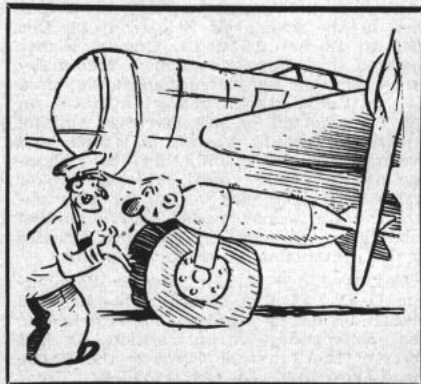
★ RAWLINS, John B., MN3, USNR, Tampa, Fla. (posthumously): First loader on 40-mm gun, USS *Aaron Ward* off Okinawa, 3

### Congressional Medals To Expedition Members

Members of the U. S. Antarctic Expedition of 1939-41 have been awarded Congressional Medals "in recognition of invaluable service to the nation by courageous pioneering in polar exploration which resulted in important geographical and scientific discoveries."

Of the expedition's total of 159 members, only 16 were able to be present at a ceremony in Washington, D. C. Many of the recipients are participating in the Navy's 1947 Antarctic Expedition (see p. 2). The medals were approved by an Act of Congress which was signed by the President on 24 Sept 1945.

The 1939-41 expedition, although it contributed greatly to South Polar exploration and scientific research, was little known because of the world's absorption in the approaching World War II. Rear Admiral Richard E. Byrd, USN (Ret), was in command.



BUORD

"Now remember, Mulvaney, record everything from the moment you leave the plane."

ALL HANDS

May 1945, when ship was hit by kamikazes.

★ ROBINSON, Samuel J. Jr., Lt., USN, Pittsburgh, Pa.: Diving officer *USS Pintado*, second war patrol, Japanese controlled waters, 24 July to 14 Sept 1945.

★ SPREDEMAN, Gordon, SC1, USNR, Milwaukee, Wis. (posthumously): Crewman aboard LST 460 when ship was hit by kamikaze, aided in combating fire on blazing ship, then gave his life preserver to wounded man, 21 Dec 1944.

★ WAKEFIELD, Maunsell C. Jr., Lt.(jg), USNR, Dallas, Tex.: Member of UDT 7, against enemy-held islands, 14 June 1944.

★ WEBB, Kenneth L., Jr., PHM2, USNR, Tarrant, Ala. (posthumously): Corpsman with rifle company, 2d Batt, 22d Marines, 6th MarDiv, Okinawa, 14 May 1945.

★ WHEELER, Fred A., Comdr., USNR, Annapolis, Md.: Engineering officer, *USS Princeton*, second battle of Philippine Sea, 24 Oct 1944.

### LEGION OF MERIT

#### Gold star in lieu of third award:

★ TISDALE, Mahlon S., Rear Admiral, USN, Mare Island, Calif.: Commandant, Navy Yard, Mare Island, Calif., 28 Jan 1944 to 31 Aug 1945.

#### Gold star in lieu of second award:

★ BYRD, Richard E., Rear Admiral, USN (Ret), Boston, Mass.: Confidential advisor to Cominch and CNO, 26 Mar to 10 May 1942; 14 Aug 1942 to 26 Aug 1943, and from 6 Dec 1943 to 1 Oct 1945.

★ JOHNSON, Henry C., Jr., Capt., USN, Washington, D. C.: Commander, special operations group, Western Naval Task Force, Southern France, August 1944.

★ MCCANN, Allen R., Rear Admiral, USN, Washington, D. C.: Chief of staff 10th Flt, and as assistant chief of staff Cominch, January to August 1945.

★ MESSMER, William L., Capt., USN, Norfolk, Va.: Commander minesweeping unit prior to and during landings at Anzio-Nettuno area, Italy, January 1944.

★ WALLIS, Adelbert V., Capt., USNR, St. Petersburg, Fla.: Commander of minesweeping group during invasion Southern France, August 1944.

#### First award:

★ BIERI, Bernhard H., Rear Admiral, USN, Washington, D. C.: Chief assistant to assistant chief of staff, U. S. Fleet; deputy chief of staff CinCLant; assistant chief of staff Cominch; deputy chief of staff Cominch, February 1942 to October 1945.

★ CHURCH, John G., Rear Admiral, USN, Pt. Loma, Calif.: Superintending engineer Areas 1, 2 and 3.

★ CLARKE, Horace D., Commodore, USN, Portsmouth, Va.: CO, *USS Idaho*, Bismarck Archipelago and the Aleutians, Marshall, Gilbert and Marianas Islands, 14 Feb 1943 to 2 Aug 1944.

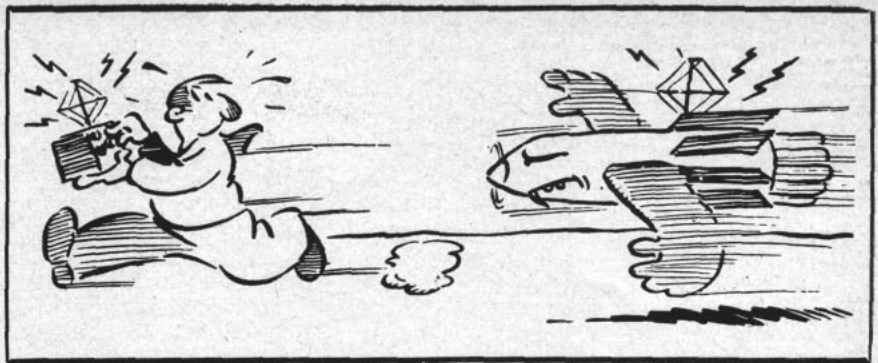
★ COX, Ormond L., Rear Admiral, USN, Hampton, Va.: Supervisor of shipbuilding U. S. Navy, Newport News Shipbuilding and Drydock Co., Newport News, Va., outbreak of hostilities to 15 Oct 1945.

★ CLAY, James P., Capt., USN, Washington, D. C.: ComCortGroup in *USS Plumkett*, Anzio-Nettuno area, Italy, January 1944.

★ HILL, Herbert D., Comdr, USNR, Norfolk, Va.: CO, *USS Barry*, Atlantic ocean area, 27 July to 9 Nov 1943.

★ KERR, Robert B., Lt. Comdr. (then Lt.), USNR, Alliance, Ohio: Assistant radar and radio officer for a CTF, 8th Flt, prior to and during invasion of Sicily, July 1943.

★ LANING, Richard H., Rear Admiral, (MC), USN, Winchester, Mass.: Inspector of medical department activities in advanced areas, October 1944 to July 1945.



★ MARKHAM, Lewis M., Jr., Capt., USN, San Diego: Leader of an attack group which engaged and destroyed enemy submarine off coast of Algeria, 4 May 1944.

★ MCNEIL, Wilfred J., Rear Admiral, USNR (Ret), Boone, Ohio: Fiscal director of Navy, December 1944 to August 1945.

★ OAKLEY, Thomas B., Comdr. (then Lt. Comdr.), USN, Los Angeles (posthumously): CO, *USS Tarpon*, during war patrol in Japanese waters.

★ OWEN, Dwight H., Lt. (then Lt.(jg)), USNR, Dover, N. H.: Intelligence officer on staff ComMTB7th Flt, New Britain and New Guinea areas, September 1943 to July 1944.

★ REICHMUTH, Ferdinand L., Rear Admiral, USN, Palo Alto, Calif.: Commandant Navy Yard, Washington, D. C.: Commandant PRNC, and superintendent U. S. Naval Gun factory, 15 Sept 1942 to 10 Apr 1946.

★ ROBISON, Carl F., Lt. Comdr., USNR, Richmond, Va.: CO of an LCI (mortar), Leyte Island, 20 Oct 1944.

★ RYDEN, Roy W., Rear Admiral, USNR, Haddonfield, N. J.: Supervisor of shipbuilding, Camden, N. J., July 1941 to October 1945.

★ SMITH, William H., Lt. Comdr. (then Lt.), USNR, Tucson, Ariz.: CO, SC 506, invasion of Italy, September 1943; Anzio, January 1944.

★ SOWELL, Jesse C., Capt., USN, Washington, D. C.: ComCort for large convoy, Mediterranean, 11 May 1944.

★ SWASEY, Albert L., Commodore, USNR (Ret), Taunton, Mass.: Head of patrol craft section, BuShips, December 1941 to January 1945.

★ THOMPSON, Webster M., Commodore (then Capt.), USN, Marshall, Va.: Production officer, navy yard, Norfolk, Va.

★ VANDERBILT, George, Lt. Comdr., USNR, Palm Beach, Fla.: Intelligence officer on staff of ComMTB7th Flt, New Guinea area, November 1943 to July 1944.

★ WAGNER, Frank D., Rear Admiral, USN,



NavAmphBase, Little Creek, Va.

"Come on, Wilco, don't act like that. Lots of guys make seaman first."

Coronado, Calif.: Assistant Deputy CNO (Air) 18 Aug 1943 to 6 Apr 1944; assisted in creation of office of the Deputy CNO (Air).

★ WOOD, Ralph F., Rear Admiral, USN, Seattle, Wash.: Commandant 17th Naval district, 24 Aug 1944 to 31 Aug 1945.

★ WOODSON, Charles R., Capt., USN, Tenaflly, N. J.: CO, *USS Arcturus*, invasion of Southern France.

★ WOODWARD, Clark H., Rear Admiral, USN, Atlanta, Ga.: Chief of the industrial incentive service for the office of Under Secretary and for the office of the AsstSecNav, 13 June 1942 to 20 Oct 1945.

### DISTINGUISHED FLYING CROSS

#### Gold star in lieu of third award:

★ SORESENSEN, Charles H., Lt. Comdr. (then Lt.), USNR, Hayward, Calif.: Division leader in TorpRon 15, *USS Essex*, scoring hit on Japanese transport in vicinity of Philippine Islands.

#### Gold star in lieu of second award:

★ BUE, Paul D., Comdr., USN, Jacksonville, Fla.: CO of a fighting squadron and leader of 12-plane patrol, Mille, M. I., 23 and 24 Nov 1943.

★ HOFFMANN, Egon F., Lt.(jg), USNR, San Francisco: Scoring a direct hit on cargo vessel in aerial flight with TorpBomRon 14, Philippines, 21 Sept 1944.

★ HOLLAND, Paul, Jr., Lt.(jg) (then Ens.), USNR, Brighton, Ill.: Pilot in FitRon 7, *USS Hancock*, in strike against Japanese fleet, Philippine Islands area, 26 Oct 1944.

★ HUBBARD, Seaborn R., Lt.(jg), USNR, Vero Beach, Fla.: Leader of a section in FitRon 7, *USS Hancock*, Philippine Islands area, 29 Oct 1944.

★ JOHNSON, Carl T., ARM1, USN, Bronx, N. Y. (posthumously): Aircrewman on Navy torpedo plane, TorpRon 94, *USS Bunker Hill* in Pacific.

★ NAFF, George, Lt.(jg), USNR, Highland Park, Mich.: Pilot of fighter-bomber plane in FitRon 18, *USS Intrepid*, battle of Leyte Gulf, 24 Oct 1944.

★ WIENCEK, John S., AOM3, USNR, Cleveland, Ohio (posthumously): Aircrewman in TorpRon 84, *USS Bunker Hill*, Okinawa, Kyushu, Minami Daito Shima and Iwo Jima, 16 Feb to 11 May 1945.

#### First award:

★ ABERCROMBIE, Warren H., Lt., USNR, Ossining, N. Y. (posthumously): Pilot of fighter plane, *USS Lexington*, during action on 2 July 1944.

★ ABNEY, William H., Lt.(jg) (then Ens.), USNR, Mission, Tex.: Pilot of bombing plane in BomRon 7, *USS Hancock*, battle of Leyte Gulf, 25 Oct 1944.

★ ANDERSON, James T., Lt., USNR, New York City: Pilot in FitRon 31, *USS Cabot*, Philippine Islands, 22 Sept 1944.

★ ASHCRAFT, Darrell, ARM2, USNR, Clarksburg, W. Va. (posthumously): Aircrewman on navy patrol bomber, Pat-



# ★ DECORATIONS

## D.F.C. (Cont.)

BomRon 106, Ryukyu Islands area; Bandjermasin, and on the Honshu Shikoku coast, 15 Apr to 14 May 1945.

★ BAILEY, Fenton, Lt., USNR, Ivanhoe, Va.: Pilot in BomRon 16, at Mille, Marshall and Palau Islands, 18 and 30 Mar 1944.

★ BALDEN, William H., Jr., Lt. USNR, Harrodsburg, Ky.: Pilot in TorpRon 10 against shipping in Truk Atoll, 17 Feb 1944.

★ BATES, Loring M., Jr., Lt. Comdr., USNR, Norfolk, Va.: CO of a PB-5 against Japanese forces, Bismarck Sea.

★ BLAKE, Gilbert S., Lt., USNR, Webster Grove, Mo.: Pilot in TorpRon 10 against enemy shipping, Truk Atoll, 17 Feb 1944.

★ BROWNELL, Robert E., Lt. Comdr., USNR, Corpus Christi, Tex.: Pilot of fighter-bomber plane in FitRon 18, *uss Intrepid*, battle of Leyte Gulf, 24 Oct 1944.

★ BUNCH, Everett R., Jr., Lt., USNR, Modesta, Calif.: Pilot of plane in Air Group 18, *uss Intrepid*, Philippines Islands, 24 Sept 1944.

★ BURCKHALTER, William E., Lt.(jg), USNR, Oakland, Calif.: Pilot of fighter plane, Japanese-held Kwajalein Atoll, Marshall Islands, 4 Dec 1943.

★ BUSKER, Jules M., Lt., USNR, Sioux City, Iowa: Pilot of Catalina plane in PatRon 34, Bismarck Archipelago.

★ BUTCHER, Cecil O., Lt.(jg), USN, Norfolk, Va.: Navigator and bow gunner on Navy patrol plane against enemy submarine off coast of French Morocco, 6 July 1943.

★ BUTTERBAUGH, Robert E., ACMM, USN, Richmond, Calif.: Plane captain of a PB-4 in PatRon 101, NAS, Sangley Point, Cavite, during action against enemy forces, 8 Dec 1941 to 30 Jan 1942.

★ CAMPBELL, Grafton B., Comdr., USN, San Diego: Pilot in BomRon 2, *uss Hornet*, in vicinity of Philippine Islands, 21 Sept 1944.

★ CAMPION, Thomas A., Lt., USNR, Crystal, Pa.: Pilot in TorpBomRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ CAPEN, Harold E., Jr., ARM3, USNR, Kenmore, N. Y.: Aircrewman of a patrol bomber in PatBomRon 106, vicinity of both Borneo coasts, the Celebes, Malaya and Indo-China coasts, 26 Apr 1945 to 1 Jan 1945.

★ CARTER, Clifford S., Lt.(jg), USNR, Framingham, Mass.: Pilot of fighter plane, FitRon 84, *uss Bunker Hill*, vicinity of Tokyo, 1 March to 9 May 1945.

★ CASE, Leslie B., Lt.(jg), USNR, New Orleans: Pilot in BomRon 80, *uss Ticonderoga*, Philippine Islands, 25 Nov 1944.

★ COLE, Lloyd A., Lt.(jg), USNR, Frederick, Okla.: Pilot of torpedo bomber in

BomRon 4, *uss Essex*, Formosa area, 21 Jan 1945.

★ COLLERAN, William P., Lt.(jg), USNR, Chicago: Pilot in BomRon 7, *uss Hancock*, Battle of Samar, 25 Oct 1944.

★ CONNOLLY, Thomas F., Comdr., USN, Beverly Hills, Calif.: Commander of first echelon of patrol bombing planes, Wake Island, 30 Jan and 11 Feb 1944.

★ DALEY, Richard B., Lt. Comdr. (then Lt.), USNR, Aptos, Calif.: Commander of a PB-4, in BomRon 108, Marshall-Gilbert Islands, 12 Dec 1943.

★ DAVIDSON, William A., Lt., USNR, Plymouth, N. C.: Pilot in TorpBomRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ DAVIS, Paul, Jr., ARM2, USNR, Colorado Springs, Colo. (posthumously): Aircrewman in PatBomRon 106, vicinity of both Borneo coasts, the Celebes, Malaya, and Indo-China coasts, 26 Apr to 1 June 1945.

★ DELONE, Francis X., Lt.(jg), USNR, Ardmore, Pa.: Pilot in Torp Ron 13, *uss Franklin*, vicinity of Philippine Islands, 19 Oct 1944.

★ DIETRICH, Charles W., Lt., USNR, Pittsburgh, Pa.: Pilot in FitRon 31, *uss Cabot*, vicinity of Philippine Islands, 24 Sept 1944.

★ DIXON, Harold C., Lt.(jg), USNR, La Jolla, Calif.: Pilot in FitRon 21, *uss Belau* Wood, vicinity of Philippine Islands, 25 Oct 1944.

★ DOSS, Monroe S., Lt., USNR, Seminole, Tex.: Leader in BomRon 7, *uss Hancock*, battle for Leyte Gulf, 25 Oct 1944.

★ DRAKE, John D. K., Lt.(jg), USNR, Wilmington, Del.: Pilot in TorpBomRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ DURHAM, Ardis H., Lt. (then Ens.), USNR, Jacksonville, Fla.: Pilot of fighter plane, flying escort for an air group, Japanese-held Kwajalein Atoll, 4 Dec 1943.

★ EDWARDS, William C., Lt. Comdr., USN, Newton, Miss.: Pilot in FitRon 80, *uss Ticonderoga*, vicinity of Philippine Islands, 25 Nov 1944.

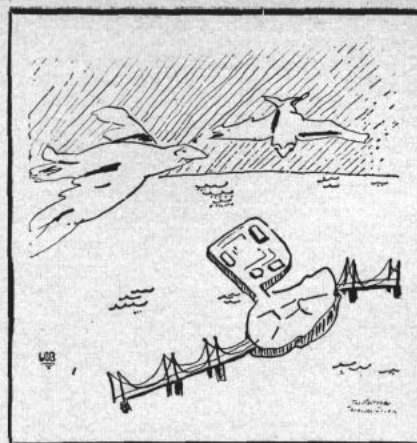
★ FAIRFAX, Eugene G., Lt. Comdr., USN, Warrington, Fla.: CO of FitRon 11, *uss Hornet*, vicinity of Formosa, 12 Oct 1944.

★ FANELLI, Donald G., ARM3, USNR, Atco, N. J. (posthumously): Aircrewman of heavy bomber plane in PatRon 104, Pacific areas, 27 Feb to 15 May 1945.

★ FRANKS, John M., Jr., Lt.(jg), USNR, Macungie, Pa.: Pilot of fighter plane, Truk Atoll, Caroline Islands, 16 Feb 1944.

★ FREEMAN, Rowland G., III, Lt., USNR, Millis, Mass.: Pilot of torpedo plane in TorpRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ FRNKA, Fred R., Ens., USNR, Eagle Lake, Tex.: Flight engineer and waist gunner, of navy patrol plane against submarines off coast of French Morocco, 6 July 1943.



Masthead, Treasure Island, Calif.

"It's almost inspection time down there. Get ready!"

★ GARDNER, Keith, Lt.(jg), (then Ens.), USNR, Spanish Fork, Utah: Pilot of torpedo plane in BomRon 4, *uss Essex*, Pescadores Islands, 15 Jan 1945.

★ GIDEL, Frederick A., AMM3, USN, Butte, Mont.: Aircrewman on plane in PatBomRon 106, coasts of Borneo, the Celebes, Malaya and Indo-China, 27 Apr to 24 May 1945.

★ GOODWIN, Harry A., Lt.(jg), USN, Manchester, N. H.: Pilot of torpedo plane in TorpRon 15, *uss Essex*, Philippine Islands, 11 Nov 1944.

★ GORDAN, Nathan G., Lt., USNR, Morrilton, Ark.: Commander of a PB-5, Bismarck Sea.

★ GRAHAM, William J., Lt. Comdr. (then Lt.), USNR, Milwaukee: Plane commander, BomRon 108, Marshall-Gilbert Islands area, 2 Dec 1943.

★ GRIFFIN, Wallace S., Lt.(jg), USNR, Oakland, Calif.: Pilot in BomRon 16, *uss Lexington*, Leyte Gulf, 25 Oct 1944.

★ HALL, Raymond W. A., Lt., USNR, Staten Island, N. Y.: Co-pilot of a navy patrol plane against submarine off the west coast of Africa, 6 July 1943.

★ HALL, William B., Ens., USNR, Burnham, Pa.: Pilot in FitRon 31, *uss Belau* Wood, 10 to 24 July 1945.

★ HAROLD, Newton R., Ens., USNR, Knoxville, Iowa (posthumously): Navigator of a patrol bomber in PatBomRon 18, Tsushima Strait, 15 May 1945.

★ HEARRELL, Frank C., Lt. Comdr. (then Lt.), USN, Long Beach, Calif.: Fighter pilot in FitRon 18, *uss Intrepid*, Northern Formosa, 12 Oct 1944.

★ HENDERSHOTT, Robert W., Lt., USNR, Bend, Ore.: Pilot of seaplane, *uss Santa Fe*, Kazan Island area, 4 July 1944.

★ HIGHT, Robert T., Ens., USNR, Missoula, Mont. (posthumously): Pilot of FitRon 84, *uss Bunker Hill*, vicinity of Tokyo, Iwo Jima, Kyushu and Okinawa, 21 Feb to 9 May 1945.

★ HILL, Harry E., Lt. Comdr. (then Lt.), USNR, South Virginia, Minn.: Leader of a team of four fighter planes in FitRon 5, Japanese base at Palau, 30 and 31 Mar 1944.

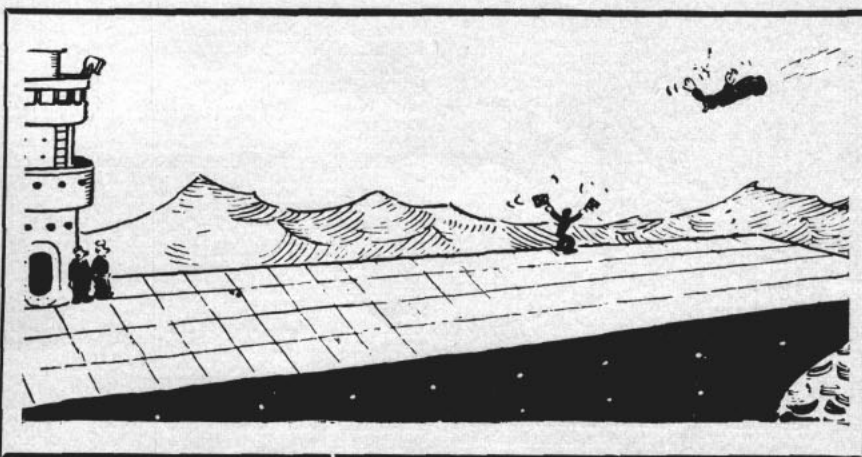
★ HOFFMAN, Charles K., Lt.(jg), USNR, Magna, Utah: Pilot of bombing plane in TorpBomRon 14, *uss Wasp*, Philippine Islands area, 21 Sept 1944.

★ HOLLAND, Paul, Jr., Lt.(jg), USNR, Brighton, Ill.: Pilot in FitRon 7, *uss Hancock*, Philippine Islands area, 25 Oct 1944.

★ HOOD, Herbert D., Lt. (then Lt.(jg)), USNR, Mt. Pleasant, Mich.: Pilot in TorpRon 22, *uss Monterey*, Caroline Islands, 29 Apr 1944.

★ HOWARD, Robert E., Lt. (then Lt.(jg)), USNR, Daytona Beach, Fla.: Pilot of scout bomber plane in BomRon 13, *uss Franklin*, battle for Leyte Gulf, 25 Oct 1944.

★ HUBBARD, Seaborn R., Lt.(jg), USNR, Vero Beach, Fla.: Leader of a section in



"That's the third plane Smith's lost since he came aboard."

FitRon 7, USS *Hancock*, Philippine Islands area, 26 Oct 1944.

★ HULET, Frank A., Lt.(jg), USNR, Hutchinson, Kans.: First battle of the Philippine Sea and the Marshall Islands, 19 Feb to 30 Apr 1945.

★ JAMISON, William C., Lt., USNR, Hearne, Tex.: Pilot and flight leader in FitRon 21, USS *Enterprise*, Philippine Islands area, 15 to 17 Oct 1944.

★ KAUTZ, Fred, Jr., AOM3, USNR, Lodi, Calif. (posthumously): Aircrewman in bombing plane in PatBomRon 119, Pacific area, 4 to 19 Apr 1945.

★ KEHOE, John J., III, Lt., USNR, Bethesda, Md.: Pilot of scout bomber, USS *Franklin*, Bonin Islands, 4 Aug 1944.

★ KENNY, John J., Jr., Lt. (then Lt.(jg)), USNR, Narbeth, Pa.: Pilot in FitRon 14, USS *Wasp*, northern Philippine Islands, 5 Nov 1944.

★ KIPPEN, Russell F., Lt., USNR, Gloucester, Mass.: Pilot in TorpRon 10, Truk Atoll, 17 Feb 1944.

## NAVY AND MARINE CORPS MEDAL

★ ANTHONY, Harold R., PHM3, USNR, Clovis, N. M. (posthumously): Only pharmacist among 150 survivors USS *Indianapolis*, 30 July to 2 Aug 1945.

★ BARBIER, Charles L., SK2, USN, Napoleonsville, La. (posthumously): Rescue operations aboard USS *Essex*, 29 June 1945.

★ BERG, Richard J., MOMM1, USNR, Beverly, Mass.: Rescuing shipmates, USS *Magohany* in Buckner Bay, Okinawa, 11 July 1945.

★ BOWLING, William C., GM3, USNR, Lafayette, Ga.: Rescue operations, USS *Greene*, Okinawa, 9 Nov 1945.

★ BRYAN, Tom M., S1, USNR, Chattanooga, Tenn.: Rescue of man trapped below deck USS *Greene*, Okinawa, 13 Nov 1945.

★ CHENOWETH, Arthur M., GM1, USN, Pardeesville, Pa.: Rescue operations of men trapped below decks, USS *Greene*, Okinawa, 9 Nov 1945.

★ GABLER, William G., EM3, USN, El Monte, Calif.: Rescue of shipmate at Seik harbor, Saishu To Island, Korea, 28 Mar 1946.

★ GEER, James E., TM1, USN, Hermiston, Ore. (posthumously): Assisted in rescue of shipmate following severe damage of a ship off Savo Island, 13 Nov 1942.

★ GRUCKY, John A., S2, USNR, Coatsville, Pa. (posthumously): Aided in rescue of several shipmates when USS *Juneau* sank during battle of Guadalcanal, 13 Nov 1942.

★ HIESTAND, Hosea E., Lt. (then Lt.(jg)), USNR, Nashville, Tenn.: While serving on board LST 348 off Island of DeZamonne, Italy, 20 Feb 1944.

★ JOHNSON, Andrew G., S1, USNR, Staten Island, N. Y. (posthumously): Assisted in

rescue of shipmate when USS *Cod's* after torpedo room caught fire, 26 Apr 1945.

★ KING, Leif T., Gun., USN, San Jose, Calif. (posthumously): Detected 5-inch projectile's fuse smoking, attempted to throw it overboard when fuse exploded, USS *Barton*, 29 Mar 1945.

★ LALLY, Bernard J., Lt. Comdr., USNR, Long Island, N. Y.: Commanded fire fighting unit, USS *Yorktown* when ship crashed on flight deck, Marshall and Gilbert Islands, 23 Nov 1943.

★ MILLER, Robert B., CMM, USN, Olivet, Mich.: Executive officer, USS *Southern Seas* during typhoon at Okinawa, 9 Oct 1945.

★ PAPE, Vincent J., SF1, USN, Long Island City, N. Y.: Salvage operations on wreck No. 7, Manila harbor, 19 Nov 1945 to 9 Jan 1946.

★ SKUBAS, Leon, BM1, USN, Paterson, N. J.: Attempting rescue of men trapped below decks on USS *Greene*, 9 Nov 1945.

★ THOM, Leonard J., Lt. (then Ens.), USNR, Youngstown, Ohio: Executive officer of a MTB when vessel was sunk attacking Japanese destroyer, Solomons, night of 1 and 2 Aug 1943.

★ TUBBS, LeRoy K., S1, USN, Indianapolis, Ind.: Serving aboard LST 473 at Legaspi, 7 Nov 1945, when mortar shell dropped into live ammunition.

★ UPTON, David R., PHM3, USNR, Munfordville, Ky.: Attempting rescue of men trapped below decks, USS *Greene*, 9 Nov 1945.

★ WALKER, Bayard, Lt. Comdr., USNR, New York City: On staff of a CTF during amphibious operations, Southern France, 24 Aug 1944.

★ WRIGHT, Truman S., WT1, USN, New Bedford, Mass. (posthumously): Giving up place on life raft and supporting shipmate when USS *Bismark Sea* was sunk by Japanese aerial forces, 21 Feb 1945.

## BRONZE STAR MEDAL

### Gold star in lieu of fourth award:

★ MORLAND, John B., Comdr., USN, Haven, Kans.: CO, USS *Stanley*, 15 Mar 1944 to 20 Mar 1945; and as CO, USS *Charles S. Sperry*, 13 April to 2 Sept 1945.

### Gold star in lieu of second award:

★ BUCHANAN, Charles A., Capt., USN, Washington, D. C.: ComDesDiv 126, November 1944 to 15 May 1945: ComDesRon 63, 15 May to September 1945, Volcano and Ryukyu Islands.

★ LONGTON, Ernest W., Comdr., USN, Annapolis, Md.: CO, USS *Ellyson*, before and during invasion of southern France, August 1944.

★ WHITING, Francis E. M., Rear Admiral, USN., Alexandria, Va.: ComCruDiv 14, as part of fast carrier task group, 10 Feb 1945 to end of war; on 1 Mar 1945 during bombardment of Okino Daito Jima.

★ WILEY, Robert S., Comdr. (then Lt.), USN, New Orleans: Engineering officer, USS *Parrott*, battle of Makassar Straits, 23 and 24 Jan 1942.

### First award:

★ ANDERSON, Billie M., S2, USNR, Nashville, Tenn. (posthumously): Attached to USS *Spectacle* in rescue work when his ship was hit by kamikaze, Okinawa Gunto, 25 May 1945.

★ BACON, Howard P., Comdr., USNR, New York City (posthumously): CO, USS *Bootes*, Aitape, New Guinea, 22 to 28 Apr 1944.

★ BAHR, Edwin H., CCM, USN, Miller Hand, S. D.: Leading fellow prisoners in sabotage efforts while POW in Japan, September 1942 to August 1945.

★ BALLMAN, August F., TM1, USN, Mystic, Conn.: Crew member serving on board

## WHAT'S IN A NAME?

### Ditty Boxes (Bags)

The ditty box (or bag), referred to by the "shoreside folks" as the sailor's housewife has been going to sea since the first days of sail.

Originally it was called "Ditto Bag," because of the fact that there were two of everything; two needles, two spools of

thread, two buttons, etc. On its way down the line, the ditto was dropped in favor of ditty, the name it still clings to.

Prior to World War I, the Navy used to issue ditty boxes. That was when lockers were places to stow gear and not clothes, as in the Navy today. The ditty boxes were made of wood and styled after the modern foot lockers, even to the small trays.

They were small, but large enough to carry the sailor's toilet articles, sewing gear, and such personal items as writing paper, ink, etc.



USS *Silversides*, first war patrol, Japanese Empire areas, 30 April to 21 June 1942.

★ BLACK, Ley J., CPHM, USN, Heavener, Okla.: While POW of Japanese in China and later in POW Camp No. 11, Sendai, Japan.

★ BROWN, John F., Y2, USNR, Waverly, Ill. (posthumously): When USS *Franklin* was hit, Brown gave up life jacket to shipmate who could not swim, 19 Mar 1945.

★ BURTON, Richard F., Coxn., USN, Alhambra, Calif.: Coxn. of landing craft, USS *Doyen*, Tarawa, Kwajalein, Saipan, Guam, Leyte and Lingayen, and Iwo Jima, 20 Nov 1943 to 6 Mar 1945.

★ CHAMBERLIN, Russell D., CPHM, USN, Los Angeles: Member of naval forces attached to Army forces during defense of Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ CORWIN, Arie A., Capt., USN, Bridgeport, Conn.: President of the joint board of Awards and Decorations, March 1943 to June 1944.

★ COSTELLO, Lawrence R., GM1, USNR, Bronx, N. Y. (posthumously): Gun captain on anti-aircraft gun, USS *O'Neill*, Hagushi anchorage, 25 May 1945.

★ DAVIS, Herman, PHM3, USN, Elizabeth, N. J.: While POW in China and Japan. Led detail through wilderness of northern Honshu for food to keep camp from starvation, July and August 1945.

★ DOOLEY, John E., SK2, USNR, East Orange, N. J. (posthumously): 20-mm gunner, USS *Newcomb* during enemy suicide attacks, 6 Apr 1945.

★ DRANE, Robert B., Lt., USNR, Cambridge, Mass. (posthumously): Assistant torpedo data computer operator, USS *Scorpion*, first war patrol, east coast Honshu Island, 5 April to 8 May 1943.

★ DRAPER, Daniel C., Lt. (then Lt.(jg)), USNR, Morgantown, W. Va.: Leader of repair party, LST 360, France, 15 June 1944.

★ EDWARDS, Bernard, Cox, USNR, New Matamoras, Ohio (posthumously): Member of 20-mm gun crew, USS *Laffey*, northwest coast of Okinawa Jima, 16 Apr 1945.

★ FABER, Vaughan H., CEM, USN, Ripley, W. Va.: Member of engineer's repair party, USS *John D. Ford*, Balikpapan, 24 Jan 1942.

★ FERGUSON, George T., Lt. (MC), USN, Hawthorne, Nev. (posthumously): Member of naval forces attached to U. S.



BNS News, Boston, Mass.

"Why, you dumb cluck, that's the place to throw rubbish over."



# ★ DECORATIONS

## Bronze Star (Cont.)

Army forces in defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ FLETCHER, Richard H., Capt. (MC), USNR, Los Angeles: Security and Sanitation officer, naval mobile hospital, Guadalcanal, April 1943 to 17 May 1944.

★ FOWKES, Luther F., Lt. Comdr., USNR, North Seattle, Wash.: Postal officer for 8th Flt, Mediterranean area, November 1943 to July 1944.

★ FOX, Henry G., BM2, USN, New York City: Crewman, *USS John D. Ford*, Surabaya, 28 Feb 1942, swam ashore to cast off lines during intensive air raid.

★ FRAZIER, Kenneth M., Lt., USNR, Shawnee, Okla.: Led fire party when his ship was set on fire by suicide plane, 30 Oct 1944.

★ GOMAN, George W., Lt. Comdr., USNR, New York City: Flag lieutenant and aide to ComSerFor 7th Flt, SoWesPac.

★ GOLDEN, Marion E., S2, USN, Perrin, Mo. (posthumously): Member of beach defenses, Fort Mills, Corregidor, night of 5-6 May 1942.

★ GRAHAM, William J., RM3, USN, Oklahoma City (posthumously): Member of beach defenses, with NavComCen, Corregidor, night of 5-6 May 1942.

★ GREGG, Ira M., CEM., USN, Phoenix, Ariz.: CEM in charge, *USS Runner*, first war patrol, Toagel Mlungui Passage, 18 Jan to 7 Mar 1943.

★ HEPWORTH, Joseph M., CY, USN, Salt Lake City: Member of beach defenses, Ft. Hughes (fortified island, Manila Bay), April 1942.

★ HETZLER, Melvin R., CPHM, USN, Seattle, Wash.: Member of staff, USNavHosp, Guam, 8 to 10 Dec 1941, POW, 10 Dec 1941 to 1 July 1943.

★ HOGSHIRE, George R., Lt. Comdr. (then Lt.) (MC), USN, Seattle, Wash.: With 1st Reg USMC, during defense of Philippine Islands, 7 Dec 1941 to 6 May 1942.

★ HUNT, William S., CPHM, USN, Long Beach, Calif.: While POW in China and Japan.

★ HUTCHINSON, Ronald B., Lt., USN, Norfolk, Va. (posthumously): Plotting room officer, *USS Hopewell*, bombardment of Corregidor, 14 Feb 1945.

★ IRISH, Madoc K., SF1, USNR, Schuylerville, N. Y. (posthumously): Firefighting party, *USS Laffey*, off Okinawa, 16 April 1945.

★ JOHNSON, Earl R., CPHM, USN, Quincy, Mass.: While POW in China and Japan.

★ JOHNSON, John A., MM3, USNR, Moline, Ill. (posthumously): Loader on 20-mm gun, *USS Laffey*, Okinawa coast, 16 Apr 1945.

★ LANGFORD, Leslie G., S2, USNR, Carthage, Tenn. (posthumously): Member of 20-mm

gun crew, *USS Maryland*, near Okinawa, 7 Apr 1945.

★ LENIHAN, Joseph P., S1, USNR, New York City (posthumously): Ammunition passer on 40-mm gun, *USS Haynsworth*, Okinawa, 5 Apr 1945.

★ LEVY, Benjamin H., Jr., Ens., USNR, Blythville, Ark. (posthumously): Member of beach defenses, Corregidor, 5 and 6 May 1942.

★ LONG, Marion A., RM2, USNR, West Terre Haute, Ind.: Member of beach party communication team with ComTransRon, Saipan, Guam, Leyte, Lingayen, Okinawa, May 1944 to November 1945.

★ LUKE, Walter L., Lt., USNR, Daytona Beach, Fla.: Operations watch officer, ComTransRon 13, Saipan, Anguar, Ulithi, Leyte, La Paz, Luzon, Grande Island and Okinawa Shima, May 1944 to May 1945.

★ MCKEAN, Hanson H., CBM, USN, Metuchen, N. J.: Director fighter pointer, main battery, *USS John D. Ford*, Balikpapan, 24 Jan 1942.

★ MEDARIS, Jack E., S1, USNR, Alamogordo, N. M.: Member of 20-mm gun crew, *USS Maryland*, Okinawa, 7 Apr 1945.

★ MONTGOMERY, Richard J., Comdr., USNR, Paso Robles, Calif.: Executive officer and combat center evaluator, *USS Pope*, Atlantic ocean area, 9 Apr 1944.

★ MOONEY, Marcel L., Lt. Comdr. (then Lt.), USNR, Kansas City, Mo.: Member of fire and rescue party, *USS Hutchins*, near Philippines, 27 Oct 1944.

★ MULLER, Frederick H., BM1, USN, Albany, N. Y.: Gun captain, four inch 50 caliber, *USS John D. Ford*, battle of Badoeng Straits, 19 Feb 1942.

★ NIVISON, Clinton L., EM1, USNR, Wichita, Kans. (posthumously): Controllerman, *USS Seacolf*, eighth war patrol, Formosa and Bonin Islands, 3 April to 3 May 1943.

★ PATTERSON, Eugene F., Lt., USNR, Norfolk, Va.: Communication planning officer and assistant signal officer with a CTF, occupation French Morocco, November 1942.

★ PEART, Cecil J., PHM2, USN, Applegate, Ore.: POW aboard prison ship *Oryoku Maru*, and on two subsequent POW vessels, 14 Dec 1944 to 30 Jan 1945.

★ PRATT, Alma G., Y2, USN, Woods Cross, Utah: Member of beach defenses, Ft. Hughes (fortified island Manila Bay) during April 1942.

★ QUIRK, Phillip D., Comdr., USN, Union, N. J.: CO, destroyer patrol, Marianas Island area, 10 July 1944.

★ RAMEY, Ralph L., Comdr., USN, Palo Alto, Calif.: CO, *USS McCook*, invasion of Southern France, 17 to 23 Aug 1944.

★ ROGERS, Eugene F., CPHM, USN, Milroy, Ind.: POW aboard Japanese prison ship *Oryoku Maru* and on two other POW vessels, 14 Dec 1944 to 30 Jan 1945.

★ SALLEY, Ansel A., CHPM, USN, Columbia, S. C.: Member of staff at NavHosp Guam during invasion and fall of Guam, 8 to 10 Dec 1941; POW interned by Japanese 10 Dec 1941 to 1 July 1943.

★ SANCHEZ, Julius C., FC1, USN, Tuscon, Ariz. (posthumously): Rangefinder operator, *USS Howorth*, vicinity of Okinawa, 6 Apr 1945.

★ SCHRADER, Arthur H., PHM3, USN, San Diego: POW in China and at War Prison Camp 11, Sendoi, Japan during period of acute starvation, July and August 1945.

★ SCHULZ, Carl A., Lt., USNR, Brentwood, Pa.: CO, LCI (mortar) 1059, Okinawa area, 16 May to 14 June 1945.

★ SHAVER, Phillip J., Jr., Lt., USNR, Waco, Tex.: CO, fire support ship attached to LCI(G) Flot 3, Pacific area, June and July 1944.

★ SIGEL, James F., CTM, USN, Bronx, N. Y.: CTM aboard *USS John D. Ford*, Netherlands East Indies in the opening months of war, 8 Dec 1941 to 4 Mar 1942.

★ STEINMETZ, Kenneth R., Lt. Comdr., (then Lt.(jg)), USNR, Milwaukee: Air transportation officer, staff of Com8th Flt, Mediterranean area, July 1943 to July 1944.

★ TRIEST, Willard G., Comdr. (CEC), USNR, New York City: OinC, Naval Construction Battalion, Okinawa, April to June 1945.

★ TSELAPATAS, George, PHM3, USNR, Columbia, S. C. (posthumously): Corpsman with assault company, 5th MarDiv, Iwo Jima, 1 Mar 1945.

★ TYBUR, Albert J., CPHM, USN, Fort Johnson, N. Y.: POW aboard prison ship *Oryoku Maru* and two other prison vessels, 14 Dec 1944 to 30 Jan 1945.

★ VOLGAMORE, Millard W., CMM, USN, Vancouver, Wash.: Member of beach defenses Fort Hughes (fortified island, Manila Bay) during April 1942.

★ WADE, Ernest M., Lt. Comdr., (MC) USN, Long Beach, Calif. (posthumously): With 4th Regt., USMarCorp, defense of Philippines, 7 Dec 1941 to 6 May 1942.

★ WILLIAMS, Charles A., CMOMM, USN, San Diego (posthumously): CMOMM in charge, *USS Trigger*, eighth war patrol, Caroline Islands area, 1 Jan to 23 Feb 1944.

★ WILSON, Gilbert E., Cox., USNR, Graham, Tex.: Coxswain of landing craft, *USS Doyen*, Tarawa, Kwajalein, Saipan, Guam, Leyte, Lingayan Gulf, and Iwo Jima, 20 Nov 1943 to 6 Mar 1945.

## Bronze Star Medal (Army)

★ TRIEST, Willard G., Comdr. (CEC), USNR, New York City: As commanding officer of the 27th Naval Construction Battalion, SoWesPac, 4 June to 20 Aug 1945.



Oak Leaf, USNH, Oakland, Calif.

ALL HANDS

# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

## Changes Effectuated By New Insurance Act Listed

Hold still a few minutes, mates. The class will now consider insurance.

The Insurance Act of 1946, dated 1 August, changed things around more than a little. A good many sailors have discovered, talking with benefits and insurance officers, that what they thought they knew about NSLI doesn't always hold true since passage of the new act. Discussed under subject headings following are some of these changes.

**Beneficiaries**—Beneficiary restrictions have been removed for all policies maturing on or after 1 Aug 1946. "Maturing," by the way, is just the insurance man's polite way of describing what happens to the policy when the insured dies. Policy holders now may name any person or persons, firm, corporation, charity, or any other legal entity, including the insured's own estate, as beneficiaries.

But the lifting of restrictions on beneficiaries knocked out the old provision for payment of benefits to beneficiaries in automatic order of succession for NSLI maturing on or after 1 Aug 1946, and made it immediately important that policy holders name beneficiaries if they have not already done so. Here's why:

Insurance that matured (there's that word again) prior to 1 Aug 1946 is payable *only* to the widow or widower, children, parents or brothers and sisters. (The new act also brought step-parents into the permitted class, effective 8 Oct 1940, provided they were specifically named by the insured). The insured was permitted to designate beneficiaries in the above groups in any order he desired. But if he named no beneficiary, or if the named beneficiaries died before the insured, or if they died before all payments had been made, then payments were made in the above order of succession. Under such a setup, it was not always important that beneficiaries be named, since the law coincided with the wishes of many insurance holders.

Now, however, while the insured may name any of a wide variety of beneficiaries, as stated earlier, the new law provides also that unless a beneficiary named by the insured survives the insured, the proceeds of the insurance will be paid in a single sum to the insured's estate in event of his death. Why is that bad? Well, lump sum is seldom the most advantageous form of payment, the insurance becomes taxable and subject to creditor's demands as part of the estate, and the insurance, like the rest of the estate, must go through the red tape associated with probate proceedings.

The new law also makes naming of contingent beneficiaries vital. The new law provides that insurance payments due to a beneficiary will, upon the beneficiary's death, revert to the insured's estate, with the consequent disadvantages stated above, unless the insured has thought to name one or more contingent beneficiaries.

Best advice: If you haven't named principal beneficiaries and contingents, see your B & I officer right away (veteran may check the nearest facility of the Veterans' Administration) and arrange to make these designations.

**Assignments**—The designated beneficiary may assign all or any part of his interest in the insurance to a widow, widower, child, father, mother, grandparent, brother or sister of the insured, provided designated contingent beneficiaries, if any, join in the assignment. The assignment must be delivered to the Veterans' Administration before payments begin to the designated beneficiary.

**Options**—There's been a wide choice of optional settlements provided in the Insurance Act of 1946, to more closely tailor NSLI to the needs of policy holders. Previously, NSLI was payable to beneficiaries under only two options, both of which provided incomes for the principal beneficiaries, but both of which had been criticized as offering monthly payments too small to meet the requirements of some families. Four options are available now, as follows:

• Option 1—Lump sum payment of face value of policy when it matures.

• Option 2—(See Table I) In equal monthly installments of from 36 to 240 in number, in multiples of 12.

• Option 3—In equal monthly installments for at least 120 months, with such payments continuing during the lifetime of the principal beneficiary. This option offers slightly higher monthly payments than does Option 4 (below), but does not guarantee that the face value of the policy

## CONTEST OPEN TO NAVY WRITERS

A couple of industrious Navy men, who sit down sometime this winter to apply pencil and a good idea to a piece of blank paper, are going to win the Navy Literary Contest and trips to Middlebury College, Vt., to attend the 1947 session of the Bread Loaf Writers' Conference, 14 to 28 August.

What's more, it won't even cost them any leave. They'll be given TAD orders to Middlebury College, and travel from their duty stations and return.

The contest is sponsored by the Navy League, and is open to naval personnel on active duty. Any literary effort may be entered, from rhymed couplet to full-length novel. Persons prominent in literature will judge the compositions, and the winners will be decided by Dr. Theodore Morrison of Harvard, acting with one naval representative. Only rule the judges must observe is that one of the prizes, at least, must go to an enlisted man. Both may, according to the judges' decisions.

The Bread Loaf Conference, by the way, ranks as an outstanding "school" of writing. To it each year come established writers for mutual discussions of their profession.

Mail entries to the Magazine and Book Section, Office of Public In-

formation, Navy Department, Washington 25, D. C. prior to 1 May 1947. Type your efforts double-spaced, on one side of 8 by 10½-inch paper, with a covering page showing name, rank or rate, address of the author and a notation "U. S. Navy Literary Contest."

Manuscripts will be returned, and the Magazine and Book Section will offer manuscripts on the literary market according to the wishes of the writers.





will be paid. It guarantees only that 120 of the equal monthly installments will be paid. If the principal beneficiary dies *before* he receives the 120 payments, the remaining payments will be paid to contingent beneficiaries, or, in their absence, the present value of the unpaid guaranteed installments will be paid to the insured's estate. If the principal beneficiary dies *after* he has received the 120 payments, no more payments will be made regardless of whether the face value of the policy has been paid.

• **Option 4**—(See Table II) This option is known as Refund Life Income. It's payable in equal monthly installments, with payments of at least the face value of the policy certain, and payments continuing during the lifetime of the principal beneficiary. Monthly payments are slightly smaller than in Option 3.

Now, a word on selecting an option. Any of the options, or a combination of options, may be elected by the insured. The first beneficiary, furthermore, may elect any option providing for payments over a longer period than the option selected by the insured. If the insured elects no option, the insurance will be payable in 36 monthly installments. Again, the first beneficiary may elect an option providing for payment over a period longer than 36 months. Options 3 and 4 are not available if the beneficiary

is a firm, corporation or other legal entity (including the insured's own estate), or trustee, or where an endowment contract matures by reason of completion of the endowment period.

Policy holders may discuss the various settlement options with their B & I officers, or with VA representatives. The insured should consider what his beneficiary's circumstances will be at his death. Points to consider include: what total income will be needed to provide a livelihood; what income is available from other than NSLI, including pensions, Social Security (see ALL HANDS, December 1946, p. 56), commercial insurance; whether there are children to be educated, and their ages; whether the beneficiary will be able to earn a living or will be needed in the home. The VA says (and it's equally applicable to servicemen), "Every veteran should be encouraged to review the settlement provisions of his NSLI policy in the light of his present family situation and with reference to the changes provided by the Insurance Act of 1946. . . He should be informed that after electing a settlement option to meet present circumstances, he can always make a new election at any time should his family situation change."

**Insurance Plans**—The word "endowment" crept in a minute ago, and probably needs clarification. NSLI, in

the form first issued to a serviceman, is 5-year level premium term insurance. In such a contract, the insured pays his money and with it buys protection for his family in event of his death. But that's all there is to the policy. No trimmings. NSLI term insurance may, however, be "converted" at any time during the term period after the policy has been in effect for one year to any of the following permanent, and usually more advantageous, forms of insurance:

• **Ordinary life**—Provides maximum protection for minimum payment. Premiums are payable throughout the lifetime of the insured, except for such periods as premiums may be waived on account of total disability. This waiver applies also to each of the insurance plans listed below.

• **30-Payment life**—Premiums are payable at fixed rates, which rates are higher than ordinary life rates, for 30 years, at which time premium payments cease and the policy remains in force for the remainder of the insured's life.

• **20-Payment life**—Premiums are payable at fixed rates for 20 years and are slightly higher than in the 30-payment plan above. Insurance is paid up at 20 years.

• **20-Year endowment**—Premiums are payable at fixed rates for 20 years, at the end of which period, unless the policy has matured by death of the insured, the amount of insurance under the policy, less any indebtedness, is payable to the insured in guaranteed installments for an agreed number of months, not less than 36 nor more than 240 in multiples of 12.

• **Endowment at age 60 and endowment at age 65**—Premiums are payable at fixed rates for the endowment period. The endowment period is the number of full policy years, which added to the age of the insured at the effective date of the policy, equals 60 and 65. At end of endowment period, unless the policy has matured by death, the amount of insurance under the policy, less any indebtedness, is payable to the insured in one sum, or at the option of the insured in guaranteed installments of 36 to 240.

Again, selection of these plans at time of conversion depends on what the insured wants his insurance to do for him. The lowest premium plan of permanent insurance is provided by ordinary life, but for any of a number of reasons the insured may be willing to pay a somewhat higher premium rate to receive the advantages of early paid up insurance or the endowment features, which can provide an income in future years much as would any good investment.

**Disability**—NSLI has provided for disability by offering a waiver-of-premiums feature to the totally disabled. In addition it now offers provisions whereby an insured can obtain, in conjunction with his life insurance, an income in event he is

**Table II—New Plan Payments**

The following table shows values of the monthly installments per \$1,000 of insurance, under Option 4 of the new NSLI provisions. Under Option 4, the insured may elect that his beneficiary receive a monthly income for life, with payment of at least the face value of the policy certain regardless of the earlier death of the beneficiary. Payments under Option 3 are slightly higher

than those shown in this table for Option 4, and are computed through age 83, but under Option 3 payment, which is in the form of a monthly income for the life of the beneficiary, is guaranteed for only 120 months in event of death of the beneficiary. Option 3 does not guarantee, as does Option 4, that the face value of the policy will be paid.

A—Age of first beneficiary at death of insured.  
B—Amount of each monthly installment per \$1,000 of insurance, payable throughout lifetime of first beneficiary.  
C—Number of monthly installments certain.

A	B	C	A	B	C
10 and under	\$3.29	304	40	\$4.26	235
11	3.31	303	41	4.32	232
12	3.32	302	42	4.39	228
13	3.34	300	43	4.45	225
14	3.36	298	44	4.52	222
15	3.38	296	45	4.60	218
16	3.40	295	46	4.68	214
17	3.42	293	47	4.76	211
18	3.44	291	48	4.85	207
19	3.46	290	49	4.94	203
20	3.48	288	50	5.04	199
21	3.51	285	51	5.14	195
22	3.53	284	52	5.25	191
23	3.56	281	53	5.36	187
24	3.59	279	54	5.48	183
25	3.62	277	55	5.60	179
26	3.65	274	56	5.73	175
27	3.68	272	57	5.87	171
28	3.71	270	58	6.03	166
29	3.75	267	59	6.18	162
30	3.78	265	60	6.34	158
31	3.82	262	61	6.52	154
32	3.86	260	62	6.69	150
33	3.90	257	63	6.90	145
34	3.95	254	64	7.10	141
35	3.99	251	65	7.32	137
36	4.04	248	66	7.55	133
37	4.09	245	67	7.79	129
38	4.15	241	68	8.07	124
39	4.20	239			

totally disabled. This latter was provided in the Insurance Act of 1946.

Two amendments affecting claims for waiver of premiums were made retroactive to 8 Oct 1940.

- Provision was made whereby in event of denial of claim for waiver, the insured has the right to enter suit and have a trial by jury.

- Certain "statutory disabilities" were mentioned in the Act which, if present, are presumed to render the victim totally disabled regardless of his civilian activity. These disabilities are: "the permanent loss of the use of both feet, both hands, or of both eyes, or of one foot and one hand, or of one foot and one eye, or of one hand and one eye, or the total loss of hearing of both ears, or the organic loss of speech." In other words, presence of any of these disabilities automatically entitles the insured to waiver of premiums, under existing laws.

Provisions for disability income benefit also were included. Under the new law, the benefit will pay an income of \$5 per month per \$1,000 of insurance, payable during total disability lasting more than six months and beginning before the insured reaches age 60. In the case of a 20-year endowment contract, the disability must occur before the contract matures at 20 years. The first monthly payment of income is made at the beginning of the seventh consecutive month of total disability. The benefit payments are made in addition to, and do not reduce, any other portion of the insurance contract.

To attach such a disability income "rider" to a policy, the insured must, of course, apply for it (through the B & I officer or to the VA directly), and must pay an additional monthly premium for the benefit. The amount of this premium is dependent upon the type of life insurance plan carried and the amount of insurance provided in the contract. The following examples show the monthly insurance premium and the monthly benefit premium in

**Table 1—Payments Made Under Option 2**

The following table shows values per \$1,000 of insurance, under Option 2 of the new NSLI provisions. Under this option the insured may elect that his beneficiary be paid in monthly installments of from 36 to 240 in number, in multiples of 12.

Number Installments	Amount Each Installment	Number Installments	Amount Each Installment
36	\$28.99	144	\$8.24
48	22.06	156	7.71
60	17.91	168	7.26
72	15.14	180	6.87
84	13.16	192	6.53
96	11.68	204	6.23
108	11.68	204	6.23
108	10.53	216	5.96
120	9.61	228	5.73
132	8.86	240	5.51

ordinary life insurance contracts with face value of \$10,000:

Age 25—monthly insurance premium, \$13.70; monthly disability benefit premium, \$2.10.

Age 35—monthly insurance premium, \$18; monthly disability benefit premium, \$3.

Age 45—monthly insurance premium, \$25.40; monthly disability benefit premium, \$4.70.

**Lapse**—The Insurance Act of 1946 pointed up the advantage of paying NSLI premiums by allotment, a fool-proof and easy way of payment. It was ruled that if an allotment was established against service pay to pay NSLI premiums, the insurance automatically is deemed to have remained in force so long as the insured remained in active service, prior to the date of enactment of the Insurance Act of 1946, in spite of the fact that deduction of premiums may have been discontinued because:

- The insured was discharged to accept a commission.

- The insured was AWOL, if restored to active duty.

- The insured was sentenced by court martial, if he was restored to active duty or required to engage in combat or was killed in combat.

In the event of death, any premiums due on such insurance will be deducted from the proceeds and credited to the NSLI appropriation.

## 240 Marine Noncoms Get Temporary Warrants

Warrant appointments for 240 non-commissioned marines were announced in Alnavs 603-46 (NDR, 30 November), 610-46 (NDR, 15 December), and 616-46 (NDB, 15 December).

The appointments, subject to conditions of Alnav 585-46 (NDB, 15 November), were made by the President for temporary service with rank from 5 Nov 1946.

## New Physical Fitness Program Policies and Objectives Outlined

As plans for resumption of All-Navy tournaments in a number of sports moved ahead (see p. 10), the fundamental policy and objectives underlying the Navy's new physical fitness program were emphasized in BuPers Circ. Ltr. 276-46.

The letter stated the objectives are "to develop physical condition, emphasize discipline and obedience, develop individual qualification and skills in sports and swimming, maintain high state of morale, and provide guidance to every person in the Navy in maintaining the best possible physical fitness."

The letter pointed out the necessity of manning ships and planes with men who are kept alert and efficient through physical fitness.

It will be a policy of the physical fitness program that sports and related activities must be available to all personnel. An intramural athletic program within ships and stations will be encouraged. However, as an incentive to the local programs, individual commands will field teams of their most highly skilled sportsmen in district, fleet, area and All-Navy championships.

The circular letter referred commands to SecNav letter P2-5 of 27 May 1946, which established the post-war physical fitness policy for the Navy.

## Chaplains Selected for Postgraduate Training

Chaplains who were selected for postgraduate courses in religion and relative subjects (ALL HANDS, September 1946, page 53), will be ordered to the colleges and seminaries of their choosing for the semester beginning in January-February 1947, BuPers Circ. Ltr. 262-46 (NDB, 15 November) announced. The letter listed 11 chaplains who were selected.

## \$1-a-Meal Regulations For Enlisted Revised

Enlisted men in a travel status anywhere within the continental U. S. using Navy or MarCorps meal tickets or emergency receipts now are authorized an allowance not to exceed one dollar a meal, no matter where the meal is taken.

This is provided in Alnav 606-46 (NDB, 30 Nov 1946), which cancels Alnav 26-45 and QMG MarCorps Circ. Ltr. dated 5 Feb 1945. These earlier directives provided that allowances were to be at costs not to exceed one dollar a meal in dining cars on trains or in dining rooms on steamers, and 75 cents elsewhere. No change has been made in the cash allowance for meals for enlisted men in a travel status, which remains at one dollar a meal.



Mainsheet, Bainbridge, Md.

"Where the heck have you been?"



## Handling of Non-Appropriated Funds For Welfare and Recreation Outlined

Purposes and policies behind non-appropriated funds controlled by BuPers and maintained for welfare and recreation were explained in BuPers Circ. Ltr. 277-46 (NDB, 15 December).

Included in the explanation were the BuPers Central Recreation Fund and the Naval Officers' Mess Central Contingency Fund. It was explained that the Ship's Stores Profits Fund, Navy (BuPers Allotment) was not included because it is for all intents and purposes an appropriated fund in respect to the manner in which it must be maintained and accounted, although it may be used in place of non-appropriated funds at the discretion of the Chief of Naval Personnel.

It was pointed out that appropriated funds available for welfare and recreation have decreased since hostilities ceased, and their use has been narrowed to very specific purposes laid down in appropriation justifications. The reduction in appropriated funds has made mandatory detailed review and careful planning in order to conserve and make most effective use of non-appropriated funds.

The funds controlled by BuPers may be discussed separately as follows:

**• BuPers Central Recreation Fund**—This fund has as its general purpose the support of recreation, amusement and welfare of personnel by means of supporting, equalizing and administering the various Navy recreation funds and financing special projects as approved.

Sources of the fund are receipt of balances remaining in the recreation funds of ships and stations decommissioned or disestablished, funds re-

ceived from assessments against ship's store and ship's service profits, excess balances in either command recreation funds or ship or station recreation funds, and receipts of either gifts or donations accepted by the Navy Department for recreation, amusement and welfare of naval personnel.

Expenditures of this fund, to accomplish its purposes, are made by means of transfers of funds or loans to augment command and local recreation funds. Normally, routine transfers will be made to command recreation funds quarterly on a per capita basis, the philosophy behind this being that control of the funds may thus be decentralized to a point which will insure their benefits will reach down the chain of command to all personnel. Funds may also be expended on welfare and recreation projects initiated or approved by the Chief of Naval Personnel.

The fund has been used for building such facilities as athletic fields, game courts, swimming pools, pistol ranges and golf courses, bowling alleys, gymnasiums, hobby shops, game rooms, beer gardens and enlisted men's clubs. Cost of transportation of surplus recreation equipment to new locations, and purchase of new equipment, have been so financed.

**• Naval Officers' Mess Central Contingency Fund**—Its purpose is to assist naval commissioned and warrant officer messes ashore, individually and generally. Sources of the fund were originally assessments against the officers' messes ashore, based on gross receipts. This procedure is not at present necessary, but may later become so. Receipts also have accrued from liquidation of messes being disestablished and from excess funds transferred to BuPers in accordance with certain specific instructions.

Expenditures from the fund are made in the form of loans to activities establishing such messes ashore, advances to the account of a mess needing assistance to cover pre-payment of materials purchased, payment of commercial claims against a mess arising after it has been liquidated, and payment to a mess otherwise solvent but having insufficient assets to repay members' deposits. The fund may also be used for the general benefit of officers' messes, including the cost of administering the central fund, to provide funds on a loan or grant basis for the improvement of officers' messes.

The fund has been expended in decorating, refurbishing and making minor alterations to mess buildings, and in providing or aiding in the providing of new mess or recreational equipment of indoor variety and such outdoor facilities as tennis courts, golf courses and swimming pools.

Circular Letter 277 pointed out fair administration of the funds requires that the following factors must be considered in studying requests for assistance:

• Status of the activity making the request with regard to personnel served and facilities available.

(1) Number of personnel attached to the activity or command.

(2) Number of Fleet or transient personnel served.

(3) Permanency and the postwar logistic mission of the requesting activity.

(4) Number, size and type of similar facilities already available to the naval activity in comparison with recognized accepted standards for the size of establishment under consideration.

(5) Accessibility of the individual activity to outside commercial and civil (community) facilities.

• Financial status of the activity making the request.

(1) Funds on hand.

(2) Monthly income from ship's store or ship's service.

(3) Monthly per capita rate of expenditure of available funds.

(4) Amount of athletic and recreation equipment in money value and/or quantity on hand.

• Decision as to propriety of using appropriated or non-appropriated funds for the project.

• Relative size of amount requested to the total amount available in the central fund.

• Amount of appropriated funds already approved for similar projects at the location.

Commandants and commanders through whom such requests for assistance are forwarded were advised that BuPers will regard their endorsement recommendations as being authoritative advice with respect to these considerations.

### Photo Interpretation Courses Scheduled

A 15-week photographic interpretation course will convene on 17 January, and every 16 weeks thereafter, at the Photographic Interpretation Center, RecSta, Washington, D. C., it was announced by NavAct 89-46 (NDB, 30 Nov 1946).

Applicants must be regular Navy officers, or Reserve officers who have been accepted for transfer to USN, with ranks of ensign through lieutenant commander. Desired qualifications include training of college level, or equivalent, in one of the following fields: architecture, engineering, city planning, cartography, geology, photogrammetry, geography, forestry, soil conservation, and mathematics.

Selected graduates of the course will be given an additional 15 weeks' study in photogrammetry. Completion of the initial course, or of both courses, will lead to one tour of duty in a photographic interpretation billet.

Eligible officers must submit requests via channels to BuPers (Attn: Pers4221), with a statement of qualifications of education and experience.

### Officers Must Submit Terminal Leave Claims

Officers on active duty should submit claims for settlement of unused leave as soon as possible, BuSandA declared. It was pointed out that the form must be completed, whether or not the officer has a claim for unused leave. The forms will be used by BuPers to establish a basic leave credit as of 1 Sept 1946.

Claim forms should be submitted to the disbursing office which carries the officer's accounts. The office will forward claims via the CO and BuPers to the Terminal Leave Disbursing Office, Great Lakes, Ill.

Basic instructions and regulations may be found in BuPers Circ. Ltr. 193-46 (NDB, 31 Aug 1946), and Joint BuPers-BuSandA Letter dated 13 Sept 1946 (NDB, 30 Sept 1946).

## First Postwar Exams 16 April for Advancement To Pay Grade 1A Rates

The first postwar examination for advancement to pay grade 1A rates has been scheduled for 16 April 1947 by Alnav 612-46 (NDB, 15 December).

As reported in ALL HANDS, October 1946, p. 51, promotions to pay grade 1A will be from eligibility lists maintained by BuPers, of candidates selected by service-wide competitive examinations.

Examinations will be given 16 April 1947 in the following rating groups:

BMCBB, ETM, RDM, SOM, CMCBB, CMCBD, CMCBE, CMCBS, SFCBM, SFCBP, SFCBR, SFCBS, SAI, SAD, PTR, T\*, AMMI, AETM, PHOM, AERM, SKV, ABMAG, ABMCP, SKT, PRTRL, SSMB, SSMC, SSML, SSMT, MAM, SPF, SPG, SPI, SPSPS\*, SPTLT, SPV, SPY, MMCBE, MMR, MMS, EMCBC, EMCBD, EMCBG, EMCBL, WTCB, SPXED, SPXTD, SPXCT, SPXJO, SPXPR, SPXNC, SPQIN, SPQCR, SPQTE.

\* V-10 personnel only.

Current and expected excesses of CPOs prevent examination for advancement in other rating groups.

In order to compete in the examinations, personnel must be eligible for advancement, in all respects, as of the date of the examination.

To place all bonus credits on a more equitable basis, for use in arriving at the multiple computation score on Nav Pers Form 624 (Rev 7-45), a bonus of 2.0 may be claimed for the Navy Unit Commendation. The bonus for the Presidential Unit Citation may be claimed only by those personnel entitled to wear the star with the ribbon. This last interpretation excludes credit for those personnel who are entitled to wear the PUC ribbon but without star. It was pointed out that the addition and interpretation in instruction 7F to the examination form is not a formal change to NavPers Form 624, but is designed for use in the pay grade 1A examinations.

Further instructions were given cognizant commands with regard to administering the examinations as prescribed by Enclosure F of BuPers Circ. Ltr. 191-46 (NDB, 31 August) and BuPers Circ. Ltr. 240-46 (NDB, 31 October).

For added information on the conduct of the examinations, see ALL HANDS, December 1946, p. 61.

## Communications Course To Convene in July

The next postgraduate course in applied communications will convene in July 1947, with applications to reach BuPers prior to 15 March, it was announced in Alnav 600-46 (NDB, 30 Nov 1946).

The new directive cancels Alnav 480-46 (NDB, 31 Aug 1946), which requested applications for a course beginning this month. Replies received in response to the previous Alnav will be kept on file for consideration along with new applications.

Alnav 600-46 stressed that training in applied communications is, in general, of an operational nature and re-

## SAVINGS PLAN PAYS MOST INTEREST

Still the most generous of bankers, the U. S. Navy continues to encourage enlisted men to deposit their money with disbursing officers at 4 per cent interest, a much better deal than they can find anywhere on the beach.

It's been going on for a long time, since 1889 as a matter of fact, when Congress provided for the establishment of a savings deposit program for enlisted men. In Navy Regs (Art. 1781) can be found the authority for operation of such a plan. The BuSandA Manual (Volume V, Chapter 4, Part B) goes into greater detail on the subject, explaining the mechanics of interest computation.

At any rate, the savings plan applies to enlisted men of the Navy and Marine Corps, serving afloat or ashore. No officers are eligible—warrant, commissioned warrant or commissioned. The path to the disbursing officer's deposit window is strictly no-officers' country.

Only one deposit may be made a month and it must be in an even dollar amount of at least \$5. How much can be deposited at one time? Well, you can't break up a crap game then rush off to the paymaster and sock away the profits at four per cent. There's an upper limit on the size of deposits, too.

The disbursing officer can accept accumulated pay and allowances, if they pile up during the three months preceding the date of deposit. To this can be added any travel or re-enlistment allowance which may be due. Also acceptable for a single deposit is the total of deposits and interest in a savings account upon re-enlistment or first extension of enlistment.

That brings up the question of withdrawals, and the really safe-keeping feature of the plan. Deposits and interest can be repaid only on discharge, release from active duty, transfer to the Fleet Reserve, appointment to warrant or commissioned rank or furlough without pay. Forget the last—FWOP is the cabalistic symbol for something that hasn't happened in years.

Thus, the money left with the disbursing officer on deposit remains safe against whimsical withdrawal. It can't be touched whether the man wants to buy gold bricks, low tide real estate or pea coats for a Sand Street blonde.

It also is proof against attachment. The money deposited and the interest on it is exempt from liability for depositor's debts, even indebtedness to the United States.

One thing the account cannot withstand is a mark of desertion. Deposits and interest, in the event the depositor deserts, are forfeited. If a mark of desertion is removed later, the deposits continue in the usual manner.

Deposits can be made in two ways—by cash and by checkage. The usual method, of course, is by cash deposit, but the disbursing officer can check an account for the amount of a deposit when he is given an approved special money chit marked "For Deposit."

Money deposited in this fashion does not mould in a cigar box in the pay office nor does the disbursing officer press it between the leaves of his copy of *Forever Amber*. The deposits are in special custody of the U. S. government, a substantial firm doing business at the same old stand since sailors wore rings in their ears and tar in their tresses.

The disbursing officer accounts for the money in the same manner as other collections of public funds, entering it in his Cash Book as well as in the depositor's own Deposit Book. At the end of the month he writes it in an Abstract of Deposits. Check and double check.

Naturally, the Deposit Book stays in custody of the disbursing officer most of the time, but a man usually carries it with him on transfer. Suppose he loses it. There's no strain to that. The General Accounting Office has all the dope at the tip of its calculating machine keys and a new book is issued.

Since the money can be withdrawn only once, the interest is figured at only one time; that is, upon discharge, release from active duty and see an earlier paragraph for the rest of the et ceteras. On this special date, the disbursing officer sits down with the deposit book and adds it up. For any sum deposited for a period of six months or longer, he computes interest at the rate of 4 per cent per annum, based on a year of 360 days.

Take off your boon-dockers if you need to, and figure it out with every digit at your command. It comes out better than at the Dockside Dime Savings.

quires sound professional knowledge, plus good educational background. The course is designed to prepare graduates for duty afloat in command, communications, and operations, commensurate with rank. Although assigning of graduates to shore billets will be given consideration, completion of the course does not lead normally to SDO classification.

Eligible are line officers, including aviators, commissioned 6 June 1940 to 19 June 1942, inclusive. Applicants should have had at least two years' sea duty. Signed agreements not to resign during the curriculum and to serve three years in naval service after completing the course should be submitted with applications to BuPers (Attn: Pers-4226).



## Naval Reserve Opens Enlistments To Non-Veterans in Recruiting Drive

The Navy has launched a nationwide Reserve recruiting program, to bring the Naval Reserve up to full strength. Two recruiting plans were placed in effect:

- Volunteer Reserve enlistments were opened to non-veterans in two age groups, those 17 to 18½ years of age and those between the ages of 30 and less than 40.

- Organized Reserve enlistments were opened to selected non-veterans over 17 years of age, whose vocational training is peculiarly fitting for naval service.

The two plans are discussed under the headings "non-veteran" and "vocational" following:

**Non-veteran**—Military service previously was a prerequisite for Naval Reserve enlistment, but enlistment now is open to non-veterans in the age groups given above. The non-veterans must pass a physical examination. The physical is not required of veterans.

Term of enlistment is four years, except for 17-year-olds, who must enlist for minority until their 21st birthday. Acceptable candidates will be enlisted in V-6 for inactive duty, with the provision that the best-qualified V-6 men may later be transferred to units of the Organized Reserve.

Enrollment in the Reserve does not exempt non-veterans from military service under Selective Service. Those so affected will be discharged from the Naval Reserve 30 days prior to the date they become eligible for induction.

**Vocational**—Selected, vocationally-

### Refunds Due Members Of Mutual Aid Association

Members of the Navy Mutual Aid Association who were in good standing on 31 Aug 1945, and have not received refunds of extra war risk rates, have been asked to communicate with the association. Alnav 604-46 (NDB, 30 Nov 1946) announced that the association has many undelivered checks representing partial refund of extra war risk rates.

The directive revealed that extra hazardous duty rates now in effect, \$5.30 for aviation members and \$2.50 for submarine members, have been continued through 1947. Allotments now active will be automatically continued through 1 Dec 1947.

Applications for membership in the association are being taken from regular permanently commissioned and warrant officers of the Navy, Marine Corps and Coast Guard on active lists, not over 45 years of age; Navy midshipmen, and Coast Guard cadets. Confirmation of permanent officer status, if not shown in the Navy Register of 1 July 1945, should accompany applications.

### PubInfo Officer for Reserve Units Advised

Reserve units were advised by BuPers of the desirability of assigning duty as public information officer to one of three commissioned officers of the Volunteer Reserve authorized to be associated in drill pay status with each division of the Organized Reserve.

If possible, BuPers pointed out, this officer should have a background of public information experience, and should be assigned duty as liaison public information officer. If local conditions make such action impossible, however, one of the division's officers should be assigned collateral duty as public information officer.

It was recommended that the liaison public information officer establish coordination with, and receive guidance from, the district public information officer.

trained non-veterans over 17 may be enrolled directly in the Organized Reserve, with consequent advantages of pay for training and opportunity for advancement in rating, depending upon the individual's proficiency in civilian trades and crafts.

Objective of the program is to supplement the non-veterans' apprentice skill with naval training, to fit them as Reserve petty officers. The vocational enlistees will be recruited in cities where Organized Reserve units have been activated. Students in vocational schools and apprentices in industry who are receiving additional instruction from such schools are eligible.

The Navy Recruiting Service is nearly doubling its activities to put over the Reserve recruiting program. Active duty billets in connection with Reserve recruiting are opening up for Reserve officers and enlisted men now on inactive duty. Personnel who volunteer for duty, via their district commandants, will remain on active duty at least until 1 July 1947.

Eligible for this recruiting duty are Reserve officers in the ranks of lieutenant commander and below, including warrant officers. Men in all ratings in pay grades 1-3 inclusive are eligible, except those of the ship's service, Specialist (F), commissary and steward branches. Yeomen and pharmacist's mates in pay grades 1-4 inclusive are eligible.

Naval Reserve procurement officers are being assigned to duty in all districts to coordinate the campaign. Traveling recruiting teams are taking the Reserve message into cities, towns and hamlets.

## Former Enlisted Men May Become Eligible For Reserve Commissions

Former enlisted men of the Navy and the Coast Guard may become eligible for appointment to commissioned rank in the Naval Reserve, under procedure announced in BuPers Procurement Directive 31-46.

The program is open to outstanding veterans who are not subject to induction under the Selective Service Act. At time of application, candidates must have completed at least two years in an accredited college or be of equivalent educational level. They must have been separated with honorable discharges and be physically qualified for Reserve commissions.

Applicants must be enrolled in the Naval Reserve for inactive duty, and participation in training and drills with recommendation from the command conducting the training will be given strong consideration by the selection board.

Applicants may not be younger than 19 nor older than 30, although the upper age limit may be waived by BuPers for exceptional candidates. The applicant must be a native-born U. S. candidate, or naturalized for at least 10 years.

Eligible Reservists may write to the nearest Office of Naval Officer Procurement for instructions to be followed and forms to be completed, prior to appearing for physical examination. A stated time and place for appearing should be requested.

The program was established to provide for personnel who, through lack of service and educational qualifications, were not eligible for advancement to commissioned rank during the war. The program will remain open indefinitely, for the benefit of those men who wish to maintain an active interest in the postwar Naval Reserve.

Prior to appointment, applications will be reviewed and selections made by a board established in BuPers.

Following are addresses of Offices of Naval Officer Procurement: 721 Healey Bldg., Atlanta, Ga.; U. S. Post Office and Court House Bldg., Boston, Mass.; 321 S. Plymouth Court, Chicago, Ill.; 243 Federal Bldg., Cincinnati, Ohio; 1249 Washington Blvd., Detroit, Mich.; U. S. Court House Bldg., Kansas City, Mo.; Northwestern Bank Bldg., Minneapolis, Minn.; 210 W. 7th St., Los Angeles, Calif.; Federal Bldg., New Orleans, La.; NAS, Dallas, Texas; 90 Church St., New York City; 1600 Arch St., Philadelphia; Old Post Office Bldg., Pittsburgh, Pa.; Ferry Bldg., San Francisco, Calif.; 513 Arctic Bldg., Seattle, Wash., and 1601 I St., N. W., Washington, D. C.

## OPA Ceilings No Longer Affect Surplus Sales

Navy sales of scrap, salvage and surplus property may be made without reference to former OPA ceiling prices, according to Alstacon 142248 of October.

## Increased Allowances Of Boats Authorized For Most Combatant Ships

Increased allowances of ship's boats for most combatant vessels has been authorized by CNO. Boat facilities were cut sharply in the war to clear ships for combat and are now being increased as much as compatible with requirements for possible action.

The increased allowances bring the number of boats carried on most large ships as close as possible to prewar standards, but additional boats and handling facilities beyond those authorized during the war are considered as "strip ship" items of equipment, to be abandoned in case of need to return to action status.

No construction of additional crane equipment for combatant ships already built, to provide on-board stowage for boats, is authorized, but ships now under construction will be studied to determine the practicability of providing prewar standards of boats and boat handling facilities.

The new allowances are as follows:

BB 61 class: 8-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 2-24 foot plane personnel boats.

BB 55-56 class: 6-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CA 68 and 122 classes: 6-30 foot motor launches, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 64 class: 3-30 foot motor launches, 1-26 foot motor launch, 2-26 foot motor whale boats, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 106 class: 4-30 foot motor launches, 2-26 foot motor whale boats (canopy), 1-24 foot plane personnel boat.

CL 59 and 119 classes: 4-30 foot motor launches, 1-26 foot motor whale boat, 1-26 foot motor whale boat (canopy), 1-24 foot plane personnel boat.

CVB 41 class: 4-35 foot motor boats, 4-50 foot motor launches, 4-40 foot motor launches, 2-26 foot motor whale boats.

CV 9 class: 3-35 foot motor boats, 5-40 foot motor launches, 2-26 foot motor whale boats.

CV 148 class: 2-35 foot motor boats, 2-40 foot motor launches, 2-26 foot motor whale boats.

CVE 105 class: 2-35 foot motor boats, 2-40 foot motor launches, 2-26 foot motor whale boats.

DD class: 2-26 foot motor whale boats.

DM-DMS class: 2-26 foot motor whale boats.

DE class: 1-26 foot motor whale boat.

## Information on Dental Corps Officer Pay Given

Dental Corps officers returned from duty with the army for release to inactive duty will receive pay and allowances due them after the BuSanda Field Branch in Cleveland, Ohio, has been advised by the War Department of payments made by Army disbursing officers.

This information was given in NavAct 90-46 (NDB, 30 Nov 1946), which stated that disbursing officers at separation activities will make initial mustering out payments and pay the officers the advance mileage due them. Checks for final payment will be mailed to the officers' home addresses.

## PERMISSION NEEDED TO LEAVE U. S.

Hold it! Step out from behind that "bon voyage" floral horseshoe. Unpack your suitcase and hang up your walking cane. The Navy wants to know where you're going.

Reservists on inactive duty who want to leave the U. S. must obtain written permission in advance from the commandant of their naval district or river command, unless they're planning only a little jaunt of 30 days or less to a country in which a passport is not required of U. S. citizens (Canada, Mexico, Bermuda, the Bahamas, Cuba and Jamaica).

Get permission first, be sure your passport's in order if you'll need it, and then run along and have a good time.

The rules do not, by the way, apply to Reservists employed in U. S. merchant vessels, or American-

owned vessels under friendly foreign registry, or those employed in the business of flying aircraft of U. S. commercial air lines, so long as their travel is incident to their profession.

Reservists wishing to take a job with the government of a foreign country in a capacity which is directly or indirectly under control of the foreign government, must submit resignation from the Reserve (if an officer), or request discharge (if enlisted), at the same time permission to leave the U. S. is requested. By law, members of the Naval Reserve may not be in the employ of a foreign government.

However, favorable consideration will be given to requests for reinstatement from Reservists who have resigned to accept such employment, after they leave the employ of the foreign power.

## Fire Control Technician Complements Established For Certain Vessels

Allowances for fire control technicians, third class, have been established for certain vessels of the Active Fleets, including AD, AR, ARH, BB, and CA types, BuPers Circ. Ltr. 265-46 (NDB, 15 November) announced.

Later these allowances, established to provide the Navy with competent personnel to maintain and repair modern fire control equipment, will be revised to offer opportunities for advancement of FCT3s and billets for men rated FCT2s and above upon completion of the advanced fire control course at the Naval School (Fire Control Technician).

Upon successful completion of the course of instruction at the Naval School (Fire Control, Advanced) as directed in Alnav 558-46 (NDB, 15 October; ALL HANDS, November 1946, page 61), selected S1(FC) will be advanced in rating to fire control technician, third class. They will be sent to the Fleet and distributed to vessels having allowances for the rating and in order of priority to AD, AR, ARH, BB and CA. As graduates become available in larger numbers, allowances of vessels of other types than those for which immediate allowances are provided will be processed to include the FCT rating group.

To insure that only qualified personnel are in fire control technician billets, individual COs are *not* authorized to advance non-rated personnel to this rate. Recommendations for such advancements in rating, or of changes in rating of rated fire controlmen to fire control technicians of equal pay grade, will not be approved by BuPers.

When individual ship allowances have been processed to include fire

control technicians, second class and higher, advancement in rating will be controlled by provisions of BuPers Circ. Ltr. 191-46 (NDB, 31 August), or other directives concerning advancement in rating which may be in effect at that time.

Completion of the course at the Naval School (Fire Control Technician) is not required for advancement in rating to FCT2, providing personnel are serving in the fleet at the time of advancement. Personnel must have successfully completed the course to be eligible for advancement from FCT2 to FCT1.

The specialty mark for fire control technicians is the same as that prescribed for fire controlmen. (Uniform Regulations, 1941). Instructions relative to incorporating the FCT rating in the new Personnel Accounting System were provided in BuPers Circ. Ltr. 265-46.

## Recovery of Black Market Blood Plasma Sought; Must Be Returned to U. S.

Newspaper accounts in the U. S. of alleged black market operations in American blood plasma in Shanghai have prompted a directive to commands concerned to make efforts to recover plasma and medical supplies which may have been sold as surplus without Red Cross approval.

The directive, contained in Alnav 601-46 (NDB, 30 Nov 1946), pointed out that it is illegal to dispose of, as surplus, property donated by the American Red Cross without prior Red Cross approval. There is a possibility that by bulk sale, or in the sale of hospitals as complete units, blood plasma has been declared surplus and sold without this approval, the Alnav declared. The plasma must be returned to the U. S.



# Credit Urged for Educational Experience During Peacetime Duty

Whether the stroke oar in your chow line ran away from Cucamonga High to join the Navy during the war, or waited until he'd had a couple of years in the state college before he shipped, he'll find that naval service offers considerable opportunity for further education—academic education, that is.

This we have on authority of the Accreditation Commission of the American Council on Education, whose formidable title cloaks a friendly organization devoted to the schooling problems of John Gob and GI Joe. The commission recently recommended to schools of the nation that they continue to give credit for educational experience gained in service just as they did during the war—with two exceptions. We'll deal with the exceptions later.

The recommendation is the result of a study of the educational credit granted for wartime service, a study which convinced the commission there was very little wrong with the policy. The commission reported to schoolmen:

"There is ample evidence of the wisdom of this policy, since hundreds of thousands of veterans have demonstrated substantial educational growth while in the services . . . Thousands of young men will continue to serve in the armed forces during peacetime, and many of them will attain measurable educational growth while in the service, just as others did during the war."

And here's how it could work for men with wartime service.

Stilson W. Knucklebuster left high school after two years study and became a journeyman machinist. Came Pearl Harbor. He enlisted in the Navy, became a machinist's mate but turned to optical work and was graduated from three Navy schools in the specialty. Now he's a chief special artificer optical, planning to resume his civilian career and anxious to obtain a high school diploma.

Knucklebuster calls on an Educational Services Officer, who totals up his high school credits. They amount to less than two years credit. The ESO assembles a record of Knucklebuster's Navy training—recruit, service school and some U. S. Armed

## Crown, Shield Removed From Italian Flags

Signal gangs on ships having Italian national flags (ensigns) aboard were advised by BuShips to remove the crown and shield from each flag. The Italian government has modified the ensign to consist of three equal vertical stripes of green, white and red, without the crown and shield.

Since the crown and shield are applied on the flags, modification is within the capacity of the ship's force. The BuShips' directive appeared as item 46-2149, NDB, 15 November.

Forces Institute courses he studied in his spare time. This is dispatched to Knucklebuster's old high school principal, who evaluates this record and decides he has the equivalent of a high school education. The diploma is awarded him next graduation day.

Even if friend Knucklebuster lacks the necessary credits, adding in all his Navy schooling, the ESO has an ace in the hole—the GED (for General Educational Development) test. Most state boards of education are willing to grant high school certificates on the basis of high scores on this test, which measures the educational growth Knucklebuster gained through travel, reading, civilian or military occupations and other experiences.

Except for recruit training credit and GED, the program will continue to function this way, the commission recommends, for men whose armed service is wholly peacetime.

During the war a recommendation was made to give credit for "boot" training to avoid penalizing a man drafted or enlisted in the last months of high school. Since men ordinarily are no longer required to leave high school before graduation, the commission does not recommend that recruit training credit be given those entering service after V-J Day.

As for GED, the last thing these educators want to do is encourage men to leave school. They want to

recommend no accrediting policy that would give a man his high school diploma before he would normally be graduated. Thus, they recommend that GED tests not be administered or recognized as a measure of high school equivalence until after the class of which a man was a member has been graduated.

Three other means of gaining educational credit while in service remain unchanged. They are (1) service schools, (2) correspondence courses and (3) off-duty class study.

In the Guide to the Evaluation of Educational Experiences in the Armed Services (hereinafter the Tuttle Handbook for the man who wrote it) can be found the American Council on Education's recommendations for credit for service schools. ACE considers service school work valid educational achievement, measurable by any standard.

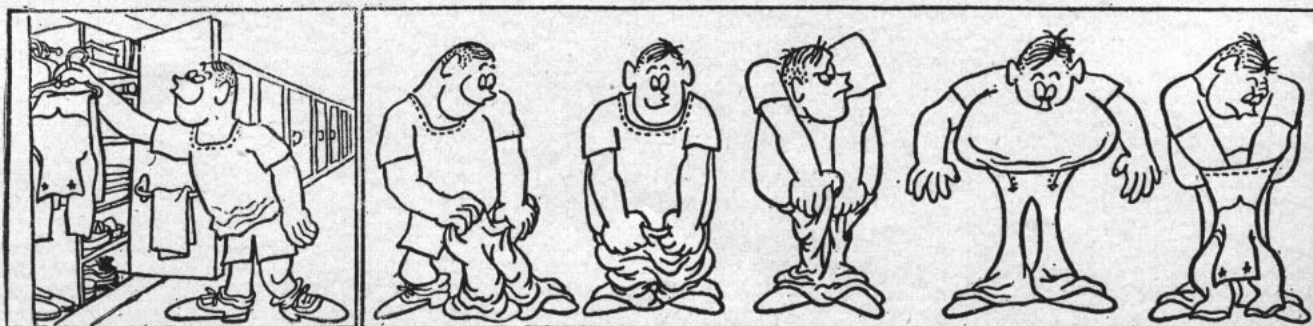
The Tuttle Handbook also contains recommended credit for correspondence courses offered through USAFI by collegiate extension divisions and by the Marine Corps and Coast Guard institutes.

Also in the Handbook is recommended credit for off-duty class study. This program, using USAFI education manuals, will be expanded in the peacetime period.

All of these recommendations, despite their wide distribution, do not set policy for individual schools. The American Council on Education, the National Association of Secondary School Principals and the military services, who cooperated to form the recommendations, recognize and respect the autonomy of schools and colleges, which make their own policies on evaluation of service education.

These policies vary widely from place to place, as examination of a compilation of state education department standards will show. Recruit training, which might get a veteran his high school diploma in one state, will get him a cup of coffee in another—if he has a nickel.

No one can go wrong with USAFI, however, and the War and Navy departments recently endorsed a streamlining of the course offerings at USAFI headquarters in Madison, Wis. Main effect of this action is to



TAILOR MADE

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concentrate the program at elementary and high school levels, and the freshman year of college. Advanced college courses of specific interest to the military are being retained, and continuing surveys will keep USAFI apprised of educational interests among service personnel.

Not that most advanced college courses no longer are available. They will still be offered, as they were during the war, by extension services of various schools through the medium of USAFI. Seventy-three colleges and universities, now under contract with USAFI, will enroll servicemen and women in correspondence courses at college level.

Revision of the basic USAFI program cuts from more than 400 to about 300 the number of correspondence, self-teaching and class-study courses for which materials are supplied.

With the revision of USAFI and the continuance of credit transferral, peacetime education in the Navy probably will have its dramatic events—like the experience of one war veteran. Perhaps this story should be told with a background of “chase” music, appropriate to horse opera or the dash of the cavalry to rescue an embattled wagon train. The tale has a Garrison finish, at any rate.

A Navy enlisted man won a temporary commission and, with the end of the war, was accepted for permanent commissioning in the regular Navy. On the basis of test scores, he was recommended by BuPers for college training at the University of Minnesota. Unfortunately, he lacked a high school diploma, and the U. of M.'s term would begin soon.

Time was dwindling when the officer's ship put into Norfolk and BuPers swung into action. An ESO at Norfolk was instructed to give him a GED test and rush the completed answer sheets to Madison for scoring and report to his high school. Now it developed that the Minnesota term would start before the diploma arrived.

The GED scores were sent to the University and the situation described. Minnesota, off those GED marks, decided to let the officer enter without his diploma.

To paraphrase an old axiom: There's more than one way to skin a sheep.

## Date Set for Examination Of Candidates Seeking Medical Corps Appointment

Examinations for selection of candidates for appointment to the Medical Corps will be held from 3 to 7 February, it has been announced by BuMed. Those selected may be appointed to the grades of assistant surgeon or acting assistant surgeon with the rank of lieutenant (jg).

Physical and professional examinations will be conducted at that time by Boards of Medical Examiners and Supervisory Naval Examining Boards at 20 naval hospitals throughout the country.

Candidates must be U. S. citizens, between the ages of 21 and 32 (upper age level 31 for acting assistant surgeons), must be graduates of approved medical schools and must meet the physical requirements for appointment.

Graduates of approved medical schools in the U. S. or Canada who have completed internship in accredited hospitals are eligible to take the exam for assistant surgeon. Following confirmation by the Senate, those selected will be appointed and receive orders to active duty at a naval medical facility.

Students enrolled in approved medical schools who will have completed their third year of the medical course before the date of the examinations, are eligible to take the examinations for acting assistant surgeon. They will

## Officer Applications For UDT Duty Sought

Applications are desired from officers of the Navy Academy classes of 1944, 1945 and 1946, and their contemporary USNR and USN(T) officers selected for transfer to the regular Navy, for duty in Underwater Demolition Teams, according to Alnav 597-46 (NDB, 30 November).

Volunteers must pass the physical examination required of candidates for submarine duty and submit report of this examination with their request for UDT duty. Requests from good swimmers are particularly desired.

Requests must be sent airmail, via official channels, to BuPers (Attn: Pers 3114), Washington 25, D. C.

be called to active duty following the completion of their medical education.

The examinations will be held at the following naval hospitals: Bethesda, Md.; Camp Lejeune, N. C.; Charleston, S. C.; Chelsea, Mass.; Dublin, Ga.; Great Lakes, Ill.; Houston, Tex.; Jacksonville, Fla.; Long Beach, Calif.; Memphis, Tenn.; Newport, R. I.; Oakland, Calif.; Parris Island, S. C.; Pensacola, Fla.; Philadelphia, Pa.; Portsmouth, N. H.; Portsmouth, Va.; St. Albans, N. Y.; San Diego, Calif.; and Seattle, Wash.

Detailed information as to form and procedure of application may be obtained from the Officers of Naval Officer Procurement or from the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C.

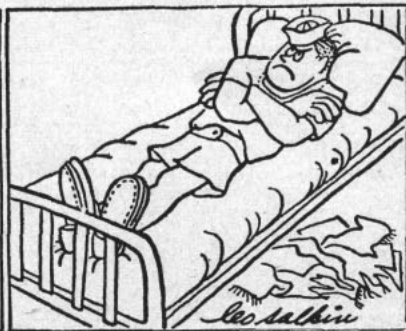
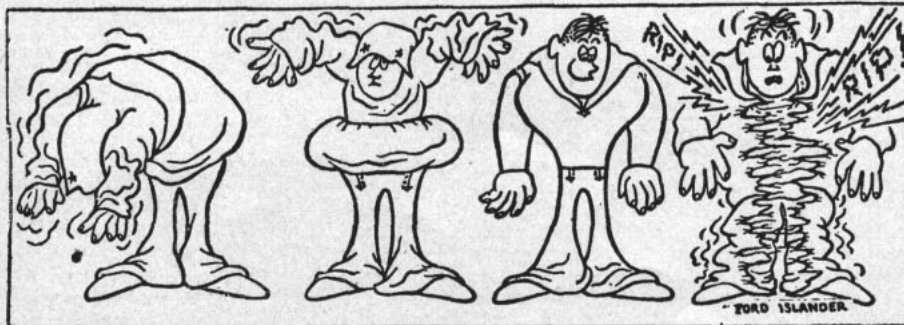
## Rotation of Officers To Duty Ashore Gets Attention of BuPers

Shore duty for officers is a subject coming in for considerable attention in one corner of BuPers. Not insensitive to the plight of some, who have been at sea since main propulsion was a galley slave, the Bureau wants to accelerate the rotation of officers to duty on the beach.

Navy policy specifies that all officers—Naval Academy graduates, enlisted men or former Naval Reserves—shall be rotated according to the same schedule. BuPers hopes to attain this goal when the current educational program for regular Navy transferees begins to send graduates to the Fleet.

In the meantime the Bureau, aware that the sea is just as salt for enlisted men as for officers, let it be known that enlisted sea duty counts toward eligibility for rotation to shore—if it runs consecutively with sea duty in officer status. This is a reversal of a prewar policy which cancelled all the sea duty an enlisted man may have amassed on the day he became a warrant officer.

For the purpose of computing sea duty to determine eligibility for shore duty 12 consecutive months or more on the beach counts as a tour of shore duty. To state it another way: an officer may spend a period of less than 12 months ashore without interrupting his consecutive sea duty.



The Sweeper, Naval Mine Warfare School, Yorktown, Va.



# NAVY RELIEF SOCIETY RENDERS AID IN TIME OF NEED

The Navy Relief Society is an organization "of, by and for the Navy" which has for its sole purpose the rendering of assistance, both financial and other services, to naval personnel and their dependents in time of need. Although an adjunct of the naval service, it is a private agency founded and incorporated in 1904 by a group of naval officers, wives of naval officers and civilian friends of the Navy. The late Admiral of the Navy George Dewey was a prominent figure in this group and served as president of the Society from 1906 to his death in 1917. Fleet Admiral Ernest J. King is current present of the Society.

Originally the Society's activity was confined to aiding "indigent widows and orphans of officers, sailors and enlisted men of the U. S. Navy and Marine Corps." Through the years, as necessity arose and resources increased, the Society's work gradually broadened until at present its policies provide for assistance in time of need to officers and enlisted men of the regular Navy and Marine Corps, the Reserve components when on regular active duty, the Coast Guard when serving with the Navy in time of war, the dependents of such personnel, as well as for relief and assistance to the dependents of deceased personnel of the service.

Until World War II, the work of the Society was limited by its comparatively meagre resources, practically the whole of which came from contributions from within the naval service, and from a limited number of generous civilian friends of the Navy who were familiar with its activities. All contributions from any source are voluntary and no official funds of any sort have been utilized in carrying out the program.

The funds available at the outbreak of the second World War were hopelessly inadequate to meet the demands of an expanding naval establishment. The great disruption of family arrangements caused by the calling of Reserve components to active duty, the widespread enlistment of volunteers,

as well as the draft, posed new problems in addition to multiplying their number. Not only financial assistance, but advice and aid on transportation, housing, mail, benefits, allowances and a multitude of other problems had to be provided. Extraordinary measures were required to meet the situation.

Aware of this necessity and familiar with the Society's work, a group of interested citizens in New York, headed by Clarence Dillon, formed a National Citizens' Committee. As a result of their activities, a fund of some \$10,800,000 was raised and increasing the total sum available to donated to the Navy Relief Society, over \$11,500,000 and making it possible to meet the new obligation imposed by the war.

Some idea of how this obligation was met, on the financial side, may be learned from the statistics in the table accompanying this article.

While the financial aspects loom large, as reflected in the table, the Society's assistance is by no means limited to that type of help. So-called "service" cases aggregate some two to three times the number of monetary ones. Broadly, they include the services of the Navy Relief Nurse, "Navy Neighbor," assistance with arrangements for transportation, housing, personal problems and affairs and related matters. The major portion of these services is carried on by volunteer women, mostly wives of naval personnel, but the Society has been able during the past several years to supplement their work by the employment, in limited numbers, of professional social workers and registered nurses. In the larger auxiliaries also, due to withdrawal of service personnel formerly assigned, the Society has been forced to provide bookkeeper and clerical help from civilian sources. At the present time the combined efforts of officers, volunteer and civilian help are needed to meet the great volume of requests received.

The great proportion of the Society's work is carried on by some 40 Auxiliaries and 45 Branches. These

are located in the naval districts, at the larger naval stations and centers where naval personnel and their dependents congregate. Due to their proximity, these Auxiliaries and Branches can most expeditiously process requests, make necessary inquiries, gain first-hand information and, most important, take prompt action. To provide for areas not covered by Auxiliaries and Branches, arrangements have been made with the American Red Cross for its local chapters to furnish information, assist in processing of requests and otherwise act as liaison with the headquarters of the Navy Relief Society in Washington. It is only necessary for dependents in such areas to make known their problems to the Red Cross, which will assist them in communicating with headquarters. These requests are handled directly by headquarters.

The general scope within which the Society's assistance can be expected includes the relief or contributing to the relief, of abnormal, non-recurring situations (particularly in the field of sickness, hospitalization, funeral expenses, non-receipt of allowances, benefits) in which naval personnel or their dependents find themselves, and which they cannot reasonably meet from their own resources. Real need is a controlling factor. The limited funds and services available are not dissipated for mere convenience, financing leave or liberty (except in unusual circumstances), business ventures or purchase of non-essentials or to maintain a standard of living incommensurate with the resources of the individual. All cases, however, are given careful consideration and attempt is made to resolve them on the side of liberality rather than parsimony.

Based on statistical analysis of current activities, the Society's expenditures will exceed its normal income by some \$400,000. This must come from the voluntary contributions of naval personnel, as no appeal to the general public is made during time of peace. It is felt that Navy Relief is not charity in the ordinary sense of that word. It is, rather, assistance in time of need by one member of a large naval family to another. The Society believes that if it is to rest upon a sound basis and be worthy of its mission it must derive its chief support from members of the naval service.

The Navy Relief Society conducts no campaign, as such, for solicitation of funds from naval personnel. The period 1 to 15 February each year is set aside for the receipt of voluntary contributions from the personnel of ships, detachments and stations, and for fund raising affairs such as shows, carnivals, balls and similar benefit activities. A special notice is sent out at that time inviting attention to the Society's work and its purposes and affording opportunity for participation by all those who deem its objectives worthy of support.

	GRATUITIES *		LOANS **		TOTAL BY YEAR	
	Number	Amount	Number	Amount	Number	Amount
1942.....	3,101	\$91,840	25,821	\$1,029,539	28,922	\$1,121,379
1943.....	13,070	466,330	49,786	2,325,291	62,856	2,791,621
1944.....	19,917	881,510	88,595	4,309,437	108,512	5,190,947
1945.....	22,973	1,209,080	73,498	3,724,945	96,471	4,934,025
1946***.....	8,000	545,610	28,122	1,563,956	36,122	2,109,566
Total by Class..	67,061	\$3,194,370	265,822	\$12,953,168	332,883	\$16,147,538
Grand Total 1942-1946—332,883 cases; \$16,147,538 assistance						

\* Gratuities are outright gifts to widows, children and other dependents of deceased personnel to tide them over critical periods, and to dependents of living personnel, chiefly for illness, injury and hospitalization, whose burdens are such that repayment of a loan would only increase the burden.

\*\* These loans are made without interest and are expected to be repaid. However provision is made for cancellation if later circumstances create undue burden. About 10 percent are so cancelled.

\*\*\* Demobilization year. Personnel decreasing from around 3,000,000 to 650,000.

## Procedures for Release Of Officers Outside Continental U. S. Noted

Prompted by changes in earlier directives and new concepts of separation of naval personnel, procedures for release of officers outside the continental U. S. have been clarified in BuPers-BuSanda Joint Letter dated 15 Nov 1946.

Officers stationed outside the continental U. S. may elect to be separated in territories or possessions of the U. S., or in foreign countries or possessions, and the procedure varies according to the officer's status.

An officer eligible for release from active duty, whose home of record at the time of being ordered to active duty was within the continental U. S., may request to be released from active duty at his duty station outside the continental limits as follows:

- Those desiring release from active duty in a territory or possession of the U. S. must submit a written request for such release, via CO only, to the Chief of Naval Personnel.

- Those desiring to be released in a foreign country or its possession must first obtain permission to remain in the country or possession from the appropriate civil authorities. This permission will be obtained through the nearest U. S. diplomatic or consular office, where the officer also will obtain a consular passport, if necessary. The officer then will submit a written request for release in the foreign country or possession, via CO only, to the Chief of Naval Personnel.

- When the approvals required above have been obtained, the CO will issue release orders similar to an example given in the joint letter.

An officer on duty within the continental U. S., or on a ship in a continental port, who is entitled to be returned to a home of record outside the continental U. S. upon release from active duty, will be separated at appropriate activities listed in Alnav 384-46 as modified by Alnavs 476-46 and 529-46. These officers will have a year after date of release or termination of the war, whichever is later, to complete their travel.

An officer who is entitled to be returned to a home of record in a territory or possession of the U. S. upon release from active duty, and who elects in writing to be separated at an appropriate activity within the territory or possession, will be ordered by BuPers to the activity for separation processing when release orders are requested. This election is irrevocable upon detachment from duty station under separation orders.

An officer on duty at a ship or station outside the continental U. S., who is entitled to be returned to a home of record in a foreign country and who elects to be processed for separation at his duty station, shall be processed as follows:

- The officer shall obtain necessary permissions to enter the foreign coun-

## Ordnance Publications Distribution Revised

The Ordnance Publications Distribution Center at the Naval Gun Factory, Washington, D. C., has been disestablished and its work incorporated into the central distribution system.

Requisitions for ordnance publications and forms now must be made through the district publications and printing office which services a ship or station, according to Alnav 602-46 (NDB, 30 Nov 1946).

try in which the duty station is situated (if it is in a foreign country), visas for foreign countries through which he will travel, necessary permissions to enter and reside in the foreign country in which the home of record is situated. This shall be explained in his request to the Chief of Naval Personnel. When approval has been obtained, release orders shall be issued by the CO as outlined in the joint letter.

- In the event that the officer does not have all the permissions listed above, or does not wish to return to his home of record, he may be released in the foreign country in which stationed if he has necessary permissions to enter that land. This shall be explained in the letter to the Chief of Naval Personnel. When approval has been obtained, release orders having modifications outlined in the joint letter shall be issued by the CO.

The joint letter gives provisions governing dependent's transportation, shipment of household effects and mileage claims of officers to whom the directive is applicable.

## Combat Aircrewmembers As Separate Rating Group Discontinued

Combat aircrewmembers ratings were held in abeyance and the parenthetical designation of (CA) was replaced by a Navy Job Classification code number with the publication of BuPers Circ. Ltr. 264-46 (NDB, 15 November).

The letter modifies Instructions for the Navy Personnel Accounting System (NavPers 15,642, revised March 1946) to conform with the decision to suspend combat aircrewmembers as a separate rating group. It also instructs commanding officers to change all ratings within seven rating groups—AMMAC, MMFAC, ARMAC, AETAC, AOMAC, AOACB and PHOAC—to ratings within the following groups, in the same pay grades, as appropriate:

AMM, AMMF, ARM, AETM, AOM, AFC and PHOM.

Men who have held the designation will continue to wear their aircrew insignia, and remain qualified for duty involving flight under the provisions of BuPers Circ. Ltr. 75-46 (NDB, 31 March). These men were

volunteers, qualified physically and psychologically for their duties, and skilled as aircraft machine gunners. Now, as in the past, they will be given first consideration when "flight skins" are being assigned. The Navy will continue to select and train other men for this specialized duty.

In place of the old designator (CA), Navy job code numbers, as listed in the Manual of Enlisted Navy Job Classifications (NavPers 15,105), will be assigned. It also was pointed out that BuPers Circ. Ltr. 43-46 (NDB, 28 February), which directed that all enlisted personnel be given Navy job classification numbers, must be compiled with.

Changes of combat aircrewmembers ratings in accordance with this directive are to be reported on pages 9x of service records and in the Daily Personnel Diary (NavPers 501).

In the future combat aircrewmembers will be shown under "Special Qualifications" on personnel reports.

## Expert Shots To Requalify Every 4 Years for Medals

After next 1 July, personnel may be qualified as expert riflemen, carbine expert, expert pistol shot or expert revolver shot for four-year periods only. Previously the period of qualification was indefinite. This change to para. 117, chap. 19 (revised 1946), Landing Force Manual, was announced in item 46-2128, NDB, 15 November.

Not affected were rules for the wearing of the Navy Distinguished Marksman Medal or Navy Distinguished Pistol Shot Medal. The directive does not apply to the Marine Corps.

The new ruling is as follows:  
"The duration of qualification as expert rifleman, carbine expert, expert pistol shot or expert revolver shot is four (4) years. If an individual fails to requalify as expert at the end of the four (4) year period, he will cease to wear the ribbon or medal. If he fires for record during the four (4) year period and fails to requalify as expert, he will cease to wear the ribbon or medal, however, he should retain the medal in his possession in the event of future qualification as expert since only one (1) medal is ever awarded to an individual."

It was pointed out that those whose latest qualification on 1 July 1947 dates back four or more years must cease to wear the ribbons or medals until they requalify.

Regulations for small-arms firing permit an individual to fire any particular course for record just once each small-arms year.

## QUIZ ANSWERS

### Answers to Quiz on Page 41

- |        |        |
|--------|--------|
| 1. (b) | 4. (b) |
| 2. (a) | 5. (a) |
| 3. (b) | 6. (c) |



## 14,686 Accepted for Transfer to Regulars; 7 Classes Still Open

Of 41,244 temporary USN and Reserve officers who applied for transfer to the regular Navy, 14,686 had been accepted by the selection board on 6 December, and the program still was not completed.

Still acceptable are applications for transfer from officers in seven separate categories:

- Legal Specialists.
- Medical Corps.
- Dental Corps.
- Former prisoners-of-war.
- Holders of a doctor's degree in one of 20 specialties sought for the proposed Medical Allied Science Corps.

• Those commissioned subsequent to 15 Sept 1946 and prior to 1 Jan 1947.

• Those with less than a year's commissioned service on 15 Sept 1946.

No deadline exists on applications from any of these groups except for the last two. Under this program no officers in these two categories are eligible for transfer to the regular Navy if commissioned after 31 Dec 1946. Their applications must be received by BuPers not later than 30 days after completion of six months commissioned service.

Here is a breakdown by corps of the 14,686 already accepted for transfer on 6 December:

Line-general service 4,181; line-aviation 3,838; line-EDO 976; Supply Corps 1,484; Medical Corps 382;

Dental Corps 189; Civil Engineer Corps 361; Hospital Corps 253; Chaplain Corps 181; commissioned warrant and warrant officer (all branches) 2,841.

The Nurse Corps, with 781 transferees winnowed from 1,457 applicants, has all but written an end to its transfer program. Nineteen applications remain under consideration, but no more are being accepted. Of the 1,457 who applied 317 withdrew and 330 were not selected for various reasons.

Former Naval Reserves may still apply for new commissions as ensign in the regular Nurse Corps on much the same basis as other applicants from civil life.

In the Marine Corps transfer program, according to figures released in early December, a total of 2,854 officers have been accepted for commissioning in the regulars. In addition 1,031 chief warrant and warrant officers were selected. No applications have been accepted since 15 Oct 1946 with two exceptions:

• Officers with less than a year's active duty on 15 Oct 1946.

• Officers initially commissioned after 15 Oct 1946.

Many officers, due to address changes, mail delays and other reasons, have been receiving their notices of appointment after the time limit has expired. In Alnav 617-46 (NDB, 15 December) officers applying for appointment after expiration of the time limit were told to make a full statement of the circumstances. These cases are to be referred to BuPers for decision.

## ALNAVS, NAVACTS

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs, not as a basis for action. Personnel interested in specific directives should consult Alnav or NavActs files directly for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands.

No. 590—Twenty-second in a series listing officers selected for transfer to the regular Navy (see p. 62).

No. 591—Outlines procedure for transfer to regular Navy of officers who had less than a year's commissioned service on 15 Sept 1946, and those who received initial commission prior 1 Jan 1947 (ALL HANDS, December 1946, p. 53).

No. 592—Extends potency period of certain medical supplies.

No. 593—Eighth in a series listing Reserve nurses selected for transfer to regular Navy Nurse Corps (see p. 62).

No. 594—Directs commands to designate counselors to publicize and answer questions concerning examinations for entrance into NROTC and Naval Aviation College programs (ALL HANDS, November 1946, p. 51).

No. 595—Fifteenth in a series listing officers selected for transfer to regular Marine Corps (see p. 62).

No. 596—Establishes effective date for SecNav Ltr., serial 203P517, of 22 July 1946 (which pertains to redesignation of naval aircraft squadrons).

No. 597—Calls for applications from certain officers for duty in underwater demolition teams (see p. 59).

No. 598—Twenty-third in a series listing officers selected for transfer to the regular Navy (see p. 62).

No. 599—Requests reports from activities having QFA anti-submarine warfare attack teachers.

No. 600—Cancels Alnav 480-46 (ALL HANDS, October 1946, p. 62), and sets new date for convening of postgraduate course in applied communications (see p. 55).

No. 601—Directs commands to make effort to recover blood plasma and medical supplies which may have been sold as surplus without necessary Red Cross approval (see p. 57).

No. 602—Announces disestablishment of Ordnance Publications Distribution Center, Washington, D. C. (see p. 61).

No. 603—Lists MarCorps noncommissioned officers appointed by the President to warrant rank for temporary service (see p. 53).

No. 604—Gives membership requirements for Navy Mutual Aid Association, and presents information of interest to members (see p. 56).

No. 605—States that reports required by Alnav 455-45 in the case of

## TRUMPET, TUBA TOOTLERS SOUGHT

The Navy is looking for musicians. Instructions for recruiting stations concerning procurement of musicians were issued in Recruiting Circ. Ltr. 20-46.

Applicants who have had no previous military service and who wish to enlist for assignment to musician duties may submit application for musical examination to any recruiting station for forwarding to the Navy School of Music, Washington, D. C., after it has been determined that applicant:

• Is a native or naturalized citizen of the United States, or a native of an insular possession of the United States.

• Is 17 and under 31 years old. If less than 21 years old applicant must have consent of parents or legal guardian for enlistment.

• Has applied for enlistment and the recruiting officer considers him qualified in character and moral standards.

• Has successfully passed the Applicant Qualification Test.

Those accepted will be provided transportation to the Navy School of Music and if they pass the exam-

ination are obligated to enlist in the Navy. Enlistment will be at the Recruiting Station, Washington, D. C.

Those failing the musical examination may enlist in the Navy for general service.

Those failing the musical examination who do not desire to enlist in the Navy for general service will be furnished transportation and subsistence from Washington, to their home.

Applicants who pass the musical examination in Washington, and who have had no previous military service will be transferred to the NavTraCen, Bainbridge, Md., for recruit training, and thence to the Receiving Station, Washington, for a course at the Navy School of Music.

Former members of the Army, Navy, Naval Reserve, Marine Corps, Marine Corps Reserve, Coast Guard or Coast Guard Reserve, who are qualified for enlistment or reenlistment in the Navy, are eligible to apply for the musical examination in the same manner as recruits and will be processed and handled in the same manner.

MarCorps activities no longer are required.

No. 606—Revises allowance for meals for Navy and MarCorps enlisted men in a travel status, using meal tickets or emergency receipts (see p. 53).

No. 607—Announces that reports of line selection boards for temporary promotion to rear admiral were approved by the President (see p. 37).

No. 608—Announces that report of MarCorps selection board for temporary promotion to major general were approved by the President (see p. 36).

No. 609—Ninth in a series listing Reserve Nurses selected for transfer to the Regular Navy Nurse Corps (see p. 62).

No. 610—Lists MarCorps noncommissioned officers appointed by the President to warrant rank for temporary service (see p. 53).

No. 611—Twenty-fourth in a series listing officers selected for transfer to regular Navy (see p. 62).

No. 612—Designates 16 April 1947 as date for service-wide competitive examinations for advancement to pay grade 1-A, and lists eligible rates (see p. 55).

No. 613—Promotes for temporary service MarCorps second lieutenants

whose number in grade on the combined lineal list of 1 Jan 1940-46 is between 4929 and 5440, inclusive.

No. 614—Directs commands to present more fully to enlisted men information concerning Naval ROTC and Naval Aviation College programs (ALL HANDS, November 1946, p. 51).

No. 615—Announces that reports of staff selection boards for temporary promotion to rear admiral have been approved by the President (see p. 38).

No. 616—Lists MarCorps noncommissioned officers appointed by the President to rank of warrant officer for temporary service (see p. 53).

No. 617—Refers to transfer of Reserve and temporary USN officers to the regular Navy under Public Law 347 (see p. 62).

No. 618—Amends certain articles of BuPers Manual in regard to travel by privately owned vehicle.

No. 619—Requests recommendations for appointment to temporary warrant officer rank in the MarCorps from current COs of suitable noncommissioned MarCorps officers serving in the first three pay grades, subject to qualifications outlined in the Alnav.

No. 620—Authorized COs to nominate applicants for Naval ROTC and Naval Aviation College programs by despatch, and to confirm by despatch

nominations mailed subsequent to 1 Dec 1946 (ALL HANDS, November 1946, p. 51).

No. 621—Requests applications for the second 11-month postwar course at the Naval War College, which will begin on 1 July 1947 and end on 29 May 1948.

## NavActs

No. 87—Directs commands utilizing services of Army personnel to comply with provisions of BuPers Circ. Ltr. 187-46 (NDB, 31 Aug 1946).

No. 88—Explains disbursing officers' procedure for use of new allotment authorization (Sanda Form 545).

No. 89—Requests applications for 15-week course in photographic interpretation (see p. 54).

No. 90—Gives procedure for payment of pay and allowances due Dental Corps officers returned from duty with Army for release to inactive duty (see p. 57).

No. 91—Calls for applications for two-year postgraduate course in business administration (ALL HANDS, November 1946, p. 54).

No. 92—Requests applications for two-year postgraduate course in textile engineering (ALL HANDS, November 1946, p. 54).

## BROADBEAM

## 'S NO USE





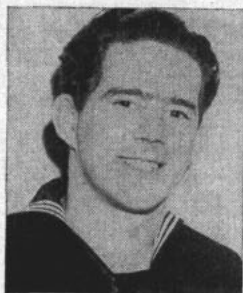
# FANTAIL FORUM

**QUESTION: What Is the Best Rate in the Peacetime Navy?**

(Interviews on the above question were conducted at First Naval District, Boston.)



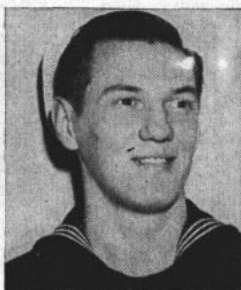
**Vincent A. Rotella, GM3, Riverside, R. I.:** With nothing to shoot at in peacetime, I would prefer to be a motor machinist with small craft. They get training in a good peacetime profession. The work isn't hard and is responsible.



**Edward K. Doyle, Cox., Brookline, Mass.:** I like the variety of a boatswain's duties. There is a satisfaction in holding the senior rate in the Navy, and you get the respect of the men. I think that all boatswains lead good lives.



**Harold B. McDonald, Y1, Hamilton, Mass.:** I consider a yeoman's duties the most interesting because of their diversification. I like the feeling of being behind the scenes in the government of the Navy. A yeoman learns a lot.



**Robert Kinkela, HA2, Windber, Pa.:** I want to be a pharmacist's mate. There is a satisfaction in helping those in need, and the experience is valuable to the prospective doctor. It also is nice to be able to tell a sick ensign he must go to bed.



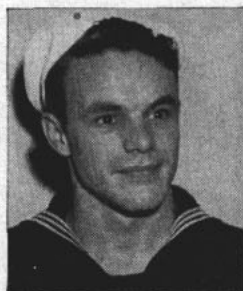
**Henry S. Coger, S2, Jonesboro, Ark.:** A naval correspondent has the best duty. The correspondent knows and writes about the enlisted sailor. The travel required by the job means that he will get to see and know many ships and stations in the service.



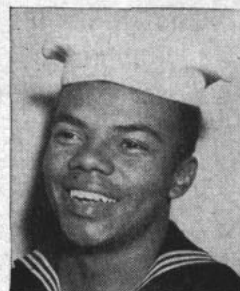
**Rubert S. Deyol, S2, Allston, Mass.:** I would like to study radar for the training in electricity and electronics. The Navy's 10-month schooling program is an excellent start for a profession in these fields. I want to keep my mind active.



**Robert A. Johnson, S1, Rockford, Ill.:** I would like to be a radioman. Expert schooling and the use of expensive equipment, unattainable elsewhere, have taught me a lot—radio is a good hobby and an excellent, responsible profession.



**J. A. Sobraski, WT2, Gary, Ind.:** I like my rating. It's more technical than many others. The smaller divisions below decks have higher efficiency and morale. You have good working conditions and at sea there is extra pay.



**Avery Richardson, S2, Montevallo, Ala.:** I will strike for a boatswain's rating. I like to work in the fresh air and sunshine. Working with lines is a lot of fun. A boatswain has a position of authority and gets training in leadership.

## 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 intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

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:** These men are being instructed in the use of the periscope at the Submarine Training School, New London, Conn. Note expressions of two men in left hand corner.





TAKE A LOOK



# *THAT'S YOUR LINE, MAC*



IT'S YOUR LINE, YOUR NAVY, YOUR COUNTRY...  
YOU'RE RUBBING THE SKIN OFF YOUR OWN NOSE.

YOU AND YOUR NAVY MUST  
MAINTAIN A FIGHTING FLEET—  
AMERICA'S STRONG RIGHT ARM—  
AND ON A STRICT BUDGET, TOO!

*Conserve*  
**NAVY MATERIAL**